



Sept 2005

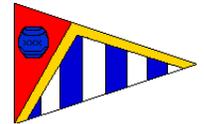
Volume 3, Issue 7

# The Southwind

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

## Coming Events

- **SHPS Picnic Meeting** 14 September  
 Beach Club Marina (See Below)
- **USPS Governing Board** 7–11 September 2005,  
 Portland, Oregon
- **D/7 Fall Conference** 28–30 October,  
 Quality Inn, Richfield, Ohio



**BEACH CLUB**  
*Marina*  
 FULL SERVICE MARINA



## South Hills Power Squadron Picnic Meeting

At Beach Club Marina, New Eagle, PA

**14 September 2005**

**1800 (6:00 PM)**



Come for Hot Dogs, Beverages, and Snacks.  
 Share your Summer adventures with your SHPS friends.

**Directions - See Page 9**

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South Hills  
Power Squadron  
is on the Web at  
[www.SH-PS.org](http://www.SH-PS.org)



The Hollis and Merritt Boats at Presque Isle State Park Marina



Heaven's Daughter  
at anchor



### There is still time

To take some pictures of  
**YOU AND YOUR BOAT**

For publication in *The SouthWind*.

Fall boating is often the very best. Be sure to take your camera with you. Please share your boating adventures.

The deadline for the next SouthWind is 21 September.



Has it come to  
this?  
Gas prices are up!  
Seen in Erie Bay  
in August!

### SUPPORTERS OF THE SOUTHWIND 2005

Warren and Liz Bell

Jackie and Selden Campen

Bob and Lu Colteryahn

Vira and Lew Doughton

Dan Marino

Hank and Mary Lou Marzina

Malcolm McDonald

Dorothy Meloy

Dory and Tom Merritt

Chris and Jack Orie

Blake and Linda Parker

Audrey Rice

Emily and Art Schock

Lester and Priscilla

Shields

Don and Marjie Stark

Jim Stark

Dick and Nancy Toler

Please show your support by making a contribution  
in any amount. Thank you for your generosity!

# Administrative Department

By Lt/C Christine Orié, S



To all of you who couldn't make it to Sail Day, you missed a relaxing day on Lake Arthur at Moraine State Park! We had sunshine and warm weather, great food and good company. Despite the lack of wind, we had a great time.

Jim Stark tried to tempt fate by taking his boat out. Dan Marino joined him and they set sail with high hopes. Unfortunately Mother Nature did not cooperate, and poor Jim and Dan had to paddle their way back to shore.

Is there a Bent Prop Award in here somewhere? Maybe!



John Steck's New Tartan 30, at Presque Isle State Park Marina

# Summer Boating Adventures



Julie, Mary Ann, and Don Hollis aboard *Deck the Hollis*



Mac McDonald with his sister and her son aboard *Esprit*

## 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.

\$3500.00

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



## Commander's Corner by Cdr Selden Campen, AP



Summer goes all too quickly. In fact as I write this it is 10 August and summer is in full swing, but your squadron is making plans for the September meeting and Fall course schedule, so summer's cup is already half full, but half empty.

I was not able to attend the Sail-In at Moraine, but have heard that all had a good time. However, some sailors had to become paddlers. Such quiet days do not present much opportunity for Bent Prop Awards. That's too bad, since at the Chautauqua gathering my Mac 26 was the only boat in the water. I certainly do not want to be a candidate for the Bent Prop Award by default, despite a few mishaps that we won't go into here. Get this message - if you were witness to a worthy bent prop award event this summer, let one of the bridge members know the specifics. We need your input.

The Chautauqua Gathering was a success and will be repeated any year our Erie folks choose not to sponsor the Erie Rendezvous. We had 10 in attendance. All had a chance to sail. Each most likely would list a different event as the highlight of the gathering. Activities included box lunches accompanied by the Miller Bell Tower Carillon, day sailing, political seminar by a Gannon U. professor, destination sailing to dinner, evening symphony and choir concert, breakfast at the local diner, ecumenical religious service, walking in an 19th century Victorian village, more food, and more sailing. For me the highlight was just sharing Chautauqua with our South Hills Power Squadron friends.

Dan Marino has been assembling the results of the membership survey. We will be sure to summarize the findings and include it in the next *SouthWind*.

