



# THE PORTLIGHT

The Newsletter of Pennsway Power Squadron - Sail and Power Boating

Volume 26 Number 4

Month 2002

The Newsletter of **PENNSWAY POWER SQUADRON, Inc.**

A unit of **United States Power Squadrons®**

**District 5 Sail and Power Boating**

## United States Power Squadrons® "on the Web..."

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- ✓ District 5 web site: <http://www.usps.org/localusps/d5>
- ✓ Pennsway Power Squadron's web site: <http://www.usps.org/localusps/pennsway>
- ✓ Pennsway Power Squadron's E-mail address: [Pennsway@email.com](mailto:Pennsway@email.com)



## *In This Issue...*

- Commander's Message
- Please Help THE PORTLIGHT
- New PDF Rules
- Pennsway Meeting Aboard The BIG "J"
- D/5 Events
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- "Four Not-So-Famous Wrecks"
- Change of Watch
- New Weather Course is Being Offered

## **General Member Meeting**

**16 May 2002 @ 1700**

**Aboard Battleship NEW JERSEY**

**See Page 5 for details.**

## **COMMANDER'S MESSAGE**

I am very proud to be the 25<sup>th</sup> Commander of Pennsway Power Squadron. I believe in the members who dedicate themselves in educating the public and those in the squadron. I believe in those members who make it their business to make sure that Pennsway is moving in the right direction. For all the members who have contributed to the making and the sustaining of the squadron, I would like to give my thanks. I would like to personally thank George Fesmire, our first Commander, for having a vision and pursuing Pennsway as a new squadron.

Looking at what the squadron faces in the next few years, I have noticed that some things the squadron does will have to change to keep up with the times. I understand that it is my job to develop a focus for the things the squadron needs. I also understand that I must strike a balance between the new and the old ways. It is my intention to get all members involved this year in one way or another.

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## Publisher's Statement

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PENNSWAY POWER SQUADRON, Inc.

Commander:

Ed White, 1260 East Av, Roslyn, PA 19001

Executive Officer

Harry Harp, 1472 Woodland Rd, Rydal, PA 19046

Administrative Officer:

Walter Cavalcanti, 3877 Ronald Dr., Philadelphia, PA 19154

Education Officer:

Jane Scarborough, 13 Sauerman Rd, Doylestown, PA 18901

Secretary:

Treasurer:

Robert Tafel, 115 N. Warminster Rd, Hatboro, PA 19040

Editor of THE PORTLIGHT:

Barry Jones, 207 Dorset Way, Chalfont, PA 18914

PUBLISHER'S STATEMENT: The Portlight is published monthly except July and August. The deadline for articles is the 1<sup>st</sup> Friday of the month preceding the month of issue. The Portlight is written by and published solely for members of Pennsway Power Squadron, Inc. District 5, USPS®. Articles printed herein represent the view(s) of the contributor, not necessarily that of the Squadron, District or USPS®. Individuals with an opposing point of view may address articles to the Editor. Members are hereby warned against the use of this publication, articles contained herein or using their status as a Squadron member to influence legislation or the outcome of any election for any candidate for public office, as this constitutes lobbying which is prohibited by the IRS.

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## NEW FEDERAL LIFE JACKET (PFD) RULES

New Federal rules regarding the wearing of PFD's by children aboard recreational vessels were approved and published in the Federal Register (27 February 2002) and go into effect on 29 March 2002.

The new rules require that children aboard recreational vessels wear personal flotation devices (PFD's) or life jackets. The Federal requirement applies to children under 13 years of age, except when they are below decks or in an enclosed structure.

The Federal requirement adopts the applicable age of children set by a State statute with that State/Territory or District. The following information on State ages at which children must wear PFD's in the States and the corresponding Federal age enforced in those States.

State-----State Standard

Maryland-----under 7

Pennsylvania-----under 13

New Jersey-----under 13

Virginia-----None

Washington D.C—if operator 18, under 18

It should be noted that states may impose stricter standards but not less than the Federal Regulations, so those states with ages less than 13 can be expected to increase their age limits to comply with the new Federal Rules.

Submitted by D/Lt John R. Gill, AP

## THE PORTLIGHT NEEDS YOU!

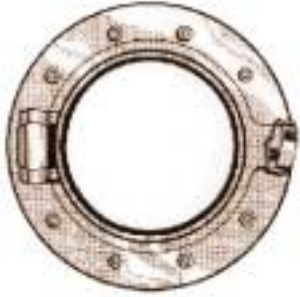
The Portlight "staff" encourages anyone who would like to write an article either on boating, a boating experience or would just like to vent about a nautical concern please feel free to send your thoughts to: [spinnakersam@juno.com](mailto:spinnakersam@juno.com) or to:

Barry Jones

207 Dorset Way

Chalfont, PA 18914

Thank You !



