

“FILES AND PROFILES”

FROM THE DISTRICT

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

MT. ST. HELENS



“Mt. St. Helens, which sits about thirty miles from our house as the crow flies, continues to spew ash, while it is forming a lava dome in the crater and still having minor tremors. Here, in this sunrise shot, she appears to be blowing smoke rings (and anything so benign is welcomed)

What forms the “smoke rings” is the air flowing over the mountain getting pushed up higher as it goes up and over the top. The moisture content and initial temperature are just right so that the moisture condenses from a vapor to small fog particles at the higher altitude. When the moving air moves past the peak and comes down again, the particles evaporate back to an invisible vapor. The two “pancakes” describe that there are two layers of air for which this is happening, thus making this awesome picture possible. It’s called a lenticular wave in the aviation industry.”

(Ed: This was sent from a friend who lives near there)

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The First Tennessee-Cumberland Rivers Cruise: A 225th Anniversary Retrospective

By Tom Hudson, P

(Part I of III)

In early November 1779 the first of two parties of settlers who would become the founders of Nashville left the westernmost settlements of North Carolina, today East Tennessee, bound for the fertile lands around the bluffs of the Cumberland.

James Robertson, a long hunter who had negotiated the purchase of the lands from William Henderson, who had himself purchased the lands from the Cherokee in 1775, led most of the men and older boys overland with livestock. Traveling southwest from the Watauga community (now Elizabethton), then northwest across the Cumberland Gap on the Wilderness Road, they trekked south into today’s Sumner County in late December, arriving at the east bank of the Cumberland on Christmas Eve. Crossing the frozen river the next day, they began to build cabins within a palisade near French Lick which would be known as Fort Nashborough, (now Nashville, TN) preparing for their families who were then on the way to join them.

The second party was led by John Donelson, a surveyor, ironmonger, colonel in the militia and member of the Virginia House of Burgesses; his father was a ship captain. Donelson had sold his ironworks and moved to Watauga with his wife and eleven children earlier that year in preparation for this journey. He planned to travel by river from Fort Patrick Henry (now Kingsport, TN) to the new settlement, in a flotilla of some forty vessels, of which thirty-three were flatboats and the rest batteaux, pirogues and dugout canoes. The largest of these was Donelson’s flagship *Adventure*, which mounted a four pounder cannon. Most of the members of Donelson’s party were the wives and children of the men who had gone ahead with Robertson, of some sixty families. We don’t know the dimensions of *Adventure*, but it must have been fairly large, as it was home to at least thirty persons for more than four months.

Donelson and company departed Fort Patrick Henry on 22 December 1779, but were soon halted by low water and ice only a few miles below; by 27 February they were once again aboard and underway. It wasn’t until 2 March that they reached the mouth of the French Broad River. Shortly thereafter the Hugh Henry family boat ran aground on the point of Williams Island, about two miles above present day Knoxville; the boat swamped in the current and sank, and Donelson ordered the remainder to tie up while the men rescued the Henrys and salvaged their boat and goods. A small party under the command of John Blackmore floated down the Clinch River from Blackmore Fort to join up with Donelson, the two groups meeting on 5 March; the total size of the party at this point was some 230 women and children and fifty men; there would have been only one adult male on most of the boats.

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**A MESSAGE FROM DISTRICT 17
COMMANDER MARSHALL HERRON
Experienced Boater Program – D17**

Our district has agreed to participate in the trial of a promising recruitment program called the “Experienced Boaters’ Program”. This is a recruitment initiative designed to assist squadrons in bringing experienced boaters into USPS membership. While most members are generally brought in through boating classes, qualification for membership consideration in USPS really only requires passing an approved examination (any NASBLA approved exam) as opposed to taking the course. People holding a Coast Guard Captain’s License as well as graduates of all military academies are eligible for membership without testing. People that have passed the state boater certificate programs are eligible for USPS membership.



(Incoming D/C Marshall Herron is sworn into office by Chief’s Representative R/C Darrell Allison. While Marshall’s First Mate Brenda stands by.)

It should be noted that this program fully complies with current USPS by-laws and practices. As a result, it requires no special action on your part. The Experienced Boaters Exam Program simply emphasizes the opportunity to use an existing procedure for the recruitment of experienced boaters by providing promotional materials and a flexible process for implementing it. During the test period, program materials are found at the following URL: <http://www.usps.org/national/executive/expboater>

The web site above contains a downloadable promotional brochure, a squadron program guide, and an introductory PowerPoint presentation for

implementing the Experienced Boaters Exam Program in your Squadron. After downloading, the brochure and program guide may be printed locally for squadron use. The presentation can be used locally to inform members about the program’s goals, available materials, and implementation steps. The use of a quality printer when printing the brochure is encouraged in order to create a professional appearance during this test period. A review and assessment of the relative success of this program is scheduled for January 2006.

To further assist your squadron in getting started, our District has been asked to do the following:

1. Designate a person to serve as a liaison for the program. Our district membership chairperson, **Edie Oathout** will be your primary contact for any aspect of the program.
2. Edie will serve as a communications liaison among the squadrons and will be collecting your data with respect to new members achieved through the program.

