

“FILES AND PROFILES”

FROM THE DISTRICT

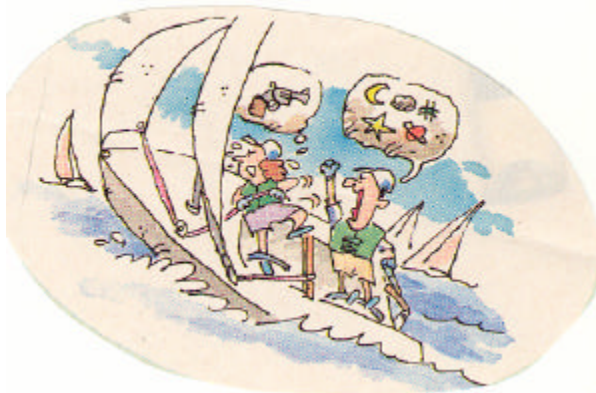
“The Dixie District” - - - District 17 2005 March

What Does Woman Want?

With Spring just around the corner, and boat owners itching to get into the swing of getting out on the water, perhaps it is also time for the men to understand what really makes the wife want to go boating. . . .or not!

“In the beginning, God created man, and man built himself a boat.

It was good. Adam looked at Eve and asked if she'd like to go sailing. For her part, Eve wasn't so sure about this, another of Adam's nutty ideas. However, she went along for the ride.



Unfortunately for the future of Adam's cruising career, he chose a cold, wet, and windy day. He stayed out too long. He laughed when she panicked. And he shouted when she didn't pick up the mooring correctly. After that, Adam had to singlehand his boat. Eve went shopping.

Since that day, Adam's philosophical offspring have often asked themselves, “What does woman want?” The answers, as it turns out, are simple and few. But many men just don't get it. Those who do

Whether new to sailing or not, when you're buying a boat it goes without saying (*doesn't it?*) that a purchase of this size, which will affect your joint lifestyle, should fully involved *both* of you. Your wife should be equally involved in everything from purchase to upgrades.

If you're already a sailor and she's new to it, get her involved in all parts of the experience. Don't wait until it's blowing like stink, and you need to put a reef in the main, to ask her to take the helm for the first time. It's nice to have a second pair of hands aboard all the time. Make sure she helps even when you don't need an extra set of hands. When it's comfortable for her. Don't do everything on board. Uninvolved passengers don't have as much fun as crewmembers that understand the dynamics of boathandling and navigation.

Make her comfortable. If she's cold, wet, hot, miserable, sunburned, or seasick, she's not likely to be a great first mate or eager to return for the next trip. Make sure she's got good foul-weather gear, sea boots, deck shoes, sunscreen, wind protection, sunglasses, hats, and so on. Don't give her your leaky castoffs. Invest in your sailing partner's comfort. Seek out seasickness solutions if she needs them. Avoid bad weather and big seas (*rigorously* in the beginning of your seafaring adventures.) You can't prevent her from getting wet and enduring some windy and bouncy conditions, but you can be sure she's not physically uncomfortable when she does.

Physical comfort is a big part of it, but keep an eye on her overall sailing comfort level too. Is she confident taking the helm? Is she comfortable when the boat heels? Does she believe in the capabilities of the boat and her skipper? Is she learning new skills about sailing and navigation at her own speed and in her own way? Women are generally more comfortable observing how things are done *before* doing them. Be patient as she learns new aspects of boathandling. The skills you now take for granted

MORE USPS HISTORY

Installment VI

Recreational boating was booming as USPS entered the sixties. A Marine Electronics course was published in 1961 and by 1966, when Commander Chapman was awarded his 50th Merit Mark, our organization had recorded a membership of over 60,000 in 348 squadrons.

By 1974, our 50th anniversary, USPS had succeeded beyond our founders' fondest dreams. Membership exceeded 70,000 in 425 squadrons and a new headquarters building had been constructed in Montvale, New Jersey. In September 1975, the USPS Governing Board voted to move national headquarters to Raleigh, North Carolina.



The relocation was completed and operations well under-way as our nation embarked on its bicentennial year.

In 1978, construction was begun on a modern office and warehouse facility in Raleigh. This new headquarters building was occupied by the end of the year. An additional two-story wing was added during 1990-1991, including a new memorial library and up-to-date computerized procedures that



Because of litigation in New York and New Jersey in the latter half of the 1970s and early 1980s over the issue of private status vs. public accommodation, coupled with a sagging national economy registering high rates of inflation and unemployment, membership dipped to the low 50,000s, in 454 squadrons and 33 districts. Governing Board actions at the September 1981 and September 1982 meetings recognized two important aspects of USPS participation. In 1981, members whose long service had earned them 50 merit marks were granted the status of Governing Board member emeritus, with lifetime voting privileges. In 1982, a special meeting of delegates approved changes in the constitution and bylaws eliminating a male-only membership rule, thereby permitting women to become active members.

Although many women had long held a "woman's certificate", entitling them to enroll in all USPS courses, it was apparent that boating had become a family-oriented endeavor.

Accordingly, the bylaws were changed to make family memberships available. The first female active and family members were accepted in November 1982. Because families then could have more than one active member sharing the same residence, a reduced dues structure was established whereby only one copy of THE ENSIGN would be mailed to a shared address. As to THE ENSIGN itself, the editorial and publications activity were transferred in December 1982 from San Mateo, California, to USPS Headquarters in Raleigh.