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## COMMANDER'S MESSAGE From Pg. 1

I will be focusing on 3 main areas this year. The three areas to develop in Pennsway are **Promotion, Involvement and Education**. That's right, we are going to make some Pennsway **PIE**. When you go to a bakery you want the best looking pie that's on the shelf. If you look at what it takes to make a great looking and tasty pie you will see a similarity in what it takes to build a squadron. Remember, people will only buy another pie if the first pie lives up to their expectations. It follows that the positive things we do for the squadron help form the future of Pennsway.

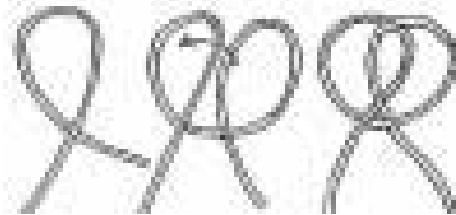
**PROMOTION** is the first of 3 ingredients. I want to make sure that we are getting the message out that Pennsway is ready to bring boating education, safety and friendship to those in the area. I want to make sure that we are making the most of each event we have. For instance, at the boat shows there are hundreds of boating enthusiasts who pass by our booth yet we only attract a few people to take a class. I intend to have a safety kit that will include items needed to make a boat safer. For boating enthusiasts to have a chance to win this kit they will put their contact information on an entry form. We will contact these people letting them know when the next Pennsway boating class will be held in their area. During the Public Boating class I would like to have members of Pennsway introducing themselves, pointing out the benefits and advantages of USPS membership.

**INVOLVEMENT** is the second ingredient to our "pie". I want to get members involved in the various squadron events and the boating education. By making each event so interesting our members will not only anticipate the next one, but also be willing to help out any way they

can. I would also like to place greater emphasis on new membership. Currently I am working on a program that should provide more incentives for new membership involvement. Look for more details on this program in next month's Portlight. Remember, it takes many people to make, package and sell pies - just like it takes many squadron people to **Promote, Involve and Educate**.

**EDUCATION** is the third ingredient. We are looking at the various educational programs offered by the squadron and aligning them so that they bring the most benefit to the squadron. We are also having our first year doing vessel safety checks. This is a new area for the squadron to educate the boating public on what is needed to keep their boats safe while on the water. It also represents a new arena for Pennsway to develop potential new membership.

Making and promoting our Pennsway PIE will take a very special leadership effort from the Bridge to make sure the right ingredients are brought together to make the finest Pennsway Power Squadron. Each of the Bridge members is here to serve the membership.



## Exec. Officer, Lt/C Harry Harp, S

Harry has been a member of the Squadron for 3 years. Not only is he a sharp individual and a good friend, but one who can get the job done. Harry is no stranger to boating and can bring

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both boating skills and his organizational skills to the Pennsway table to make our squadron very successful. I would also like to mention Mary, his wife, who stands with Harry and his endeavor to be Executive Officer. Mary was very helpful in making our Founders' Day Dinner a success.

## **Admin. Officer, Lt/C Walter Cavalcanti**

Walter has been a member for many years. Not only is he a very productive person, but also brings his own organizational skills with the talent to get a job done and done well. Walter has also been deeply involved in the setting up of our boat shows, making sure they are ready to go on time. May we make a point about Walter and his wife, Ann, and his children. I have noticed Walter includes his whole family when it comes to Pennsway's events and activities.

## **Edu. Officer, Lt/C Jane Scarborough, AP**

Jane, all I can say is WOW! Jane brings her advanced boating knowledge, respectfulness and unrelenting effort to make this squadron the best it can be. Jane is moving from the Secretary position on the Bridge to the Educational Officer position. I would also like to thank Bob, her husband, for his support of Jane taking on the new responsibilities. Bob is also very involved with the success of Pennsway.

## **Treasurer, Lt/C Robert Tafel, N**

Bob also has been a member of Pennsway for many years. Although somewhat quiet he is always vigilant in keeping the squadron's books straight. I would also like to thank his wife, Susan, for supporting Bob's efforts with Pennsway.