Please keep communications flowing with Edie. Your feedback on how the program has worked or not worked, and how it could serve you better will be valuable in making the program more valuable. Make suggestions. You are in the best position to provide this essential feedback.

Have Fun! Marshall

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DID YOU KNOW.....?

That Herman Melville’s classic, *Moby Dick*, was inspired by a true story? On November 20, 1820, the whaling ship *Essex* out of Nantucket was fatally damaged when twice rammed by a sperm whale in the Pacific Ocean.

This incredible story actually starts a century earlier when the value of whale oil becomes apparent. The high demand for oil leads to over hunting, and by about 1800 there were so few whales left in the Atlantic Ocean that the whalers set their sights on the pacific.

Whaling ships are businesses that need large amount of startup money. From building the ships to provisioning them, there are financial backers to foot the bill. In the case of the *Essex*, the names are familiar. Do the surnames Macy, Folger, and Starbuck sound familiar? The *Essex* is a 20 year old vessel whose time is about done. Years at sea can

take toll on any ship, and whaling ships spend up to two years on voyages.

The *Essex* leaves Nantucket on August 12, 1819 commanded by George Pollard. While Pollard is an able and experienced officer, this is his first command, and has a strong willed First Mate – Owen Chase.

Four days out to sea, the figurative wheels of this disaster are set in motion when a violent storm nearly sinks the *Essex*. Damaged, missing two of four whaling boats, Pollard plans on returning to port for repair and reprovisioning. When Chase disagrees, the Captain succumbs to the pressure and they continue on, acquiring another whaleboat and additional provisions later in the voyage.

Finally in the Pacific they find their prey.

Whaling is an exhausting, dirty, disgusting trade. After sighting the whales, the boats row out until close enough to harpoon them. After being harpooned whales swim until exhausted. Towing the boat at speeds in excess of 15 knots, this is known as a “Nantucket Sleigh Ride.” The whalers proceed to kill the whale and then spend hours rowing back to the boat with their catch. At this point, the whale is cut up, blubber is cooked down to render the precious oil. The cook fires initially start with wood brought along, but soon after are fueled with the remains of the whale. The black smoke permeates everything, and when exhausted, the sailors will sleep on deck in the filthy clothes until the job is completed.

During the hunt, for reasons unclear, a large male sperm whale rams the *Essex*. This catches the crew by surprise, as sperm whales are timid creatures and this action has never been observed before. The second attack fatally wounds the *Essex*. As the *Essex* founders, the boat crews return and the decision is made to abandon ship. The three whale boats are provisioned with 200 pounds of hardtack and 65 gallons of water. Pollard makes plans to head to Tahiti, but again acquiesces to Chase and heads towards South America.

The hardtack has been soaked with seawater and rendered uneatable. Water is running low when they sight land a month later. Henderson Island provides small hope for the 20 men. Fresh water is available from a spring, but is flooded by the sea for all but a few hours a day. There is food available on the island, but not to sustain the entire crew. After a month, they depart again, towards Chase’s

destination of choice, Easter Island, with three men electing to stay on the island.

Days later, the boats are separated in the darkness and by storms. As starvation and dehydration set in, the desperation turns to cannibalism. After three months adrift, two of the boats were found. Of the 17 that left Henderson Island only five survive. Eventually the three left behind are rescued.

In the Heart of the Sea: The Tragedy of the Whaleship Essex by Nathaniel Philbrick is the chronicle of the ordeal. Be forewarned, there are graphic descriptions of these events that are not recommended for the faint of heart.

- - -Submitted to P/C Russ Shaffer, SN
Music City Squadron, District 17
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District 17 Fall Conference 14-16 October 2005

The Fall Conference will be held in Marietta, Georgia at the Wyndham Garden Hotel. Mark your calendars now! 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.



(Those projections on the outside of the building are balconies. They will be located with our hospitality suite, so if you really must smoke that nicotine, no one will need to leave the suite to do so. The view is excellent, especially at night.)

The hotel is located off Interstate 75, about fifteen minutes from downtown Atlanta and 25 miles from Hartsfield International Airport. The street address is 1775 Parkway Place NW, Marietta, GA 30067.

After actually spending the night in this hotel, I can assure you that both the service and the food are excellent. And the mattresses sleep very well!

I know the conference is not until fall, but I want to assure you that the hotel management and employees have made every effort to make us feel comfortable and welcome.

For right now, just be aware of the location and the quality of the facility.

The sales manager of the hotel has been gracious in answering many questions and ensuring we have a smooth and pleasant experience staying at the Wyndham.

“Break out” sessions will again be scheduled as they were in Nashville last year and in Rome last month. If you have any special interests or need some particular topic taught or discussed, please let us know. These sessions are given to meet your specific needs, so please send an e-mail to me stating your wishes in Atlanta in October.

