

The SouthWind

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The SouthWind

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

Coming Events



- **SHPS Annual Meeting 8 February 2006**
The Roxy Cafe
- **Pittsburgh Boat Show 27–29 January & 3–5 February 2006**
D. L. Lawrence Convention Center
- **USPS Boating Course 14 February 2006**
Pleasant Hills Community Presbyterian Church
(see details in Education Report - this issue)
- **South Hills Power Squadron Change of Watch, 12 March**
1–3 PM Holiday Inn Select Pittsburgh South
- **Tri District Conference (D/7, D/11 & D/29)**
31 March–2 April 2006 Independence, Ohio
- **USPS Governing Board Meeting 15–20 August 2006**
The Grand Hyatt Hotel, New York, New York



Call to the Meeting:
8 February 2006
The Roxy Café
South Hills Village Mall
South Hills Power Squadron
Annual Meeting

Dinner 1800 - Meeting 1930
This is our Annual Meeting.
You are invited to wear your uniform.
SHPS Elections will be held.
Program will be on Safety Equipment.

SHPS Bridge

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



Thanks to you, the SouthWind has earned the Distinction in Journalism award for 2005.

SHPS is strong because we work together.
Keep those articles and photos coming!

The deadline for the next SouthWind is 15 February.

Come to celebrate "The Maiden Voyage of the USPS Trilogy"
31 March—2 April at the USPS Tri-District Spring Conference
at the Holiday Inn, Independence, Ohio.

The entire USPS National Bridge, plus many national officers,
will be there. This is your chance to meet USPS members from
throughout our region and across the nation. Plan to join the
fun. A vast number of special programs is being planned.
For more information and registration forms, see the D/7 Web
site at <http://www.usps.org/localusps/d7>.

It is going to be INCREDIBLE!



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

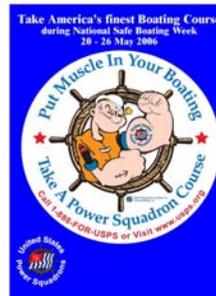
Contact P/C Dick Toler, AP
at (412) 279-1229

Administrative Report Lt/C Christine T. Orie, S

Well, it's that time of year again! Our next squadron meeting, 8 February 2006, will be our annual meeting for the election of officers. It would be wonderful if all of you would take part in this yearly event.

The Change of Watch will be Sunday 12 March 2006. Please mark it on your calendar. It will be another grand celebration of the successes of South Hills Power Squadron. Please plan to attend.

*South Hills Power Squadron
Change of Watch
Holiday Inn Select, Pittsburgh South
Ft. Couch Road, Bethel Park
Sunday, 12 March 2006
1300 - 1500
\$25 per person*



These are some of the new PR materials now available on the USPS.org web site to help each squadron promote a boating course during National Safe Boating Week. Popeye and Olive Oyl were a hit at the USPS Annual Meeting.

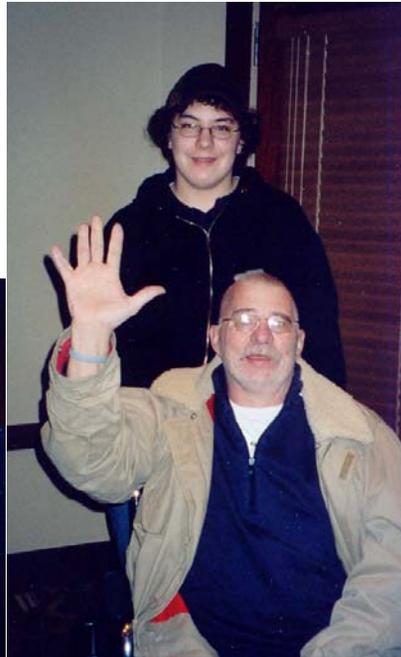


PR Kits for National Safe Boating Week will not be mailed this year. All information is available on the NSBC web site at www.safeboatingcampaign.com.

