



Grand Lake Sail & Power Squadron

Sail and Power Boating

THE PELICAN



Come for the education, stay for the friends. (SM)

November

Vol. 17-1

Monthly Newsletter

2015

2015 Bridge

COMMANDER

Cdr. Scott Cox, P

EXECUTIVE OFFICER

Lt/C Bruce Watson, S

EDUCATIONAL OFFICER

P/C Susie Holden, AP

ASSISTANT EDUCATIONAL OFFICER

1st/L Roger Zinn, S

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1st/L Carole Chalupnik, S

Lt. Ed Dennis, S

P/C Marcia Pett, P

P/D/C Larry Stout, SN

1st/L Kevin Kamrath

Vessel Safety Check

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Lt. Ed Dennis, S

PORT CAPTAIN

Lt Roger J. Endo S

WEBMASTERS

P/D/C Bill Miller, P

1st/L Kevin Kamrath

www.usps.org/grandlake

THE PELICAN EDITOR

Lt. Debbie Sweeten, S
918-964-0850

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Commander's Report



The Change of Watch took place on November 14 at Cherokee Yacht Club. Social hour gave everyone a chance to look at and bid on the auction items. It also gave us time to catch up with friends. After the invocation and Pledge of Allegiance, all who attended enjoyed a delicious dinner. Reports, awards, and recognitions were given after dinner. Betty Danley, the District Commander, swore in the new bridge. Bill Miller entertained us with the year in review slide show. The end of the evening was marked with the results of the silent auction.

A big thank you is sent to P/C David Sloan and all who worked on the Change of Watch, arrangements, decorations, set up, and silent auction. It could not have happened without so many volunteers. As the Commander, with the new bridge, we are looking forward to a productive year.

Scott Cox, P

Commander, Grand Lake Sail and Power Squadron



S ———Seamanship
P ———Piloting
AP ———Advanced Piloting



JN ———Junior Navigator
N ———Navigator
SN ———Senior Navigator

Here is a little something for all of you history buffs. This will be continued next month. Thanks to Bill Miller for the article.



HISTORY OF THE UNITED STATES POWER SQUADRONS ENSIGN By the National Historians Committee 2004



HISTORY OF THE UNITED STATES POWER SQUADRONS



Roger Upton's Powerboat Club of the Boston Yacht Club was officially recognized at the yacht club's Annual Meeting in January 1913 and was upgraded to the Power Squadron of the Boston Yacht Club and printed in the Club's Annual Year Book with its officers and official rules.

To recognize those members of the Power Squadron Division a distinguishing Squadron Pennant was designed. It was flown above the yacht club burgee on the bow staff, and only when a prospective member was able to pass a stiff examination in the requirements of what is now today's piloting and advanced piloting subjects.

This pennant was a 6 to 1 size and shaped as the Clubs Officer in Charge pennant. It was composed of three sections, red, white, and blue. From the hoist outboard, a white five-pointed star, whose diameter is two thirds of the pennants hoist, centered on the blue portion, the second white and the outer end red. This pennant was flown up to the time that the USPS Ensign was officially adopted in March of 1915. Some of the older members preferred the pennant to the new ensign.



(2) (Note: This pennant was reconstituted by the Flag and Etiquette as a cruise pennant for the "Excitement 85", National Rendezvous and Cruise out of Baltimore after the 1985 Fall Governing Board Meeting. It was subsequently approved for use by USPS members participating in any organized on the water activity, such as a cruise, rendezvous or boat parade. It may be flown day and night from the highest practical position for the best visibility, whether flown from an antenna or starboard spreader in conjunction with the USPS Ensign, it is to be flown above the Ensign)

As news of Roger Upton's Power Squadron increased in publications and in the press much interest was developed, and in the June 1913 issue of Motor Boating Magazine, Charles F. Chapman, author and associate editor, gave the Power Squadron a full page display of activities, and other clubs wanted to join on.

Meetings were held in late 1913 at the New York Yacht Club to form a Power Squadron Conference Committee, with the possibility of forming a national organization. Delegates from clubs all up and down the East Coast and as far West as Detroit attended. These meetings set the ground work for the formation of what was to be the United States Power Squadrons. A final meeting was set to be held on 2 February 1914 in the Commodore's room at the New York Yacht Club. (This date was set to coincide with the New York Boat Show, as many delegates would be in the city for the show.)

The meeting was called to order by Chairman Henry A. Morse of the Eastern Yacht Club of Marblehead, Massachusetts. Much business was discussed. Officers were elected, with Roger Upton as Chief Commander, a Governing Board was appointed, and the United States Power Squadrons were officially formed.