## Directions to the Beach Club Marina

**From Pittsburgh:** Route 51 South to PA Turnpike 43 South (\$1.00 toll). Exit Route 136 - Monongahela. Follow signs to Monongahela, at Route 88 (Main Street), turn left - Route 88 North. You are now in New Eagle. Turn on the 6th street on right - Robinson Street. There will be an insurance company: Rupp & Fiore Insurance at this intersection. Follow road - cross over railroad tracks, then road turns right and runs parallel with the railroad. The marina will be on the left just past the water treatment plant.



**Harry Fisfis, manager of the Beach Club Marina, meets with Lew Doughton, Blake Parker and Jim Stark at the May SHPS members meeting.**

**From Washington PA:** Follow Route 136 to Monongahela, PA - follow above directions at Route 88.

**From Bethel Park or South Park:** Take Route 88 South. Go past "The TWIST" ice cream shop 0.1 miles and turn left onto Robinson Street. The TWIST is on Route 88 (Main Street), 1/2 mile South of the stop sign on the Route 88 / Route 837 South intersection.

## Executive Department by Lt/C Dorothy Meloy, AP

Sail Day was a hot one and too calm for our sailors. You can ask Jim and Dan. They thought they'd give it a try, maybe catch a small puff of wind, but to no avail. They rowed out and rowed back in.

As usual, everyone enjoyed each other's company and the stories they told as well as the delicious food. Thanks, Chris, for organizing it.

As for me, I took a fall that day. I've used it as a wake-up call to have myself checked out. After many tests, we still are inconclusive as to why I blacked out.

Enjoy the rest of the summer. See you in September.

Leaving Cape May we ran into some heavy seas at the end of the canal—boat traffic wake. Changing tide and wind had churned up the canal entrance. My sidekick, Mark, a friend of Mitchell's who was invited along for the week, lost his balance and fell from the companion chair. As he was flailing on the fly bridge floor, he was holding onto my charts. Being the good captain that I am, I told him that if he damaged my chart, I was going to toss him overboard. Amazingly he quickly got his balance and stability back.



Heading up to Ocean City the waves were 3' - 5' rollers. Because we had a following sea, the ride was like a gentle roller coaster. Off the shore at Sea Isle City, we had a school of dolphins swimming along next to us for about a mile. What grace these sleek sea creatures possess!

Entering the Great Egg Inlet and our destination, we received a cell phone call from the marina. They were looking for us and wanted to get an estimate of our ETA. The day before, I had estimated we'd be arriving between 1600 and 1800, and it was now 1810 and they were wondering how we were doing. We told them we were in front of the marina and were just about to call them on VHF-16 to notify them of our arrival. I could not have asked for any more help. They were very accommodating. In fact, if anyone needs a reference for a marina in Longport, NJ, I highly recommend Sea View Harbor Marina.

The trip was as much a joy to take as any that I've ever been on. Next month: The return trip and how engine maintenance class helps.

P/C T. Blake Parker, AP



**Food always brings squadron members together. A special treat is P/C Bill Macko's handmade sausage.**

**Everyone enjoyed the June Picnic in South Park.**

Tom Merritt has made arrangements for our September meeting to be held at New Eagle, and subsequent meetings at the Roxy October through May, except for December which will be the Christmas luncheon.

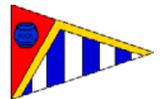
I understand from Ken Campbell that South Hills Power Squadron has over 100 vessel safety checks - great job!

Mac McDonald and Don & Marjie Stark are planning to represent us at the Governing Board meeting in Portland, Oregon will be following up their trip west by partaking in the National USPS cruise. If any of you have been on a boating adventure this summer, please do contribute a article for our next newsletter. We sure would like to hear about your experience.

I hope all of you have had a great summer. I'm as anxious as you to receive this newsletter to catch up on what has been going on this summer and find out more from your officers as to what's in store for us this fall.

See you in New Eagle at our 14 September meeting.

Cdr. Selden W. Campen, JN



Port Dover, Ontario has a long tradition of quality boat building.

Here is a proud example of the building talents to be found in this charming port.

