

The SouthWind

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Eighty Four, PA 15330-2547



April 2006

Volume 4, Issue 4

The SouthWind

Publication of the South Hills Power Squadron
A Division of the United States Power Squadrons®

Coming Events

- **SHPS Meeting** 12 April 2006 The Roxy Cafe
- **National Safe Boating Week** 20–26 May 2006
Check the website for information and graphics <http://www.safeboatingcouncil.org/>
- **USPS Governing Board Meeting** 15–20 August 2006
The Grand Hyatt Hotel, New York, New York

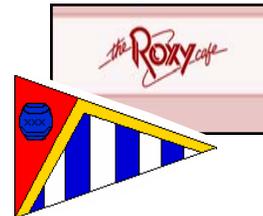
South Hills Power Squadron

Monthly Dinner Meeting

12 April 2006

The Roxy Cafe
South Hills Village Mall

Dinner 1800
Meeting 1930



Program: Cdr Selden Campen, JN
Sailing with the Trade Wind Cruise Club
Circumnavigating Antigua

*"The sail, the play of its pulse so like our own lives:
so thin and yet so full of life,
so noiseless when it labors hardest,
so noisy and impatient when least effective."*

- Henry David Thoreau

SHPS Bridge

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South Hills Power Squadron
is on the Web at
www.SH-PS.org



P/C Dick Toler, AP presents the coveted Bent Prop Award to Lt/C Jim Stark, AP.

Just a reminder that the Bent Prop Award is presented in the spirit of fun. Anyone who has boated awhile has had a time or two (or more) when things don't go quite as planned. Thanks to Jim for letting us share this moment. There are a lot of famous SHPS members' names on that trophy and the one that preceded it. Some names appear on the trophy several times. Just be careful who you tell about your nautical misadventures! You never know who might be listening!



Special thanks to both P/C Dick Toler, AP and P/R/C Mac McDonald, JN for their photographic contributions to this issue of the SouthWind.

We appreciate all the support.

The deadline for the next SouthWind is 19 April.

New Life Jacket Technology

One of the concerns about the use of automatic inflatable PFDs is that they might inflate accidentally in a heavy rain or if the wearer is hit by spray. Traditional technology has used an activating device that is based on a dissolving tablet something like an aspirin that could activate if the humidity is high.

Mustang Survival has received USGC approval for a new design activated by hydrostatic pressure in as little as 4 inches of water. This prevents inadvertent inflation.

For more information see www.mustangsurvival.com.



FLYING SCOT. Sailboat for Sale

19 foot Flying Scot

With jib and main in great shape.
Includes trailer, 2.5 hp motor, anchor, anchor line, cover, fenders, life jackets and much, much more.

\$4000.00

Contact P/C Dick Toler, AP
at (412) 279-1229

The Bent Propeller Award!

Presented by P/C Dick Toler, AP - Written by Lt/C Warren Bell, AP

As the current holder of the Bent Prop Trophy, I'm happy to get this out of my basement and into the basement of this year's deserving awardee. It is getting more difficult to find a candidate each year because all of you have learned to keep quiet about your misadventures. But occasionally someone has the misfortune of screwing up in front of other squadron members.

At this time, I ask that Jim Stark come forward. Last Sail Day, Jim took his sailboat to Moraine State Park. After spending over two hours rigging his 16-foot Albacore called "Nearly Nirvana", he set out to recruit a sailing partner for a cruise across Lake Arthur. He had no volunteers except for the reluctant Dan Marino. No one else wanted to go because even the power boaters in our group knew that a sailboat requires wind to move it along . . . and there was not a breath of wind as is normal for the lake. But Dan had not yet taken the USPS Sail Course.

Our dynamic duo was undeterred. They shoved off with the expectation of shortly putting the lee rail into the water. They got about three feet from the dock and got no further. Their only movement was a painfully slow counter clockwise spiral. That probably had more to do with the rotation of the earth than Jim's sailing skill. With no progress forthcoming, Captain Jim determined that they would need to get beyond a point of land that was blocking their good wind. The fact that there was not one other sailboat on the water that day did not compute.

Jim reached under the cowling and retrieved a toy paddle less than two feet long and handed it to Dan, his second in command. Dan looked at the paddle and then back at the transom where an outboard motor should have been and saw nothing.