At the meeting, there were a few drawings presented for a flag for the new organization. Before the meeting was adjourned, Chairman Morse said "The next matter is that the Governing Board be requested to take immediate steps toward the authorization by Congress of a suitable, distinguishing flag." Mr. C. Longstreth, of the Corinthian Yacht Club of Philadelphia, raised his hand. "Now about the flag, I move that the one with the blue and white horizontal stripes and the red field, as shown at this meeting, be urged as the most desirable and satisfactory for the United States Power Squadrons." The motion passed and our Ensign was born.

Roger Upton, the new Chief Commander, filed for a patent on 14 April 1914. It was not until 28 March 1916 that patent No. 48,503 was issued.



(3) The Ensign was not officially recognized until March of 1915. On May 18 1915, General Order No.11 was issued by National Flag Lieutenant Nathaniel L. Stebbins, as it authorized the flying of our Ensign with or without the USPS pennant, which up to that time had been the distinguishing flag of the Squadrons.

General Order No.11 is quoted below.

"Commanders of Local Squadrons are Authorized to permit their members to display, in addition to, or instead of, the United States Power Squadrons Distinguishing flag, a pennant. Said pennant to be red white, and blue streamer one and one-half the length of the club burgee, with one white five pointed star in the blue luff of the streamer. Said pennant when displayed should be considered as a commission pennant and flown continuously day and night at the mast or at the bow on boats with out mast. Sample pennants, with explanation of flying, may be procured from Flag Lieutenant Stebbins

The display or non-display od said pennant is optional with each Squadron. Said pennant is not legally protected.

Commanders will also note that the manner of displaying the United States Power Squadrons distinguishing flag is left optional with Local Squadrons. The customary method is to display said flag as an ensign, which method is commended but the flag may be displayed at the mast, in place of the private signal or club burgee, as may be preferred. When displayed at the mast or on the bow, said flag should be of smaller size than where displayed as an ensign. Such display at the mast or bow is the only method in which said flag can at present be legally displayed on boats over 15 tons.

By order of the Chief Commander." N.L. Stebbins, Flag Lieutenant.





CHANGE OF WATCH 2015



SET UP



Cherokee Yacht Club was the setting for the election and Change of Watch for the 2015-2016 officers for Grand Lake Sail and Power Squadron. The representative of the United States Power Squadron, District 30 Commander Bettie Danley, of Des Moines, Iowa, administered the oath of office to incoming Commander: Scott Cox, and to his Bridge. The Squadron bridge includes: Secretary, Barbara Zinn; Education Officer, Susie Holden; Assistant Education Officer, Roger Zinn; Treasurer, Al Scarriot; Assistant Treasurer, Jim McNabb; Executive Officer, Bruce Watson; and Administrative Officer, Ken Moore,

SILENT AUCTION



CELEBRATION





Grand Lake Sail & Power Squadron



Annual Christmas Party

*1800 - 1900 Hours Social
1900: Toys presentation
1900: Dinner- \$30 per person*



Bring an unwrapped toy for our deserving Delaware county Youth.

Wyandotte Casino
(club 60 West) 100 Jackpot Pl
Wyandotte, OK 74370

- 1. Citrus Glazed Chicken Breast with Garden Rice Pilaf**
- 2. Grilled Ribeye with Yukon Mashed Potatoes and Red Wine sauce**

Cash Bar- There will be Appetizers

Both come with Soft rolls, butter, House Salad with Ranch and/or Balsamic Vinaigrette, seasonal vegetable, Chef's choice of Dessert, water, Iced Tea and/or coffee

RSVP to Martha Short

by Dec 7th

316.249.5451

Dec 11th

marthaannshort@gmail.com





**Grand Lake
Power Squadron**

**CHRISTMAS
PARADE**

Saturday December 12th – LOTS of fun for EVERYONE!

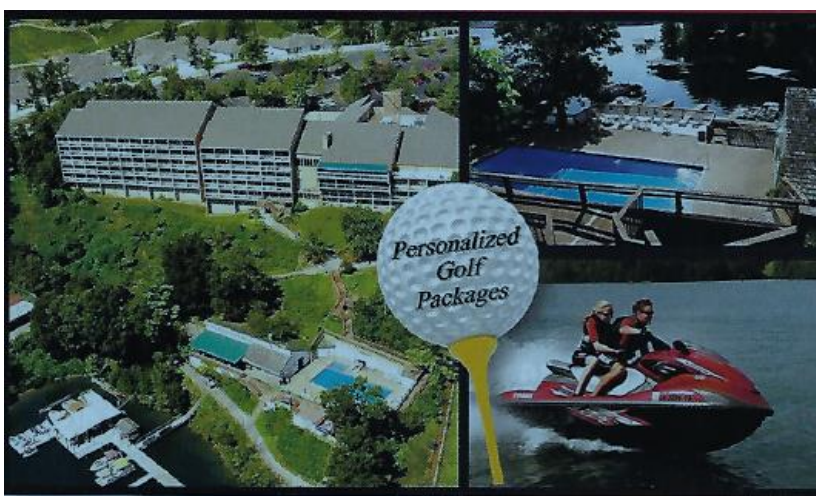
Decorating Party 10 AM:
The home of Scott and Deb Cox
31380 S 628 Ln Grove, OK
We will be inside under roof decorating the Zinn's beautiful new 24 ft pontoon boat for the Grove Chamber Christmas Parade. Breakfast Burritos, Donuts, Coffee, and Juice will be provided.

