

“FILES AND PROFILES” FROM THE DISTRICT

“The Dixie District” - - - - - District 17

December 2004



Christmas Greetings

Another great year has come and almost gone. And what a wonderful year it has been! Thank you for all the support and encouragement you have given to me all year long. It is a pleasure to be able to work with you.

One month last winter, I sent out a cartoon with snow. . lots of snow! A couple of the editors down in Florida sent back an e-mail with the message, “I don’t know where that ice and snow is located. We sure don’t find that down here this year!” So for my District 8 and District 15 squadron editors, “Here Comes Santa Claus!”. . in his row boat.

Have a blessed and peaceful Christmas holiday. All of us living in our great country have boundless blessings to which we are grateful.

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A SINKING EXPERIENCE

hydro hoist that I do not worry about it taking on water and sinking.

In reading a recent article, I came across some interesting stats. Did you know that the cost of repairing a boat that “goes under” even very briefly is 40% of its value? Also, did you know that for every five boats that sink only one was underway? In other words, four out of five vessels sink in their respective slips.

Most USPS members have had enough boating education to immediately recognize why so many boats sink in their berth. I bet the 130,000,000 boaters that we talked about last month (you know, the ones who have never had a boating education class), believe that so long as they have bilge pumps that everything is safe and sound. USPS educated skippers know better.

The article tells of a Sportfisherman that had been an impressive floating beauty when the owner left her at the marina one Sunday afternoon. The owner did not take the time to hook up his shore power because he planned to return to the boat on Tuesday. Early Monday morning he received a call telling him that his boat was at the bottom of his marina slip. How could that be? He had no less than five bilge pumps installed and working perfectly. The answer was eventually traced to a cracked generator intake hose, which probably had been leaking for months. The five bilge pumps had been keeping the water out until that Sunday evening when the batteries and pumps finally died.

This experience points out a possible problem for all of us. Everything may seem reasonably dry when we look below before an outing, but that may be because the bilge pumps have been doing their jobs. The number one culprit

Avoid your own sinking experience.”

AND SPEAKING OF BOAT REPAIRS. . .

A boat painter was awarded the job of painting a small sailboat. When the owner asked him how long it would take to finish the job, he replied, “Two weeks”.

Three weeks went by and the owner, a little concerned of the delay, confronted the painter. “Hey Paul”, said the owner, “You told me that it would take you two weeks to paint my boat and it’s been three weeks. What’s up with that?”

The painter put his paintbrush down, looked the owner square in the eye and said, “That was two nautical weeks. Like a nautical mile, they’re a little longer.”

* * *

DOUBLE BONUS QUESTION

What happens when you have

- (a) nothing to do
- (b) a sharp knife
- (c) a large lime
- (d) a patient cat
- (e) too much tequila
- (f) and it’s football season?

(Find answer on the following page)



MORE USPS HISTORY

INSTALLMENT III

A meeting of the newly organized Power Squadron Conference Committee was held at the New York Yacht Club on 5 December 1913 and an outline of what was suggested at the meeting was forwarded to all who were interested. A second Conference Committee meeting was called for

2 Monday 1914 at the New York Yacht Club, and during the evening the final work of organizing and launching the United States Power Squadrons was accomplished. The meeting, which took place in the Commodore’s Room, was called to order by

Cornwell, Francis Wilson and Rear Admiral DeWitt Coffman. In the tradition established by our nation’s oldest yacht clubs, Rear Admiral Coffman, Commandant of the Boston Navy Yard and an honorary member of the Boston Yacht Club, served on the USPS Governing Board for many years. On at least one occasion a Governing Board meeting was held aboard his flagship, *Virginia*. Arthur Tyrer, Deputy Commissioner of Navigation of the Department of Commerce, was also an active member of the early Governing Board, and excellent relations were maintained between the squadrons and the Department of Commerce.

