

Anchor Watch

Sail & Power Boating



Official Publication of
The Annapolis Power Squadron



A Unit of District 5
United States Power Squadrons*

February 2003

Annapolis, Maryland

Volume 62, Number 2

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COMMANDER'S REPORT

Cdr Melinda J Gallina, AP



As we prepare to celebrate our founding 2 February, it seems timely to speak of the future. Many of our members have just returned from the National Meeting, held 3-5 January in Orlando. I was to have been among them, but a tough bout with the flu took care of that. The important news out of Orlando was the sound defeat of anniversary billing, where all dues were to be paid to National on a specific date. National would have then distributed funds to the Districts and then on to the local squadrons. It is a victory for the squadrons because it ensures that we are able to exercise some control over our own finances. Thank you to all, who wrote, campaigned or attended the National Meeting. Your collective voices made this win possible.

The future is coming with the 2003 - 2004 Bridge, to be voted in at our March meeting, and sworn in later that same month. For them, and for all of you, Winter Council is 7-9 February 2003 at the Hyatt Resort Hotel in Cambridge, Maryland. There is no charge to attend the many seminars for incoming Bridge Officers and Committee Chairpersons. Please try to attend those Saturday sessions.

P/C Gucker's family set up the P/C Dick Gucker Memorial Fund so that the APS can purchase equipment for the Public Boating Course. A committee has been established to make a recommendation for those purchases. That recommendation will be presented to the Squadron. If you'd like to offer your suggestions, please call or email Lee Myers or me.

Founder's Day Brunch February Membership Meeting

Date: 2 February 2003

Place: Yellowfin Steak and Fish
House
2840 Solomon's Island
(N. shore of South River)

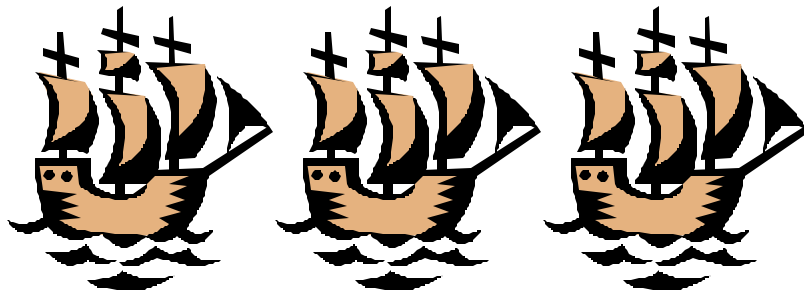
Time: 1100 - 1400

Cost: \$25.00 per person

Reservations: by 25 January

Send check to Rich Romer

*** Use the coupon in last month's
Anchor Watch ***



FOUNDER'S DAY

Excerpted from a presentation by P/C Bob LaPorte, SN to the APS on Founder's Day, February 1999.

The history of the USPS is not unlike that of many other organizations: there is a need, the need is noted, and someone does something about it. . .

Yachting at the turn of the century was mostly large sailing craft and large steam-powered yachts with paid crews. The principal sport of yacht clubs was racing sailboats. By 1909 internal combustion engines, called "gasoliners", came on the scene but were not well received by the yachting fraternity. Although yacht clubs taught and promoted sport boating, there was little for the small power boatman.

Roger Upton, of the Boston Yacht Club, was impressed with the ease and reliability of small power boats and in 1912 formed a "Power Boat Division" in the club.

U.S. Navigation laws, at that time, had nothing for small internal combustion engine driven boats. There were no Rules of the Road, as we now know them, for small boats. This left the small powerboat owners to supply their own navigation standards.

A turning point came during the summer of 1913 when 20 members of the "Power Boat Division" of the BYC were invited to go with 40 windjammers on an annual club cruise. The power boats had been executing quasi-naval drills and maneuvers, and cruised in formation with an elaborate system of maneuvers executed by flag signals. These movements would be an anachronism in today's world, but the practice and discipline paid off. During the cruise, a howling nor'easter blew up which dismasted or disabled many sailing yachts. Under Upton's command his "Division" rescued and towed disabled craft back to port. The story

was written up and provided much prestige to the "Power Boat Division".

At the annual meeting of the BYC in 1913, the name "Power Squadron" was officially adopted. Prospective members had to pass a stiff exam incorporating many of the items we now offer in the Piloting and Advanced Piloting courses.

Then, as now, there were references to power boats as "stink-pots" by the less-generous "rag-haulers", but they were respected for their knowledge, seamanship and navigation.

Franklin Roosevelt, then Assistant Secretary of the Navy, observed some of the naval-type drills from Upton's yacht and was impressed.

On 2 February 1914 at the New York Yacht Club, the United States Power Squadrons were officially launched. The original organization had representatives along the eastern seaboard from Maine to Maryland. Roger Upton was the commander and the treasurer was Charles A. Chapman.

USPS continued the drills and training and by early 1917 added the Junior Navigator course and a Navigation course that encompassed everything that a member had ever been taught.

In April 1917 the US entered World War I. Charles A. Chapman, then Chief Commander, offered the services of USPS to Roosevelt, who was still Assistant Secretary of the Navy. USPS taught over 3000 students in New York City alone. Great numbers of members enlisted or were commissioned in the Navy.