Parade 6PM
The parade leaves from the convention center and ends at Cheapo Depot parking lot. We appreciate help with the un-decorating as well (~6:30). Feel free to stay for dinner at Ranch Viejo, most do (on your own tab).



District 30 Spring Conference Apr. 15-16 2016

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- Power Outlets in Parking Area
- Game Room including Pool Table
- Hot Tub and Dry Sauna
- Outdoor Pool and Tiki Bar
- Boat & Wave Runner Rentals
- Restaurant and Lounge
- Wedding and Banquet Facility

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● MARK YOUR CALENDARS! DISTRICT 30 SPRING CONFERENCE WILL BE HELD AT LAKE OF THE OZARKS IN OSAGE BEACH, MO. MORE DETAILS TO FOLLOW.



MARINE ELECTRONICS CLASS COMPLETED





Carol Goodwin, S 918-786-6660

Burges and Dock flags ...We have dock flags and burges on sale for \$20.00. The dock flags are designed to hang on your dock or deck. It alerts people where they can reach power squadron member on the lake. Burges are to be used on your boats. We have some really cute burgee lapel pins for \$5.00. I have a pair of USPS earrings for \$20.00.

GLSPS license tags are available for only \$10.

Lt Carol Goodwin S is planning to bring a basket of these items to dinner meetings, so bring lots of cash. If you just can't wait, just call Carol so she can reserve those items and get them to you. Carol can be reached at (918) 786-6660 Email bocago@hotmail.com

Name Tags <http://www.Universallimages.biz/> 918-786-9554 \$8.50

1500 S. Main, Grove, OK 74344

Grand Lake Chart Maps \$15 at the Grand Lake Visitor's Center



HAPPY BIRTHDAY



David Sloan	1	Baxter Thorman	24
Todd Elson	2	Phyllis Rice	24
Roger Endo	4	Norm Carnett	25
Stephen Duenner	5	Chick Wheat	27
Orville Edwards	22		



Do You Know?

By P/D/C Larry Stout SN-IN



Article 1

Tropical cyclones develop from intense low pressure cells that form near the equator. They are called hurricanes in the Atlantic and typhoons in the Pacific and Indian oceans. In the Atlantic they typically move west and north from the equatorial zone off North Africa following a curve path into the North Atlantic. Sometimes the path will bring them to the U.S. East Coast or Gulf Coast causing major damage and loss of life.

The hurricane season in the North Atlantic is from June to November, and in the Pacific along the west coast of Mexico from June to October. It is important to be aware of the weather when planning a cruise in these areas. There are also extratropical cyclones that can be hundreds of miles across and just as dangerous as a cyclone. On the East Coast, they are called nor'easters. The major season for these in the North Atlantic is the spring and fall.

Article 2

Part of the fun operating a PWC is jumping wakes. However cutting too close to the sterns of other boats to jump their wakes is dangerous. Stay at least 100 feet behind the boat. This should give you sufficient room to observe traffic conditions in all directions. Avoid jumping wakes in areas of high boat traffic. If you fall, you may not be seen in the water, and you could be injured by an approaching boat. Remember, the GRDA's lake rule of no wake jumping in any arm of Grand Lake that has a name ending in Creek, Cove or Hollow or in the Cowskin and Elk Rivers.

Article 3

The boat's attitude affects its efficiency, steering and how it takes the waves which impacts comfort and speed. Raising the bow properly can increase speed by reducing the amount of hull in the water and decreasing drag. But if the water is choppy, getting the bow down will help the boat cut through waves providing a more comfortable ride with less "pounding" and better control. Each boat responds differently depending on its hull design, how it is loaded and the prevailing wind and water conditions. Proper trimming of the boat by adjusting the trim tabs if available, or carefully trimming the outboard or I/O drives is very important.

Article 4

Doubling a line can be very helpful when leaving a dock. It allows everyone to be onboard when leaving rather than having a crew member un-cleat the dock line and jump on board.