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 needs 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**
Meetings Chairman

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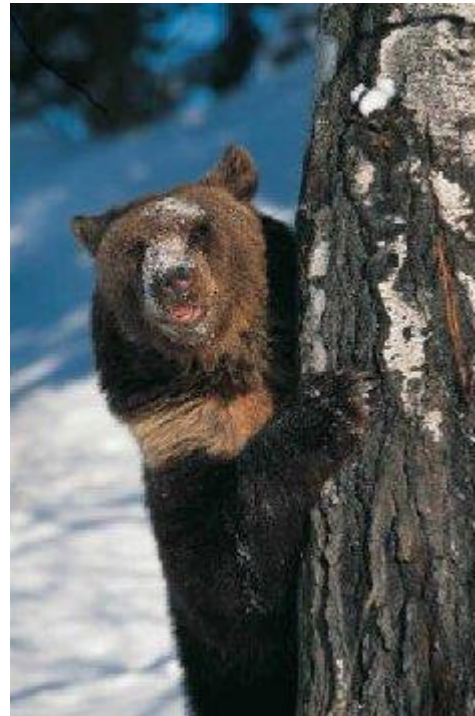
To Simulate the Life of a Sailor . . .

~ On Mondays, Wednesdays and Fridays turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they use too much water during the week, so no bathing will be allowed. . . .or

~ Raise your bed to within six inches of the ceiling, so you can't turn over without getting out and then getting back in. . . . or

~ Raise the thresholds and lower the headers of your front and back doors so that you either trip or bang your head every time you pass through them.

GONNA BE A BEAR!



In this life I'm a woman.

In my next life, I'd like to come back as a bear.
When you're a bear, you get to hibernate.
You do nothing but sleep for six months.
I could deal with that!

Before you hibernate,
you're supposed to eat yourself stupid.
I could deal with that, too.

When you're a girl bear, you birth your children
(who are the size of walnuts)
while you're sleeping and wake
to partially grown, cute, cuddly cubs.
I could definitely deal with that.

If you're a mama bear,
everyone knows you mean business.
You swat anyone who bothers your cubs.
If your cubs get out of line, you swat them too.
I could deal with that.

If you're a bear, your mate expects you to wake up growling. He expects that you will have hairy legs and excess body fat.

Yep, Gonna Be a Bear!
Happy Mothers Day to All!

Until next month, fair winds and calm seas.
Boat safely and wear life jackets- *Janis Owen*

**UNITED STATES POWER SQUADRONS
DISTRICT 17 – 2005 & 2006
ROSTER ADDITIONS & CORRECTIONS**

Page 4 P/C Robert K. Herndon, AP
("Robert" is misspelled)

Page 5 Change grade of Virginia Basler to AP
(She is listed as "P")

Page 7 Add: P/C Cindy Edwards, AP
Membership Committee
Youth/Junior Members

Page 8 Change grade of Virginia Basler to AP
(She is listed as "P")

Page 14 P/Stf/C Donald L. Grotjan, SN
("Grotjan" is misspelled)

Page 22 Add: Administrative Officer:
Lt/C Darlene Breeden

Page 22 Add: Secretary:
Lt/C Nancy Ault

Page 25 Allen, Robert. Correct e-mail
Address to:
Rsallen88@earthlink.net

Page 25 Insert:
Ault, Nancy Lt/C Oak Ridge
5801 U.S. Highway 411, East E215628
Maryville, TN 37801 Spouse: Les
Home: (865) 856-2505

Page 26 Insert:
Breeden, Darlene Lt/C Oak Ridge
305 Virginia Avenue E215629
Oak Ridge, TN 37830
Home: (865) 482-2591

Page 28 Insert:
Edwards, Cindy AP P/C Music City
106 Hillside Drive E136501
Hendersonville, TN 37075
Home: (601) 264-9156
e-mail: mcracefan@aol.com

Page 29 Gonder, Dan. Correct e-mail
Address to:
dangonder@earthlink.net

page 32 Katz, Joe. Correct e-mail
address to:
jmkatzjr@hiwaay.net

Page 32 Latta, Kim. Correct e-mail
Address to:
lattatude@bellsouth.net

Page 35 Nye, James. Correct e-mail
address to:
nyej@bellsouth.net

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**"QUALITY CONTROL"
FOR OUR ROSTER!**

When the roster comes back from the printer's each year, our job is not finished. Care and maintenance of any roster/directory is an ongoing process. Members are constantly changing ISPs, moving their place of residence from one location to another, changing telephone numbers, and hopefully changing grades as more and more advanced USPS course are taken. Sometimes even ranks are changed!

The newsletter editors of "The Dixie News" make every effort to send the district publication electronically in order to cut expenses for our membership. This year, they managed to send successfully 53% of the mailings electronically. The percentage would have been much higher if a number of e-mail addresses had been current.

Only you, our members, can make it possible for the roster chairperson to publish and maintain an excellent source of information for your squadrons and for your district.

Send your roster changes to Becky Austin, our district secretary; the Herings, our newsletter editors; or to me, your *Files and Profiles* person. We communicate, and will share whatever information you send us.

We do appreciate your courtesy and thank you for bringing to our attention any changes or corrections. Have a great month. Spring is here, income taxes have been filed and soon we will be on the lakes and rivers