

“FILES AND PROFILES” FROM YOUR “ADVISOR”

June 2004

considering water safety classes, so I am pleased to publish the following information:

Tips for Safer Canoeing

If you dunk - Be ready for an occasional dunking when you canoe. Don't panic. In calm waters, angle your way up to shore instead of paddling straight. Stay behind the boat, and hold onto it for flotation. Always wear your life jacket.

If you capsize – If your boat capsizes, don't panic. Your canoe can be flipped back over. Over-turned canoes float. First, assure that all passengers are safe before attempting to retrieve equipment. Stay with your canoe unless you judge that doing so will be dangerous. If you can stay with the canoe, you can guide it into quiet water. Stay at the upstream end of the canoe so that if the canoe becomes pinned, you don't. If possible, hold on to your paddle. . .you'll need it later. Don't try to swim in rapids. Float in your life jacket on your back, with your feet downstream. If the water is cold, get ashore quickly.

If your buddy capsizes – If someone else's canoe has dumped, offer your assistance. If it comes down to a rescue, remember, it's the people first, then the equipment. If the weather is cold, get them ashore, dry and warm them immediately. It may not occur to them that they're uncomfortable because of confusion. But above all, keep calm and encourage those rescued to do likewise.



This photo brings the cost of living right down home, doesn't it? I am up to date on current events and this article doesn't even need a title; all across the country travelers, by land, sea and air are feeling the crunch of expensive gasoline.

We have to take priorities in our lives (especially in our budgeting!) and I would be willing to bet not many boaters are putting their vessels on a fuel diet! Boaters simply love to boat and all will be on the water this season in full force.

And while we are on the water, USPS members always practice safety first! Last week I received an article from the Redwood Squadron in District 25. Jan Arbogast, the editor of *The Barque* included an article relating to safer canoeing. Sometimes the smallest vessels are forgotten when



ENGINE MAINTENANCE QUIZ

When a quiz is included in the “Files and Profiles”, I usually get positive feedback. And since we have not had a quiz lately and since we need to “maintain our boat and operate it legally”, this is an excellent time to examine ourselves!

1. Vee belts are sized by their:
 - a. Type of material and length.
 - b. Width and length.
 - c. Width, length, and angle.
 - d. Number of cogs and length.
2. The most common cause of carburetor problems is:
 - a. Water in the fuel.
 - b. Dirt in the fuel caused by inadequate filtering.
 - c. Leaded gasoline.
 - d. Lack of specifications to make adjustments.
3. A milky looking lubricant in the lower unit is an indication of:
 - a. A normal condition.
 - b. The lubrication manufacturer’s identification color.
 - c. White oil being used.
 - d. Water mixed with the lubricant.
4. Water formed by condensation inside a gasoline fuel tank:
 - a. Floats on top of the gasoline.
 - b. Mixes with the gasoline.
 - c. Settles in the bottom of the tank.
 - d. Leaves through the vent pipe.
5. What is a proper precaution when fueling an inboard gasoline engine boat?
 - a. Open all hatches, ports, and doors.
 - b. Hold fuel nozzle a short distance from the filler opening.
 - c. Fill tank until fuel flows out the vent pipe.
 - d. Close all windows, hatches, ports and doors.
6. In addition to the fuel inlet pipe, a permanently installed gasoline tank must have a:
 - a. bottom drain fitting.
 - b. Blower inside the tank.
 - c. Vent which allows the passage of air and vapors overboard.
 - d. Vent which discharges into the bilge.
7. Generally, a increase in power and fuel economy is associated with:
 - a. Torque.
 - b. Correct ignition timing.
 - c. Higher compression.
 - d. Removing air filters.
8. The most important lubrication routine is to:
 - a. Add oil with seasonal changes.
 - b. Add recommended detergents.
 - c. Keep the oil above the “full” mark.
 - d. Check oil at each refueling.

(Check your answers on page 4)

We Keep Coming Back. . . or Perhaps Not!

(The following article was written by P/D/C Ben Owen, SN two years ago when he served as District 17’s Commander. The text is as true today as it was then.)

“Memorial Day Weekend is, I think, when all of our brains officially turn on to the summer and to on-the-water activities. Rendezvous with raft ups, cookouts, swimming and other delights fill our heads. We who love the water have a terrific time during the warm months! Our squadrons come alive with splashing and eating and “river running”.

Have you ever thought about the individuals who make all this possible for us? Yeah, the “doers”. What makes some people develop a

personal stake in the Power Squadron? One so powerful that they devote large amounts of their free time to it? What makes them willing to take on the tasks of the organization? And, even more importantly, what makes some of these hard workers into leaders, people who are willing to go beyond the job description?

We all joined the Power Squadron for some reason. Chances are your reasons may not be the same as mine. That doesn't really matter, though. What matters is whether your reasons for joining are being satisfied. If they are, you are probably going to stick around for a long time and that's good. But if they aren't, you may be wondering why you feel "left out" or not included in the internal workings of our group.

Why are some of us satisfied and some of us not? I think it is a matter of **involvement**. I have seen members who have been around for many, many years and I have seen others who came in just for a year or two. In almost every case I can think of, the members who have remained with us are the ones who became involved early on and have remained involved.

