

“FILES AND PROFILES”

FROM THE DISTRICT

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

District 17’s Toga Party

We have always heard “When in Rome. . .(do as the Romans do!). The Spring Conference of District 17 was held in Rome, Georgia this past weekend. To celebrate, it was decided a Toga Party was the most appropriate activity to be had.

Several party-goers had to obtain help from buddies getting the toga draped to cover some body parts. A few of the members even held dress rehearsals during the afternoon!



(Becky Austin helping out Janis Owen, getting that drape “just right”.)

The party kicked off Friday night beginning with a hospitality bar around 5:30



(l-r: Fred Thompson-Montgomery, Elizabeth DeHart- Huntsville, Molly Cox-Chattanooga, Reese Austin-Memphis and Linda Wehrum-Memphis)

Notice that Fred is checking out the costumes before he begins to design his own creation.



Commander Reese Austin and D/Lt/C Becky Austin from Memphis decked out in their original creations for the party. Oh, those Romans!



Our incoming commander, Marshall Herron, gets into the party mode accompanied with Margaret Sherrod – Atlanta. Marshall, are you singing? It was the beginning of a fun night.

Feasting on a buffet of salads, pastas and other Italian delights, the group enjoyed visiting with each other. Not since last fall had most of us seen each other and we had much catching up to do!



Don and Linda Grotjan – Chattanooga- strut their stuff in their Linda Originals.

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Sorry folks, if more artwork were to be included in this issue, the download time will be too slow and you will get impatient waiting. Yes, I do know most of you very well and I know how impatient most of us are. Next month I will include some photos of the Change of Watch ceremony and introduce you to your new bridge, if you don't already know them.

If any of you have good clear photos of Saturday night, I would really appreciate it if you could send them to me via e-mail. Photos not only of the ceremony, but of the dinner as well.

The Fall Conference will be held in Marietta, Georgia at the Wyndham Gardens Hotel. Mark your calendars now for 14-16 October. Marietta is located just outside of Atlanta and is in Cobb County. The contract has already been signed and we will make every effort to deliver to you fun, education, camaraderie and comfort. In our next issue, we will begin to actively market the next Conference by publishing photographs and giving pertinent information as we develop specific plans.

Whenever you have an idea for some facet of the district meetings, please pass those on to us. The Conferences will only be as good as you, our members, want them to be.

Since a squadron will not be planning a Conference alone during the next three years, the Meetings Committee will need plenty of volunteers from all over the district. Examples for need will be door prizes, goodie bags, registration, topics for breakout sessions, entertainment ideas and more. Just jump right in with us and get involved! You'll be glad you did! - - - Ben Owen



Pat and Jeff Wise – Atlanta- decided to go All the Way in a nautical theme with original fabrics from Wise and Company.

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What Does Woman Want?

(Concluding Segment)

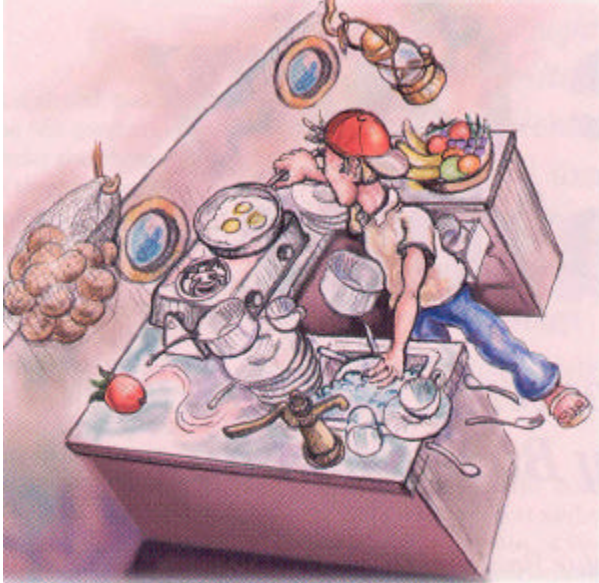
Give her some control. She'll be a more active participant if she has much to say about the agenda for the day and the trip itinerary. On our boat, the skipper is primarily interested in going sailing. Anywhere. Any time. As "operations officer," where and when and how far are primarily my responsibility and within my control. Our cruises and adventures have expanded in tandem with my expanding confidence, belief in the boat, and absolute faith in the skipper's ability to keep us out of danger.

Beware of gender-related roles. If all she does aboard the boat is cook and clean (those things we call the "pink jobs"), she'll prefer to do that at home, thank you. Modern appliances are available there. There's a lot to be said for laborsaving conveniences, electricity, a full-sized sink and stove, dependable refrigeration, and a stable platform for food preparation. So share in the planning and provisioning as well as the cooking and dishwashing. And go out to eat sometimes, if that's important to her. (It's not important to me, so when Jerry takes me "out to eat", we motor or sail out from our marina somewhere, and I cook. But he cleans up!) Make life aboard fun and not just another place to go to work. What sort of weekend or vacation getaway is that?

On the other hand, do include her in some of what we refer to as the "blue jobs", such as boat projects, trip planning, navigation, sail changes, helm work, and maintenance. It's her boat too. Let her play a role in the boat keeping chores or she

might as well crochet afghans or, worse, stay ashore and go shopping.

Temper your expectations. She's probably not as strong as you are. She can get that sail up, yes. But if you need that extra oomph on the winch to tighten the halyard to your exacting specifications, you may have to do the last crank yourself once the boat is underway. You may make the final cranks on the jib winches at each tack too. She probably won't mind. Consider which one of you is stronger, too, when it comes to anchoring and docking roles. It might be handier to take a 400-pound gorilla sailing with you. But would you want to?



