

NO WAKE ZONE



Lake Mohave Power Squadron
A Unit of the United States Power Squadron®
Bullhead City, AZ



June, 2011

Executive Meetings are held the first Wednesday of each month at Re/Max Realty, 3726 Highway 95, Bullhead City.

General Dinner Meetings are held the second Wednesday of the month at a location to be announced.

All meetings start at 7:00PM



Commander's Corner

Ahoy Everyone!

Sunshine on the Water Looks so Lovely! John Denver had it right. Sunshine on the waters of our lakes and rivers looks so lovely it does not matter the time of day. Ask anyone who has been out on the water at daybreak or sunset. A favorite for me was approaching Katherine Landing with the afternoon sun starting to set, casting golden shimmers of calmness across the lake; the moon was still low in the east. We had to stop to marvel at how awesome the day had been and what a wonderful evening was approaching. Then came the bugs It's amazing how fast you can get off the lake when you want to!

I want to thank everyone for their turnout at the Boating Safety activity that Joe Weller, with help from John Militello, planned for the squadron's safe boating week event. Let's hope that some of those people receiving boating safety information pay heed to what they are given and do not wait until an OUI or worse prompts them to make that call. The economy and gas prices are prompting a lot of families to stay close to home,

and *The River*, as it is know in many circles, is a popular place to hang for these long weekends. Add that to the fact there are far too many who do not know the water version of the rules of the road and the differences in Tri-State area laws. So, a big thanks to all of you who spent your day giving out boating safety and education information to the public – great jobs everyone!

At this time I would like to announce that the squadron will not be going “dark” for July and/or August this year. During the last meeting I requested information as to availability and preference regarding our going “dark”. The consensus was pretty much even in all ways, some leaving, some not, some no preference and others not sure if they would be in town. I also realized that we all have such a good time together there is no reason to officially go “dark”. Meetings will be planned on a monthly basis, as will be the place to have that month’s meeting. June is taken care of thanks to Sharon Dack and Linda Pensavalle. July’s meeting, I believe, is “in the Works” but I look to Dawn to confirm that with Sharon Weller.

The Summer Council was planned for June 4th in Chula Vista. When you read this I will have attended and I will cover the event in an upcoming Newsletter. It would be a plus if some of you could attend one or more of these meetings in the future and meet some of your fellow district squadron members while learning about the inner workings of the District, the squadrons within that District and how they work together. The council meeting on June 4th has a morning program planned as a group forum about Districts, their necessity and purpose. This could be your opportunity to offer suggestions, questions and opinions about what you like or would like to see improved within our District.

Last month’s Commander’s Corner listed additional events that you may be interested in; however, I would like you to please note that the D28 2012 Spring Convention will be hosted by the Lake Mohave Power Squadron – yes, folks, that’s us! Make your plans accordingly and mark your calendars – this will be a first for us and if you have never been to a Council or a Convention, here’s your chance! The Convention will be held at the Riverside Resort and Casino on March 2 and 3, 2012. Further details will follow as they are finalized.

Squadron members – take a look at other squadron monthly newsletters, read them, check out their calendars, and see what is going on around the District and beyond. A search on SailAngle will list other squadron information, in addition to other District information. This is a perfect way to make plans to join others for a fun outing. Come join me when I go to Catalina August 27th!

Thanks to all of you who called with positive comments on the article featuring Lake Mohave Power Squadron in the special insert entitled *Life on the Colorado: 2011* published in the May 27, 2011, *Mohave Daily News*. Much appreciated by me!

See you next month!.....Cdr Jo Anne Waller



Education Officer's Report

Thanks to her assistance and great research, I would be remiss if I did not give credit to our Commander for her input in submitting this article. We take so many things for granted nowadays that "one button" push to talk on our radios is one of them.

