

“FILES AND PROFILES” FROM YOUR “ADVISOR”

November 2004

yachtsmen in the rules of the road and handling of their boats...



Christian Charisus / Reuters

**“When a man goes to sea, he ought to give up
thinking about things on shore.
Land don’t want him no more.
I’ve had me share of thing go wrong
And all come from the land.
Now I’m through with the land
And the land’s through with me.”**

from *The Long Voyage Home*
by Dudley Nichols (1895-1960)
American screenwriter

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MORE USPS HISTORY INSTALLMENT II

News of the Boston outfit’s activity spread and other clubs began to plan along the same lines. Yacht clubs around the metropolitan New York area and elsewhere started talking squadron ideas and selecting men for membership.

In June 1913, additional interest was generated when Charles F. Chapman, associate editor of *Motor Boating Magazine*, gave the idea a full-page spread. The Boston Yacht Club called 30 delegates representing 70 clubs and associations of powerboat owners to assemble at the New York Yacht Club for a conference to consider the formation of power squadrons. Commander Roger Upton explained in detail the reasons, which led to his forming the Boston Yacht Club Power Squadron, and told of what was being accomplished in instructing power

Franklin D. Roosevelt, then the assistant secretary of the Navy and an honorary member of the Boston Yacht Club, had observed Power Squadron drills as a guest aboard Upton’s yacht, *Elizabeth*. He had been greatly impressed with the activities of the Power Squadron and had sent an aide to attend the meeting.

The yachting community took great interest in that November conference at the New York Yacht Club. The cause and the men who supported it were applauded editorially by leading newspapers in the Northeast. The *Boston Globe* said, “The delegates at the conference were men of weight in the yachting world. There was great interest manifested and, in all probability, the organization will have the name *United States Power Squadrons*.”

(Note: USPS has much rich history. More to follow next month!)

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REACHING OUT TO THE “NON-BOATERS”

Much like an animal going into hibernation, many recreational boaters have put their boats to bed for the season. However, hunters and anglers are still out in force in many areas of the country. Remember, sportsmen such as these often don’t even think of themselves as boaters; yet they account for as much as one-third of the annual boating fatalities! The primary reasons for these deaths are capsizing, failure to wear life jackets, and cold-water immersion. Here are some suggestions to help; these boaters from becoming a statistic:

Contact some of the hunting and fishing clubs in your area, and offer to speak on boating safety. Since many of these folks do not consider themselves boaters, mention the fact that wearing life jackets saves lives, boater education saves lives, safe boats save lives, and staying sober saves lives. Be sure to highlight the effects of hypothermia and cold-water immersion, and the steps they can take to prevent or mitigate. Keep pounding away on the importance of wearing – not just having – life jackets, especially in cold water conditions.

Consider offering a public boating course. This will at least expose this group to who we are and what we do. It wouldn't hurt to mention that we offer a series of other courses on boating.

Write an article on the pitfalls of boating during the fall and winter months. Include fatality statistics for your area. These statistics are available from your state boating law administrator, the USPS Office on Boating Safety, or the National Safe Boating Council. Be sure to submit your article to all the local marinas and yacht clubs, as well as the usual media.

* * *

WHY DOES EARTH HUM?

("Because it doesn't know the words"
is not a good answer)

Scientists think they have found the source of a mysterious hum that reverberates through Earth, too low for human ears to hear.

They used to think it came from earthquakes; a big quake will set the whole planet ringing like a bell. But even when there are no big quakes, the hum continues, a slow, steady slosh of waves around the planet.

Now, with instruments in California and Japan, scientists have pinpointed the source. The hum, they say, starts in the oceans, when winter storms whip the waves into a frenzy.

"These waves interact with each other to create longer waves that reach deep into the ocean, all the way to the ocean floor," one researcher said. It is the thumping of those waves on the bottom, like the pounding of a drum that sets the Earth vibrating in a phenomenon known as free oscillation.

The hum has fascinated scientists since its discovery six years ago by a group in Japan. Its vibrations consist of long, slow seismic waves that raise the ground by a fraction of an inch as they go by. It takes five minutes for two of the waves to pass a given point. They put out very little power—about as much as a couple of 100-watt light bulbs.

Although these waves crisscross the planet all the time, people cannot feel or hear them. In musical terms, the sound would be about 16 octaves below middle C. And where might we find this hum? The scientists say it originates in the northern

oceans in winter and in the southern oceans in the summer.

-- *San Jose Mercury News*

The Holidays Are Just Around the Corner

And with that come parades. Everybody loves a parade! Most areas will have a Thanksgiving, Christmas, or New Year's parade. This is also a fantastic opportunity to get public exposure, and recruit some new members.



