

SEPT-OCT
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 participated in the summer cruise making it a record event for the MLS&PS. I also need to thank all those members that worked so very hard to make the cruise happen and become the major event of the summer for mainline.

There are a lot of fall activities and dinner on the horizon for everyone 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.

The first event coming up is a silent auction and dinner meeting October 20th at the Paddock in Devon. Be sure to take advantage of the education departments mini seminars, “How to Use a GPS” and “How to Use a Chart”, October 29th at Clews and Strawbridge in Frazer.

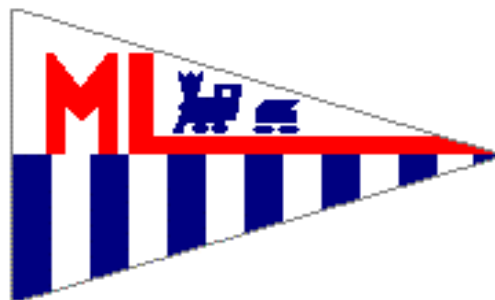
In in November you can look forward to the USPS Districts 5 Fall Council and Conference November 3 – 6 in Gettysburg Pa. Delhigh squadron is also having their Land Navigation Contest and 16th Annual Fall Road Rally on November 12th.

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.

Be sure to read and enjoy the articles “The continuing Adventures of the good ship Whimsey” and “The 2011 Cruise Forward Throttle Award”. Both are about our member’s boating activities.

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.

- Oct 20th *Dinner Meeting and Auction at The Paddock*
- 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 Cocktails*
- 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.

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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Lt/C Wayne R. F. Barrett, JN
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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>

2011-2012 BRIDGE

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Executive

Kent County Rejects Proposal for Rubblefill At Head of Sassafras

The Kent County Commissioners have apparently decided to reject a proposal to create a rubblefill at Jacob's Creek, near the headwaters of the Sassafras River.

Commissioners William Pickrum and Ron Fithian announced their decision to stop considering the plan at a commissioners' meeting Oct. 4.

According to the Chestertown Spy, Fithian said that Commissioner Alex Rasin, who was not at the meeting, agreed with the stand the other two commissioners were taking on the rubblefill.

Kent Recycling and Land Reclamation LLC, had proposed to build a rubble recycling facility on the Alexander Farm east of Galena, in Kent County. A section of the property is being used now as a gravel pit.

The idea of a rubblefill near the head of the Sassafras scared the Sassafras River Association (SRA), which organized protests around the plan.

And some recreational boaters were also concerned at the prospect of additional pollution of the river.

The Sassafras is a favorite site for members of the Main Line Sail and Power Squadron; some keep boats in marinas on the river, and others use the river regularly on a transient basis.

"I know a lot of folks are concerned about the proposed rubblefill. Based on the information that we have received and the facts as we understand them regarding job growth, and the economic and environmental impact I think that we'll be opposed to establishing a rubblefill off of Rt. 301," said Pickrum, as reported in the Chestertown Spy.

The SRA, an environmental watchdog group that looks out for the river, organized protests against the plan, including one in September that drew about 120 people to a county commissioners meeting, according to an article by Craig O'Donnell in the Kent County News.

The plan envisioned truckloads of waste from distant construction sites being dumped daily at the site, to be recycled on-site. Protesters worried that the project would result in hundreds of trucks daily disgorging waste from as far away as Philadelphia and New York.

Jamie Brunkow, the Sassafras Riverkeeper, said the SRA was worried about possible further pollution of the river.

"There's already a complete lack of attention to the MDL (Maximum Daily Load of pollutants) on the river," said Brunkow.

Noting that the developers said they would monitor the nature and amount of material headed for the facility, Brunkow said, "They (wouldn't) be able to check every truck (for toxic wastes)" as it arrives at the rubblefill.

"And, today there isn't a dump liner that's 100 percent effective," he said.

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



Administrative

It's been awhile since we published a PILOT so this one contains a lot of good information about up-coming events and about past events. We hope to be more regular in releasing the PILOT in the future. There are many interesting articles in this PILOT so enjoy.

We are having a Silent Auction and Dinner meeting October 20th at the Paddock in Devon. We haven't had an auction in a few years so now is the time to get rid of some of those spare, unused boating or other items that have been piling up and pick-up something else that you could use. You also get the opportunity to help the squadron's finances. If you can't attend, please consider sending something to auction anyway. Call me to make arrangements. All revenue goes to various Mainline programs. All sales are final. If your items are larger, please bring photos or description instead, as there will be limited space in the restaurant. Return the form that is included elsewhere in this newsletter by the 16th of October with your dinner reservations and items for auction. Come prepared to bid on some interesting stuff! If you can't attend; but wish to contribute an item for auction, please contact me and I will make arrangements to pick up your items.