Peace brought problems: interest declined, membership dropped, and with it, financial support. In 1920, to revitalize the organization four changes were made in the by-laws:

- Membership would be in local squadrons
- No more military drills and maneuvers

- Open membership (to men) and not restricted to yacht club members
- Greater emphasis on the internal educational opportunities offered by USPS.

USPS grew slowly, but the educational program moved ahead. In 1932 AP was introduced and the Advanced Grades Program was established. By 1942 Seamanship had been added to the Advanced Grades and was followed by an Elective Course Program, starting with Engine Maintenance and Weather. In this period, Instruction Techniques (now called Instructor Qualification) was launched. Again, during WW II, USPS provided teachers and personnel for the Navy, and grew rapidly. In 1953 the Sail course was added to the electives, and Marine Electronics was published in 1961.

District 5 was born here in Annapolis in 1939; two years later, in 1941, the Annapolis Power Squadron was founded at the Annapolis Yacht Club. The USPS educational program added prestige to the AYC, helping it maintain its standing in the community. The District now has 39 squadrons spread through New Jersey, Pennsylvania, Delaware, Maryland, Virginia and the District of Columbia.

The year 1970 was the start of a real watershed for the USPS. In New Jersey invitations were issued to everyone who had passed the Piloting Course. One person was a woman, and the invitation was withdrawn. She filed a petition with the Civil Rights Commission to have the District declared a “place of public accommodation”, be admitted to the membership, and awarded monetary damages. At first USPS did not take the action seriously, but when three other suits were brought in New York, things heated up.

During the period 1970 to 1980, intensive steps were taken to eliminate the “public accommodation” concept and retain the status as an all-male, private organization. The side-effects were very serious: the public Piloting course was no longer given in New Jersey, the headquarters were moved from New Jersey to Raleigh, North Carolina, and USPS lost about 20,000 members. The organization spent 13 years and over \$400,000 on the law suits. The membership chairmen were faced with frequent changes in the membership

requirements and rules. There was internal opposition to accepting women as members, despite all that the many women’s’ groups had done in support of the various squadrons.

In Annapolis, the “Powerettes” provided back-up for several activities. The members were Women’s Certificate holders who could take or teach courses, but could not hold office or be awarded Merit Marks.

In 1982 the by-laws were changed to allow family and women membership. Many women converted their Women’s Certificate to full membership; others did not become members, but are still active in the squadron today. The past 20 years have seen real and positive change in the USPS with the membership and participation of women, many of whom have held and continue to hold rank as officers and commanders within the USPS.

Throughout it all, the safety and education have remained the primary elements of all USPS programs.

In 1982, the Piloting course was established, making the total number of Advance Grade Courses five - Seamanship, Piloting, Advanced Piloting, Junior Navigator, and Navigation. Some members do not have Piloting on their certificates because they started the program before that date. In the late 1990’s two new courses, Cruise Planning and Skipper Saver had been added to the list of Elective Courses, which also includes Marine Electronics, Weather, and Sail. Many new and would-be boaters are reached each year through the public boating courses.

Cooperative Charting, one of the real public services USPS provides, dates to 1963 when the department was established. Over 300,000 reports have been submitted to correct changes and errors in NOAA’s charts. Lately, studies on tidal currents and channel depths have been added to the contributions we can make, and Annapolis has done several of these.

Founders Day was established in 1945 to commemorate the founding of the United States Power Squadrons and honor those whose dreams and accomplishments created and continued the organization whose ensign we are privileged to fly.

REPORTS FROM THE BRIDGE AND COMMITTEE OFFICERS



EXECUTIVE OFFICER

Lt/C Lee Myers, AP

Highlights from the National Meeting: Annapolis had good representation at the annual meeting with Lou & Jean Maassel, Lyle and Phyllis Millan, Carole and Charlie Tulip, and Stu and I in attendance. Headquarters Collections and Anniversary Billing were discussed in all sessions and meetings before the actual vote was taken. The air was charged with electricity. Lynda Hastings of Wilmington led discussions against the proposal and June Cooper of NE River gave out stick-ons "No HQ/AB". It would be necessary to change the by-laws with a 2/3 favorable vote in order to pass the proposal. Therefore when the vote was taken (400 to 375), the measure did not pass.

National has been looking into keeping the three meetings per year versus reducing the number to two meetings per year. After in-depth study, the proposal to lengthen the duration of each meeting by one day and deleting one meeting per year will be voted upon. This solution seems to appeal to most people. It will provide enough time to meet and discuss all issues and save National approximately \$70,000 per year. This does not include savings to districts and squadrons.

This well-attended meeting was one of the most exciting meetings I have ever attended. Of course this meeting is the national Change of Watch. There were all the color and excitement and usual parties throughout the weekend. Our D5 commander Bill Selden and Donna hosted a wonderful party. Many guests from other districts were also in attendance and thoroughly enjoyed themselves. The meetings are open to all members so that if anyone has the time to attend the meeting, they should definitely take the opportunity to do so next year. It's a worthwhile experience.