Photos from the SHPS January Meeting by P/C Dick Toler, AP



Why is Mike Hollis smiling? It is because of the great time we all have when squadron members get together. It was especially wonderful to see Blake, Mitchell, and Linda Parker. Blake is making good progress. He appreciates the support the squadron has given him.



Commander's Corner By Cdr Selden Campen, JN



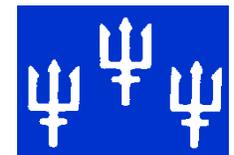
Last weekend I attended the Cleveland Boat Show at the IX Center near the Cleveland Hopkins Airport. This building formerly was the Cleveland Tank Plant, a major weapons manufacturing facility during World War II. With over one million square feet of exhibition space, it must be one of the largest exhibition halls in the country. Seeing the large Carvers, Tartans, Dufours and Hunters got my sailing juices flowing. As I was not boat shopping, I had to settle for brochures of these boats and the electronics suppliers—Raymarine, Furuno, and Garmin.

I visited the USPS booth at the show which appeared to have a good deal of traffic. The booth was well manned. Visitors were provided with a brief six-question quiz. For many this led to a discussion, giving the Power Squadron member the opportunity to explain the correct answers and possibly initiate a relationship.

It may be wishful thinking, but we do need new blood in our squadron and the boat show is one way to reach out to the public. For this reason, I'm excited about the upcoming Pittsburgh Boat Show from Friday 27 January through Sunday, 5 February at the David L. Lawrence Convention Center. This is our chance to meet new and seasoned boaters, to share what we are doing with others who may be interested, and to enrich our own boating experience. I plan to duplicate the quiz/conversation starter I saw in Cleveland and expect that it will draw in those whom we wish most to meet. Whether you have signed up to help at the show or not, stop by the USPS booth and help us introduce ourselves to other experienced or would-be boaters. If you want to make it official, call our Boat Show Committee Chairman, P/C Dick Toler at (412) 279-1229. Otherwise, just stop by.

On another note, I'm told by our Meeting and Programs Director that we have an interesting video on boating pyrotechnics (i.e. flares). You never know if this information will save your life or prevent serious injury. Also, at our Annual Meeting of 8 February, next year's officers will be elected. It's not too late to make nominations from the floor.

See you there. The Roxy Café is depending on us.



Chesapeake Bay Cruise
September 2001
by Cdr Selden Campen, JN

Jackie and I had purchased our MacGregor 26x earlier that year and were undertaking our first extended cruise. With great anticipation we headed for Kent Island at the suggestion of fellow squadron member Morry Miller. We found a public launch ramp, but after the boat was launched and rigged, we were told that the car could not be left there overnight. Such facilities were available at Sandy Point State Park back across the bridge. Rather than derigging the boat, we decided I would sail to Sandy Point while Jackie drove the car and trailer there. It was a nice clear day with gentle but steady winds. As the ship's captain, it felt right. I was excited about our forthcoming adventure vacation.

An hour and a half later, Jackie joined me, and we departed from Sandy Point. We left the park under power since we had a destination in mind, and it was already about 4 PM. We were headed back to Kent Island across the Bay. When we got to the shipping channel, I suggested that we take time to watch the freighter coming from Baltimore pass by, but still several miles away. Jackie, always having more wisdom than I, urged me to move on. But I assured her I would keep a safe distance. It wasn't more than a couple minutes later that the Yamaha outboard began to run ruff. I shifted the motor out of gear, so that I could rev it up without a load, hopefully so that whatever was in the fuel line would pass. However, it totally stalled within a short period of time.

My attempts to restart the motor were to no avail. Looking north, I saw the freighter approaching. It was still a mile or more north, but noticeably closer. It's difficult now to remember for sure, but I believe I heard a blast on the freighter's horn. In any case, I knew we had to get out of its path. At this point I was glad the McGregor was a sailboat. We raised sail and cleared the dangerous path of the oncoming freighter. Although at some distance (but not enough) our boat rose and then descended back down in the freighter's bow wave. As we cleared its path, it looked very tall. It was massive. What a relief. I learned a lesson.

