

NOVEMBER  
2011



MAIN LINE SAIL AND POWER SQUADRON—D5  
A UNIT OF UNITED STATES POWER SQUADRONS®  
SAIL & POWER BOATING  
WWW.MAINLINESPS.ORG

# The Pilot

## COMMANDER'S MESSAGE

I would like to take this opportunity thank all the squadron members that actively participate in all the MLS&PS educational activities and social events. An organization such as our, depends upon the active participation of its members. The only way we can fulfill our squadron goals of boating education, community service and fellowship. I also need to thank all those members of the executive committee who work so very hard to make things happen in the squadron.

There are a lot of fall activities and dinners on the horizon in which everyone should consider to participate. Since most of us in this part of the country are in the process of dry docking our boats for the coming winter months, these events can be a real boon to our depressed boating psyche.

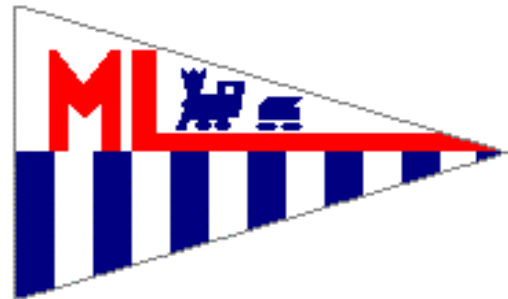
In November you can look forward to the USPS Districts 5 Fall Council and Conference November 4 – 6 in Gettysburg Pa. Delhigh squadron is also having their Land Navigation Contest and 16<sup>th</sup> Annual Fall Road Rally on November 12th.

The holidays are coming and there is no better way to start them off than by attending the annual Mainline Holiday party. This year we are going to the Downtowntown Country club on December 8th. Get your reservations in now.

Our Founder's Day dinner meeting and celebration will be held at Winberie's Restaurant in Wayne January 19<sup>th</sup>. This is the also the time of the year when we get together to elect our new officers for the coming year's bridge. Be sure to attend and make your vote count.

Be sure to read and enjoy the articles "The continuing Adventures of the good ship Whimsey".

Respectfully submitted,  
Cdr John Juzbasich, AP



# Log Ahead

Please mark your calendars for upcoming activities for February through August! Additional information will be forth coming.

- Nov 5-6th **D5 2010 Fall Conference,  
Gettysburg, PA**
- Dec 8th ***Holiday Party - cocktails @ 18:30 -  
"Downingtown Country Club"***
- Jan 19th ***Dinner Meeting and Founders day at  
"Winberie's Restaurant"***
- Feb 3-5th ***USPS Annual Meeting - Disney's Coronado Spring  
Resort, Orlando***
- March 17th ***Dinner Meeting and COW  
"Whitford Country Club"***
- March 23-25th ***D5 -Officer training/Spring Conference -  
Ocean City Md***

**Use this new e-catalog link to for ordering MLSPS apparel**

<http://www.sportswearcollection.com/webstorz>

*IS YOUR ROSTER INFORMATION UP-TO-DATE? New home, boat, phone, husband, marina, anchor, etc.....let Edee know at [remedy-sail@comcast.net](mailto:remedy-sail@comcast.net).*



### THE MAIN LINE PILOT

- The title of the newsletter is sometimes abbreviated as *The Pilot* or *Pilot*.
- Published monthly except for the combined issue of Dec/Jan and Jul/Aug.

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See the pilot in color on the web at

<http://www.mainlinesps.org>

New Apparel website — <http://www.sportswearcollection.com/webstorz>

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## *Executive*

### **U.S. launches new weather satellite**

A satellite launched Oct. 28 should improve both short-term weather forecasts and longer-term climate predictions, according to the National Oceanic and Atmospheric Administration (NOAA).

And while the satellite uses some new tools to collect weather and climate data, it is envisioned as only a stopgap measure until an even more advanced system can be deployed in 2017.

That's because it will temporarily take over collecting weather data from an existing, 30-year-old satellite system, which is nearing the end of its useful life. The planned full replacement for those satellites is not expected to be operational until 2017, according to NOAA.

Boaters on the Chesapeake Bay, along the New Jersey shore and throughout the country rely on NOAA weather forecasts created by using raw data from the weather satellites.

As reported by the BBC, the new satellite, known as NPP, for National Preparedness Project, must test new-style Earth observing instruments while at the same time providing operational data to meteorologists for general forecasting.

The satellite is a joint effort between NASA and NOAA, with input from the Department of Defense. It has five instruments on board that will monitor a wide range of land, ocean, and atmospheric phenomena - from the temperature and humidity of the air, to the spread of algal blooms in the ocean; and from the amount of sunlight bouncing off clouds to the extent of Arctic ice. Circling the globe at an altitude of 824 kilometers, NPP will become a key sentinel for watching over a changing Earth.

Dr Jim Gleason, the NPP project scientist at NASA's Goddard Space Flight Center, told the BBC: "NPP's observations will produce long-term datasets which will help scientists make better models, which then lead to better predictions, which hopefully can be used to make better decisions."

NPP will carry a diverse payload of scientific instruments to monitor the planet, according to the BBC. The 4,600-pound (2,100 kilogram) spacecraft, which is about the size of a small school bus, will cross the equator each afternoon at about 1:30 p.m. local time. It will carry five key instruments: the Advanced Technology Microwave Sounder (ATMS), the Cross-track Infrared Sounder (CrIS), the Ozone Mapping and Profiler Suite (OMPS), the Visible Infrared Imaging Radiometer Suite (VIIRS), and Clouds and the Earth's Radiant Energy System (CERES).

