

**Sept 2003**

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# The Southwind

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

## SHPS Bridge

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## Coming Events

- Reno Governing Board  
3 -7 Sept 2003
- D/7 Fall Council 5 October  
2003 Beaver Falls Holiday  
Inn
- D/7 Fall Conference 7-9  
November I-77 & Rockside
- USPS Annual Meeting Or-  
lando 14-18 January 2004
- Pittsburgh Governing Board  
19-23 May 2004

## Commander's Remarks



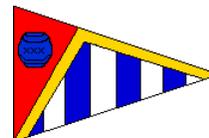
### Now Hear This! Now Hear This!

The Commander has awakened from a wonderful and rainy summer. (Big Deal) The Southwind is up and running again. After a very nice and well-attended June Picnic Meeting and a very fine June Sail Day, I think it's time to get back to work on SHPS business.

So, remember the meeting on 10 September, at the Ramada Inn.

### Things coming up:

- Will there be a Fall Boating Class?
- Have all Members renewed?
- How's the Xmas Party coming along?
- Who will be attending the Fall Conference?
- Will there be an OT Class?
- What is the status of the Bylaws?
- Is the Telephone Tree up to date?
- What's the course schedule for upcoming classes?
- Are the Programs set up for the Fall Membership Meetings?



These are just some things that need addressed in the very near future.

The Bridge meeting will be on 3 September at the Commander's home. If you have a need to be there, please, let me know so I can prepare additional seating and goodies.

Cdr. Tom Merritt, JN

## South Hills Power Squadron Membership Meeting

Ramada Inn Pittsburgh South  
Fort Couch Road

10 September 2003 1830 dinner - 1930 meeting  
Come share tales of your summer adventures.

# The Southwind

A publication of the South Hills Power Squadron

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## Honorary Member



Audrey Rice received her SHPS honorary membership from Cdr Merritt at the June Picnic Meeting

## Education Department

By Lt/C James A Stark, AP

### The Public Boating Course

This course represents our civic efforts toward public instruction in the fundamentals of safe boating.

We would like to offer this course in the fall starting September 30, 2003 at Mt Lebanon High School located at 155 Cochran Road. This is an 8-week course with a final test November 18, 2003. As you know, this course is geared for operators who desire to know more than the minimum state requirements for safe boating.

Please volunteer to teach one of the following sections that are designed to familiarize the student with the fundamentals of safe boating and keep your teaching skills sharp. Please contact Jim Stark by September 10 with how you would like to volunteer to teach one of the sections or to serve in some other capacity.

Subjects include:

- Boat handling under normal conditions
- Adverse conditions and emergencies
- Types of boats and boating terminology
- Required and recommended equipment
- Boating regulations and navigation rules
- Lines and knots
- Charts and aids to navigation
- Piloting techniques (in *Boating* only)
- Marine radiotelephone usage
- Trailer boating

We have several books in our library so our costs will be minimal. Please - everyone - Make an effort to contact a friend and invite them to take the course. It helps to keep our squadron active and alive. Who knows, they might just enjoy our company and want to join the Squadron.

### Advanced Courses

We would like to offer the Advanced Piloting course this fall. Hank Marzina has previously agreed to chair this course. Other elective courses that have been scheduled are either Engine Maintenance or Cruise Planning. Your vote is essential. Please contact Jim Stark with your interest.

## Sail Day Report By Lt/C Chris Orie, S

For all of you who couldn't make it to Moraine State Park for Sail Day on 28 June, you missed a beautiful day of boating. Dick Toler, Jim Stark, Art Schock, and I were able to set sail with other Power Squadron members working as crew and skippers.

We grilled hot dogs and hamburgers and had a great lunch

under beautiful skies. Dorothy Meloy even squeezed in some boat inspections.

Fortunately, there were no candidates for the Bent Propeller Award. The day went so well that the expected rain didn't start to fall until we were packing up our stuff and driving out of the park.

Thanks to everyone who brought the ingredients for a great time.