Marine Communications – A Little Bit of History

In our modern age of long-range radios, VHF, UHF, GPS devices, radar, satellites, even cell phones, have you ever wondered how communication on the high seas got started? Who started it and why? Well, in meandering through the Internet, this bit of early marine communication history caught the eye and it seemed a worthy bit of trivia to be passed on to boating enthusiasts just as curious as this Internet meanderer. After all, our radio equipment is vital to all of us

100 Years of Radio Rescues

MARCONI WIRELESS TELEGRAPH SAVES 1400 LIVES IN 1909

January 23, 2009, marked the 100th anniversary of the first time a radio call for help resulted in saving many lives at sea. It was not the Morse signal **SOS**, but an earlier code - **CQD**. **CQ** was the Morse signal meaning "Calling all stations", the **D** indicated distress.

At 5:30am on 23 January 1909 the British Royal Mail steamship *Republic*, out bound from New York to the Mediterranean, with 460 passengers and a crew of 300, was rammed amidships by the Italian Lloyd SS *Florida* while in dense fog south of Nantucket



Royal Mail Ship "Republic" of the White Star Line

Island. *Florida* was carrying 830 survivors of the 1908 earthquake in Sicily to New York. The engine

room of the *Republic* was flooded, leaving the vessel without power and electricity. The Marconi wireless operator on the *Republic*, **Jack Binns**, jury rigged some batteries and was able to send out the **CQD** distress call and their position coordinates. It was received by the Marconi station operator on Nantucket Island, who then relayed the weak signal. In turn it was picked up by **Henry Tatersall**, the radio operator on the



Typical radio room on 1900's ship
From: *The Wireless Man*. Francis A. Collins: 1912

RMS *Baltic* heading to New York. After 12 hours steaming slowly through the fog, in the late evening, the *Baltic* finally reached the *Republic* and the *Florida* (which had no radio) and took on all the passengers and most of the crew from both ships. The *Republic* sank the next day while being towed. The *Florida*, although badly damaged, managed to reach New York under its own power with a skeleton crew.

Henry Tattersall, the Marconi radio operator on the *Baltic*, stayed at his post for 52 hours during which he transmitted several hundred messages. Jack Binns stayed at his post on the *Republic* until sinking became imminent. On previous voyages he had demonstrated the radio equipment to a number of U.S. congressmen, but none believed that it was capable of saving lives. This opinion changed after 1240 passengers and 300 crew from both vessels were transferred to the *Baltic* without incident, in spite of a 2.5 meter (8 feet) swell. Only six people lost their lives in this disaster; three crew members of the *Florida* (asleep in the bow) and three passengers of the *Republic*, who all died as a result of the collision itself.

This demonstration of how wireless could save lives captured the world's attention. The *New York Times* also had wireless equipment, on the roof of its headquarters, and printed the messages, as received, in many special editions. At that time only about 100 ships, mostly British mail ships, were equipped with Marconi radio sets. After this event radio installations were added to many passenger carrying vessels. By the end of 1909 the Marconi company operated 143 shipboard installations, by 1912 the number had grown to 589. That was the year that the *Titanic* disaster, 15 April, gave dramatic evidence of the necessity of equipping passenger carrying vessels with radio. Within a year, the number of ships equipped with radio had grown to 1500.

In the year 1909 there were two other notable ship disasters in which radio played a major part in rescue. 10 June 1909, the Cunard liner *Slavonia* was wrecked off the coast of the Azores islands. The call **SOS** was sent out and was received by two other ships that sped to the rescue. As a result no lives were lost.

12 October 1909, *S.S. Antilles* ran aground in the Bahama Islands. A radio distress signal was received by *S.S. Comus* which took all the passengers to safety.

It is of interest that 47 years later, 25 July 1956, the Italian luxury liner *Andrea Doria* collided with the Swedish liner *Stockholm* off Nantucket under almost identical circumstances, in spite of radar and other modern communication devices. In this collision 46 died and 1660 passengers and crew were rescued due to the immediate response of other vessels in the area. The *Andrea Doria* sank several hours later, the *Stockholm* with badly damaged bow managed to reach New York.