According to the BBC, instruments on board the satellite will include:

--ATMS, a 22-channel passive microwave radiometer, to create global models of temperature and moisture profiles that meteorologists will enter into weather forecasting models.

--CrIS, a Michelson interferometer, to monitor characteristics of the atmosphere, such as moisture and pressure that will be used to produce improvements in both short-and-long term weather forecasting.

--OMPS, a suite of hyperspectral-imaging spectrometers, to measure Earth's ozone levels, particularly near the poles where ozone levels fluctuate the most.

--VIIRS, a 22-band radiometer, to collect visible and infrared views of Earth's dynamic surface processes, such as wild-fires, land changes, and ice movement. VIIRS will also measure atmospheric and oceanic properties, including clouds and sea surface temperature.

--CERES, a 3-channel radiometer to measure reflected solar radiation, emitted terrestrial radiation, and total radiation, and to monitor the natural and anthropogenic effects on the Earth's total thermal radiation budget.

Lt/C Lance A. Parry, AP\*  
MLSPS Executive Officer

## *Administrative*

In October we had a Silent Auction and Dinner meeting at the Paddock in Devon. We haven't had an auction in a few years and I wasn't sure how it would come off, but, it turned out to be a good time and a successful auction. We had a lot of items that were put up for auction, had a good meal and also a good video of the cruise presented by Joe Pezley. Thank you to everyone who attended and participated in the auction. I would especially like to thank those who you can't attend but donated items for the auction.

The holidays are coming upon us fast. What better way to start them off than by attending the annual Mainline Holiday party. This year we are going to the Downingtown Country club on December 8th. Along with general holiday merriment, we will have live music, performed by keyboardist Walt Kensey. There will be various baskets of cheer to be raffled off. You will also find a dinner reservation form further along in this newsletter. Hope to see you all there!

Our Founder's Day dinner meeting is coming in January. It will be held at Winberie's Restaurant in Wayne January 19<sup>th</sup>. This is the time of the year when we get together to celebrate the founding of USPS and the Main Line Sail and Power Squadron. We will also be recognizing members who have contributed to the success of Main Line Sail and Power Squadron. In addition, we will be electing our new Bridge Officers for the coming year. Make your reservations now. You will find a reservation form in this publication.

We have had many discussions recently on how to best communicate squadron news and activities with the MLSPS membership. Traditionally our newsletter, the PILOT, has been the main means of communicating squadron news and activities. The problems with depending upon the printed and mailed PILOT are of the costs of printing and mailing and timeliness of receipt of the information. We have to depend upon our printers and the post office mail service, both of which can introduce significant delays in processing and delivery of the PILOT.

We have been using electronic emails to communicate more timely information to the membership and also have our own website to facilitate communications. This use has been growing hugely recently and will continue to grow. This doesn't mean that the PILOT will go away. I think that most members enjoy reading the PILOT. We have emailed the PILOT out to the membership in the past and wish to continue and expand upon this email option. We will continue to print and mail the PILOT out to those members who wish to receive it that way. I ask members who wish to receive the PILOT via EMAIL ONLY that you send an OPT-OUT email to me letting me know and I will take you off the printed and mailed pilot list. The PILOT will also be available on our web site. If you wish to continue to receive the PILOT the old slow way, you can do nothing. We will send the PILOT out via email to all members anyway. If you wish to OPT-OUT of receiving the PILOT via email, you can also send me a note. Thanks for your support.

Respectfully

Lt/C Wayne Barrett, JN  
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### **An Important USPS Member Benefits Reminder From USPS Headquarters**

Some members still have questions about how to opt out of member benefit mailings from the USPS.

Opt-out instructions

1. Go to *usps.org*.
2. Go to the *Member Stuff* box and click *Benefit Announcement Options*.
3. The *Manage Your Member Benefits Announcement Options* page comes up.
4. Reset Your Member Benefits Announcement Option to *No*.
5. Click *Update*.

That's all it takes.—**Tom Kemp**

**READ MORE** [Opt out of Member Benefits mailings](#)

**HOLIDAY DINNER PARTY**

**THE DOWNINGTOWN COUNTRY CLUB**

THURSDAY, DECEMBER 8, 2011

(COMBINED EXECUTIVE BOARD  
AND DINNER MEETING)

COCKTAILS AND MEETING 6:30

DINNER 7:30

Dinner Buffet is \$39.00 each. Included in this, you will have a choice of Pistachio Crusted Chicken with Cranberry, mustard relish or Dijon-Herb Crusted Pork Loin with braised Cabbage and Herb Demi (choose at the restaurant). Dinner includes salad, soup, entrée, Seasonal Vegetables, and Starch, rolls and butter. Also includes ice tea, lemonade, coffee and tea.

Seasonal Desert bar includes Assorted Cakes, Holiday Cookies, Choice of Apple Cranberry Bread Pudding or Brown Sugar Peach Cobbler.