Now what do I mean about being involved? It's pretty simple, really. They joined and then became busy doing things! Right then they began to get involved with others members and started making new friends. The more involved they became, the more they liked the Power Squadron. I know some members that have been members in this district for over thirty years and some of them have been involved every one of these years. Care enough to be involved. You'll be glad you did. And we all will benefit from it!

As your commander, I am here to guide you, to assist you, to help you "iron out the wrinkles" of some situation you may encounter. But I am not here to tell you how each individual squadron is to be managed. I do not believe in micro-managing. District 17 is most fortunate to have good solid leadership this year in our squadron commanders. These are members who are committed to the responsibilities of their position and to the future of the United States Power Squadrons. - - Ben Owen



SEA SUPERSTITIONS

Savage Sea gods, phantom ships, sea monsters, and "that dropping-off place on the horizon" it's no wonder ancient mariners were so superstitious.



But now? Superstitions die harder than sea monsters, especially on such unpredictable ground as a sea. Here are a few that are part of hundreds still sailing around the world:

Don't whistle once you're aboard. Whistling supposedly summons the Powers of the Air. Sailors say it mocks the Devil. And this "Devil's music" raises storms. A whistling woman is even worse. At one time, captains would not permit women aboard if they were whistlers, following the maxim, "A whistling woman and a crowing hen are neither fit for God nor men."

"The only time to whistle," one old sailor explained, "is to wake up the wind in a calm." A more practical reason for not whistling on a naval vessel is that it can lead to confusion, since a shrill human whistle might sound like the bosun's pipe.

Mind weather maxims. Seamen, rich with time and reason to contemplate the weather, came up with endless weather lore. "A red sun," they decided, "has water in its eye. The moon swallows the wind."

"Red sky at morning
Sailor take warning;
Red sky at night
Sailor's delight."

New England seamen are blamed for the belief that a mirage is followed by a rain. Fishermen in Baltimore claimed that when a rock with a hole in it at their harbor's mouth sent up volleys of water and

made a great noise, "Get ready for a gale from the south!"

Use charms to work the wind. In the days of great sailing ships, it wasn't unusual to throw coins to the sea to cure a calm. But one merchant ship chief still marvels about his captain tossing coins to sea gods.

"Didn't think he was at all superstitious," he said, "but it was before radar. We were in a fog as thick as I've seen and there stood the captain, tossing coins in the direction he wanted the wind to blow from. What's more," he added, "it worked!"

Stranger superstitions about winds and calms still sail: Stick a knife blade into the mast to stop a calm, cut you fingernails to bring up a wind, stick a pin into the sail for a wind. Witches and wizards used to sell cords with knots to sailors. Opening the first knot was supposed to bring a light breeze; the second knot, a strong wind; the third, a tempestuous gale. (Better watch a becalmed sailor around knots!)

Beware of anyone carrying a black bag aboard. Today, it's merely a stowage problem, but in earlier times it was clearly bringing the devil aboard. And whoever carried the bag was sure to be the Devil's companion. - - - *Boating, October 1970*

TIPS FOR USING PHOTOGRAPHS IN YOUR SQUADRON NEWSLETTER

Once in the while an occasion arises when you feel some individual member in the squadron needs to receive some special attention. In pulling together information for the project, many times it is difficult to find exactly the photo you are looking for; one shot that shows the true personality of the individual, or when a photo is found, too many distracting factors are found in the picture, or the photo has been taken at such a distance that the facial features are too diminished to get the sharpness and contrast desired.

When this happens, you might want to consider putting together a collage, scanning it and placing that with the article. In the collage below, P/D/C Norm Oien, AP is seen in three different

settings. These shots show him in business, formal, and entertaining settings. . .and he is super in all of them!



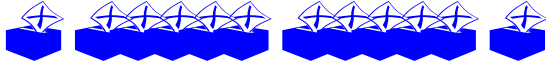
Publishing articles profiling individual members of an incoming bridge is an excellent way of getting the squadron members to know their leaders. Inserting personal comments from the person being profiled also is a plus. Members want to know the interests and personalities of their bridge.

Ever want to publish a picture of a member with his boat? The trouble usually is that when the shot is good of the boat, the owner's figure is so tiny he cannot be recognized! When the shot is good of the owner, only a segment of the vessel can be seen! You might again want to put together a collage. Below, I have featured Jan and Dan Ahart (Refer to the monthly column The Ahart Odessey published in *The Ensign*) with their 1983 12 meter catalac. *Sojourner*.



Pulling the information together in this manner allows the personality of the individuals to come

through and also be able to publish the vessel in its entirety. Just some thoughts for you to consider.



ANSWERS TO QUIZ ON PAGE 2

- | | |
|-------------|-------------|
| 1. C | 2. B |
| 3. D | 4. C |
| 5. D | 6. C |
| 7. C | 8. D |

Just ran out of time, as well as space. Have a great month. Today is Memorial Day; remember all the ones who are no longer with us because they died defending us and our freedom. “Freedom indeed is not free! Appreciate what we have in America! - - - Janis Owen, editor