## **Commander Ed White, S**

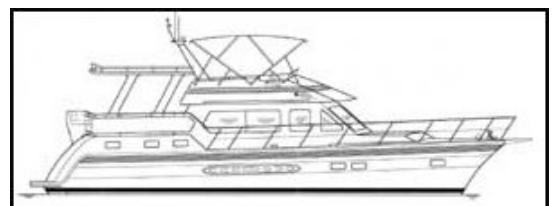
I have been a member of the squadron for 4 years now. I took the USPS boating class because I am a diver and wanted to acquaint myself with the various aspects of a boat and be able to assist in getting a boat back to shore in case of an emergency.

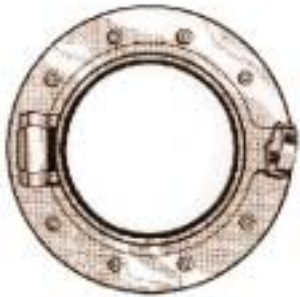
While in class Jim Heckman, a Pennsway Bridge member at the time, spoke to our class about the benefits of belonging to the squadron. He not only impressed me with all the possibilities of squadron membership, but also invited me to a meeting. I will never forget the hospitality Jim showed me that night and thought Pennsway would be a good fit for me.

Two years ago I bought a previously enjoyed 14 foot sailboat. I soon realized I would have to do some work in order to bring the boat up to being safe to sail. Thanks to many helpful Pennsway members I got all the suggestions and assistance needed to bring my boat up to snuff.

The friendships shared are the best benefit next to the education. It's my turn, now, to give back to Pennsway. I promise to bring all the resources available to me to bring the squadron to the next level. Here's to the hopes and dreams that brought Pennsway through the first 25 years, and hope that we may lay the foundation for the next 25 years. Come out and join the fun, experience the friendships yourself.

Cdr Ed White, S





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## WELCOME TO THE BIG "J" USS NEW JERSEY

### **PENNSWAY'S MAY 16, 2002 GENERAL MEETING WILL BE HELD ON THE BATTLESHIP NEW JERSEY**

The meeting and a "Hoagie" supper will be held aboard ship in the seaman's dining room at 1700 and will be followed by a guided tour by the ship's docent staff.

The New Jersey is located next to the Tweeter Center in Camden, NJ, about five minutes from the Benjamin Franklin Bridge.

IT'S EASY TO GET THERE! Cross the Ben Franklin Bridge and exit immediately in the extreme right lane. Exit right into Camden as you leave the bridge. Take the 2<sup>nd</sup> right (about 50 yards) and turn onto BROADWAY. Proceed four lights to MICKLE BLVD (Big Eddies is on the corner). Turn right on Mickle Blvd and proceed about four blocks. Watch for signs on the left for Battleship Parking. Follow signs to parking lot. Enter lot and park as close to the Delaware River as possible. The ship will be visible beyond the Tweeter Center. Parking costs \$6.00. Walk to the ship's visitor's center where we will have your boarding tickets. We will proceed onto the ship as a group, have our meeting, hoagies and drinks then proceed on our tour of the ship in groups guided by docents.

Wear comfortable walking shoes and slacks. Still cameras are permitted but video cameras are not. Ladies should carry small handbags or wear small shoulder bags that can be worn over the neck as we will be climbing ladders and you'll want your hands free.

### **THIS IS A SPECIAL GROUP RATE AND ALL TICKETS MUST BE BOUGHT IN ADVANCE**

Make checks payable to Pennsway Power Squadron. Mail checks to:

Arthur Hill  
5100 S Convent La Apt 125  
Philadelphia, PA 19114

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

Phone: \_\_ (\_\_\_\_) \_\_\_\_\_

Hoagie Choice:

Turkey\_\_\_\_Tuna\_\_\_\_Italian\_\_\_\_None\_\_\_\_

PRICE OF HOAGIE, DRINK & TOUR \$13.00

Seniors over 62 and children \$11.00

(small children not advisable due to ladders)

**ALL CHECKS AND RESERVATIONS MUST BE  
IN NO LATER THAN MAY 6, 2002.**

## WELCOME BACK MARTY

Let's all welcome back Martin McGlensey who has been absent from this good group for too long. Marty is a Past Commander of Pennsway and has done much to promote the cause of the USPS.

We hope to see Marty and his good wife, Ruth, at our meetings so come on out and say hello to them and welcome them back to Pennsway.