There will also be live music provided by Walt Kensey - Musician Extrodanare'

**PLEASE JOIN US FOR A NICE WAY TO START THE HOLIDAY SEASON**

**R.S.V.P. BY NOVEMBER 30 th TO:**

Lt/Cdr. Wayne Barrett

33 PARK AVE

EAST FALLOWFIELD, PA 19320-4174

(610) 384-0744

wrfbarrett@comcast.net

CHECK PAYABLE TO MAIN LINE POWER SQUADRON

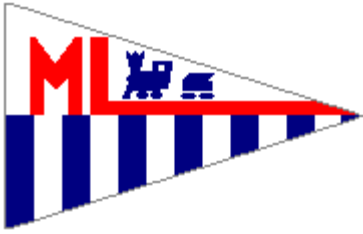
PERSONS ATTENDING \_\_\_\_\_ @ \$39.00 \_\_\_\_\_

TOTAL \_\_\_\_\_

Directions: *The Downingtown Country Club is located at 93 Country Club Drive in Downingtown Phone: 610-873-0800 website: <http://www.golfdowntown.com>*

# Founders Day Celebration

**Thursday, January 19, 2012**  
**Founders Day Celebration**



The Founder's Day dinner meeting is just around the corner. Every year we get together to celebrate the founding of USPS and the Main Line Sail and Power Squadron. We then turn our attention to the future by electing our new Bridge Officers for the coming year. We also recognize members who have contributed throughout the years to keep Main Line a viable and successful organization.

This year, we will be honoring a long-term and wonderful member, who is no longer with us, but who gave so much to MLSPS over many years. That person is Past Commander **Robert F. Alexander**. P/C Alexander's wife Marita, and son Bob Alexander, both current MLSPS members, will be in attendance with some very interesting (and old) photos and slides of past cruises and other Main Line events to help us celebrate. Please join us at Winberie's Restaurant for dinner and to recognize P/C Alexander's selfless contribution to the Main Line Power Squadron. This will surely be a fun and memorable event.

**Date:** Thursday, January 19, 2012

Cocktails: 1830

Dinner: 1930

**Place:** Winberie's Restaurant

1164 Valley Forge Road; Wayne, PA 19087 (Devon exit, Route 202)

**Occasion:** Founder's Day, Elections, and Celebration

**RSVP** Russ Jones

115 Oak St

Downingtown, PA 19335

610-873-1576

wrjones3@verizon.net

*All are invited... Skippers, Mates, Crew, Children, Guests...*

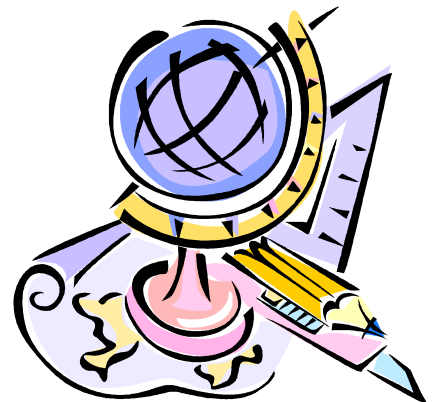
Choice of Entrees:

Chicken Marsala \_\_\_\_\_

Grilled Salmon \_\_\_\_\_

London Broil \_\_\_\_\_

Total number of dinners \_\_\_\_\_ at \$39.00 each. Checks payable to MLSPS.



For: \_\_\_\_\_ (Names)

*Please respond by January 6, 2012*

# Advanced Classes

## Advanced and Elective Boating Classes Education Department Questionnaire

The following USPS classes are open to members and non-members alike. Please consider taking one of these great classes. Some of these classes have been taught recently and others will be scheduled in the future. Your input will influence if and when we offer each of these classes. If you have friends who are not members, this is an excellent way of introducing them to the squadron and USPS. Your feedback is valuable, and every vote counts, so please respond to this request and let us know which classes you would like to see offered.

<b>ADVANCED Classes</b>	<b><u>Last Class</u></b>	<b><u>Next Scheduled Class</u></b>
Seamanship	2010	
Piloting	2011	Spring 2012
Advanced Piloting		Fall 2011
Junior Navigation	2009	
Navigation	2009	
<b>ELECTIVE Classes</b>		
Cruise Planning	2010	
Engine Maintenance	2010	
Instructor Development		Fall 2011
Marine Electrical Systems		Fall 2011
Marine Communications Systems		Spring 2012
Marine Electronics (to be replaced)		
Sail	2011	Spring 2012
Weather	2008	

Please get back to me with your selections for future classes.

Respectfully submitted, Russ Jones, SEO [wrjones3@verizon.net](mailto:wrjones3@verizon.net)

## Safety

### Boat Safe this fall , winter and spring - Avoid Hypothermia



Even when the weather is warm, do not forget that in many areas the water can be very, very cold. A sudden unexpected wake or other "unbalancing event" can land you in the frigid water. Although the possibility of drowning from falling into the water is a real threat, so too is hypothermia.

**Hypothermia is a condition that exists when the body's temperature drops below ninety-five degrees.** This can be caused by exposure to water or air.

The loss of body heat results in loss of dexterity, loss of consciousness, and eventually loss of life. A few minutes in cold water makes it very difficult to

swim, even to keep yourself afloat. In addition, a sudden, unexpected entry into cold water may cause a reflexive "gasp" allowing water to enter the lungs. Drowning can be almost instantaneous.

**Your body can cool down 25 times faster in cold water than in air.** If you examine the chart below you will see that survival time can be as short as 15 minutes. Water temperature, body size, amount of body fat, and movement in the water all play a part in cold water survival. Small people cool faster than large people and children cool faster than adults.

**PFDs can help you stay alive longer in cold water.** You can float without using energy and they cover part of your body thereby providing some protection from the cold water. When boating in cold water you should consider using a flotation coat or deck-suit style PFD. They cover more of your body and provide even more protection.