The previous season, Jim's outboard was damaged and had not yet been repaired. It seems that while demonstrating his considerable boat handling skills to some Boy Scouts, his mast fell down and came to rest on top of his power plant. Only minor injuries were sustained, except for the motor.

Dan started to paddle furiously while Jim pretended to do something nautical. An hour later our boys cleared the point and were greeted with more dead calm. Near mutiny reared its ugly head. A command decision was made to head for shore. Dan paddled furiously. Jim pretended to navigate. Some of us on shore pretended we didn't know them, while others checked to make sure they were not flying our squadron burgee. "Nearly Nirvana" made her way to home port at a breathtaking 0.001 knots. Yes, I know that in the Power Squadron you are to round off speeds to a tenth of a knot, but 0.0 knots sounds really bad.

Jim reminded Dan that a bad day of boating was better than a good day at work. Dan paddled furiously. Progress was so slow that twice they were mistaken for a navigational aid. Eventually landfall was made and our nautical heroes, having missed the picnic feast ashore, were treated to leftovers of overcooked burgers, sun-warmed potato salad and lukewarm "Old Milwaukee" Beer.

After observing that day's disturbing events, we can all understand why Jim's wife Dee has never been spotted aboard "Nearly Nirvana."

Congratulations on this award, Jim. I'm sure you can get Dan to carry it out to your car for you.

VSC Program Begins Online Submissions

Historically, all the data collected from Volunteer Examiners (VE) was manually typed into a database at USPS Headquarters. This process has proved difficult and was prone to time delays and other problems. The National VSC Committee has been working with the Information Technology (IT) Committee to create a more efficient, more reliable, and a more timely process. The new process utilizes online recording of the VSC data by the districts or squadrons, whichever is your local procedure.

The squadron/district VSC chair is responsible to input and submit the VSC data. Where there is no Squadron VSC Chair, the Commander or his designee is responsible for submissions. The squadrons will save the original completed 7012/204 forms for one year as a back-up system of checks and balances.

The online form collects only the minimum amount of data required for headquarter use. This is a much improved system. One of the requirements though is that eligible VEs must be duly registered before any data is recorded. There is a new procedure for registering VEs using the VSC-2 form.

Any questions regarding this process should be addressed to Stf/C Bob Miller at boatsafe@comcast.net

It is suggested that VSC chairmen enter the data for their squadron on a regular basis to keep the listed information current.

It is also strongly recommended that all VEs subscribe to the VE-1 mail list. This email list discusses all sorts of unique problems and issues regarding the VSC program.



The Voyage of *Summer Wind* Begins

As previously reported, former member of SHPS, Ray McCoy and his wife Sandy recently sold their home and moved aboard a Beneteau 461. The boat is called *Summer Wind*. They plan to spend a year cruising the leeward and windward islands of the Caribbean and will perhaps venture to South America. They will then decide whether to become home owners again or to sail on. Their email address is via a satellite service and is: sandymccoy1@aho.com. We are anxious to hear of their adventures. We know that Ray's USPS education is going to serve them both quite well.

Commander's Corner

by Cdr Selden Campen, JN



It is with great pleasure and satisfaction that I continue as your Commander for a second term. We have a terrific organization - we work to promote safe boating to the public, educate ourselves, and enjoy camaraderie among friends. It takes a certain level of collective effort among many to make any of this come true.

Several persons who have done a lot to hold the organization together, but have not been sufficiently praised in this column, are Don Stark, Marjie Stark, and Malcolm McDonald.

This newsletter is a major communication vehicle and exists due to the prodding of our editors for articles each month and the untold hours it takes to create the layout, enter the text and dress it up with interesting pictures. After the proofs are complete, our circulation manager, in part at his own expense, prints and distributes the latest edition. Many thanks to Don, Marjie and Mac.

