



United States Power Squadrons® Anna Maria Island Sail & Power Squadron

The Bearing

America's Boating Club® for the Bradenton Area



March 2019



Commander Janet Raze, AP

Dear AMISPS Members,

We are looking forward to the change in the weather and sharing more time on the water as a group. It is time to review your boats and get them in shape for the spring/summer boating season. Removing barnacles isn't my favorite job, but I have found if I keep up with the task, it isn't so hard to accomplish. Thank goodness for those great new full face masks. I may look like "Darth Vader of the Deep" but it allows me to see every little nasty barnacle. It is time to make sure you have everything ready for your Vessel Safety Check if you haven't done one already. We have numerous certified examiners, so just let us know you are ready. We can accomplish it after a C&R or other boating event when you have your boat with the group already.

We will be participating in the Scallop Count in conjunction with Sarasota Bay Watch this summer. We will do two training sessions at our squadron building this summer. The dates aren't set until we see how the scallops and clams are developing. This is all according to the weather and water temperatures. Training is usually sometime in July. We encourage the public to participate with us. The count continues through September and you can do it around your down schedule. It is helpful to have a full face mask and snorkel gear. Fins are not necessary. We may also be "seeding" clams and scallops this year. I know where we found many scallops last year and wonder if they survived the Red Tide. I plan to go out and look in that same area. I also have learned where there are colonies of sand dollars, sea stars, sponge and even soft coral by participating in this event. Stay tuned for more information.

Our one and only fundraiser is just around the corner. We are not yet sold out, so please encourage your



EVENTS CALENDAR



- 7 MAR - Members' Meeting 6:00pm
- 9 MAR - Officer Training, Sarasota 9:30am
- 14 & 15 MAR - Basket Assembly Days 9:00am
- 16 MAR - C&R @ Eliza Ann's 11:30am
Hosts: Joanne & Larry Wilhelm
(941) 383-3485
- 20 MAR - Squadron Building Work Party 9:00am
- 25 MAR - Executive Committee Meeting 6:30pm
- 26 MAR - Model Fitting Day
- 28 MAR - Annual Fashion Show 11:00am

friends, family and neighbors to attend. It is always a lot of fun. Deadline for ticket sales is March 20. If every member just sold two more tickets we will reach our goal. A big thank you to all who have volunteered to assist that day. Please consider joining in on the fun and helping if you have not already done so. Happy and Safe Boating!

Sincerely,
Cdr. Janet Raze, Advanced Pilot

The USPS Pledge

I do solemnly pledge to abide by the bylaws of the United States Power Squadrons; promote high standards of navigation and seamanship; maintain my boat and operate it legally; render assistance whenever possible; and conduct myself in a manner that will add prestige, honor and respect to United States Power Squadrons.

Show Your Squadron Spirit!



Get Your AMISPS License Plate for \$5 (see Cliff Root) And you can add a free mini bumper decal!
ADVERTISE AS YOU DRIVE!



Anna Maria Island Sail & Power Squadron D-22 A Unit of the United States Power Squadrons®

1200 71st Street NW, Bradenton, Florida 34209 941-792-0394



EXECUTIVE COMMITTEE

2018 Bridge

Commander Cdr Janet Razze, AP	941-761-1860
Exec Ofc Lt/C Mark Kruger, S	262-617-9636
Admin Ofc Lt/C Lawrence Wilhelm, S	941-383-3485
Education Ofc P/C Clifford Root, SN	941-383-1269
Treasurer Lt/C Gary Razze, AP	941-761-1860
Secretary Lt/C Joanne Wilhelm, S	941-383-3485

Past Commander

Past Cdr P/C Jim Charney, P 847-217-0738

Members-At-Large

Lt/C Reynald C. Kotlarek, AP	941-778-4497
Lt Richard G. Graven, AP	717-377-8114
Lt/C Lori Fenstermacher, S	610-442-9390

March 2019 ~ Issue 3 The Bearing

1/Lt Larry Wilhelm, S Editor (941)383-3485

ljwilhelm1@verizon.net



Get A Safety Check!