**Hypothermia does not only occur in extremely cold water.** It can, and does, occur even in the warmer waters of Florida and the Bahamas. Hypothermia is progressive - the body passes through several stages before an individual lapses into an unconscious state. The extent of a person's hypothermia can be determined from the following:

1. **Mild Hypothermia** - the person feels cold, has violent shivering and slurred speech.
2. **Medium Hypothermia** - the person has a certain loss of muscle control, drowsiness, incoherence, stupor and exhaustion.
3. **Severe Hypothermia** - the person collapses and is unconscious and shows signs of respiratory distress and/or cardiac arrest probably leading to death.

**Conservation of heat is the foremost objective for a person in the water.** To accomplish this, limit body movement. Don't swim unless you can reach a nearby boat or floating object. Swimming lowers your body temperature and even good swimmers can drown in cold water.

If you can pull yourself partially out of the water - do so. The more of your body that is out of the water (on top of an over-turned boat or anything that floats), the less heat you will lose. Especially keep your head out of the water if at all possible - this will lessen heat loss and increase survival time.

**Wearing a PFD in the water is a key to survival.** A PFD allows you float with a minimum of energy expended and allows you to assume the **heat escape lessening position - H. E. L. P.**

This position, commonly referred to as the fetal position, permits you to float effortlessly and protect those areas most susceptible to heat loss including the armpits, sides of the chest, groin, and the back of the knees. If you find yourself in the water with others, you should huddle as a group to help lessen heat loss.

## Safety-Cont

**Treatment of hypothermia can be accomplished by gradually raising the body temperature back to normal.** Re-establishing body temperature can be as simple as sharing a sleeping bag or blanket with another individual, or applying warm moist towels to the individual's neck, sides of chest and groin. Remove wet clothes as they inhibit heat retention. A warm bath could be used for mild to medium hypothermia, gradually increasing the temperature. Keep arms and legs out of the water and do not attempt to raise the body temperature too quickly.

**Do not massage the victim's arms and legs.** Massage will cause the circulatory system to take cold blood from the surface into the body's core, resulting in further temperature drop. **Do not give alcohol**, which causes loss of body heat, or coffee and tea which are stimulants (and cause vasodilation) and may have the same effect as massage.



If the WaterTemp. (F) is:	Exhaustion or	Expected Time of Survival is:
32.5	Under 15 min.	Under 15 - 45 min.
32.5 - 40	15 - 30 min.	30 - 90 min
40 - 50	30 - 60 min.	1 - 3 hours
50 - 60	1 - 2 hours	1 - 6 hours
60 - 70	2 - 7 hours	2 - 40 hours
70 - 80	3 - 12 hours	3 - Indefinite
Over 80	Indefinite	Indefinite



SailAngle.com is a free, worldwide, *safe* public website that was launched in January 2009. In August, USPS® began using SailAngle.com to communicate with members. It takes less than a minute to join SailAngle.

- Start by going to the USPS® website
- Click on the SailAngle button
- Complete your profile and you're done

Members will automatically be added to a national, district and squadron group

**BE SURE TO ACTIVATE YOUR SAILANGLE ACCOUNT**

### An Important Member Benefits Reminder

Some members still have questions about how to opt out of member benefit mailings from the USPS.

Opt-out instructions

1. Go to *usps.org*.
2. Go the *Member Stuff* box and click *Benefit Announcement Options*.
3. The *Manage Your Member Benefits Announcement Options* page comes up.
4. Reset Your Member Benefits Announcement Option to *No*.
5. Click *Update*.

That's all it takes.—**Tom Kemp**

**READ MORE** [Opt out of Member Benefits mailings](#)

# FLEET CAPTAIN'S REPORT

## NOVEMBER 2011 FLEET CAPTAIN'S REPORT

One of the oldest lighthouses on the Chesapeake, Pooles Island Light, has been reactivated. The light was first lit in 1825, deactivated in 1939 and reactivated this year. The light is located at 39.279 Deg N 76.270 Deg W. The characteristic of the light is four flashes followed by three flashes. The light is visible from the southwest to the northwest quadrant of the island. It is under control of the Army's Aberdeen Proving Ground. It, and the land around it, is off limits for all unauthorized personnel due to the risk of unexploded ordnance.

A current photo of the light may be viewed at [http://upload.wikimedia.org/wikipedia/en/4/46/Pooles\\_island\\_light.jpg](http://upload.wikimedia.org/wikipedia/en/4/46/Pooles_island_light.jpg)

### DISTRICT 5 FALL CONFERENCE AND EDUCATIONAL CONFERENCE

A clarification of the information presented at the last Executive Committee is that the site of the meeting is the Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, Pa 17325. The dates are 3 to 6 November. The hotel's telephone number is 866-845-8885. A copy of the registration form is attached.

P/C Jim Friedrichs, JN\*

Fleet Captain



## The continuing Adventures of the good ship Whimsey

October 29, 2011

Aboard Whimsey

Factory Creek, (Near Beaufort) SC



October 2011

Dogs Aboard from Jan Painter

Having dogs aboard has been a little like having kids aboard. At first they had some hesitancy about walking around on the deck while under way and they were very good about staying in the cockpit. As the days went by and we got out of the Chesapeake into the calmer waters of the ICW, Phoebe started feeling better (she seemed to be a little sea sick) and Thatcher lost his caution about moving around on the smooth fiber glass. Suddenly they were both all over the place. Standing side by side on the bow, heads thrust through the life netting staring at objects only they could see on shore; barking at dogs on shore and on other boats while they raced up and down the deck to keep their quarry in sight. Finally they were rough housing as they raced up and down the deck, over the cabin roof, leaping over lines and other obstacles, playing chase around a thirty-four foot boat. We tried giving them time outs in the cabin, but so far it hasn't dampened their enthusiasm one bit.