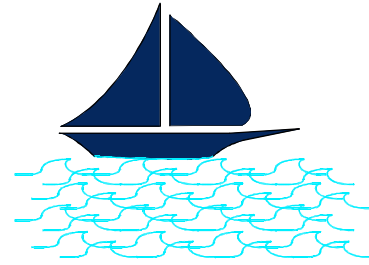
Temper your temper. And finally. . .every skipper knows this one: Don't yell when the situation gets out of control. In fact, try not to let it get out of control. Talk through what you're going to do before you dock, anchor, or make sail changes. Talk about the kinds of things that could go wrong and what to do if those things actually happen. Then do what you've discussed. If things still go wrong, talk later about how to avoid the same situation the next time.

Over time, as you work your boat together, you'll need to communicate less and less about each situation in advance. You'll both know what to expect of the circumstances and of each other. You'll be working your boat like a well-oiled machine; one she's going to be happy to be a part of.

If Adam had thought things through better in the beginning, Eve would have been asking him when they could go sailing again.

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

* * *
ON SAILING...



"A bad passage is like childbirth.
As soon as you hold the baby in your arms
The past is forgotten and you are ready
To start the whole ridiculous business
All over again!"

- - - Val Haigh, 1980

MORE USPS HISTORY

Installment VII

(Concluding Segment)

From the standpoint of teaching, the Education Department constantly seeks improved course materials and better participation by members. As part of that effort, a new Piloting course was introduced. An elective course, Cruise Planning, is the newest addition to the list. To round out the educational schedule, a varied curriculum of supplemental courses is available, and a family-based Skipper Saver program may be presented by a USPS member to any interested group.

Squadrons engage in two of the best-known forms of public service by their teaching of the Boating Course to the general public and the updating of nautical charts and geodetic marks. The former program is of value to thousands of boaters every year, and NOAA estimated that squadrons in the Cooperative Charting program saved the taxpayers as much as fifteen million dollars in 1990 alone.

In order to assist those boating enthusiasts who prefer TV instruction to classroom attendance - - and for anyone else who desires a modern approach to the subject - - USPS and the William Morrow Company produced the USPS Boating course on video.

A further indication of the latest techniques to improve membership knowledge is the Operations Training program and its offshoot, Leadership Development. When today's better-informed members set out to insure their boats, USPS now boasts its own marine insurance program with both low rates and sound coverage.

(continued on page 4)

In April 1983, in honor of its 70th Anniversary, USPS presented a plaque to the Boston Yacht Club commemorating its origin in 1913. In October of that year a plaque also was presented to the New York Yacht Club as a reminder of the place where the original charter had been formalized in 1914.

To celebrate USPS' 75th Anniversary, five large USPS ensigns traversed all of the United States and Canada. These ensigns visited every USPS squadron and many units of CPS. Two special ensigns logged 1.6 million miles in the journey over all seven seas on board the NASA shuttle *Atlantis* between 4 and 8 May 1989. Still another went to Moscow. All ceremonial ensigns converged on the Governing Board meeting in Richmond, Virginia, on 16 September of that year. Part of the celebration included a visit by Chief Commander William D. Selden, N to the White House, where he looked on as President George Bush signed a proclamation honoring USPS.

As the squadrons entered the 1990s, their longstanding relationship with Coast Guard Auxiliary flotillas was further strengthened by acceptance of each other's educational courses as meeting educational requirements for membership.

Started as a club-within-a-club in the early 1900s, USPS today is a private, self-supporting, non-profit, fraternal boating organization with an incomparable record of achievement. No other enterprise can boast of more dedicated or more productive members. . people who have given generously of their time and resources to educate each other in all aspects of boating, and to promoting the cause of safe boating through public courses and other civic service

A roster of seven squadrons in 1914 has now grown to well over 450 units operating in the continental United States, Hawaii, Puerto Rico, and Japan. A parallel organization, Canadian Power and Sail Squadrons, with which we maintain close cooperation, flourishes in Canada.

Recreational boating has traveled a long course since 1912, and USPS has come an equally long way. The ideas and accomplishments of our predecessors have prepared us well for the challenges and opportunities which lie ahead.



Guess Who Can Still Think Fast?

An elderly man had owned a large farm for several years. He had a large pond in the back,

fixed up nice; picnic tables, horseshoe courts, and some apple and peach trees. The pond was properly shaped and fixed up for swimming when it was built. One evening the old farmer went to the pond with a five-gallon bucket to bring back some fruit. As he neared the pond, he heard voices shouting and laughing with glee. As he came closer he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end.

One of the women shouted to him, "We're not coming out until you leave!" The old man frowned, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked." Holding the bucket up he said, "I'm here to feed the alligator!" * * * *

BOATING FATALITY FACTS

On average, approximately 700 recreational boaters will die this year due to a boating mishap. The vast majority of boating mishaps are caused by operator controllable factors and not by the boat, equipment, or environmental factors.

1. The majority of fatalities (about 79%) occur on inland waters, such as rivers, streams, lakes, and ponds.
2. Drowning continues to be the #1 cause of deaths in boating accidents. Approximately 80% of drowning victims were not wearing life jackets. Less than 23% of boaters in all boating groups wear life jackets. More than 60% of boating fatalities result from capsizing, falling overboard, or flooding/swamping.
3. Fatalities rates decrease significantly when a boater has some boater education. 88% of fatalities occurred on boats where the operator had not taken a boater education course.
4. Open motorboats have the highest overall number of fatalities (approximately half).
5. Canoes and kayaks have high numbers of fatalities due to drowning. Personal watercraft (PWCs) have a relatively high fatality rate due to trauma.
6. Roughly 1/3 of recreational fatalities occur while boaters are engaged in fishing activities. A smaller number die while hunting from a boat.

---From the National Safe Boating Council
Reprinted from *The Agonic Line*
Oak Ridge Squadron, District 17