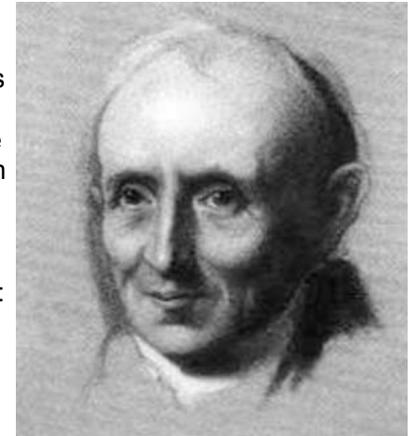
At the upcoming bridge meeting we will be reviewing plans for several events as we enter the boating season. Our vessel safety check program will once again get underway. If you have interest, contact Ken Campbell. Our Sail-In at Moraine State Park will begin to take shape as we plan that event. The June Picnic will also be discussed so as not to leave the details to the last minute. These events go smoothly because of all the planning done in advance.

For those of you who will be coming to the 12 April meeting, you will be in for a real treat. I'm tooting my own horn, of course. The presentation after dinner will be about the adventure Jackie and I had sailing around Antigua, in the Leeward Islands of the Caribbean. First, there will be an 8 to 10 minute film professionally prepared for the Trade Winds Cruise Club. They have sea bases in Tortola, St. Martin's, Antigua, and the Grenadines. The movie has those spots in the background, but focuses on the lifestyle of cruising onboard a captain chartered, all inclusive resort, in the form of a 51 foot sailing catamaran. The film is superlative as was the cruise. I will follow the movie with some slides to personalize the experience. The cruise club is a doable adventure vacation, for anyone surefooted amongst us, so please come and entertain the idea of making such a vacation part of your life experience.

Changing topics, I'd like to relay how well the Public Safe Boating Class is going at the Pleasant Hills Community Presbyterian Church, being deliv-

How about a Free Book?

Nathaniel Bowditch (1773—1838) was an astronomer, navigator, and mathematician born in Salem Massachusetts. He had little formal education but had a passion for learning, particularly in the field of mathematics and especially mathematics as it related to navigation. He loved to solve mathematical problems. This passion led him to investigate, then correct the navigational mathematics of John Hamilton Moore. Bowditch published the guide for which he is now famous: *The New American Practical Navigator* in 1802. His work gave every sailor the ability to navigate.



This great accomplishment is celebrated by the continued publication of his celebrated work by the Defense Mapping Agency Hydrographic Topographic Center. This work has been repeatedly enhanced and updated. It should be in every serious navigator's library. The National Geospatial Intelligence Office has made this celebrated work available on-line.

There is a link to this site from the USPS Education Department web page. Although it is published using Adobe Acrobat to condense the size of the computer file, the entire work is still 35 megabytes. The good news is that you don't have to download the entire work to use it efficiently. You can just download the sections that you want. The work contains 37 chapters and 36 tables plus glossaries and index. Remember that as a printed text this publication comprises two large books. If you choose, you can go directly to the website using the following URL: <http://www.nga.mil/portal/site/maritime/>. Go to the menu item that says **publications**. The go to the pull down menu that says **menu items**. Pull down the menu and you will find **The American Practical Navigator** at the top of the list. You will also find several other useful tables for tides and an international light list.

The next time you are confused by some topic in one of the USPS courses you might find the answer in the book that is noted for making difficult information understandable to everyone . . . the book known as "Bowditch": *The American Practical Navigator*.

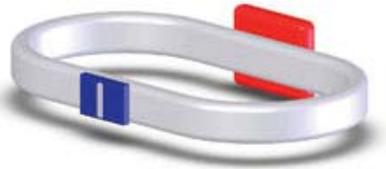
Innovative Life Jacket Design

On 16 February 2006, Adam Malcom, a graduate student in the Mechanical and Aerospace Engineering Program at the University of Virginia won the \$5,000 first prize in the first Innovations in Life Jacket Design Competition sponsored by the Boat U.S. Foundation for Boating Safety.

“Boaters complain that life jackets are uncomfortable, restrict movement, or make you hot. So we decided to sponsor a competition to encourage innovative ideas to design a life jacket that more boaters might wear,” said Boat U.S. Foundation President Ruth Wood.

The challenge was to come up with a design that was wearable, reliable and innovative but that could be produced at a reasonable cost.

