



Lazy Log



February-March, 2023

The official publication of the Pensacola Sail and Power Squadron, a unit of the United States Power Squadrons and a member of District 15

Meeting speaker explores piracy along Gulf coast

By Julie B. Connerley

Several chapter members attended our



Feb. 15 meeting with guest speaker, Mike Thomin, manager of the Florida Public Archaeology Network's Destination Archaeology

Resource Center (FPAN) and a Faculty Research Associate at the University of West Florida. He co-authored a chapter that will soon be published in the book *Deadman's Chest: Even More Archaeology of Piracy* (University of Florida Press).

His presentation of "Pirates! The last

scourge of the Gulf" focused on the archaeology of piracy - what people were doing not just what they said they were doing. His remarks were accompanied by slides of shipwrecks, artifacts, archaeology underwater equipment, maps, letters and more.

A mission of archaeology is the need to "tease out the truth from the hype," he began. Some documents are created only for certain groups, while other groups are silent. For example, slaves could not read or write, and women were also not allowed to journalize, etc, so we are left with accounts from the people involved at the time, and later with newspapers, court records, etc.

One important distinction between studying a shipwreck and studying a land site People tend to build in the same areas for the same reasons previous inhabitants settled there thousands of years earlier. is that shipwrecks are "closed contact." That practice sometimes results in confusion for those studying sites, as artifacts from different time periods get mixed up. However, a shipwreck is a snapshot of that particular point in time-- a literal time capsule.

Also, preservation on shipwrecks underwater is superior to artifacts discovered on land. For example, the University of West Florida has found evidence of very

Continued on page 3

Marine Navigation Course in Beta Form

D/Lt/C Ron Swope, SN-IN

For several years we've been hearing that the new Marine Navigation course is almost ready. Well, "almost" is here. The beta test version is set to be released by 30 January. It will be in eBook format only and the

test period is expected to run through 30 June of this year. Feedback from the instructors will be used to make corrections and changes before the final version is released sometime after that.



The new course is a replacement for the current Piloting course. It has a strong emphasis on electronic charting and uses Open CPN. It also includes tutorials to help the instructor with the software. It also continues support of paper charting and it covers both inland and coastal navigation. It has 7 sections and is expected to be taught in 9 class sessions plus the exam.

Open CPN is free computer navigation software that anyone can download and use. Chapter 5, Section 18 in the

ABC3 book has an introduction to it. The basic course as we normally teach it, only includes chapters 1-4.

Question 1:

You are on the water at night. You spot a lighted buoy. It is too dark to see the color but the white light is flashing a short flash followed by a long flash followed by darkness. This pattern is repeated every few seconds. What is the

Continued on Page 3

February Meeting photos on page 4

The Lazy Log

The Lazy Log is the official publication of the Pensacola Sail and Power Squadron, Inc. It is published monthly and details the activities of the squadron.

The Pensacola Sail and Power Squadron is a private non-profit fraternal organization dedicated to "Safe Boating through Education." We restrict membership to no one requesting only that members express an interest in sharing our charter and learning the principals and practice of safe boating through education.

We hold regular business meeting and social events during the calendar year. Membership information may be obtained by visiting our website at ... www.psp.me ... or by contacting either the Commander or Secretary.



Safe Boating is no Accident -- Come for the Boating Education ... Stay for the Friendship

Officers and staff

Commander – P/C Charles Fosha, Jr., AP-IN
850.384.8264... cfosha@gmail.com

Executive Officer – office vacant at this time

Educational Officer –Lt/C John C. von Senden, AP
850-361-4294 ... john@southernngirl.net

Administrative Officer – Lt/C Steve Nauman, P
rsnauman@hotmail.com

Secretary – Lt/C Tod Shuls, JN-IN,
tod.shuls@gmail.com

Treasurer – Lt. Bob Summers, S

Lazy Log Editor - Becky Babineaux, S
901-482-6726 ... rmbabs@bellsouth.net

Past Commander – Scott Rathkamp, SN-IN
850-776-9736 ... cdrpsps@currently.com

Executive Committee At-Large

D/Lt/C Ron Swope, SN-IN
seopsp@gmail.com

Lt Julie Connerley 850.293.4031 -
jjjbean@aol.com

Lt Anne Hargis, S—850.341.2162

Treasurer Emeritus— Lt/C Harry Hebb, SN 850.492.6477 ... harry@hebb.me

Got a question? Need information? Contact us

Our website is available to assist you in answering questions about us and what we stand for. Just go to www.psp.me — it lists all the officers of the squadron, the most recent details of our meetings and rendezvous,, a complete listing of our educational program, our Vessel Safety Check program and many of the other activities we are involved in.