And then Phoebe discovered dolphins. I thought she was going to go into the water the first time she saw one surface. I imagine she thinks they are water dogs. I'm not sure that Thatcher really noticed them, but if Phoebe was excited that was good enough for him and he was excited too.

I think everyone who considers taking their dogs aboard for a long trip agonizes over the issue of poop deck training. As it turned out, everything worked out pretty well. At first Phoebe was a little shy about going with the boat moving under her and everyone looking, but after a short time even she got with the program. Thatcher caught on right from the start. Soon they were both making deposits as regular as clockwork. They even brave the foredeck during the dark (at anchor), in wind and rain. Nothing seems to deter them which, of course, raised another issue: who was to be the Poop deck Doody Officer? I must have raised my hand when I wasn't looking, because I got the promotion. Without going into details about my new duties, lets just say that a foredeck wash down pump, which was one of my Christmas-wish-list items, has become a non-negotiable demand of my continued service.

October 20 2011

Aboard Whimsey

We are waiting for a weather front to pass before we head into the "sounds" of Georgia. If you look at your charts, you can see that the route of the ICW below the Chesapeake follows rivers and channels for the most part, but as you proceed below Paris Island, there are frequent sounds which present larger and potentially more boisterous bodies of water. Having been bounced around a few times during our last trip along this route, we decided, in deference to our two canine crew, to try to keep the bouncing to a more dog friendly level. More about the dogs later, but just a few observations while we are enjoying a few 30 kt gusts at anchor.

## The continuing Adventures of the good ship Whimsey



“The Anchor Dance” (from George)

Two days ago, we enjoyed a quick trip from an anchorage in the marshes adjoining the Wadmalaw River to Factory Creek across from Beaufort, SC. On the Wadmalaw we were literally in the middle of no where. Maybe a little beyond. We were buttoned up in a small creek surrounded with marsh grass and oyster banks and mud. We had pulled over after about 8 hours of motor sailing and would proceed the following day to Beaufort. It is difficult to predict the currents, so we expected another 8 hour day. To our delight, we caught a fair current and got a little boost from the genoa and only need about 6 hours to make our next stop. Factory creek offers a friendly marina (dinghy dock, showers, etc. for a modest price) for those who wish to anchor out, and close facilities for groceries, propane, laundry and those necessities for sailors.

We had previously anchored in Factory Creek deep into the creek where it is narrow. Nice protection, but required two anchors to stay out of the mud banks when the wind or tide changed. This time we chose to lie to one anchor closer to the mouth of the creek. The creek was fairly empty except for a few local boats moored below a launch ramp, but we found a spot just above the ramp and away from some other obstructions like a channel marker, speed limit marker and private docks. Eighteen feet of water required more scope than we usually like, but we put it down.

For a day, while shopping and so forth, Whimsey swung nicely to anchor, but we knew a weather front was coming, watching the barometer fall at a steady pace, from about 1018 MB to 999 MB. Last night, as the sun was beginning to set, we noticed a very nice sloop of about 55-60 feet motoring into the creek against rising wind and chop. They passed us heading for the narrows of the creek, circled several times and then came steaming back to a point just up stream from us. A man left the wheel and manned the deck windlass, lowering their anchor. They payed out a fair bit of chain and waited for their boat to swing around on the anchor, having dropped it before they were pointed into the wind and current. After a few moments we heard the clank of chain reeled in, watched as they shifted position in the creek, repeated the lowering process with the anchor and waited again. Then, the whole process was repeated a third time. We waited with them. . . . Suddenly, the boat pushed a swirl of prop wash, turned toward their anchor as we heard the clank of chain once again. We saw the woman aboard hunched into the wheel as the man on the bow got the anchor into the roller under the moving boat and they steamed out of the creek, backtracking up the main river, apparently to some other spot to try anchoring.

Within half an hour, we observed a large Catamaran enter the creek against the even higher rising wind and chop. They passed us headed for the narrows of the creek, circled several times and then came steaming back to a point just up stream from us. A man left the wheel. . . . Well, you get the rest. In both cases the vessels left the creek under command of the wives at hull speed. We assume the conversations went something like this.... We're too close to the shore. We're too close to the dock. You're not letting out enough scope. It's getting late. We need to get somewhere before it's too dark. The wind it picking up.... And so on. I know. It has happened to me.

The question is, ‘who leads when doing the “Anchor Dance”?’

[PS: October 29, 2011. Next time we can talk about Jacksonville, Florida and tying up at the city park dock next to the EverBank Stadium on the week end of the Florida-Georgia Football game!]

Happy and safe boating!

Jan & George.

## Delhigh's Land Navigation Contest

### The 16<sup>th</sup> Annual Fall Road Rally

12<sup>th</sup> November 2011

\*---Rain or Shine---\*

### This year is the 50<sup>th</sup> Anniversary of Delhigh Power Squadron.

This 'WILL' truly be an event you do not want to miss!!!!!!!

