

HAPPY BIRTHDAY, AMERICA!

'FILES AND PROFILES' FROM THE DISTRICT

"The Dixie District" - - - District 17 2005 July

THE BLUE ANGELS FLY HOME!



Each 4th of July, the Blue Angels fly home to Pensacola to perform for their hometown folks. However, fans of the Angels descend by the hundreds to the airfield to watch these young men "do their stuff". This is a wonderful experience, watching the precision flying of which these young pilots are capable of delivering. If you have occasion to be in that area next July, stop by and watch them next Independence Day. You will be so impressed with what our military is capable of doing to keep our nation free.

Can you possibly imagine how many hours it takes to fine-tune the precision flying these pilots exhibit? Well, our nation is going to be all right. .as long as we continue to have young men like these wear our military uniforms.

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A Quote from "Give 'Em Hell Harry"

"I never give them hell.

I just tell the truth, and they think it is hell".

- - - - President Harry S. Truman

If you have a penny and I have a penny
And we exchange pennies,
You still have one cent and I still have one cent.
But if you have an idea and I have an idea
And we exchange ideas,
You now have two ideas and I now have two ideas!



JULY 4TH MANUEVEURS FOR PENSACOLA



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SWIMMING IN A MARINA?

(Could Be the last Thing You Ever Do)

It's a hundred degrees out and the grandkids are dying to go for a swim. Tragically, that could be just the outcome if they jump into the water at your marina. According to researchers, over 20 deaths have recently been attributed to electric shock drowning, all of them occurring in fresh water marinas leaking stray alternating current into the water.

"Electric shock drowning? How come I've never heard of that," you say. Well, until recently, most electric shock drowning were attributed to regular drowning because electric shock drowning leaves no distinctive post mortem indicators. Only when multiple drownings have occurred in the same marina, or unexplained marina drowning of experienced swimmers, does electric shock drowning even leave a clue. In one tragic case a

dog owner became paralyzed when attempting to rescue a dog in a “hot marina”. The owner’s husband then attempted to rescue his wife and dog. A second dog then entered the water thinking he was joining in the fun. All four died. Electric shock drowning results when even small stray currents of less than 10 milliamps (1/100th of an amp) causes paralysis. These stray currents, which are commonly referred to as “ground faults”, are caused by electrical code violations on docks and non compliance with American Boat and Yacht Council standards on vessels. Ground faults can occur when: (1) current carrying wires makes direct contact with the water, (2) when any portion of a faulty power cord falls in the water, or (3) when neutral (white) wires are connected to grounding (green) wires anywhere on the dock or on a vessel. Stray currents are also possible between boats sharing power from one generator. In addition to electric shock drowning, stray currents also cause fires and current induced corrosion.

Fortunately, there is detection equipment now available to detect ground faults. But even with the best detection equipment, one should never swim in a marina. It could be the last thing you ever do.

- - - Reprinted from the *Carquinez Currents*
Carquinez Sail and Power Squadron
District 25



**WHEN THE COMPUTER GOES AWRY,
HOW OFTEN DO YOU FEEL LIKE
THIS SURGEON?**



"Nurse, get on the internet, go to SURGERY.COM, scroll down and click on the 'Are you totally lost?' icon."

BOATING SAFETY

How long has it been since you have seen a Local Notice to Mariners? The Coast Guard will continue to publish electronic versions of these notices and make them available free of charge via the Internet, but will no longer print and mail copies of each notice. They are published weekly at the Coast Guard NavCen website:

<http://www.navcen.uscg.gov/Inm/default.htm>

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

On 31 March they had a fortuitous encounter with Col. Henderson, surveying the then Virginia-North Carolina line. Henderson gave Donelson news of the Robertson party’s arrival at French Lick. Henderson also said he had purchased several hundred bushels of corn which was to be shipped from Boonesboro, under the command of Major William Bailey Smith, by river to the new settlement. When they reached the mouth of the Red River (today’s Clarksville) on 12 April several families, led by James Renfroe left the main party and settled there, establishing Renfroe’s Station; it would last less than a year before the remaining survivors of several Indian attacks gave up and moved to Nashborough. Clarksville did not become a permanent settlement until several years later, incorporating in 1784.