## *Blake to the Rescue!*

This evening, 9 July 2003, I decided to take a ride down to my boat to check up on its lines and to take some "stuff" off the boat. The river was running a few feet high -- upstream the river was at a level just under the top railing at the stage at the Aquatorium in Monongahela, PA, and the river was running fast. I arrived at Beach Club Marina around 2010 hours.

There was one car in the parking area, and I didn't see anyone else around. As I began walking down the steps to the docks, I heard what sounded like a small outboard running at idle. There was a train running up the other side of the river, so I was not sure of what I was hearing. As I got to the dock, I saw a pontoon boat sitting perpendicular to the dock. This was a little unusual, so I went to investigate. When I arrived at the pontoon boat, I found its motor to be idling and there didn't appear to be anyone around it. I looked to the front of the boat and saw a pair of hands holding onto the front of the port side pontoon. I walked up the dock to see what was going on. I came across a man holding onto the pontoon. He says to me, "Hi there. I'm OK. I only have one good knee, and I can't get out of the water." I told him to hold on. "I'll get some life jackets and some rope." I ran to my boat, brought up two life jackets, a throwable cushion, and a life rope in a bag (a device which has become very handy -- made by P/C Dorothy B. Meloy). I tossed the man the rope and the cushion and told him to hold on and I would bring him to the dock. I put on my life jacket and dragged him over to the dock. Now I wondered how to get him up onto the dock, which was about 18 inches above the water? I grabbed his wrist and after several attempts finally dragged him onto the dock.

I asked him how long he had been in the water, to which he replied "about 20 minutes." I told him, "Sit on the dock and rest while I put my gear away, then we'll deal with your boat." He thanked me for helping him out and began to stand up. As he stood upright, he lost his balance and fell back into the river. Now he went under another pontoon boat. He said, "I'll swim through the boat, meet me at the other side."

I told him, "No. Stay there. I'll toss the rope to you, and I'll pull you against the current. You'll get stuck under the pontoon boat and the outboard motor is in the way." I got the rope to him and pulled him back up to the dock, again wrapping my hands around his wrist, and after three tries, he was finally out of the water again.

I insisted that he sit on the dock for a few minutes until he caught his breath. I also told him to tie the rope around his neck, because if he fell in again that I would drag his body to shore. He and I talked awhile. I learned that his name is Sam. He is a new boater, and he had come down to the river to adjust his lines. He had started the engine thinking he could move the boat forward with the motor and retie the boat to another set of cleats. He removed the bow line, but the bow of his pontoon boat started to swing out from the dock. He grabbed at the loose bow line, lost his balance and fell overboard. The remaining stern line was tied short and the boat stopped its swing by jamming the outboard motor against the dock. He had been banged up from his repeated trips into the river, but was seemingly ok.

I talked to him for awhile, then I got his boat tied up to the dock, and covered it for him. We shook hands and he left. Just as all of this was ending, along came the boat mechanic to discuss some work he is scheduled to do on my boat. I told him the story. He said "Harry (the marina owner) and I were in the building talking, we saw Sam come in about 45 minutes ago, and you came in about 20 minutes ago." Neither of them could see Sam in the water, and there were only a few others in the marina. Sam had never called out for help, and the two of them probably could not have heard him from where they were standing.

During my conversation with Sam, I told him with the river conditions as they were he should never attempt to move his boat himself, to get help, to bring someone with him or wait until the river settles down. I told him he should wear a life jacket when doing anything with his boat alone. I also suggested he take a safe boating course. I asked Sam what he was planning to do if no one showed up. He said, "I was wondering that myself."

P/C T. Blake Parker, AP



# Scenes from the June Squadron Picnic Meeting in South Park



P/C Bill Macko, AP and Cdr Tom Merritt cook up some of the World's Best Sausage!



# Aboard the USCG Eagle USPS Amateur Radio Station W4E from Wilmington, NC



Don Stark operates the Radio with C/C Ted Smith, SN



P/C Roger Casey, KESHZ and P/R/C Mac McDonald, KA3YTS



Mac McDonald, Don Stark and Marjie Stark at the Eagle in Wilmington, North Carolina with other members of the USPS Amateur Radio Net