To schedule your complimentary VSC, please contact any of the examiners listed below:



AMISPS Vessel Safety Check Team

Janet Razze, AP	941-761-1860
	jrazze@aol.com
Gary Razze, AP	941-761-1860
	grazze@aol.com
Tony Rizzotti, S	603-303-0937
	Tony1950R@gmail.com
Barry Fenstermacher, P	610-360-7588
	muffster11@gmail.com
Richard Graven, AP	717 377-8114
	graven12@aol.com



The Bearing is published 10 times annually. Members are encouraged to submit articles for publication.

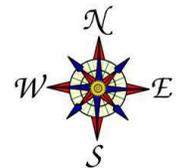
Deadline for submission is the 10th of the preceding month. Send articles, comments, and suggestions to the editor, Larry Wilhelm — email: ljwilhelm1@verizon.net

AMISPS Website — <http://www.usps.org/localusps/annamaria>

Regular Meeting Dates:

General Meeting - Usually the 1st Thursday of the month at 6:00pm. Pot Luck meal begins at 6:00pm. Meeting begins at 7:00pm.

Executive Bridge — Usually meets on last Thursday of the month at 6:30pm. Members are welcome to attend.

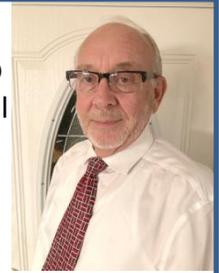


Advertise in The Bearing:

We can list "classified advertisements" for our members in good standing. Advertise your boat for sale, boating or fishing equipment, or other items you want to sell or give away for free. List your name, contact information (phone or email) and a brief description of the item(s). Each ad is limited to 200 characters. We ask for a \$10 donation by check written out to AMISPS. We can also do local businesses ads. Ads should be the size of a business card and be sent to us electronically. Donations for a one-month ad is \$20 per issue or \$100 for ten issues. We will reserve the right to refuse business ads not appropriate, etc. Monthly deadlines are on the 10th of each month. The Bearing is not published in July or August. Ads are not secured unless payment is received by the 10th of the month. Checks to be written out to AMISPS.

EXECUTIVE OFFICER Lt/C Mark Kruger, S

The first article from the new guy on the block. It is difficult for me to report what I've been up to when what I have been doing is a lot of learning and listening. I would like to share my initial observations and thoughts with you:



- The squadron has excellent leadership.
- The current bridge is well organized by people who really care about the power squadron.
- We have financial challenges.
- We have a well-maintained facility.
- The current membership is very friendly and welcoming to guests.

It seems the biggest challenge we seem to face is soliciting new members. I also understand we get most of our new members from our educational classes. So, it would seem the challenge that faces us is promoting and encouraging our friends, relative's, associates, and neighbors, the FRAN network, to enroll in one of our classes. We also all need to invite potential members to our monthly meetings and events.

Let's do all we can to make our community aware of the many educational and social benefits of the squadron.
More to come next month!

Mark

ADMINISTRATION OFFICER Lt/C Lawrence Wilhelm, S



As you all know, I've changed my hat from XO to Admin Officer. First, I want to thank Mike Graham for all he did as Admin Officer. The building is in great shape. Second, I want to thank Mark Kruger for stepping up to be the new XO. As a new member of the squadron, he's been engaged since he joined, attending events and several bridge meetings before he's even sworn in.

This last year I've been working with Mike on the building and will continue to work towards the best it can be. Rentals have become a great source of funding for the squadron and the maintenance of the building is key to it's success. There's a list of things we'd like to accomplish in the new year and fortunately, that list is not really that long.

Lastly, Joanne and I are working on revised and spontaneous raft-up group which we're calling "The Riff-Rafters." It will be open to all interested boaters, both in our squadron and not. I'll have a full rundown about it next month.

Larry

Watch Your Gas!