Although a sailor for 40 years, I had not yet had a boat as large

South Hills Power Squadron
Nominating Committee Report
2006—2007

We would like to acknowledge the current officers who have done a magnificent job. We thank them. We are fortunate to have another group of excellent members who have graciously agreed to serve. In accordance with the bylaws sections 6.1 and 6.8 the Nominating Committee does hereby name the following. The term of office, except as noted, is one year.

Commander:	Cdr Selden W. Campen, JN
Executive Officer:	Lt/C Christine T. Orie, S
Education Officer	Lt/C James A. Stark, AP
Administrative Officer	Lt J. Dan Marino, S
Secretary	Lt//C Vira M. Doughton
Treasurer	Lt/C Warren R. Bell, AP
Asst. SEO	P/Lt/C Arthur C. Schock, JN
Asst. Treasurer	1st/Lt Lewis L. Doughton, S
Asst. Secretary	1st/Lt Marjorie G. Stark, S
Executive Committee	P/C Thomas O. Merritt, JN P/R/C Malcolm H. McDonald, JN Lt Michael D. Hollis, P P/C Dorothy B. Meloy, AP
Nominating Committee	
One Year	P/C Thomas O. Merritt, JN, Chairman
Two Year	Lt Geraldine Marzzarella
Three Year	Lt/C Christine T. Orie, S
Rules Committee	
One Year	P/Stf/C Robert M. Colteryahn, AP, Chairman
Two Year	Lt Robert A. Cheswick, AP
Three Year	P/Lt/C Neil D. Cook, SN
Auditing Committee	
One Year	P/C T. Blake Parker
Two Year	Lt Julie C. Bonta, AP, Chairman
Three Year	Lt J. Dan Marino, S

Respectfully submitted:
P/C Dorothy B. Meloy, Chairman
P/C Thomas O. Merritt, JN
Lt Geraldine Marzzarella

Scenes of the Pittsburgh Boat Show



Mac McDonald, Marjie Stark, and Dick Toler

Cdr Selden Campen, Mac McDonald, Jackie Campen, and Marjie Stark



Everyone is hard at work for USPS!

Marjie and Don Stark



Builder John Hutchison and his beautiful Haven 12 1/2, a Herreshoff Design

and heavy as the McGregor 26X for even a complete season. Paddling this boat was totally ineffective. I did not, nor do I expect I ever will, feel comfortable docking this boat under sail. A motor is necessary. Jackie and I both thought it wise to get back to Sandy Point and have the motor checked out. But the entrance to the channel was directly into the wind, and it was narrow. Between the bridge on one side and a large rock breakwall on the other was perhaps 40 feet. We could not return. Quickly we had to decide to head for the marina south of the east-end bridge on Kent Island or to sail to Annapolis up the Severn River on the south-west side of the Bay Bridge. The sun was beginning to set. I knew that in either harbor visibility would be limited and maneuverability difficult.

We chose Annapolis; hoping to drop anchor or grab a mooring ball. For the second time in half an hour, I knew trouble was at hand. Time was of the essence, so we moved forward. In our vicinity the Chesapeake was largely void of boats. Some 15 or 20 minutes passed before I noticed the port side lights of a small vessel coming generally in our direction. I set a course to intercept it. Since they were headed north, we asked for assistance in getting back to Sandy Point. They agreed to tow us. Jackie said prayers do work! We soon had the sails down, and were on our way back to safety.

Before long I noticed the tow boat was headed for the Chesapeake Bay Bridge span two, left of center. I looked up at my mast and looked at the bridge, I wasn't sure if we would pass under. I was sure the motorboat skipper was unaware of any such concern. Using the air horn, I got his attention. He assured me not to worry, but as the bridge approached I was sure we were going to hit it. Calamity seemed close at hand, and yet the tow boat was not slowing down. Sitting from within the MacGregor it was not possible to accurately assess the height of the mast versus the bridge. It was not until we were within a couple boat lengths that I realized even this span was many times the height of our mast.