(Continued next month_)



"It is not the critic who counts, not the man who points out how the strong man stumbles or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood, who strives valiantly, who errs

We Learn by Teaching

Recently a small outboard motor rig about twenty miles off Florida's east coast began taking on water. Their only communication device was a cell phone. They dialed what they thought was the USCG. That failed to connect so they dialed 911. This was answered, but because of low batteries was useless. Fortunately a nearby sailboat understood the situation so there was no loss of life. Loss of material was not as fortunate.



The boat sank to the gunwales destroying the twin engines and losing all the equipment on board. A vessel was dispatched to bring in the menace to navigation incurring a rather large towing bill and a possible fine. They also claimed salvage rights, an issue that will certainly go before an Admiralty Court, creating legal expenses.

Why no VHF, the sad owner was queried? "I thought the phone adequate and wanted to save money" was her pathetic answer. That logic certainly did not correlate with the expensive radar and thousand dollar rods and reels that now nestle at the bottom of the Florida Current's canyon.

All of the many Search And Rescue people and knowledgeable prudent boaters I talk with are of one mind in discouraging the use of cellular phones as a boating safety device. They all point out the disadvantages that make relying on cell phones dangerous.

- ? Area geography may limit or block cell phone signals.
- ? Communication with rescue boats or aircraft is made difficult.

The authorities all agree that VHF radio Channel 16 which is monitored by the Coast Guard and commercial vessels (by law) is the most efficient and safest way to call for help. Knowing this and you still stubbornly choose to rely on a cell phone as your primary safety instrument, at least:

- ? Make sure the battery is fully charged.
- ? Keep the phone in a waterproof bag.
- ? Tape the USCG and other water rescue phone numbers to the phone.
- ? When your call is answered immediately give your number and ask that it be repeated to be certain it is understood.

An even better way to assure the safety and comfort of your passengers, crew, and yourself is by prevention. If you know enough about boating safety and maintenance and practice what you know, you may never need to make that call for help.

An excellent way to keep your safety awareness strong is by taking USPS courses with your squadron friends, or even better, volunteer to proctor one of the public safe boating classes. Your SEO will be delighted to hear from you. He must get very lonely sitting by the phone waiting for volunteers to call.

---Reprinted from the "*Crossroads*"

Authored by P/C George W. Shaw, JN

St. Lucie River Power Squadron

District 8

A Wee Bit of Irish Blarney

Mrs. Pete Monaghan came into the newsroom to pay for her husband's obituary. The kindly newsman told her that it was a dollar a word and he remembered Pete and wasn't it too bad

(Continued from Page 1)

passage making. Your crew will return with more confidence once she's accomplished some goals without you.

And when she's working on your boat on skills that are new to her, keep it stress-free and upbeat. Don't push. Don't manipulate, don't overdo it with false praise. Let her assume more and more responsibilities aboard at a pace that works for her. Occasional emergency (or urgent) situations will call for an extra pair of hands, and she may be galvanized into new roles by these situations. She may seem unsure of herself, but if she is able to lend a real helping hand, her confidence will grow and she'll feel less challenged the next time the wind picks up or you need to reef, stand watches, avoid a collision, or rescue a hat that fell overboard."

- *Reprinted from Good Old Boat,
January/February 2005 Issue
Authored by Karen Larson*

Next month, the article will be continued, involving *Giving Her Some Control* and *Tempering Your Temper*. Whether you prefer sailing or motor boating, the psychology is the same. . correct, First Mates?

* * * *

The General Slocum

Did you know that the maritime disaster of the steamship General Slocum, excluding war, was to date the most deadly in our nation's history? What is ironic is that it occurred within a half mile of shore, as New York City residents looked on in horror.

On June 15, 1904 the General Slocum was host to an annual outing from St. Mark's Lutheran Church. St. Mark's is located in a German neighborhood known as Kleindeutschland. On this fateful morning, the General Slocum departed her East River dock at 0930 with more than 1300 passengers, mostly women and children. This

Fearful of the risk of setting the oil tanks along the shore on fire, Captain William Van Schaick chose to proceed at full speed upriver to an island nearly a mile away. The increased speed fanned the flames fueled by a new coat of flammable paint. As panicked passengers ran about the deck some clung to rails before jumping. As was prevalent in the era, most were unable to swim and were doomed to drown.

While General Slocum carried 3,000 lifejackets, their age made them worse than useless. If they didn't rip apart when jumping passengers hit the water, the disintegrated cork quickly waterlogged and acted as an anchor pulling them to the bottom.

The General Slocum's speed made it impossible to launch lifeboats, but this fact was irrelevant, as the lifeboats were wired in place. Within minutes of reaching North Brother Island, rescue attempts had done all that was possible.

By the end of the ordeal, the death toll stood at 1,021.

The United States Steamboat Inspection Service (USSIS) bore the majority of the blame for the disaster when, within a week, President Theodore Roosevelt named a commission to investigate. The result was dozens of firings and new inspections of the steamboats. As repeated time and again throughout our history, it took an incident such as the General Slocum for reforms to be made. Some of these changes included accessible lifeboats, fireproof metal bulkheads to contain fires, steam pipes extended from the boiler into cargo areas for use as sprinklers, improved lifejackets for passengers and crew, and fire hoses capable of handling 100 pounds of pressure.

For more on the General Slocum visit:

<http://.general-slocum.com/>

--Submitted by P/C Russ Shaffer, SN

Music City Notes Newsletter

Music City Squadron, District 17