Please set this date aside to attend the "2011 Annual Delhigh Road Rally".

If you have never been on one of our "Road Rallies", you have no idea what you have been missing. Attendance of this 'EVENT' keeps growing.

### This is NOT a 'RACE'.

It is a day spent with your family, a spouse, a friend, or a companion, for a drive on roads that you would probably never think to travel.

Please invite your friends. The more entries we have makes for a more enjoyable day.

The object is to follow the directions, look for the pictures along the way, answer a few questions and just enjoy the day and the scenery.

\*\*\* It is suggested that there are three or more individuals in your vehicle to locate pictures and answer questions.

**It will start at the 'North End Wanders Athletic Association, 308 Woodlawn Ave. Bethlehem, PA 18017, phone number (610)-691-9437, where we will meet for breakfast and get our instructions. Breakfast will start between 9:45 – 10:00 am, instructions will start at 10:30 am. PLEASE be at the N.E.W.A.A. by 10:15 am before the instructions start. First car out will start approximately 11:00 am.**

Find your way to the half way point, turn in your first set of instructions and receive your second half of instructions to get you to the final destination. At the final destination you will turn in 'ALL PAPERWORK'!

*You will then be given directions to get to the dinner location.*

We will end at a place to eat good food, have fun, and share good fellowship.

Prizes will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and last place.

### This year will be different.

We are telling you the location for dinner but not the final destination to turn in all your paperwork. After turning in your paperwork we will give you the directions to get to the dinner. This year will be a 'Buffet Style Dinner' ending the rally!

All of our past rallies have proven to be a world of fun, enjoyment, and a challenge for the driver and his partner, called the Navigator". Communication between driver and navigator is a plus. (Ask anyone who has attended.)

Please send in your reservation form by November 3, 2011.

*The dinner will be held at, 'America On Wheels Museum' in Allentown, PA.*

Your 'Road Rally Committee':

*Cyrus Nowroozani, JN*

*Kathleen Nowroozani, JN*

*Nilsa Lebeduik*

*Michael Lebeduik, III, AP*

**"Thank You for your continued Support!"**



**Reservations Form Delhigh Road Rally**

**“Reservations Form ‘MUST’ be returned by Nov. 03, 2011”**

Send a completed form and check made payable to:

**“Delhigh Power Squadron”**

Send to:

Questions:

**P/C Michael Lebeduik, III**

**Home Phone: (610) - 691-3348**

**3925 Carter Road**

**Cell Phone: (610) - 730-2798**

**Bethlehem, PA 18020**

**Email: TJA.ML3@verizon.net**

=====

# Of people attending: \_\_\_\_\_

# Of children under 10 years old: \_\_\_\_\_

# Of cars participating: \_\_\_\_\_

Is this your first “Road Rally” with Delhigh? YES \_\_\_\_\_ NO \_\_\_\_\_ (Attended how many? \_\_\_\_\_ )

Your Phone #: \_\_\_\_\_

Your Email Address: \_\_\_\_\_

NAME (s) of individuals in car: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Menu will be:**

**‘Buffet Style Dinner’**

- |   |  |
|---|--|
| Tossed Garden Salad, with House Dressing, | Fresh Baked Rolls with butter            |
| Home Made Meatloaf with gravy,            | Fresh Roasted Turkey with bread stuffing |
| Home Made Whipped Potatoes,               | Fresh Seasonal Vegetable (Chef Choice)   |
| Regular and Decaf Coffee, Assorted Teas   | Cake                                     |

\*(Alcoholic Beverages are on your own tab. There will be a limited bar selection.)

**The price includes:**

Buffet Breakfast, Road Rally, Admission to ‘America On Wheels Museum’, Dinner at the Museum and one adult beverage of your choice..

Number of people attending ‘Full Event’ ..... \_\_\_\_\_ x 35.00 = \$ \_\_\_\_\_

Number of people attending ‘Museum and Dinner’ Only ... \_\_\_\_\_ x 30.00 = \$ \_\_\_\_\_

**Total: \$ \_\_\_\_\_**

**COME AND ENJOY THE DAY!!!!**

**“Only YOU can help make this another successful Event!”**

# D5 FALL CONFERENCE

**“Go With Confidence”**

**USPS Districts 5 Fall Council and Conference 3 – 6 November 2011  
Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, Pa 17325**

MEMBER: Rank \_\_\_\_\_ Name: \_\_\_\_\_ Grade: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
SQUADRON: \_\_\_\_\_  
E-MAIL:----- PHONE: \_\_\_\_\_

**SPOUSE/OTHER ATTENDEES:**

Rank \_\_\_\_\_ Name \_\_\_\_\_ Grade \_\_\_\_\_

Rank \_\_\_\_\_ Name \_\_\_\_\_ Grade \_\_\_\_\_

**ACTIVITIES SELECTIONS**

“Dinner with the Bridge” Thursday, Hickory Bridge Farm Restaurant # \_\_\_\_\_

Read details in article in Mark 5 or on D5 web site – Family style dining set in a 190 year old barn. Restaurant Opening for only D5, cost is \$30 per person which includes food, tax and gratitude. Pay as you go.