There will also be some interesting slide shows of the summer cruise presented by P/C Joe Pezely, along with general fun and hoopla.

It's getting to be that time of year to start thinking about the holidays. 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!

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 will to print and mail the PILOT out to those members who wish to receive it that way. I ask members whom 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 you support.

Respectfully

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

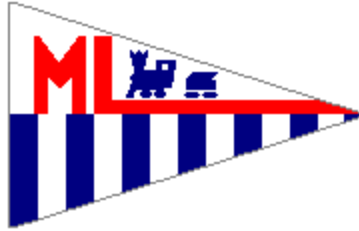
Some members still have questions about how to opt out of member benefit mailings from the USPS.

Opt-out instructions

1. Go to usps.org.
2. Go the *Member Staff* 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](#)



**Main Line Sail and Power Squadron
Dinner Meeting and Silent Auction of Boating Items**

October 20th At the Paddock in Devon 6:30-9:00

PLEASE RETURN THIS FORM NO LATER THAN October 16 th

Mail or FAX or Email this form to

Wayne Barrett, JN

33 Park Ave

East Fallowfield, Pa 19320

Home Phone: 610-384-0744

Email: wrfbarrett@comcast.net

Silent Auction items listed below must be delivered to:

The PADDOCK at DEVON

October 20th 2011

MENU:

Assorted crudite with dipping sauces, sliced baguettes and water crackers, Salad and desert along with main course. Cash bar available.

Main Course Choice: Prime Rib Au Jus No: _____

Roasted Salmon No: _____

COST: \$35 per person Total remitted: _____

RSVP TO:

Make checks payable to MLSPS and send, along with the auction form to:

Wayne Barrett Email: wrfbarrett@comcast.net

NAME: _____

NAME OF AUCTIONED ITEM: _____

DESCRIPTION OF ITEM: _____

WHOLESALE PRICE: \$ _____ RETAIL PRICE: \$ _____

OTHER DETAILS: (include references to autographs, previous owners, etc.)

Thank you for your Donation!

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.

ADVANCED Classes	<u>Last Class</u>	<u>Next Scheduled Class</u>
Seamanship	2010	
Piloting	2011	Spring 2012
Advanced Piloting		Fall 2011
Junior Navigation	2009	
Navigation	2009	
ELECTIVE Classes		
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

Education

United States Power Squadron Seminar

How to Use a GPS

In less than 2 hours, you will learn why and how:

How to operate your GPS

What the buttons do

What the screens show

To use the functions

Navigate a safe course

Tips on choosing a GPS that's best for you

PLUS – Waterproof Guide Included!

Seminar Details:

Where: Clews and Strawbridge

310 Lancaster Avenue

Frazer, PA 19355

610-633-3529

When: Saturday, October 29, 1:00 to 3:00 PM

Cost: \$24.00 per person

Conducted by: Main Line Sail and Power Squadron

United States Power Squadron Seminar

How to Use a Chart

In less than 2 hours, you will learn why and how:

What charts show navigators above the water

Chart Features

Chart Scales

What charts show navigators below the water

Aids to Navigation

Latitude and Longitude

Planning your course

What's in your way

PLUS – Waterproof Guide Included!

Seminar Details:

Where: Clews and Strawbridge

310 Lancaster Avenue

Frazer, PA 19355

610-633-3529

When: Saturday, October 29, 9:30 to 11:00 AM

Cost: \$24.00 per person

Conducted by: Main Line Sail and Power Squadron



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>*

Safety - Flu season

What you don't know about the flu can hurt you, and me.....

Every autumn, we are confronted with assorted myths and facts about flu and flu shots. This year is no exception. The article contains information from the CDC.Gov website. As always, consult with your Doctor to make any medical decisions.

The flu is an upper respiratory disease caused by a variety of viruses each year. About 15-61 million people get the flu each year. It can be severe, causing over 200,000 hospitalizations a year. A cold makes you feel bad; the flu is like getting hit by a bus.

Flu spreads from person to person in droplets such as those spread by sneezing. A sneeze can spread droplets up to 6 feet. The virus can live on a surface, like a doorknob or counter from 2-8 hrs. The things your mother told you are the best preventions: **WASH YOUR HANDS**, use a tissue and throw it away at once, stay away from people who are sick and if YOU are sick, stay home. In fact, you should stay home a full 24 hours after your fever goes away and stays away after you stop taking a fever reducing medicine.