EDUCATION OFFICER P/C Clifford Root, SN

The current administration has officially moved to allow E15 (15 percent ethanol) gasoline sales year-round. Recreational boating groups say this needlessly puts 142 million American boaters at risk because E15 is prohibited for use in recreational boats. A new website, [Protecting Boaters at the Gas Pump](#), shows a series of photos of gas station pumps that clearly illustrate the challenges boaters face with poor ethanol warning labels.



Cliff



Can you find the orange warning label?
Hint: it's under the nozzle.

Visit advocacy.boatus.com for the web link (located in "Ethanol Misfueling")... Putting the wrong fuel in your boat will likely void your engine's warranty. Most recreational boaters refuel their vessels at roadside gas stations where pump-labeling requirements are minimal with just a small E15 orange warning label.

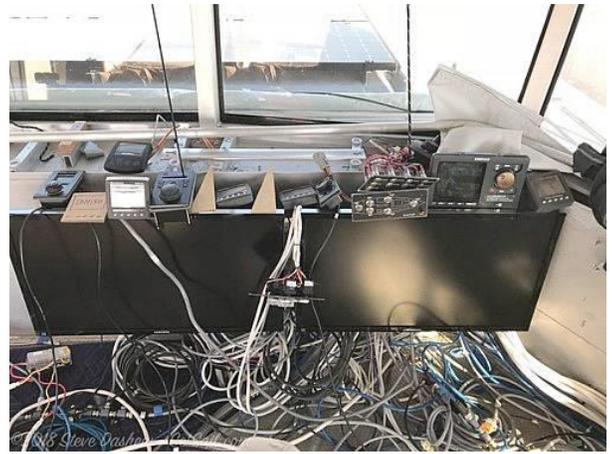
Source: BoatU.S. Magazine, Feb-Mar, 2019

“ CLIFF NOTES ”

Our ever observant member and SEO, Cliff Root, sent me these pictures that he stumbled across. Make of them what you will...



← Electronic Navigation? Think big!



Wire you so confused? →

GET A SQUADRON NAMETAG: Contact Gary Razze grazze@aol.com (941) 761-1860 with how you want your name badge to read – he will tell you how much it is and when to send him a check. The badge will be delivered to you at the next event. Badges are available in magnet only. Wear your name badge often and everywhere and network.



It's The Brunch Bunch!
Join the ladies for their next monthly meeting, on second Thursdays, 9:30am at:
Judy's Restaurant,
9516 Cortez Rd. (Mt Vernon Plaza)
Please RSVP Pat Laney by calling (941) 795-2964 or email hpstick@aol.com.
Bring your appetite (just not your husband)



JOE Q. SQUADRON

AMISPS



For The Bradenton Area
Bring a friend to the next squadron event!



Show them how much fun membership is!

<https://smile.amazon.com>

Did you know? You can access all your USPS Member Benefits at:
www.usps.org/national/admin_dept/membenefits.htm



Shop on SMILE & they will donate .5% of the purchase price to the squadron. If you're new to SMILE, you will be prompted to "Select a Charity". Search by typing 'United States Power Squadrons'. Scroll & select 'Longboat Key, FL' ~ that's where our non-profit status is registered. And thanks!

Fashion Show INFO



Help us make this our biggest one yet!

March 14 & 15 (Thursday and Friday) – Basket Assembly Days 1/2 day each

March 22 (Friday) – Work day to staple programs, make nameplates, etc.

March 26 (Tuesday) – Model fitting day at Irene's Resortwear

March 28 (Thursday) – Fashion Show!