Friday, 4 Nov – “Meet & Greet” to include Fields of Freedom Film

At Gateway Theater at Wyndham Conference Complex # \_\_\_\_\_ @ \$10.00 \_\_\_\_\_

Saturday, 5 Nov – Social Luncheon # \_\_\_\_\_ @ \$24.00 \_\_\_\_\_

Saturday, 5 Nov – Banquet with Award Ceremony

Sautéed Breast of Chicken Piccata # \_\_\_\_\_ @ \$37.00 \_\_\_\_\_

Roasted Herb Crusted Pork Loin # \_\_\_\_\_ @ \$37.00 \_\_\_\_\_

Special Dietary requirements \_\_\_\_\_

**TOTAL ENCLOSED** \_\_\_\_\_

Make Checks Payable to: 2011 USPS D5 Fall Conference – Cut off for Activity Reservation is 21 October 2011

SEND TO: D/Lt Barbara J. Walter, AP  
29961 Skyview Drive  
Mechanicsville, Md 20659

If you have any questions contact P/D/C Arlene Anderson, AP at 757-357-6319

Hotel Reservation are made directly with Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, Pa 17325, (866) 845-8885 or (717) 339-0020, use Reservation Code of USPS D5 to get conference rate of \$119.00 plus tax. Cut off date for D5 rate is 11 October 2011.

## Report On Proposed By-Law Changes

Report to Executive Committee for amendment to the Main Line Sail and Power Squadron Bylaws to conform to USPS changes in classes of members.

As a result of changes to the National definitions and classes of membership, our current bylaws adopted in 2007 are inconsistent with USPS. USPS has eliminated "Family Members" as was previously defined in our sections 3.2 and 3.5. The USPS Model reorganizes the active membership relationship in the new §3.5 et. Seq.

Main Line has maintained an internal designation of "senior member", §3.4.1. This class of member is also now noted in the model bylaws.

New §3.6.1 provides for "automatic conversion of apprentice members to "active" member status with some options to conversion.

The national model has added §3.13 providing for voluntary resignations to be in writing, and providing that acceptance of a resignation shall be deferred until any indebtedness to USPS or the squadron has been paid. This section also provides for termination of membership if dues are in arrears later than two weeks after the beginning of the member's dues year.

It would appear that changes to bring our bylaws provisions on membership into complete harmony with USPS structure can most efficiently be achieved by adopting the provisions Article 3 of the Model Bylaws published by National, replacing our current Article 3 completely. As noted in §3.12 of the Model, all classification of membership is determined by national, only the admission function is delegated to the squadrons.

The revised model Article 3 reads as follows:

### "ARTICLE 3

#### Membership

**Section 3.1** Membership in USPS and in this squadron is a privilege, not a right, and shall be by application and contingent upon meeting eligibility requirements as set forth in the bylaws of USPS. Admission to membership in USPS is a function of the USPS Governing Board and is delegated to the squadron Executive Committee subject to USPS policy. No membership shall be valid unless the member meets and continues to meet the factual requirements of membership in USPS according to the policies of USPS and this squadron.

**Section 3.2** There shall be the following classes of membership: active members, apprentice members, associate members, and honorary members.

**Section 3.3** Active members of this squadron shall consist of persons who are able and willing to contribute time, energy and skills to the objectives of USPS or this squadron, meet the qualifications for active membership set by USPS Policy and have been admitted to membership as herein provided.

**Section 3.4** Any member who has been awarded 25 merit marks shall become a life member. Life members shall be exempt from further payment of squadron dues and shall receive such other exemptions in this squadron as are appropriate to match those granted by USPS.

**3.4.1** An individual who has been awarded at least five merit marks shall be deemed a senior member.

**Section 3.5** Individuals who reside with an active member (considered a *primary active member* for billing purposes) may be admitted as members in the same manner as any other such member. They shall have all the rights and privileges of their membership class except they shall not be entitled to receive separate copies of *The Ensign* or other publications and their dues shall be billed to the primary active member

**3.5.1** Upon the resignation, termination or death of a primary active member, any memberships that had been billed to the primary active member shall continue with one such member, 18 years of age or older, automatically becoming the new primary active member. If no such member exists, or the only qualifying member refuses the change, all remaining members 12 to 17 years of age will be offered the opportunity of becoming apprentice members.

**3.5.2** Members less than 18 years of age shall be entered as active members, may enroll in courses and may receive merit marks. They shall also be entitled to wear the uniform, fly the ensign, and attend any business meeting of USPS or any district or squadron, but may not serve in an elected position, chair a committee or vote.

**Section 3.6** Apprentice members of this squadron shall be persons who have reached the age of twelve and have passed an examination approved by the USPS Board of Directors. Apprentice members shall have the same privileges as are available to active members except they may not serve in an elected position, chair a committee or vote.

**3.6.1** On becoming 18 years of age, an apprentice member shall automatically become an active member unless electing to remain an apprentice member. At any time between the ages of 18 and 23 an apprentice member can irrevocably elect to become an active member. Apprentice membership shall automatically be converted to active membership at the end of the dues year in which the apprentice becomes 23 years of age.

## Report On Proposed By-Law Changes

**Section 3.7** Associate members of this squadron shall consist of members in good standing of other squadrons of USPS, or of the Canadian Power and Sail Squadrons, who have been granted associate membership by the Executive Committee. Associate members shall have all of the privileges of active members except that they may not hold elective office in this squadron, have representation by delegates of this squadron, be entitled to represent this squadron at any USPS or district meeting, or be entitled to vote at any meeting of this squadron.

**Section 3.8** Honorary memberships may be conferred by the Executive Committee, for not more than one year at a time, upon any persons not members of USPS and who have made a significant contribution to safe boating or to the work of this squadron. Honorary members shall have none of the privileges extended to other classes of members except to wear the USPS lapel pin. Honorary members shall pay no national or local entrance fees, assessments or annual dues.