Most people should get a seasonal flu shot. They are recommended for every one aged 6mos- 19 yrs and 50 yrs and up. Children, adults 65 & up and people with chronic illnesses are especially susceptible to seasonal flu. Flu vaccine is made from killed virus and contains 2 different strains, an A H1N1 (**NOT 2009 H1N1**) and a B virus. The types vary each year according to patterns and predictions made by researchers. The nasal spray is made from weakened virus, it is recommended for healthy people aged 2 yrs- 49 yrs. The seasonal vaccine **will not** protect against 2009 H1N1 flu.

It is not too late to get a seasonal flu shot. The flu season does not really begin peaking until January or later. Your doctor can advise you when, depending on your medical condition and the type of vaccine that is right for you.

There are a few symptoms you should be aware of as they may indicate a medical emergency. They are: Difficulty breathing, Chest or abdominal pain, sudden dizziness, confusion, severe or persistent vomiting or Flu symptoms that improve but then return with fever and a worse cough. If you experience these, call your Dr. at once.

Remember that you can be contagious for a day before you become sick and for up to 5-7 days after your symptoms subside. Be prepared to be sick and have to stay at home for up to a week. Have a supply of OTC meds on hand to treat symptoms such as fever or nausea. Have a good supply of tissues, gel hand cleanser, disinfecting wipes and simple easy to prepare foods. No one wants to get sick or make others ill. Use common sense, get a flu shot and stay home if you are ill and you will go a long way toward a healthy fall and winter,

P/C Meridith S. Barrett, AP



FLEET CAPTAIN'S REPORT

SEPTEMBER 2011 FLEET CAPTAIN'S REPORT

Irene has passed. Hopefully you have survived without damage. However, there is plenty of risk remaining on the water due to debris on and under the surface. Additionally many aids to navigation have either been lost, damaged or moved. Rely on your GPS and current chart to confirm your position and report any differences in the position and condition of navigational aids to the Coast Guard.

Meanwhile enjoy the warm waters, cool breezes and many activities that are available. Some of which are listed below.

POWER BOATING

Poker Run. Cove Point to Sandy Point Saturday, September 24. Telephone contact: 410-576-2674.

Chesapeake Challenge Race. Patuxent River, Saturday, September 24. Telephone contact: 410-576-2674.

Head of Chesapeake Bay Poker Run. Saturday, September 10 from North East, MD. Telephone contact: 410-576-2674.

Waterman's Day at Eastern Yacht Club on Saturday, September 17. Telephone contact: 410-576-2674.

SAIL EVENTS

"The Great Chesapeake Bay Schooner Race Parade of Sail" will be held at Fells Point in Baltimore at 1700 on October 12. Telephone contact: 410-576-2674.

Classic Wooden Sailboat Rendezvous and Race. Sunday, September 18, 1100 on the Severn River at College Creek. Telephone contact 410-576-2674.

"50th Annual Hammond Memorial Race" will be held Saturday, September 18. The race begins at 0830 from Oxford and finishes at Poplar Island.

FIREWORKS

Fort McHenry on Saturday, September 10 at 2130.

Pasadena, MD Saturday, September 16 at 2100.

BOAT SHOWS

Annapolis Sailboat Show October 6-10.

Annapolis Powerboat Show October 13-16.

Will have more details in the October report as there is a Navy home football game on Saturday the 8th and the show usually uses their lot for parking and will certainly cause significant parking problems.



FLEET CAPTAIN'S REPORT - CONT

OCTOBER 2011 FLEET CAPTAIN'S REPORT

As mentioned last month October is boat show month. The Annapolis Sailboat Show and Powerboat Show schedules and prices are shown below.

ANNAPOLIS SAILBOAT SHOW, OCTOBER 6-10

Thursday	October 6	1000-1800	\$35
Friday	October 7	1000-1830	\$17
Saturday	October 8	1000-1830	\$17
Sunday	October 9	1000-1830	\$17
Monday	October 10	1000-1700	\$17

ANNAPOLIS POWERBOAT SHOW, OCTOBER 13-16

Thursday	October 13	1000-1800	\$35
Friday	October 14	1000-1830	\$17
Saturday	October 15	1000-1830	\$17
Sunday	October 16	1000-1830	\$17

There is a Navy home football game on Saturday the 8th and the show usually uses their lot for parking and will certainly cause significant parking problems. Should you decide to attend on the 8th the following parking facilities are available along the route of the bus route known as the Annapolis Circulator.