HISTORY

- 2 June 1896 - Guglielmo Marconi is awarded the world's first patent for a system of wireless telegraphy.
- 17 March 1899 - first known use of radio to send a distress signal, by East Goodwin Lightship (English Channel) when a ship ran aground on the shoal. The signal was received by a shore station which dispatched a lifeboat.
- 25 April 1900 - Marconi International Marine Company was incorporated to handle marine communications.
- 1 Feb 1902 - Marconi International Marine Communication Company, Circular No. 57 establishes CDQ as the marine distress signal.
- 27 May 1905 - first use of radio in war. Wireless messages contribute to Japanese victory against Russian fleet at Tsushima Strait.
- 3 May 1906 - the second International Radio Telegraph Conference in Berlin established **SOS** as the international distress call, because the Morse code signal ...--- ... was easily distinguished from other background transmissions and noise. Although ratified in 1908, British ships continued the use of CQD for several years. The *Titanic* transmitted both SOS and CQD signals.

References:

- <http://www.telegraph-office.com/pages/arc2-2.html> - history of maritime distress signals.
- <http://www.ns1763.ca/radio30/radio-first-30yrs.html> - First 30 years of radio.
- <http://kn.theiet.org/magazine/issues/0907/saved-by-wireless-0907.cfm> - IET article "Saved by wireless"
- [http://en.wikipedia.org/wiki/RMS_Republic_\(1903\)](http://en.wikipedia.org/wiki/RMS_Republic_(1903)) - full story of sinking of *Republic*.
- <http://earlyradiohistory.us/1909rep.htm> - personal account of the rescue by *Baltic's* captain
- <http://earlyradiohistory.us/1912wm2.htm> - accounts of several early rescues resulting from use of radio - from book published in 1912.
- <http://www.pbs.org/wgbh/amex/rescue/index.html> - "Rescue at Sea" - PBS film.

Source: Permission to reprint the above given by original writer, Bill Biega (Biega.com), after discovery by the writer at <http://biega.com/100-yrs-radio-rescue.html>.

.....Lt/C Mike Accardo with Cdr JoAnne Waller



Administrative Officer's Report

Our May general meeting was highlighted by the swearing in of new members, Victor (Vic) and Mary (Jane) Kearns and Justin and Denise Moore. Cmd. JoAnne Waller conducted the ceremony at Hunters Grill on May 11. We look forward to getting to know them better during the upcoming months. Most of our membership was able to attend the meeting and we had a good time visiting before and after the meeting. Hunters Grill is very pleased to have our group at their restaurant.



Justin And Denise Moore (L), Cdr Waller And Vic And Jane Kearns At Swearing In Ceremony

As the weather warmed up in May, there were several "outings" on the lake. Early May saw the Pensavalles, Accardos and Wellers meeting at Cholla Cove for the afternoon on two different days. We enjoyed talking and laughing about our numerous/varied boating escapades. We were able to clean our boats and Andy and Mike worked on a GPS unit to get the coordinates loaded correctly. During the middle of May the Dacks, Evans and Pensavalles met for the day to enjoy the sun. They attempted to go to Desert Cove but there was no beach available so they travelled north to another location and were able to find some sand. Although the sun was warm the water is still quite cool. Even so, everyone got into the water for at least a few minutes.

During that outing, Joe and I stopped by to say "hi" on the way back to the marina. We had friends from Idaho visiting and we had travelled about 14 miles upriver. While up river we were lucky to be visited by wild burros near Sidewinder Cove on the Arizona side.



Joe Weller Greets A Local Native At Sidewinder Cove.....Joe Is On The Right

We also witnessed carp spawning near the “crossing” on the Nevada side. To top off our trip on the lake, we assisted a stranded boat outside the marina. We pulled them into the Marina at “H” dock. What a fun filled exciting day!