**Time Is Getting Short For Our Big Annual Fund Raiser!
Get Your Tickets Now!**

CRUISE & RENDEZVOUS (C&R's) 2019



Please sign up to be a host/hostess—it involves reserving the restaurant, greeting people, handling out tickets for door prize (provided). 50/50 will be done by another volunteer. C&R's begin @ 1130 hours. **Contact Larry Wilhelm to be a host.**

3/16 ~ Eliza Ann's at The Waterline Resort 5325 Marina Dr, Holmes Beach (941) 238-6264

Hosts: Joanne & Larry Wilhelm 941-383-3485

4/20 ~ Riverhouse Reef & Grill 995 Riverside Dr, Palmetto (941) 729-0616

Hosts: Peggy Craven & Rich Craven 717-377-8114

5/18 ~ Tarpon Bay Grill 7150 N Tamiami Trail (Rt. 41) (941) 413-3240 [formerly The Bearded Clam]

Hosts: Beverly & Cliff Root 941-383-1269

6/15 ~ The Old Salty Dog 1601 Ken Thompson Pkwy, Sarasota (City Is.) (941) 388-4311

HOST: OPEN

7/20 ~ Anna Maria Oyster Bar 200 Bridge St, Bradenton Beach (941) 778-2662

HOST: OPEN

8/17 ~ The Bridge Tender Inn 135 Bridge St, Bradenton Beach (941) 778-4849

HOST: OPEN

9/21 ~ The Shore Restaurant 800 Broadway St, Longboat Key

HOST: OPEN

10/19 ~ Caddy's 801 Riverside Dr E, Bradenton (941) 708-3777

HOST: OPEN

11/16 ~ Riverside Cafe 955 Riverside Dr, Palmetto (941) 729-4402

HOST: OPEN

A Special Note: The nice people at Eliza Ann's (our March C&R destination) want everyone to know that they love the locals! Locals receive 10% off their entire check, even during happy hour! Just show a valid ID to get your very own discount card. This offer is good for residents who live in Zip Codes 34217, 34228 & 34209. First time guests will also receive a special gift with the purchase of an entrée. Offer expires December 20, 2019.





Cliff & Dean's Journey; Episode #9

The Plot:

Our boys are taking a Lancer 44' motor sailor, (13-9' beam, 6' draft, 2 diesel engines, 225 gal fuel tank, 125 gal water tank) from Ft. Lauderdale to Chattanooga, TN.

Friday - May 31 (Day 14)

We're up at dawn and on our way in a fog with 100-yard visibility. We stay close to the riverbank and proceed at a slow pace. In an area that seems like a hundred miles from no-where, two fishermen in a johnboat appear dead ahead in the fog. Within 30 minutes the fog clears and we're back to our normal cruising speed of seven knots. The local boaters have very strong feelings about boat wakes. We create about a six-inch wake and still need to slow down for the fishermen. The sandbars have disappeared and both sides of the river are 15 ft. vertical banks with thick forests.

Occasionally we pass a few areas of cleared farmland. In the afternoon we enter a long stretch of man-made river as evidenced by its graded banks and long straight stretches. The creation of the Tenn-Tom required the removal of more dirt than the Panama Canal, was the largest project ever undertaken by the Army Corps of Engineers, cost two billion dollars and was authorized by Congress in 1946, started in 1971 and opened in 1985.

About 5PM we enter the Demopolis Lock and then continue about three miles to the Demopolis Marina. This is a small friendly marina with a campground, boat repair facility, fuel docks for both tugs and pleasure craft and a motel. A tug holds 22,000 gallons of fuel. The town was founded in 1817 by a group of French officers (remember, France used to own this part of the country) who tried to establish a "Vine and Olive Colony", didn't know what they were doing, and returned to France. The marina provides a courtesy car which we'll use tomorrow morning to go to town for groceries and breakfast. We take showers and have dinner at the

marina restaurant. Excellent catfish dinner, pictures of the old ferryboats on the walls and probably the only bar in town. Many places along river are referenced by the word "landing" (Nellie's Landing, Grady's Landing) which go back to the old ferryboat days. We do laundry and go to bed. I stay up to catch up on this narrative. Hopefully I can find a phone tomorrow morning to e-mail this installment. From our entrance at Mobile we are almost halfway to Tennessee and approximately one-fourth of the way to Chattanooga.