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Characteristics of "Real Boaters"!

1. "Real boaters" consider a bucket of chicken or a peanut butter and jelly sandwich to be perfectly acceptable meals to serve to guests.
2. "Real boaters" know how to change their own oil (they don't always DO it themselves, but they know how).
3. "Real boaters" have called in sick to go boating and showed up to work the next day with a tan.
4. "Real boaters" wear clothes that are comfortable, no matter what they look like.
5. "Real boaters" will fix anything they can with duct tape.
6. Within a week, "real boaters" will no longer notice the duct tape.
7. "Real boaters" seethe with anger when they are invited to weddings or children's parties on Saturdays in the summer.
8. "Real boaters" own the saying, "It's only a sun shower. It'll pass."

* * *

"The secret of getting ahead is getting started.

The secret of getting started is breaking your complex overwhelming tasks into small manageable tasks, and then starting on the first one.”

- - - *Mark Twain*

ROGUE WAVES

A new study called the MaxWave Project, the first comprehensive search for rogue waves ever undertaken, contradicts the long-held position of the majority of oceanographers that rogue waves rarely occur. To their surprise, project scientists found that these waves occur with greater frequency than ever imagined.

NOAA defines most rogue waves as being 2.2 times an existing wave pattern; these usually pass unnoticed in the vast reaches of the oceans far away from most commercial and recreational traffic. But for the past three years, scientists have been collecting images from remote sensing satellites looking for these waves. The satellites are able to identify waves by their height with great accuracy and more than 10 rogue waves over 82 feet high were found within a three week period.

Information is also being gathered to identify the conditions that create these waves and determine where they occur most frequently.



Nothing strikes fear into a seafarer’s heart more than the thought of encountering a rogue wave on the open seas. Fortunately the vast majority of sailors will never see one. Tales told by sailors since ancient times about ships that have been swallowed by the sea weren’t just tall tales. Deep troughs do precede these monster waves, swallowing ships as they careen into the trough and are entombed by thousands of tons of water from the breaking wave. A faster moving rogue wave

overtakes the wave in front of it, creating a deep trough—dubbed the “missing wave phenomena.”

Monster waves occur frequently in the North Atlantic where the Gulf Stream meets waves coming in from the Arctic and remnants of tropical storms coming out of the Atlantic. It was probably a rogue wave that sent the *Andrea Gail* to the bottom as recreated in the movie “The Perfect Storm”, and recently ended the British ocean rowboat *Pink Lady’s* effort to cross the Atlantic from west to east. She was split in two just short of her goal one night by a 60-foot monster created by what remained of Hurricane Alex as it careened off of the English coast.

Imagine cruising on a perfect sailing day and suddenly staring at a 35-foot wave that comes out of nowhere. Rogue waves that occur on relatively calm seas are usually generated by storms hundreds of miles away. It is suspected that rogue waves can form when existing waves are chased by a storm system moving at roughly the same speed. Trains of swells traveling in the same direction but at different speeds will pass through one another; when their crests happen to coincide they reinforce each other, combining their energies to form unusually large waves that tower mountainously for a few minutes then vanish. Although rogue waves along the Atlantic Coast are extremely rare, their total unpredictability is one reason that most sailors prefer the Atlantic Intracoastal Waterway when traveling from Norfolk to Miami.

Also called “freak waves”, rogues have a capability to roll a boat in seconds, ravaging superstructures and riggings. A rogue wave caused the sinking of the tall ship *Marques* off of Bermuda in 1984. Survivors tell of a wave that sent her to the bottom in less than a minute. In the past 30 years, hundreds of ships have gone down in mysterious circumstances, taking all hands with them.

The project is to continue until the spring of 2005 where initial rogue waves patterns will be established.

(Note- The above article was summarized from the BoatU. S. Magazine, November 2004 issue. It is written by Dick Thompson and goes into great length describing not only rogue waves, but also

tsunamis. Conditions – including volcanic eruptions, earthquakes, and landslides – are highlighted in the discussion that explores why the rouge wave phenomenon takes place.) * * *

FALL SEASON SAFETY CONCERNS FOR BOATERS (and HUNTERS)

Incidents: Several recent incidents have highlighted the dangers of boat operation during the fall season. In one case, a boat with four people on board got their anchor line fouled in their propeller, which sucked the stern of the boat down and swamped the vessel, which sank in under one minute. In another case, a boat with five people suddenly swamped from waves over the stern and sank. In each case, some of the people on board died before they were rescued. In a third case, three people in a 16-foot skiff spent the night on the beach near Whittier due to bad weather and were the subject of a Coast Guard search.