ADMINISTRATIVE OFFICER

Lt Gary Antonides, P (interim)

The Christmas Party was postponed for a week due to the weather, but we still had a good turnout. Joyce Edelson and Louise Gaertner decorated the tables, Gordon Gaertner provided the audio equipment, and Emil Gallina led us in Christmas Caroling. Ron Albrecht

played Santa for our traditional gift exchange, and two Marine Corps representatives were present to accept our Toys-for-Tots.

Our January members meeting on 9 January featured Christopher Strong from NOAA, who spoke to us about severe weather on the Bay. Four new members were pledged and welcomed to the Squadron.

Founders Day will be at 1100 on 2 February at the Yellowfin Steak and Fish House on Rt. 2 on the South River. They will have a delicious brunch for us, and Melinda is organizing a Quiz Show to showcase our knowledge of Power Squadron history.



EDUCATION OFFICER

Lt/C Rich Hughes, JN

The new season's Public Boating Safety course started 8 January 2003. Although the school was closed due to a broken water pipe, 25 people registered for the course. Proctors are still needed and anyone willing to volunteer should contact Joe Morgan.

Registration for Advanced Grade courses beginning in January will be held Monday 13 January 1930-2030. Course offerings include:

- Seamanship on Monday evenings
- Weather on Tuesday evenings
- Engine Maintenance on Tuesday evenings
- Marine Electronics on Saturdays



SECRETARY

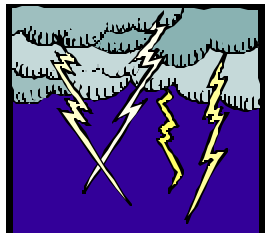
Lt/C Carol Robinson, P

The General Membership Meeting, held at the Elks Lodge on 9 January 2003, was called to order with the invocation led by P/C Bob LaPorte, followed by the Pledge of Allegiance led by Mark Nolan.

The business meeting was called to order by Cdr. Melinda Gallina. Reports from the bridge and committee officers are presented in their column. Other announcements include:

- Rune Engblom was congratulated on being a member of USPS for 25 years and was presented with his pin.

- Four new members were welcomed and pledged: Carrie Reid, Jim and Diane Holt, and Vienna Lorendi.
- Spencer Andersen, who took many courses with APS, is now the National Education Officer and Jean Maassel is his deputy for the next four years.
- Ninety-four squadron members will receive Merit Marks for the bridge year 2002-2003.



CHRIS STROM, A METEOROLOGIST WITH THE NATIONAL WEATHER SERVICE was the guest speaker at the January meeting.

The topics of his presentation included the danger of sudden cold fronts this time of year, and thunderstorms as the greatest danger in the summer. Highlights of his presentation include:

- Summer thunderstorms can have wind gusts of 70-80 mph and are hard to predict. That is why it is a good idea to check weather forecasts before you leave dock and listen to a weather radio station while on the Bay.
- The difference between weather “watches” and “warnings” is time...a watch can mean you have hours before danger strikes; a warning means head for shore now!
- To get forecasts call: 703-260-0107. To report weather you observe that may not have been mentioned in regular broadcasts, dial 1-800-253-7091.
- The website is: WWW.NOAA.GOV/ER/LWX



MEMBER INVOLVEMENT

D/Lt Jean Maassel, AP

It's a new calendar year and it will soon be a new year for Annapolis Power Squadron. Your Member Involvement Committee continues to function to see that everyone has an opportunity to be involved. A few details are provided for your information:

- Please keep your roster updated, using the information in each issue of your Anchor Watch. If you need a replacement roster or a combined list of updates, please e-mail me (jmaassel@aol.com) and I will provide it.
- Bill and Ruth Schumacher have volunteered to coordinate midweek on-the-water activities for us this summer.
- John Gainer is a welcome addition to the MI Committee. He volunteered at the January meeting.

- There is an anonymous member who is watching us to see what little extra things are being done to make our squadron even more successful! Special pom-poms will be given to those who have been observed doing

some cheerleading in a special way. The Bridge is not included in this "pom-pom watch"; they were elected to do what they do. Wouldn't it be wonderful if each of us could be a cheerleader?

- Additional mentors are needed. This is not a difficult thing and success is guaranteed. No special skills are needed, except a willingness to be a contact for a newer member. Years of service aren't needed either.

- Member interest surveys are needed for each of us. If you have not completed one (lost it, etc.) please use the one in this issue and return it to me at Founder's Day or mail it to me. You will not be contacted and asked to help

with something that doesn't interest you.

MEMBERSHIP / ROSTER UPDATES

D/Lt Jean Maassel, AP

Please update your personal roster accordingly

Ferris, Don correct phone no.: 410-867-8883
Spouse: Dot

Holt, Diane and Jim
e-mail: purrfect_ladydi@hotmail.com
Boat name: Daddy Boy

Johnston, Roger M. correct house number is 614, not 641

Klepczynski, Bill
e-mail: wklepczy@comcast.net

Patrick, Irena M. cert. #E202821

Reid, Carrie Ann cert. #E202623