April 1914 was a productive month of USPS. Roger Upton was granted a patent for the present USPS ensign, which soon replaced the pennant flown until that time by Power Squadron members. At a meeting held at the Harvard Club of Boston, bylaws were approved by the Governing Board. For purposes of instruction, the Atlantic seaboard was divided into six USPS districts and Boards of Instruction and Examination were appointed. Then, in addition to knowing the rules of the road, compass, buoys and flag signals, a member was required to attend at least three squadron drills yearly to retain his certificate. When he had attended twelve, he became a “privileged member” and thereafter needed to appear at only one each year to hold his certificate.



also established, including a review of all that the candidate had ever been taught. (more next month).

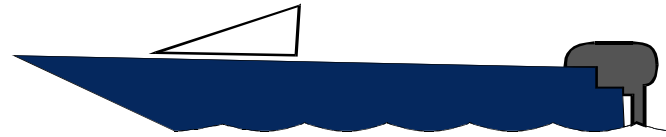
OVERBOARD!

What would you do if you were one minute headed to secure a line on the boat, and the next watching the boat from the water line? For boaters that are used to day-to-day, year-to-year sailing/motor yachting, we may not give much thought to this. But we should. While we may trust ourselves, and think that something like that won't happen – well - guess what? It does!

Let's say it's nighttime and you fall overboard. Do you know what the chances of that boat you fell off of finding you? About 10-15% (unless it is REALLY flat seas). Do you know what can increase your chances up to about 70%? Having something on you that is reflective. Reflective tape on your arm, hat or clothing will do the trick. I don't know about you, but it would be a lot simpler to put a 5-6 inch piece of reflective tape on my arm, than sit out in the ocean for 2-3 hours waiting for a rescue team to find me.

Some more ideas: IMMEDIATELY pitch a life buoy/jacket into the water when you realize someone is overboard, and yell at the top of your voice "Man Overboard!" If you were in the water, wouldn't you want to hear those words yelled so you realized someone knows you are gone? If you have a Man Overboard Button on your GPS, be sure to push it! It will assist you in getting back to the area, taking currents and sea conditions into consideration.

If there are two or more people on board, have someone continuously point to the person in the water, if the victim is visible. Did you know that if you are the only one left on the boat and it is night time, and you DO see the person in the water, it is recommended that you do NOT go to the helm and try to get the boat to the overboard victim? What happens is that most people end up getting disoriented and can't relocate the victim.



ANSWER TO BONUS QUESTION



(Hey, it's football season! What can I say?)

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DOCKING SAFELY

Being the Port Captain for our local yacht club has provided me some interesting observations on the docking habits of boaters that I just never paid much attention to before. Now, before I sound like I'm preaching, let me admit that I've had my own share of dock crashes and fiascos. That being said, I'll highlight some key points and mistakes.

Two items that come to mind are preparation first, and use of rub rails second. You can't always know which slip you're going into, whether its port or starboard to, and how high to hand fenders, if any. However, if you can get this information, it is extremely helpful so you can prepare your lines and fenders in advance of approaching the dock. Hang off the marina for a few minutes to do this if needed.

If you don't know which lines you'll need, then prepare both sides of the boat. This also

current. Practicing with your boat is the only way to acquire the necessary experience. Drop an anchored float offshore in calm water somewhere and just practice “dancing” your boat up to and around it to learn how to maneuver. One boater in a large twin engine cruiser tried to enter his slip by repeatedly going hard over on the helm to steer the boat into the slip. It obviously did not work because you don’t steer a twin-screw boat with the rudder when it’s not making way.

The reluctance to use rub rails for what they were designed for is why most people have problems entering slips in high winds. They seem to be afraid of leaving a mark on their boat or something. This is the only way to control your boat in or out of a slip many times when blown sideways. Get the bow or stern started into a slip, and then aggressively use your rub rails and bursts of power to “push” your boat off the pilings to keep it turning the correct direction. Use them similarly to “shove” the stern of your boat away from a dock when the wind is holding you against it.

Dock safely and don’t get body parts caught between your boat and pilings.

(Reprinted from Marathon Sail and Power Squadron; author Gregory Absten, safety officer; Nancy Miller, editor).

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HURRICANE FRANCES: DEATH FROM ABOVE

(This article is written by Oscar Dukes, Safety Officer of Pompano Beach Power Squadron, District 15. You will enjoy his writing style! I look forward to reading his material every month.)