Malcom’s design is a comfortable belt that is worn around the waist. The unit would stay out of the way and not retain body heat. When activated either manually with a ripcord or automatically via a CO2 gas cylinder, slender, symmetrically-arranged air bladders stored into the belt inflate rising up to surround the wearer on all sides. No secondary action, such as sliding flotation over the head is necessary. You simply float like you would in an inner tube.



Understand that this is not a design that is USCG approved. The purpose of the competition was to generate new workable ideas that will save lives.



The competition received 182 entries some from faraway places like China and Australia.



ered to some 60 Boy Scouts and a few others. The class I visited had three presenters: Dorothy Meloy, John Steck, and Jim Stark. Our teachers used props and computers effectively to make the class “Boating Under Adverse Conditions” interesting, relevant, and personal. These scouts are going to be well prepared for their High Adventure Scouting Experience from Ft Lauderdale to Key West. All involved can be proud of their contribution.

Thanks to all participating in our squadron’s classes and events, and to those of you who have not come lately, the doors are open wide. We would like to have you join us.



SUPPORTERS OF THE SOUTHWIND 2006

**Warren & Liz Bell
Selden & Jacqueline
Campen
Vi & Lew Doughton
Dan Marino
Hank & Mary Lou Marzina**

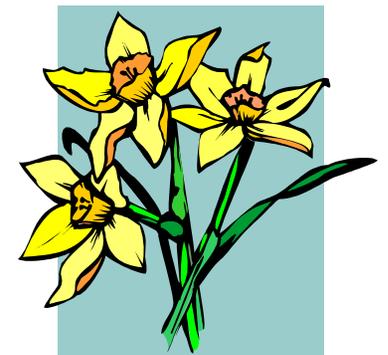
**Dorothy Meloy
Tom & Dory Merritt
Art & Emily Schock
Jim Stark, SEO
Dick & Nancy Toler**

Join the effort by contributing in any amount that you can.

Thank You!

**Continued Wishes
for Good Health
go to:**

**Dory Merritt
P/C T. Blake Parker, AP**



USPS Leads the Way in Electronic Navigation Education

USPS has partnered with several companies to offer training with their products and discounts to USPS members. As a part of these cooperative relationships USPS has had input on how charts, tools and information should be developed and used by boaters today. USPS is leading the way in electronic navigation education for the public.

There are essentially two types of electronic charts, raster and vector. Raster charts are georeferenced electronic images of paper nautical charts. These are exact reproductions of the paper charts we have long worked with through our USPS courses with the difference that they appear on a computer screen. Vector charts are backed up by a database that provides additional information and better links with radar and other navigational devices. The digitalization of data makes vectors more accurate than rasters. For example, in commercial use, vectors could work with navigation systems to provide a warning that particular areas would be dangerous to transit because the water is too shallow for the draft of the vessel.

Maptech

Last year, through the partnership with Maptech, USPS has taught over 20,000 boaters about digital charting.

Maptech provides a direct link from the USPS website to their on-line store for USPS members and gives a 20% discount on purchases of anything in their product line. This includes charts and ChartKits. Maptech has packaged a CD with all of their printed chart books. The CD has the identical charts in digital form as well as their *Offshore Navigator Lite* software for navigational planning and live navigation with GPS.

Maptech is providing free downloads to USPS members on the entire library of NOAA raster digital charts. These are the latest NOAA charts that are available. You can work with these charts using the Maptech Digital Chart CD provided with our Boating, Piloting, and Advanced Piloting courses. These charts will work with virtually every navigation program on the market.

C-Map

C-Map is supporting USPS education on several fronts. They have prepared a customized version of their popular PC Navigation Planner simulation software for use in the AP course. This software is used with vector charts, the principle format for electronic plot charting. C-Map will send a free student version of the USPS PC-Planner to any USPS member who returns the request card included in the student training kit.

Scenes from the Boating Class Photographs by P/R/C Mac McDonald, JN



As these photographs demonstrate, the class was interested and involved. SHPS really showed what it could do for these scouts and their families. P/C Tom Merritt, JN instructs above.



At the right, P/C Dorothy Meloy, AP reviews classwork. She helped students with the answers to the assigned homework.



Above, the scouts of Troop 231 learn how to plot a course.