Arriving safely at Sandy Point, I quickly moved the trailer in place, winched the boat onto the trailer and pulled it from the water. The Park Police were quick to tell us that the park was closed at sunset and we needed to vacate the park pronto. I pointed out that it would not be wise to drive with the mast up. Removing the sails and mast would take us two hours. Twice the police officer came back to make sure we were

making progress. Perhaps it was 10 PM or later when we pulled out of the park. Fortunately, we were able to obtain instruction from the police officer on how to get to a marina that serviced Yamaha outboards.

The next morning we arrived at the Yamaha dealer's marina. The mechanic had a long list of boats in front of ours. We were told it would be at least a week before we were serviced. But the current week was all we had for this year's cruise. Surprisingly, I secured the mechanic's willingness to give us instructions to diagnose the problem. First, he suggested to look into the fuel pump to see if water had condensed or leaked into its attached jigger-sized reservoir. I asked how would I recognize the presence of water. "Just look for visible lighter colored water bubbles in the fuel", he said. I saw nothing. Then he suggested to check



the fuel tank for water. I found no water. Also there was no fuel. All of a sudden it hit me. The motor was not malfunctioning. It was just out of gas. And to make matters worse, I had another tank on board. All I had to do the previous day was change the fuel line to the other tank.

By the time we got the boat back to Sandy Point, the mast up, the sails rigged, the gas tank filled, and the boat launched, 24 hours had passed since our first attempt at starting our cruise. At that time I did not know there was a Bent Prop Award. But, I had earned it. Foolishly, I must have, in confidence, shared my story with a trusted fellow squadron member. Whomever it was, she/he had no compassion. Humiliating me at my first Change of Watch, emcee P/C Bob Timmins showed no compassion as he revealed half of the above story to the squadron. "And now", as Paul Harvey would say, "you have heard the rest of the story."

SUPPORTERS OF THE SOUTHWIND



It is time to renew your support of the SouthWind for 2006. Join the effort by contributing in any amount that you can.

Thank You!

Education Department

Lt/C James A. Stark, AP

Well the Weather Class is almost over. I believe it was Tom Merritt who observed that all classes were held on nights with a low front present. It has been a very good class with lots of interaction, discussion, learning, and fun.

That is what makes it so enjoyable to take the USPS courses. My compliments to those who participated in the class. Here is a link that all who took the course will find very useful as they try to predict the weather. <http://www.weather.gov/forecasts/graphical/sectors/eastgrtlakes.php> It is fun to look at the maps and see how close you are to the weather that occurs. If you did not take the course, you can still find the link useful. If you have any questions about what you see, ask someone who took the course. It will help them stay sharp on the weather information and the station model.

Our next course will be the public boating course. We have shifted from Mt Lebanon High School this time due to increased costs. Here are the details:

USPS Boating Course Fellowship Hall

**Pleasant Hills Community Presbyterian Church,
199 Old Clairton Road,
starting on Tuesday, 14 February.**

7:00 PM

Test night, 11`April

Since this class will be training several Boy Scouts for their nautical adventure, it would be a great time to share your adventures with some younger members of the boating public. You may find that they like to hear about your adventures as much as you like to tell about them. Troop 231, which is sponsored by the church, will take care of the logistics of the room used to host a boating class. I want to thank them in advance since chairs and tables will have to be set up.

Show your support for the South Hills Power Squadron by participating in the Break-out sessions where homework can be discussed. We hope this will allow for a more intimate environment and make the participants feel as comfortable as possible. The goal is to develop a warm social environment, where learning takes place easily. The participants get the feeling that they would like to take more courses and would like to be a member of our fine organization.