Donelson and the remainder of the settlers landed at the foot of the bluff at Nashborough on 24 April 1780. Thirty-three of them had died along the way, and nine others had suffered wounds from Indian attacks. Their 30 flatboats provided lumber for homes and barns of the new community. Almost immediately the men drafted their charter, the Cumberland Compact, signed 13 May 1780, by which they would govern themselves and provide for their mutual defense until the new United States government finally reached their outpost of civilization. Many of those families’ descendants live in Nashville today, and their names grace our roads, streams, communities and counties.

One of John Donelson’s daughters, Rachel, later married a relative newcomer, Andrew Jackson. Jackson went on to win election as Tennessee’s first Congressman in 1796, win the Battle of New Orleans in 1815, co-found Memphis in 1819, lose his first run for President of the United States, and then win two successive terms to that office.

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Words Thought to Have Nautical Origin: Fend Off.

To fend a boat or ship is to prevent her striking against any quay, jetty, vessel or any object which may endanger her; hence a fender is an object used to soften the blow. To “fend off” is to prevent another vessel or object from striking your boat or ship. We use it more commonly in the sense of keeping something away or even in fending off an attack (even a verbal one) of some kind.

WORLD WIDE WEB

The websites shown here are samples of the many sites available on the World Wide Web. Using one of the many search engines available, you will be able to find many more that will help you in planning a cruise or learning more about boating in general.

General Information Marine Websites

Site: Charternet Purpose: Various types of charters: powerboat, fishing and sailing.

URL: www.charternet.com

Site: Marina Finder Purpose: Provides a list of marinas. URL: www.marinafinder.com

Site: Marinas Purpose: Provides a list of marinas. URL: www.marinas.com

Site: BUCValu Purpose: The BUC Used Boat Price has been the "Blue Book" to the marine industry since 1961. It provides estimates on a boat's market value. URL: www.bucvalu.com

Site: NADA Guides. Purpose: Estimates a boat's value. URL: www.nadaguides.com

Site: *Marine Graphic* Boat Names Purpose: Provides a list of popular boat names and an estimate of how many boats use a name. The site also offers suggestions. URL: www.marinegraphics.com/boatname

Major Marine Websites

Each of these sites is a boating center from which you can explore the World Wide Web.

Site: Go Boating America Purpose: Home of *Sea and Go Boating Magazines*.

URL: www.goboatingamerica.com

Site: BoatLinks.com Purpose: A well maintained list of links to boating sites.

URL: www.boatlinks.com

Site: BoatU.S. Purpose: Home to the Boat Owners Association of the U.S.

URL: www.boatus.com

Site: Sea Tow Purpose: The largest professional towing organization. URL: www.4seatow.com

Site: Yacht World Purpose: Includes boating yellow pages, charter information, a marine library, forums, and boats for sale.

URL: www.yachtworld.com

Weather Websites

Be your own meteorologist. Find out what conditions you will be cruising into before you leave the dock.

Site: NOAA Purpose: The main site of the National Weather Service. URL: www.noaa.gov

Site: AccuWeather Purpose: One of the best places on the Web to find up-to-the-minute weather maps and reports. URL: www.accuweather.com

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COAST GUARD WARNS PUBLIC OF DANGERS ASSOCIATED WITH UNDERAGE, INEXPERIENCED PWC OPERATORS

The Coast Guard is urging parents to ensure their children get educated about boating safety before operating or riding a personal watercraft, commonly called jet skis. Adults who rent, lend, or borrow personal watercraft must know and follow Federal and State boating laws, and heed the Coast Guard's "You're in Command" message to be responsible for the safety of all those who operate or ride. Recent personal watercraft fatalities on Lake Tahoe involving children under the age of sixteen have raised Coast Guard concern and led to this appeal to adults and parents.