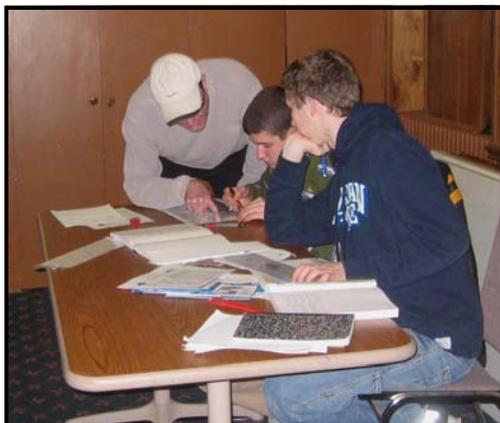
Education Department Lt/C James A. Stark, AP

Congratulations to those who persevered to complete the Weather Class. I want to congratulate Dan Marino, Morry Miller, Warren Bell, Jacqueline Campen, Selden Campen, Teri Joseph, Mary Jenkins, Robert Jenkins, Thomas Merritt, and John Steck on their accomplishment. While Joe Denardo's job is still safe, they all gained in knowledge of how the forces that drive the weather interact. Knowing what the weather might do will allow all to have more enjoyable cruises.

The public boating course being held at Fellowship Hall at Pleasant Hills Community Presbyterian Church, 199 Old Clairton Road has been most enjoyable. I want to thank Bob Timmins, and the scout leaders for providing an environment that are so conducive for learning. I want to also thank Dorothy Meloy, Mac McDonald, Tom Merritt, John Steck, and Mike Hollis for all their excellent instruction they have, and continue to provide the Classes. I believe that John's technique for getting excellent class participation may have to be incorporated into all future boating courses. I have to say that this boating class has demonstrated a high motivation for learning and has kept their instructors on their toes. A special thanks to Troop 231 for all of the logistics support.

If it is possible, we would appreciate your support on Tuesday 11 April, final exam night, as we grade papers, provide certificates, and attempt to enhance our membership.

Prior to the start of this course, someone raised a question about the quality of the course. I believe if you ask any of the participants you will find that they have learned a lot. Our instructors have done an excellent job of conveying information. The Instructor Certification program provided by USPS provides credentials that document this excellence for others to see. We will be scheduling an Instructor Certification course in the near future. I ask that all take the time to attend the next course so that the public has proof positive of the excellence of our course and our instruction.



John Steck assists with a plotting problem

C-Marina

C-Marina is a division of C-Map/USA. It is the sales outlet for marine related products sold directly to marinas and boatyards throughout the United States.

C-Map has made arrangements with a major electronics manufacturer, Si-Tex, to provide district and squadrons with a unique mainline electronic chart plotter at a fraction of the retail price. This is a fully functional chart plotter that works with any PC monitor. Go to the Si-Tex web site at www.si-tex.com to learn more about the Si-Tex Explorer Plus charting control unit. Then contact C-Map's C-Marina division at 508-539-4345 or 1-800-424-2627 for the price and the delivery information.



C-Marina also offers the latest models of chart plotters from Standard Horizon and Interphase. All models are compatible with C-Maps MAX series electronic charts. USPS members can purchase this equipment at outlet prices. In fact some squadrons have become dealers for electronic plotting equipment through this program. For product information and prices, contact C-Marina.



Standard Horizon



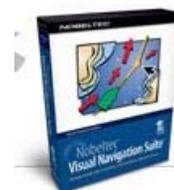
Si-Tex



Interphase

Nobeltec

Nobeltec, producer of navigation software and vector charts, offers USPS members a 25% discount on direct purchases of their software and data products. For more information, contact Nobeltec at 1-800-598-4976.



Photos from the Change of Watch
by P/C Dick Toler, AP



Commander Selden Campen, JN renews his pledge to lead the squadron in another successful year.



D/C Liz Gassell, AP administers the oath of office to the SHPS bridge. Shown are Executive Officer, Lt/C Chris Orié; Administrative Officer, Lt/C Dan Marino; Secretary, Lt/C Vi Doughton; and SEO, Lt/C James Stark, AP. Not pictured is Treasurer, Lt/C Warren Bell, AP.

Many thanks to D/C Glassell for the leadership that she has provided to all the squadrons of D/7 throughout the past year.