Lessons Learned:

Monitor the weather closely! Be prepared for rapid weather changes and rough sea conditions, and pay particular attention to the stern of your boat. Sudden weather changes in the fall season can take calm seas to gale conditions within minutes. In one of these cases, the skiff safely made it to shore on a nearby island when the weather abruptly changed. In the two fatal incidents, wave conditions were sufficient to quickly swamp each vessel when the stern turned into the waves.

Dress for the water, not for the weather. Particularly in the fall season, folks on boats must be prepared for possible water immersion. Understand that even if rescue comes, you may be

in the water for over an hour, and survival is unlikely unless you wear protective clothing, such as an exposure or dry suit. Consider how to get out of the water, and ensure equipment is ready, such as a loop of webbing to serve as a boarding “ladder”.

Always carry a VHF radio for communications, and keep it ready for use on channel 16. In one of these cases, a distress call was made on a non-distress frequency, and was not heard by the Coast Guard. In another case, skiff operators actually had a VHF radio, but dropped it overboard earlier in the day. Remember handheld VHF radios are particularly useful if you lose power due to swamping.

Prepare carefully for each trip, and add safety to the checklist of getting ready. Think about mishap scenarios and practice what you might do if your boat capsizes or you fall overboard. Remember that “going hunting” in a boat is still boating, and needs the same safety consideration that you give to the land-based hunting and camping portion of your adventure. Additional risks that you should consider include the colder water temperatures, sudden weather changes, and the fact the fewer people are on the water to help assist if you get into trouble.

Never anchor over the stern. Additionally, always try to keep the anchor line and other lines from getting too close to the propeller, where they may get entangled. Any line with a bottom weight over the stern of a small boat serves as a pivot point, and the stern quickly turns into the waves and makes it easy to swamp or capsize. This can be a deadly scenario, and not worth an easier anchor pull.

Always wear a PFD while boating! In the fall season, an exposure suit is the best option for the protection discussed above. A PFD provides key buoyancy to recover from the shock of falling into cold waters and helps keep your head out of water when you experience the gasp reflex.

(Note: The above was adapted from a recent Coast Guard bulletin. These bulletins are designed to bring timely safety issues to the attention of boaters. Please feel free to adapt any of this material for your own area.)



Have a terrific Thanksgiving holiday, remembering to be grateful to be living in Land of the Free! 'Til next month. . . .Janis Owen

MEET THE EDITOR OF
"The Cradle"



Judy Heinzen is the editor of Montgomery's newsletter, "The Cradle". The publication is aptly named, since the city of Montgomery is known as *The Cradle of the Confederacy*.

Her husband, Dave, is the squadron commander and writes a column in each issue entitled "Rockin' the Cradle". The newsletter contains accounts of previous meetings and squadron activities, including photos.

If dealing in numbers, Montgomery is a small squadron. However, when visiting a squadron business meeting, a luncheon meeting, or simply having fun at an on-the-water activity, a large percent of members are present and involved. They know how to get out there on the water and have fun!

This is Judy's first year serving an editor and she is doing a fine job. I am sure she would enjoy hearing from her fellow editors, sharing success stories, and also networking about how to improve communications within her squadron.

The Heinzen's have a different e-mail address than the one listed in the district directory. Please make a note of this one for your electronic address book. duchess10@charter.net

And while you're thinking about it, why not put the Montgomery editor on your mailing list and invite Judy to send a copy of her publication to you? We can all learn from each other. Isn't that what our organization is all about? * * *

MORE BOATING ACTIVITIES?

Think about it; the USPS year 2004 is almost over. In a month or so, our squadrons will be revving up to hold Changes of Watch. Several squadrons already have their Watch ceremony scheduled and plans are underway for the spring.

During the 2005 Watch, at least four squadrons in District 17 will be opening hospitable arms toward other squadrons in our area by planning to invite them to special on-the-water events.

As specific dates are set and plans completed, we will publicize these events in "Files and Profiles". The district newsletter will include advertising of these events, also, but I think that you, as editors, need to be able to print articles about these activities several times in your own publications. The earlier we begin marketing this information to our individual members, the better chance we have of motivating them to attend and have fun with each other. . .boating safely.

Next month, I will begin the process of sending to you details of one of the activities. The information will include photos as well as articles.

If any of your editors can think of good marketing themes or any other ideas about how to get the word out to our members and motivate them to participate in these events, please let me hear your ideas and suggestions!



All right, team. We have work to do; let's go for it!