Saturday - June 1 (Day 15)

We drive to town for breakfast and the nearby grocery store for beer and batteries, but forget to buy bread. Demopolis is a nice clean older small town with all the stores located on the nearby highway. It sits on a hill which saves it from the floodwaters and makes it one of the few towns on the river (the only town on the river since Mobile). Our biggest problem today is the boaters and fishermen. It's Saturday and it seems like everybody is on the river. We're beginning what the waterway guidebook refers to as 'the downhill portion of the uphill run' meaning that the steering becomes much easier. Deep 20 ft. channels, wide river, and very few shallow turns. On river navigation, sharp turns are relaxing because you know you will have deep water and you know the channel will be on the outside turn close to the bank. Straight runs are also relaxing because you simply stay in the middle of the river, always watching for debris. It's the gradual turns that give you grey hair and make you tense. You're never sure where the meandering channel goes.

[Editor's Note: Cliff's log will continue our March issue.]



2 Days Of Fun & Sun At Cortez Fishing Festival!

A big thanks to all those who made it a success:
 Alice, Barry, Cliff, Dave, Janet, Joanne, Larry, Lori, Meredith, Ren & Sheri



February C&R At The New Mar Vista



Got there early for docking space.



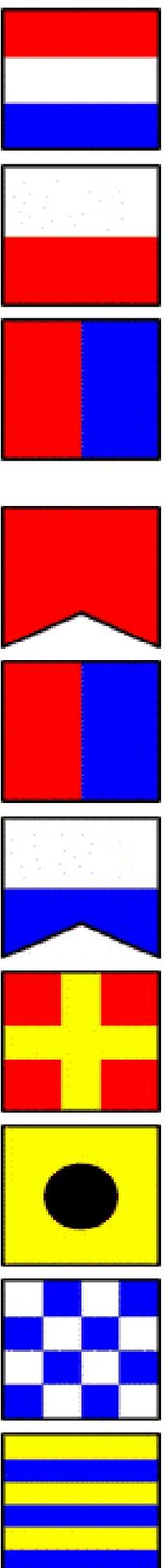
Barb calls out the winning raffle numbers.



Travel Greetings!

Anna Maria Island Sail & Power Squadron

The Bearing



AMERICA'S

BOATING

CLUB



⚓ For The Bradenton Area ⚓

My apologies for the length of the following article. I came across it just recently and I've condensed its story as much as I dare. I hope it moves you as much as it has moved me. ~ the editor.

“The Birkenhead Drill”

We're all familiar with the first rule of loading lifeboats during a maritime emergency: “Women and children first.” But have you ever wondered what's its source? It's from a story of bravery in the face of horrible circumstances: the sinking of the HMS Birkenhead.

The Birkenhead was an iron hulled, steam driven, paddle wheeled troop ship of the British army. Built in and named after Birkenhead, England (near Liverpool), she was launched in 1845. And she was a ‘modern’ vessel - larger, more comfortable and faster than the typical wooden sailing troop ships of her time. At 210' long with a 37' beam, driven by 2 large 564hp steam engines, a pair of 20' paddle wheels and 3 sailing masts, she had a top speed of 10 knots; able to make the trip from Britain to Cape Town, Africa, in just 37 days. She had a crew of 125 and room for over 500 passengers. She was considered very safe, too; her iron hull included 8 water-tight compartments.

In January 1852, the Birkenhead left Portsmouth with troops from 10 different regiments onboard, headed for South Africa, where the troops were desperately needed for the border wars. She also carried women and children, families of several of the officers. On the trip, 3 babies were born. Despite an Atlantic storm, her trip was the fastest passage to date.

On February 23rd, she docked in Simonstown, South Africa and off-loaded some troops and families, then took on coal plus 9 horses. She departed Simonstown at about 6pm in the evening and headed for Algora Bay, Port Elizabeth. She had some 643 men, women and children aboard. Being in a hurry, she hugged the coast and steamed at full speed. She was making good time at 8½ knots in calm seas and under clear skies.