"Too often we are seeing instances where an adult will rent a personal watercraft and then allow friends and family to operate it with little or no regard to age or boating education and training," said Capt. Scott Evans, the Coast Guard's chief of the office of boating safety. "Parents should also be aware of the dangers of having young children riding as passengers, especially those that are too small to have their feet fit firmly into the foot well of the personal watercraft."

Coast Guard statistics for 2003 show 40% of injuries reported on personal watercraft involved children ages 19 and under. In 2003, 112 children

ages 12 and under were reported injured in personal watercraft accidents. Additionally, 380 children ages 13-19 were reported injured in personal watercraft accidents, compared to 280 children injured in open motorboats, the next greatest number involving the same age group.

“When riding in the front of the craft, a small child can become a missile or be crushed into the handlebars in a collision or when encountering a large wave,” said Evans. “When riding on the back of the craft, small children can easily lose their grip and fall off. Parents must consciously decide whether their child should ride aboard a personal watercraft, and must warn them against riding with inexperienced and uneducated operators.”

For teens, personal watercraft are **the** entry-level boat. They are considered fun, stylish, and appeal to the excitement factor that typifies this age group. Studies have indicated the possibility that children age 14 and under may not have the cognitive ability to make split-second decisions in an emergency, nor may they have the necessary coordination skills to use the controls precisely.

The National Association of State Boating Law Administrators has developed a model act for state legislatures proposing a minimum personal watercraft operator age of 16. The Personal Watercraft Industry Association has also endorsed a minimum operator age of 16. Most states have a personal watercraft minimum operator age, but that age varies from state to state. Parents need to be aware of the state boating laws where the boating activity is taking place and ensure their children are aware of them.

- *Boat Smart* Newsletter

Reprinted from 2004 August

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(Ed's Note: Recently *the Birmingham News* reported on a tragic death of a man who died after being struck by a personal watercraft on one of the local lakes. The following is a response to the newspaper's reporter from Jim Nye, of the Vulcan Squadron, District 17.)

Mr. Walton:

On page 15A of the June 25, 2005 issue of *The Birmingham News*, you reported on the tragic death of "...a 19-year-old man who died after he was struck by a personal watercraft on Smith Lake..." Your article stated that the family is suing Yamaha over this accident.

Your article stated that, "The lawsuit said his aunt was operating a personal watercraft and after approaching the dock near her home on Smith Lake in Winston County, she let off the throttle. The suit said she then turned the handlebars to the left in an effort of [to] steer away from McCoy and a friend. The suit said that despite turning the handlebars and trying to steer the craft to the left to safety, it continued forward, striking McCoy and causing his death."

Since reading your article, I have not seen any reader response, so wanted to offer some comments which may help to prevent any future accidents of this type.

Not knowing any more of the details of this tragic accident, other than what was published in your article, my impression is that the accident could have been prevented had the operator of the personal watercraft (PWC) been instructed on how a PWC works. Safe boating courses are available to the public from both the United States Power Squadrons (USPS) and the United States Coast Guard Auxiliary (USCGA). Web sites for the USPS include: www.usps.org, www.usps.org/e_stuff/Basic.html, and www.usps.org/newpublic1/guesthome.htm. Web sites for the USCGA include: www.cgaux.org, www.uscgboating.org, and www.uscgboating.org/safety/courses.htm.

The following information on how a PWC works is quoted from the USPS "The Squadron Boating Course, Fundamental Boating Education for the Power and Sail Boater": "A water-jet pump...draws water in through an underwater grate and forces it out the rear of the craft under high pressure." "Handlebars turn a movable nozzle that directs the high-pressure stream of water either right or left, turning the boat to one side or the other. **It is important to know that a PWC will turn only when the jet pump is operating and pushing a stream of water out of the stern of the craft and creating thrust. If you release the throttle to avoid collision while operating at high speed, your PWC will not turn. It will probably continue in the direction you were moving, often into the object that you were trying to avoid.**"

I would encourage all recreational boaters and PWC operators to take a safe boating course from either the USPS or the USCGA.

Sincerely,

J. Nye
Administrative Officer
Vulcan Power Squadron
United States Power Squadrons