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## D/5 SPRING FLING EVENTS

DISTRICT-5 SPRING CONFERENCE will be held at the Marriott Hunt Valley Inn, Timonium, MD from April 5 to 7 2002. For those of you who have never attended a Spring Conference you will find that it is our District's "party" time. Friday evening many squadrons host hospitality suites that frequently have some type of hands on participation by the guests. These can be nautical in nature, educational or just plain fanciful, but a lot of fun nonetheless.

New events for this year will be a Friday afternoon golf tournament and a Friday evening pizza party. There are also a number of seminars and meetings dealing with Co-op Charting, Squadron Educational Programs and incoming Bridge Officers.

If you're interested please call P/C George R. Coder, JN Chairman of this event at 717.394.4846 or E-mail him at [docgrc@desupernet.net](mailto:docgrc@desupernet.net)

Also on the horizon is the District 5 COOPERATIVE CHARTING WORKSHOP, May 3 and 4 2002 at N.O.S's Atlantic Marine Center in Norfolk, VA. Here is where you can learn more about GPS, sextant use, Adopt-A-Chart, Channel and Current Survey and Coast Pilot Corrections. There are special classes for new comers. Come on down because it's casual and it's fun, not to mention it's really informative.

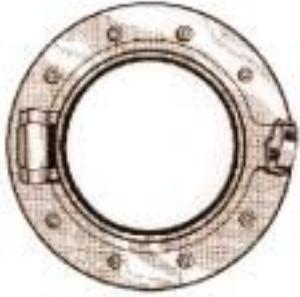
If your interested in more information contact D/Lt Elvin Cordle, AP at (804) 272-1165 or E-mail him at [e.cordle@worldnet.att.net](mailto:e.cordle@worldnet.att.net).

## THE SLUGGISH BAYLINER

Last summer, down on Lake Isabella, located in the high desert, an hour east of Bakersfield, California, some folks, new to boating, were having a problem. No matter how hard they tried, they couldn't get their brand new 22 ft Bayliner to perform. It wouldn't plane at all, and it was very sluggish in almost every maneuver, no matter how much power was applied. After about an hour of trying to make it go, they putted to a nearby marina, thinking someone there could tell them what was wrong. A thorough topside check revealed everything in perfect working condition. The engine ran fine, the out drive went up and down, the prop was the correct size and pitch. So, one of the marina guys jumped in the water to check underneath. He came up choking on water, he was laughing so hard. NOW REMEMBER THIS IS A TRUE STORY-----Under the boat, still strapped securely in place, was the trailer!

## USPS YOUTH POSTER CONTEST

This will be the Fifth Youth Poster Contest run by the United States Power Squadrons. This year's theme is "Get On Board For Boating Safety" **WHO MAY ENTER?** Children, grandchildren, nieces and nephews of USPS members are eligible. Participants must be from 6 to 14 years old. There will be three(3) AGE DIVISIONS: 6-8, 9-11 and 12-14. To get CONTEST RULES contact Cdr Ed White at 215. 572.1112 or P/C Marilyn Wright at 215. 646.8479 or you may get an entry form from the USPS web page. Let's see how many young, budding artists we have out there.



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## Editors Note...

You may recall in the February edition of The Portlight we included an article titled "Four Not-So-Famous Wrecks." However, only two of the four wrecks were presented. One more is presented here.

We thank the author P/C J McLendon, JN for his permission to reprint his article and for his contribution.

## Four Not-So-Famous Wrecks

P/C J. McLendon, JN

### The Majestic - 48 F.730

In the afternoon of June 4, 1890, the tug Nannie Lamberton was navigating the waters of the upper bay of New York, bound from the Erie Basin, Brooklyn, to Hoboken, N.J with the Emma lashed to her starboard side. Another boat, the Mildred, was lashed to the tug's port side. The Emma was loaded with a full cargo of grain. She was a good, staunch river boat and entirely fit to navigate the upper bay in ordinary weather. It was a clear, pleasant day, with little wind, and the waters were smooth. The tug and tows had reached a point beyond the northerly line of Buttermilk channel, a little to the north-east of the bell-buoy, off Governor's island when they were struck by a displacement wave from the steamer Majestic. The wave was encountered broad-side, or nearly so. It threw the tug against the side of the Emma with such force that the side of the latter was broken.