Shortly before 2am in the morning of the 24th, the Birkenhead struck a submerged rock off the apply-named, Danger Point, near Gansbaai,

South Africa. Ironically, the barely submerged rock was easily visible in rough seas, but not during the currently calm conditions. She sustained a large gash in the hull, breaching several compartments and sea water rushed in. At least one hundred soldiers, asleep in their bunks, were immediately drowned. The ship's captain, Capt. Robert Salmon, came on deck, shouting orders. 60 men were detailed to go below to man the pumps and 60 more were sent to man the lines for the 150 person lifeboats.

First he had the women and children placed in the ship's cutter, a smaller wooden boat. But when they pulled on the tackle to lift some of the other lifeboats, many of the ropes broke. The ropes were rotten and the boats were too heavy to be lifted manually. Because of the ship's increasing list, several more of the boats couldn't be lowered either, which now meant that the Birkenhead had only 3 operable lifeboats, including the smaller cutter, already full of women and children; not nearly enough for everyone onboard. Per standard procedure, distress rockets were fired but there were no vessels nearby to see them.

The ranking officer aboard, Lt. Col. Seaten of the 74th Foot, arranged his soldiers on the poop deck, using their weight to help lift the bow while Capt. Salmon ordered the engines in reverse, thinking he could pull the ship off the rocks. It was a mistake. She struck again on the stern and tore another gash. It flooded the engine room and extinguished the boilers. The men sent below to man the pumps were drowned. As the ship broke in half, the horses were ordered thrown overboard, in the hopes that they could swim for shore: 8 of the 9 made it. Then Capt. Salmon gave a final order: all the men should abandon ship and swim for the lifeboats.

And this is the point where this story takes its extraordinary turn.

Col. Seaton realized that all of the men were way

too many for the small lifeboats, so he shouted to his men, “The cutter! With the women and children! It will be swamped! I implore you not to do this thing! I ask that you stand fast!” And so they did. They stood bravely at attention as the ship broke up around them in what became known as ‘The Birkenhead Drill’. One of the few officers to survive, Capt. Edward Wright of the 91st regiment, wrote, “Everyone did as directed and there was not a murmur or cry among them. All received their orders and carried them out as if they were embarking instead of going to the bottom.”