In honor of Boat Safety Week, the Squadron distributed safety information to the public at Willow Beach, Mohave Valley, Arizona on Saturday, May 28. Seven members, John Militello, Blaise Militello, Norm Dack, Mike Accardo, Pat Bramble, Joe and Sharon Weller, were on hand to participate.



(L to R) Joe Weller, Blaise Militello, Mike Accardo And Sharon Weller Prepare Safety Info Packets



A LMPS Member Hands Out Safety Information To Over 100 Visiting Boaters

For just over two hours, we handed out printed material that highlighted the importance of wearing life jackets, and differences in the boating laws for the states of Arizona, Nevada and California. The “life jacket” stickers were a big hit with the children. Approximately 150 boaters were recipients of the literature. Thanks Joe and John for making this event a big hit.

“Life on the Colorado 2011” is a supplement publication that was included in the *Mohave Valley Daily, News, Needles Desert Star and Laughlin Nevada Times*. During Boat Safety Week an article highlighting the Lake Mohave Power Squadron was published. The article outlined the history of our Squadron, the services we perform (boating safety class, vessel safety inspections) and the fun times we have throughout the year. Although the article was “contributed” to the

paper, special thanks go out to Cmd. JoAnne Waller for her efforts to get the Squadron recognized throughout the community.

Upcoming Events:

Members Choice Outing - Thursday, June 9, 2011 at the Los Lagos Clubhouse. Since this event is so close to our regular meeting date, we have decided to conduct our “June General Meeting” just before the outing. Look for an email from Sharon Dack regarding this event.

Overnight Camping Trip on Lake Mohave? A camping trip is being discussed but no specific plans have been made. If anyone is interesting in coordinating this trip, please step forward and take the reins.

March 2-3, 2012 -- Mark your calendars for the UPSP District 28 Spring conference to be held in Laughlin at Don Laughlin’s Riverside Resort Hotel & Casino. There will be more to follow as we get closer to the event.....Lt/C Sharon Weller



Safety Officer’s Report

I just wanted to thank all the members that took part in our “Safe Boating Week” activities at Willow Valley. If we managed to enlighten, re-enforce and/or point out one safety item to just one boater and perhaps save a bad occurrence, our mission was very successful.....Lt. Joe Weller

June Birthdays

Blaise Militello.....June 8

Maureen Evans.....June 11

Skip Matthies.....June 13

Joe Weller.....June 15

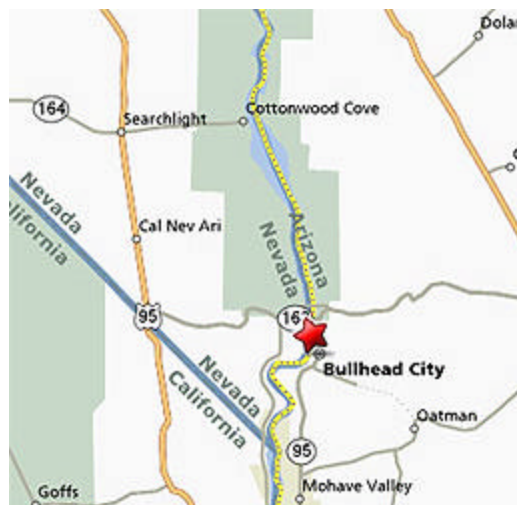


John Militello.....June 24

The *No Wake Zone* is a publication of the Lake Mohave Power Squadron. P/C Andy Pensavalle, Editor.

Lake Mohave, located along the borders of Arizona and Nevada, is one of a series of reservoirs that control the Colorado River water flow between its head waters and the Gulf of California. Lake Mohave was formed with the completion of Davis Dam in 1951 and put into service in 1952 as part of a Colorado River water agreement between the United States and Mexico. The

Lake Mohave Power Squadron was formed in 2006 in response to the needs of area boaters for boating safety education and to enhance their boating experience.



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