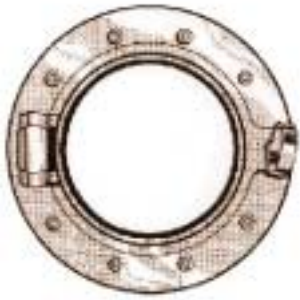
In assessing damages against the Majestic, the court reasoned: "it is plain, upon the proof, that a wave was thrown up by the steamer,

which made navigation unsafe for the canal-boat. ... If, when moving ... the Majestic produces such results, then there is something in her size or build which makes it necessary for her officers to be watchful of craft they pass at that distance, as well as of those in the immediate vicinity, and to regulate her motions accordingly. It will not do to say that the swell she throws is no higher than such as are produced by a high wind in these waters. They were entitled to navigate there, and the proposition cannot be maintained that harbor waters may be put at all times and at all seasons in as perilous a condition for smaller craft, by the rapid movements of large ocean steamers, as they are occasionally by the prevalence of a gale of wind. Such waters are not to be appropriated to the exclusive use of any class of vessels. We do not mean to hold that ocean steamers are to accommodate their movements to craft unfit to navigate they bay, either from inherent weakness, or overloading, or improper handling, or which are carelessly navigated. But of none of these is there any proof here, and in the absence of such proof we do hold that craft have the right to navigate there without anticipation of any abnormal dangerous condition, produced solely by the wish of the owners of exceptionally large craft to run them at such a rate of speed as will ensure the quickest passage."

**You are responsible for your wake.**

## PENNSWAY'S CHANGE OF WATCH AND 25<sup>TH</sup> ANNIVERSARY

Pennsway had 61 happy members and friends celebrate our Change of Watch and 25<sup>th</sup> Anniversary at Sandy Run Country Club. We not only had quite a few new members, but many of



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the "old timers" were there as well enjoying the good food, drinks and fun.

We actually started pretty much on time after our hospitality hour. After the parade of officers, with our incoming new Bridge and honored outgoing Commander the invocation was given by P/C Arthur Hill, SN and the pledge lead by P/C Al Beck, SN.



P/C Robert L.P. Howell, AP once again performed the duties of Master of Ceremonies. Since this was Pennsway's 25<sup>th</sup> Anniversary, Bob reminded each Past Commander present what "wonderful" historical event took place during their command. You just had to be there to appreciate Bob's remarks. Great job Bob.

The swearing in of officers and our guest speaker was D/Lt/C Richard L. Jansen, AP. He must have done an exemplary job as we noted P/C Tom Wisniewski left the Quarter Deck with a large smile on his face, while our new Commander, Ed White, approached the microphone looking a bit more pensive. We know Cdr Ed White will do a great job for Pennsway. We also have seen how diligent and steadfast P/C Tom Wisniewski has been and we

all thank him for his perseverance and willingness to keep Pennsway on track.



A special thanks goes out to D/Lt John R. Gill, AP and his wife Judy Gill, AP for their many hours in putting together the program booklet, which everyone received. Thanks to you both.



On the last page of the program is the statement, "Friendships Are Forever". Hopefully, by belonging to Pennsway and participating in its Educational Programs or its social events we might all at least become friends.



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## NEW WEATHER COURSE

USPS has a new Weather Course and Pennsway plans to offer it this spring. The course is entirely new with a sparkling text based on the USA Today Weather Book.

Knowledge of our weather and how it works will greatly enhance your boating pleasure. Making the weather work for you makes boating more fun and safer too. The course is ten sessions long, five on basic boating followed by five on heavy weather and forecasting. A final examination will then be given upon completion of the course.

The basic course covers effects of heat and cold, wind and atmospheric pressure, storms and fronts, rain and fog, floods, droughts and winter weather. The advanced portion covers thunderstorms and tornadoes, tropical weather, atmosphere and clouds and forecasting.

We need a minimum of five students to begin the course, which will start in late April. To enroll please call Past Commander Arthur Hill at 215.612.9393. You will be notified of the starting date, location and time.

## Subject: Performance Evaluations

These useful quotes are from actual federal employee performance evaluations. Perhaps you could use some of them in preparing your next evaluation.

1. If you give him a penny for his thoughts, you would get change.
2. If you stand close enough to him, you can hear the ocean.
3. Has two brains: one is lost and the other is out looking for it.

4. A photographic memory but with the lens cover glued on.
5. When his IQ reaches 50, he should sell.
6. He brings a lot of joy whenever he leaves the room.
7. He would argue with a signpost.
8. He sets low personal standards and then consistently fails to achieve them.
9. This young lady has delusions of adequacy.
10. When she opens her mouth, it seems that it is only to change feet.
11. One neuron short of a synapse.
12. Takes him two hours to watch 60 Minutes.