“What is the number one cause of death and injury during a hurricane? From the research I conducted it seems to be homicide, with suicide running a close second. I’m certain that I could not have held out another day. With supplies running low and my roommate’s constant whining, things were getting desperate. All I can say now is thank

your refrigerator are going to keep three or four days without electricity, you had better think again.

Ice, cool refreshing ice, if you could only find one bag, maybe the hog jowls will still be good tomorrow. Of course without ice and no electricity everything in the freezer starts to thaw. Words can’t do justice to the stinking, filthy mess a gallon of melted ice cream makes.

With the meat in the freezer thawing, the only thing to do was crank up the gas grill and have a barbeque. Only one problem, no matter how tasty that barbequed possum is, without potato salad and corn on the cob, it gets old pretty quick.

The best thing to do is be prepared. What preparations should one make in advance of a hurricane, you might ask? Well the first thing to do is to get a divorce and throw the wench out. Next you should buy a good flashlight, a radio and a sack of batteries. In addition one should always keep a few cans of Spam on hand. Buy and store enough plywood to cover the windows and doors with a little to spare.

In the event of a hurricane warning don’t panic, because of your planning all you need to do is fill up with gas, get ice, propane for the grill and double check your supplies. For those of you that live in a mobile home, put your stuff in the truck and go visit the relatives in Texs. In the event you didn’t follow my advice above, it’s still not too late to have the little woman physically removed from your home.

During the hurricane, get to the center of your home in a hallway or bathroom. If possible try to get under a mattress. Do not go outside for anything; flying debris can kill or injure you. If for some unknown reason you still have your spouse with you, it is advisable to send her to the store at this time. She probably won’t go just for beer, however if you tell her there is a really big Hurricane Sale going on at the mall, you should be in luck.



**MEET THE EDITOR OF
"MissPrintS"**



Louise and Don VanDe Vuurst
Memphis Squadron

The first time the VanDe Vuursts meet anyone, their outgoing personalities and contagious smiles put the newcomer immediately at ease. They are devoted to their family and their friends and believe there is a bounty of joy to be found in living.

Don started at General Motors Institute in Flint, MI (now Kettering University) and graduated as an Industrial Engineer. While at GMI, he was in the Tech Sailors and became Commodore. He did intercollegiate racing against the University of Michigan and other colleges. Don raced many sailboats in that area as crew and skipper in the race series on Lake St. Clair in Detroit. He also sailed in

very easy task; a lot of hard work and many times very little praise. Louise is the membership chair for Memphis and no one could be more enthusiastic about it.

Thank you for all you do for us; you both are so appreciated. * * *

**SQUADRON CHANGES OF WATCH
AND INCOMING COMMANDERS**

It is the time of year again when new Watches, new Commanders, new Bridges, and fresh thoughts and ideas begin.

Again this year, it would be thoughtful if the newsletter editors published the information of all the Changes of Watch within the District 17. Some of the members of different squadrons enjoy being guests during their friends' "Coronations".

Goals for the coming year will include to increase communications and on-the-water activities. So, let us begin that goal by increasing camaraderie among our squadrons now. We are publishing the following information so you may plan well in advance if you wish to attend any of the functions. If any errors are noted, please let me know right away so I may contact the commanders and newsletter editors and publish corrections.

<u>Squadron</u>	<u>Date</u>	<u>New Commander</u>
Asheville	TBA	* Henry Spradlin
Atlanta	20 February	Jeff Wise
Chattanooga	15 January	* Lloyd Cox
Huntsville	TBA	Tom Hamilton
Johnson City	05 March	Steve Tauscher
Knoxville	19 February	Bob Allen
Memphis	03 February	*Reese Austin
Montgomery	TBA	TBA
Muscogee	25 January	*Jon Stewart
Music City	13 February	Suzanne Campbell
Oak Ridge	TBA	TBA
Rome	TBA	Joy Jones
Vulcan	24 February	Dan Gonder

turning, getting out the word to our members about
the above events.