**Section 3.9** [*Reserved*]

**Section 3.10** An application for membership in this squadron must have been endorsed by one or more active members before being presented to the Executive Committee for final action. Admission to any class of membership in this squadron shall require a majority vote of the Executive Committee members present and voting at a duly constituted meeting of said committee.

**Section 3.11** No member of the Executive Committee or of the Membership Committee shall disclose any member's vote, or make any comment on or discuss outside the committees' meetings any application to membership. No one may disclose the name of any person considered for membership to anyone not an active member of this squadron. No one shall be entitled to receive information from any member of the Executive Committee or of the Membership Committee concerning the approval or disapproval of the application of any person to membership in this squadron and USPS, except that a member proposing a person for membership shall be informed by the Membership Committee as to the status of the proposal.

**Section 3.12** The classification of members and the educational grade of members attaining advanced grades shall be in accordance with USPS policy.

**Section 3.13** All voluntary resignations must be made in writing to the commander or the secretary of the member's squadron with a copy to the national secretary. No resignation of a member indebted to USPS or to a squadron shall be accepted until such indebtedness has been paid. If dues of any member are in arrears later than two weeks after the beginning of the member's dues year, membership, including any additional memberships in connection therewith, will be terminated automatically and without further notice. Membership may be terminated as provided in Article 15 of USPS bylaws."

The Main Line Sail and Power Squadron procedure for amendment of our bylaws is as follows:

### **ARTICLE 17**

#### **Amendments**

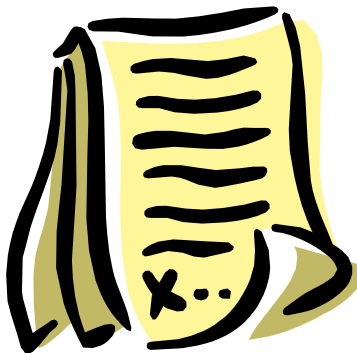
**Section 17.1** These bylaws may be amended, subject to the approval of the USPS Committee on Rules, by a two-thirds vote of the active members present and voting at any regular or special squadron meeting, provided that a quorum is present at the time the vote is taken AND (1) the proposed amendments are stated in full in the notice of the meeting at which action is to be taken thereon, or (2) an announcement of the proposed amendments was given to each member and multiple copies of the old and the proposed bylaws are made available to the members at two or more consecutive general membership meetings at least 20 days apart (the last such meeting may be the meeting at which the vote is taken).

**Section 17.2** When proposed amendments are properly before any meeting for consideration, they may, before final action is taken thereon, be changed by a majority vote, provided the change is germane to the subject of the amendment under consideration.

**Section 17.3** Amendments to these bylaws shall not become effective until approved by the USPS Committee on Rules. Notice of such approval is to be provided by the squadron secretary to each active member. Notice of approval in the squadron publication, duly issued and circulated, shall fulfill the above requirement.

Respectfully submitted,

George M. Painter, III, P/C.



## Mainline Apparel



Men's 3 Season  
Jacket



Women's Columbia  
Fleece Jacket

NEW APPAREL WEBSITE

<http://www.webstorz.biz/mainlinesps.html>



Men's Polo's



Main Line Sail and Power Squadron  
2009 Summer Cruise

Printed Tee Shirts From  
2009 Summer Cruise



Women's Polo's



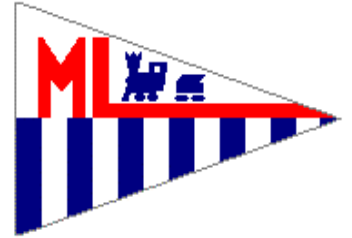
560 Peck Road; Downingtown, PA 19335  
e-mail: [webstorz@comcast.net](mailto:webstorz@comcast.net)  
484-237-4051

Use this new e-catalog link to for ordering MLSPS apparel

<http://www.sportswearcollection.com/webstorz>

# Main Line Sail and Power Squadron

<http://www.mainlinesps.org>



November 2011		
2	Wed	Executive Committee Meeting - Paoli Presbyterian @ 1930
2		Pilot Deadline
4-6		D5 Fall Conference, Gettysburg PA
5		Chestertown Rendezvous- Sultana Put-up

December 2011		
7	Wed	Executive Committee Meeting
2	Wed	January Pilot Deadline
8	Wed	Holiday Party - cocktails start @ 18:30 - Downingtown CC

January 2012		
4		Executive Committee Meeting - Paoli Presbyterian @ 1930
4		February Pilot Deadline
19		Dinner Meeting—Founder’s Day TBA

February 2012		
1		Executive Committee Meeting - Paoli Presbyterian @ 1930
1		Pilot Deadline
7		Spring conf planning meeting
16		Dinner meeting with program
3-5		USPS Annual Meeting - Disney's World

March 2012		
7		Executive Committee Meeting - Paoli Presbyterian @ 1930
7		April Pilot Deadline
17		Dinner meeting—COW— TBA
7		Spring conf planning meeting
23-25		D5 -Officer training/Spring Conference



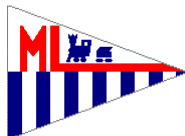
**District 5**

<http://www.uspsd5.org/>



**National**

<http://www.usps.org>



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WWW.MAINLINESPS.ORG**

November 2011

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