## Adventurers We've Become!

For a number of years my family has been taking a week's vacation in Ocean City, NJ with my wife's brother and his family. This year we made the decision to cruise to Ocean City, NJ on our Silverton 34C from Baltimore. What a great experience. Best of all, the USPS courses we have taken have proved invaluable. Beginning with planning for the cruise and ending with engine maintenance, we pretty much used all of the elective courses. Seamanship, Piloting and Advanced Piloting all came into place.

The transformation from river boater to Chesapeake and Atlantic Ocean boater has been awesome. It amazed me to realize how much I have learned over the years, but boating in the Three Rivers did not enable me to put the learning to use. Putting my theoretical learning into practice was a little awkward at first, but I became very comfortable with what I was about to embark on well before we left the dock.



Armed with charts (many with duplicates), cruising guides, tide tables, light lists, COLREGS, way-point lists, as many navigation tools as I could pack on the boat - I had everything except for a sextant, we were more than outfitted for the possibility of foul weather or those thousands of things that could crop up to make the trip

uncomfortable. We also enlisted the aid of fellow boaters to give us some pointers about the waters we were about to travel. It surprised me how many of those boaters didn't have charts. They only travel when the weather is "great" and hold over someplace when the going gets tough. As a side note, after we returned, a few of them asked me to help them with their autopilots, radar and GPS Chart plotters - they couldn't figure them out. I told them I'd help as soon as they learned to read a chart first. I guess we now have an impromptu chart reading course coming up, I have to learn to keep my mouth shut!

Before taking the trip, we went over all of the marine systems to be sure everything was functioning properly. Engines were tuned, oil was changed, belts and hoses were inspected, spare parts were inventoried. Bilge pumps and their related float switches were inspected, cleaned of debris or replaced, even the MSD was rebuilt.

The trip was grand. We left the dock at Harbor View Marina & Yacht Club in Baltimore at 0610, with nearly no wind, but a slight haze. The traffic on the Patapsco River was mostly container ships and tug boats. Heading out into the Chesapeake and turning Northeast, the cruise was smooth. As we neared Chesapeake City and the C&D Canal, there were huge homes built on craggy cliffs overlooking the bay. What a view they must have. The C&D canal, a 450 foot wide, 45 foot deep, 17 mile long hand dug trench, is the second busiest canal in the United States, offering large ships a substantial shortcut between the Delaware River and Chesapeake Bay. Amazingly, at 0900 the canal was nearly empty, except for one large, very large, oil tanker. The sheer size of the hull as we passed, made us feel more than a little insignificant. That was the only other vessel we saw on the canal, not even another pleasure craft. There must have been one heck of a party the night before.

We cruised southeast down the Delaware Bay. About 10 miles north of Cape May we saw a lot of vessels, fishing must have been great, there were literally hundreds of boats of every size and shape. As we neared the congested area, a sport fisher was fast approaching behind us, and a large ocean going tug was dead ahead. As we passed about 200 yards from the tug, I saw that the tug had put up a wake that was a good 6' high. The sport fisher was less than 100 yards behind us, and closing fast. I decided to slow down to avoiding plowing through the wake. We went gently through the tugboat's wake, but the skipper of the sport fisher turned and went full throttle between us and the tugboat. I've seen runabouts and personal watercraft come out of the water, but this was the first time I've ever seen the underside of an Ocean 38SS. The boat came down so hard fishing gear was thrown from the boat, rods and reels ejected from rod holders and went into the bay. The skipper never slowed down. How the skipper maintained control over the boat was beyond me.

The rest of the trip through the bay was much calmer. We turned into the Cape May Canal, behind one of the ferry boats heading to Lewes, DE. The canal was packed with all models and makes of boats. People were waving and seemed to be enjoying the 90 degree heat. I decided to top my tanks off at South Jersey Marine Center in Cape May. Lucky for us, we had a chance to witness one of the tournament boats coming in with his catch, a 259 lb Thrasher Shark. We watched the weigh-in and later the cleaning of the fish. The professionals cut that shark up faster than we could fillet a bluegill. Mitchell and his buddy, Mark S. both asked if the shark was caught close to shore, They had heard that someone was bitten by a shark in Jersey Shore the prior week. I let them know that more sharks were eaten by people than people eaten by sharks. That statement must have worked. The next day they were in the ocean on their skim boards, body surfing and playing ball.