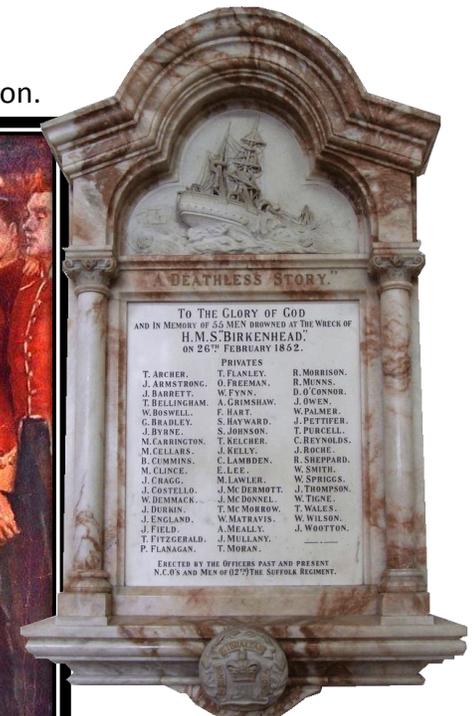
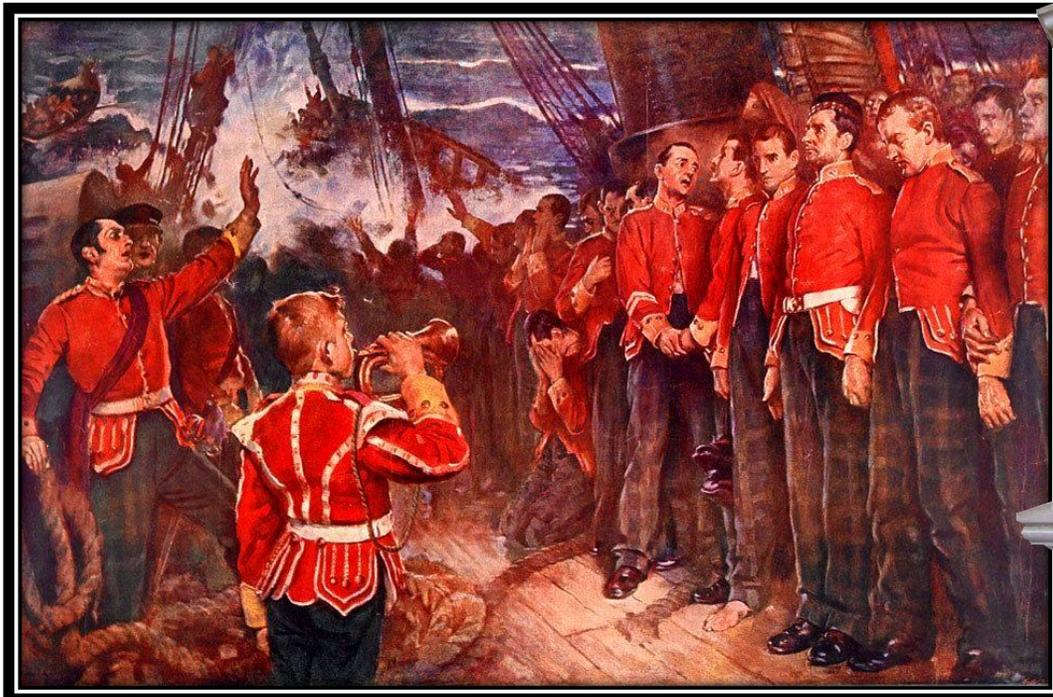
The Birkenhead sunk within 25 minutes of striking the first rock. Many were sucked down with the sinking of the ship, and many more were taken by the great white sharks which are prolific off of Danger Point. The next day the schooner, HMS Lioness, discovered the cutter with the women and children. They also rescued those in the two lifeboats. Returning to the scene of the wreck, they found 40 more survivors still

clinging to the wreckage. About another 100 had managed to make it to shore. Out of 643 souls onboard the Birkenhead, 193 survived, including all of the women and children.

The sinking of the Birkenhead is the first known example of using the protocol of ‘women and children first’ when loading lifeboats. However, this is not actually codified in maritime law, although to this day, the general protocol is to aid the most vulnerable first.

The conduct of the soldiers aboard the Birkenhead became known as a model for discipline and self-sacrifice. It so impressed the Emperor of Prussia, Fredrick William the 4th, that he had an account of the conduct aboard the Birkenhead read out to every regiment in his army. There are several monuments to the victims of the Birkenhead, both in England and South Africa. The people of Gansbaai, South Africa, still hold a memorial every year, a memorial to remember people who deserve to be remembered.

This painting by Thomas Hemy hangs in the National Army Museum in London.



Monument to the 55 men of the Suffolk 12th Regiment who drowned.

*“But to stand and hold still, to the Birkenhead Drill, is a damned tough bullet to chew,
But they did it, the jollies, her majesty’s jollies, solder and sailor, too.*

~ Rudyard Kipling, Solder And Sailor, Too



AMISPS Calendar of Events

March ~ 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
3 RENTAL	4 ABC class 6:30pm - 8:30pm	5 <i>Happy Mardi Gras!</i>	6	7 Members' Meeting 6:00 pm	8	9 Officer Training Class 9:30 am Sarasota Squadron Building RENTAL
10 SPRING AHEAD RENTAL	11	12	13	14 Basket Assembly Day 9:00	15 Basket Assembly Day 9:00	16 C&R 11:30am @ Eliza Ann's Hosts: Joanne & Larry Wilhelm
17 Happy St. Patrick's Day! RENTAL	18	19	20 Squadron Building Work Party 9:00am	21	22 Fashion Show Work Day 9:00	23
24 RENTAL	25 Executive Committee Meeting 6:30 pm	26 Model Fitting Day	27	28 THE ANNUAL FASHION SHOW	29	30
31 RENTAL						