



The Uniform of the day for the November Meeting was "Uniform T (Tuxedo)"

Dec. 2004
Volume 2, Issue 10

The Southwind

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

Coming Events

- **SHPS Monthly Meeting & Christmas Party** 4 December
Bistro Bello Enoteca
- **USPS Annual Meeting** - Orlando, FL 5 - 9 January 2005
- **Pittsburgh Boat Show** 21 - 23 and 28 - 30 January 2005
- **Spring Boating Course** -1 February 2005,
Mt Lebanon High School
- **D/7 Spring Conference** 1—3 April 2005,
Greentree Holiday Inn
- **National Safe Boating Week** 21- 27 May 2005



*Happy Holidays
to All*

from

*The Bridge and
Members of the
South Hills
Power Squadron*



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2005: PITTSBURGH BOAT SHOW

45th Anniversary

Plan to attend

January 21-23 & January 28-30, 2005
at the
David L. Lawrence Convention Center

Contact P/C Dick Toler, AP
if you want to help with the set
up or with staffing the USPS
booth at the Boat Show.



mile, then turn east for about a quarter mile. Then we should head back north and pick up another red marker leading us into the harbor.

Now, had I taken the advice of my friend, I would have soon been making the acquaintance of a very nice man from Tow Boat/US. The strange part about his comment was this: when he asked me the question, I could see the red marker we were approaching, and the next red marker about a half mile ahead that directed vessels into the harbor at Rock Hall. The proximity of these two markers could have led someone to believe they should follow the markers across the sand bar. It left me with a feeling of uneasiness with the thought that I could have made a very expensive and embarrassing judgment based on using an assumption. Fortunately, I had only prepared myself for the course to the range lights. I would not attempt to go beyond what I had prepared myself for without consulting and reviewing the chart.

Now as I finish this article, I must return to the duty at hand, looking through the ship's store catalogue for supplies needed for my boat.

Incidentally, Mitch and two of his friends did well on our fishing trip trolling last Sunday (11/14/04). They caught two plastic bags - one a small white one, one a green garbage bag, one paper grocery bag, a piece of burlap and one striped bass that separated the 50 pound test leader line from the trolling sinker -- too bad about that one. It was a good looking fish. Mitch had the fish within 25 feet of the boat when it turned and took the line - a little too much drag on that reel.

Happy cruising to all.



Thanks SUPPORTERS OF THE SOUTHWIND - 2004

Warren and Liz Bell
Robert Colteryahn
Lew and Vira Doughton
Dan Marino
Malcolm McDonald
Dorothy Meloy

Tom and Dory Merritt
Chris and Jack Orie
SEO
Emily and Art Schock
Don and Marjie Stark
Dick and Nancy Toler

Deadline for the next SouthWind is 22 December.

Cruising and Learning on the Chesapeake Bay by P/C Blake Parker, AP

Since purchasing our new boat, a 1992 Silverton Sedan Convertible, we've begun spending time investigating the upper Chesapeake Bay, the Patapsco River and the Baltimore, MD area. We've come to realize that there is a world of difference between boating the inland rivers and the big waters of the Chesapeake Bay.

We have enjoyed the rivers for the past fifteen years with many cruises which have provided countless trips through the locks all the while never losing sight of the shoreline. The new experience of "big water" has opened our eyes to how a different type of boating skill is necessary. Fortunately we are members of the US Power Squadrons. Therefore we have resources available to us which make boating safe and pleasurable.

The biggest challenge in boating in the open water is navigation by chart. We river boaters mostly used the charts to find fuel, marinas and distances to locks and dams, and sometimes used the laminated ones for placemats on our galley tables. However, when boating in "big water" up-to-date charts are an absolute necessity. To give an example, we were cruising from Baltimore, MD across the bay to Rock Hall, MD - a small village on the Eastern Shore. I used the chart to get my course determined - I made some notes on a separate sheet, and after finding out there were range markers on the Eastern Shore, I made way for Rock Hall by using the range lights and my compass (I had my chart plotter and RADAR on, but I was only interested in "pure" DR navigation).

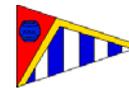
When I was about 1½ miles from the Lower Range Light, I suddenly realized I had no clue where to go when I arrived at the end of the range. As I asked to see the chart he is looking over, one of my passengers, on his first ever boat ride, asked if we can't just go straight for the harbor at Rock Hall. Yes we could, if we didn't mind walking. There is a sand bar reaching out to and behind the lower range light. Sure there were boats between the shore and the harbor - these flat bottom jon boats probably drew 8 inches. That is a far cry from our thirty inch draft with expensive mechanicals hanging from our hull. Anyway, I checked the chart and learned that we were approaching a red marker, at which we were to turn south for about a

November Meeting



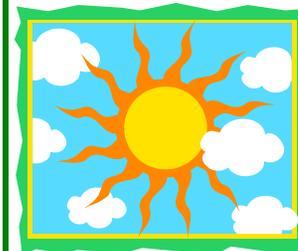
Cdr Tom Merritt with Speaker Joe Kirk. On display is the calendar featuring the Sailboat Regatta at the Point in Pittsburgh for the Fourth of July weekend.

P/R/C Malcolm McDonald administers the USPS Oath to new member William Gensler at the November SHPS meeting.



Executive Officer's Report P/C Dorothy Meloy, AP

Thanks to all the vessel examiners for another job well done. Soon it will be time to help the squadron promote Safe Boating at the Pittsburgh Boat Show in the Convention Center during the last two weekends of January, 2005. Enjoy your holidays.



We wish Commander Tom Merritt a speedy recovery after his Thanksgiving stay at Jefferson Hospital.