To double the line, attach the loop end of the line to the appropriate cleat on the boat, and then pass it around the dock cleat and back to the boat, making sure there are no knots in the line that would snag on the cleat.

When leaving the dock, gradually release the non-loop end as the boat leaves and then let it go free so the line will slip past the dock cleat. Quickly bring it onboard to avoid it getting caught in the propeller.

Carbon Monoxide, a Silent Killer

*Article published by the Public Relations Committee of the United States Power Squadron®
Lt. Bill Hempel Senior Feature Writer*

Even though boaters are normally out on the open water, carbon monoxide still poses a significant threat. This odorless and colorless gas is extremely poisonous and was almost fatal on a recent boating trip. We had twelve boats cruising lazily down the Florida Intra-coastal. Suddenly, the boat in front of us started to weave side to side. Shortly after, it swerved hard to starboard and headed toward the shoals.

The captain didn't answer my hail, and when I pulled alongside, we found him lying on the deck with his wife trying to revive him. In short, he had been overcome by carbon monoxide resulting in a partial loss of consciousness. We were able to get him to his feet and into a fresh breeze, which brought him around with only a headache.

In retrospect, his boat was a virtual trap for carbon monoxide. He was traveling slowly with a following wind, and all the side curtains were up. The exhaust fumes blew back into the cockpit area which trapped and held the fumes.

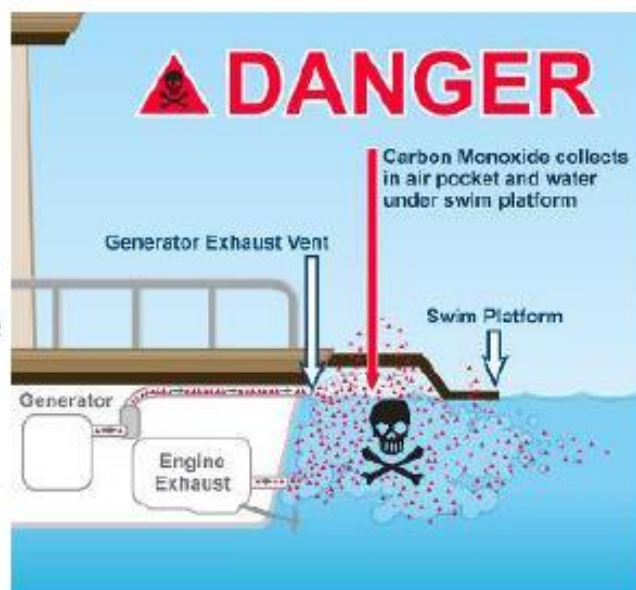
Every boater should be aware of the sources of carbon monoxide and how to prevent the accumulation of fumes. Your generator and engine exhaust manifolds must be tight and sealed



with good gaskets. Incredibly, charcoal grills have been the source of carbon monoxide poisoning as have other galley appliances. For boats with a cabin it is a good idea to purchase and install carbon monoxide detectors.

with good gaskets. Incredibly, charcoal grills have been the source of carbon monoxide poisoning as have other galley appliances. For boats with a cabin it is a good

A generator presents an insidious threat. Generator exhaust can be deadly when you are asleep and unaware of your symptoms. For this reason, it is particularly important that the generator exhaust system is tight and properly vented. There has been a lot of publicity over



carbon monoxide tragedies with houseboats on the lakes of the Midwest. Swimmers would gather near the swim platform or under the catamaran type hull, and then be overcome from trapped engine or generator fumes. These incidents have caused a new set of regulations regarding hull design on newer houseboats.

The early symptoms of carbon monoxide poisoning may include headache and a blue cast to lips or fingernails. As exposure time lengthens, victims experience dizziness, emotional episodes, confusion and ultimately a loss of consciousness. If the symptoms are caught early, oxygen is the best antidote. Get the victim into fresh air and with a little luck they will clear their systems with only a little headache. If a person does not respond rapidly, get them to a hospital as soon as possible

UPCOMING EVENTS

December-

12/11	Christmas Party	1800-1900	Social Dinner	Wyandotte Casino
12/12	Decorate Parade Float	1000-1130		Cox's
12/12	Grove Christmas Parade	1800		Civic Center
12/15	E-Board Meeting	1000 – 1200		GLA

From your Editor...

Please send me pictures (with names and the activity), ideas and suggestions that are most important to you. The deadline is the 23rd of the month. Thanks for your input and support.

Debbie

The Pelican is the official publication of the Grand Lake Sail and Power Squadron, Debbie Sweeten, Editor. Please email all correspondence to jdsweeten3@suddenlink.net.

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District 30website...
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National...
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