Please feel free to peruse our site whenever you wish. If you don't find what you are looking for, send an email to one of our officers or staff members. We will make every effort to answer your questions in as timely a manner as possible.



Feb-March Birthdays

Robert Summers—Feb. 7

Nina Koehler—Feb. 10

Mary Summers—Feb. 17



David Simon—Feb. 21

Dave Nicholson—Feb. 28

A look at Pirates on the Gulf coast (Continued from page 1)

tiny bits of black rat bones on the DeLuna ships in Pensacola Bay. "These are the earliest evidence of black rats in North America," Mike said. "Those bones would not have survived on land," he continued, "our Piracy hot spots included New Orleans, Galveston, Amelia Island (off the Atlantic coast), and sporadically throughout the Gulf Coast. With Mexico's War of Independence, piracy increased in that country. Moving through the 1820s - 1830s, most pirates moved to wherever revolutionary action was occurring-- notably the South American coast on both the Atlantic and Pacific coast.

The definition of piracy is simply the unlawful taking of a privately owned vessel by another, i.e. "robbery at sea." Privateering--often used interchangeably, was the legal use of an armed private ship to capture merchant vessels during time of war. It dates back to at least the 1500's, when an English king began issuing what were called letters of marque and reprisal. The vessel as well as its contents/crew would be seized. This was a quick way for a country which did not have a large navy to build one up.

While legally different, the consensus is that piracy and privateering were the same in practice. Eventually the British



Our speaker in February was Mike Thomin, manager of the Florida Public Archaeology Network's Destination Archaeology Resource Center and a Faculty Research Associate at the University of West Florida.

and American Navy's stepped in and established anti-pirate patrols, and later, anti-slave patrols. The British effort, first headquartered in Jamaica, was called The Jamaican Squadron. The United States initially established one in at what would become known as Key West called The West Indies Squadron.

By 1825, logistics and yellow fever re-

sulted in the U.S. moving the West Indies Squadron to Pensacola. It is why the Navy Yard was created, and later, the Pensacola Naval Air Station!

Piracy along our Gulf coast is just one of the many aspects of our local long-time maritime history, and we are fortunate to have experts, like Mike Thomin continuing the effort to preserve and record that past for future generations.

Marine Navigation

(Continued from Page 1)

significance of this buoy?

Question 2:

Some buoys make a sound that aids in identification in fog or other conditions of limited visibility. Two types of these are gong buoy and bell buoy. What is the difference?

Question 3:

With regard to a nautical light such as that from a lighthouse, what is meant by geographic range?

ANSWERS ON PAGE 4

PSPS welcomes Chip Walton to the squadron

By Julie B. Connerley

We are pleased to welcome Charles Milton "Chip" Walton, Jr. to the Pensacola Sail and Power Squadron. After seeing a flyer about one of our educational classes, Chip took the Boat Handling course and joined PSPS.

Originally from metro Atlanta, Chip and his wife of 35-plus years, Susan, have four grandchildren. They have been avid boaters for decades, though only five years in salt water. As a retired Business Ana-



lyst/Project Manager from Kubota and AT&T, he has expressed an interest in helping out with our Website and we are delighted!

February Meeting

Photos by Julie B. Connerley



Answers to Marine Nav questions

(Continued from Page 3)

Answer 1:

It is a mid-channel or safe water buoy. It marks the center of a channel and you may safely pass either side of it. The light pattern is the Morse code for the letter A. Mo (A) on a chart. Since it is dark, you cannot see that the buoy has red and white vertical stripes. Remember, navigational aid terminology indicates that stripes are vertical while bands are horizontal.

Answer 2: Both are actuated by the motion of the sea. The bell buoy has four external tappers that ring the bell in an irregular sequence but each produces the same tone. The gong buoy has four gongs with separate tappers for each gong. This results in different tones for each gong, also heard in an irregular sequence. This difference in sound characteristics allows the boater to distinguish between two sound buoys that may both be within hearing range of the boater.

Answer 3: Geographic range is the distance at which a light may be seen by an observer at sea level. The distance is limited by the curvature of the earth. The taller the structure, the further it can be seen.