- Park Place Garage, West Street and Spa Road
- Knighton Garage, Colonial Avenue and West Street
- Gott's Garage, 250 Northwest Street

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 3, 2011

Aboard Whimsey

Mill Creek, Wicomico River, VA



Whimsey “sat” from the MLSPS cruise in July for almost six weeks. We had had a nice couple of sails during the Chesapeake spring and a great time as usual on the MLSPS summer Cruise. The plan was to take her down the ICW to Jacksonville, Florida between October first and sometime in November, then to drive home for the holidays, drive back to Jacksonville in January and proceed down to the Keys.

I ended up having a knee “scoped” in August. A torn meniscus resulting from racquetball. It sounds benign, but even though they use little instruments and leave little external evidence, it hurts for a while. While it was hurting, and I was taking Physical therapy, we needed to do a few things with Whimsey in preparation for the planned trip. The major item was to add an anchor pulpit to hold a second anchor. From our previous trip south, there are a few places where setting two anchors seems prudent. Since Whimsey was designed with space on the bow for just one anchor, we had to figure a way to fasten a second anchor roller to hold our 35# Delta. Our working anchor is a 28# Bulwaga. Don’t ask. It’s an ugly thing, but Jan can manage it alone and it holds like a pit-bull.

To make a long story longer, we designed a laminated platform that would sit next to the existing bow roller, to which we could fasten a second roller for the Delta. We built the platform out of oak and decided to cover it with fiberglass. (Years ago we had used this technique to make a couple of canoe boxes when we were active in scouting.) Basically, you build an item out of wood, and then apply fiberglass cloth and epoxy or polyester resin over the surface. The result is very strong and resistant to the elements and abrasion or abuse. It is not totally unlike building a boat with a cored deck or topsides, the core in this case is wood.

We built the platform and fiber glassed it at home. The fiberglass resin tends to be about runny as maple syrup, and can be worked into the fiberglass fabric easily if you are working on a horizontal surface. When it was time to fasten the platform to the boat however, two problems arose. One was the necessity for me to kneel a lot on a very tender knee in order to work on the deck to measure and position the new platform to be bolted on. The other was that we needed to cut a hole in the bottom of the “nose” of Whimsey to through bolt the new platform to the deck and then patch the hole from below the deck. Remember, we are a catamaran, so the “nose” is really a part of the bridge deck which spans over the water between the two hulls at the bows.

The kneeling part was solved for about five bucks from Home Depot. We found a cheap pair of closed cell foam knee pads with elastic and Velcro straps. One wrap around the leg below the knee, and these little foam pads pretty much stay where you want them – right over your knee. They provided just enough cushioning that I could comfortably kneel and move around in a kneeling position to accomplish all the required chores with comfort. I didn’t have to move a pad or cushion as I moved, and they really kept my knees from hurting. Although I never realized it before, my other knee also appreciated the padding versus kneeling on the bare fiberglass deck. The knee pads are now a part of my regular boat gear. There are so many chores around the boat where I spend time kneeling that the pads are permanently aboard.

The continuing Adventures of the good ship Whimsey



Remember, the other problem was to repair a 4 inch hole in the bottom of the bridge deck where I needed access to bolt the new oak platform to the deck and through bolt the stainless steel roller bracket. (by the way, I used a template I made out of three eights inch plywood and a router with a quarter inch bit and a “guide” sleeve to make the hole. It made cutting the hole a snap, even upside down.)

The consistency of the resin I was using to fiberglass the platform was like syrup. Plus, I discovered the “pot life” of a batch was fairly short, so not only was I in peril of wearing a lot of resin as I attempted to apply it to an overhead surface (from our dinghy tied below the deck between the hulls), but I would probably have to repeatedly stop work to allow the application of cloth and resin to set, while mixing a fresh batch of resin to apply the next layer of cloth. The solution appeared in an ad in one of the sailing magazines I read -- Gougeon Brothers, West System two part epoxy in a tube (trade name “six ten). Yes, epoxy in a tube. Hard to imagine, but they figured a way to put thickened epoxy resin and hardener into a tube that fits a regular caulking gun, and it mixes just what you need as you squeeze it out. (Yes, there is a small amount of waste in the “static” mixing nozzle, but overall, a very small amount.) The product emerges from the nozzle fully mixed, and since it is already pre thickened, it adheres to any surface, horizontal, vertical, or overhead! Voila! Yet, it is thin enough that you can work it into fiberglass matt and keep applying it while you add layers of the cloth. Best of all, it is formulated to have a long enough set up time that you can build up layers, and then even trowel off the surface to make a fairly neat job. As with all of these kinds of things, proper surface preparation is essential. Grind down to fresh material (like under gel coat), or thoroughly roughen surfaces with sand paper. Also, provide backing behind large voids. This stuff is so good, I now keep a tube (actually, the half tube I have remaining from the anchor pulpit) aboard. You don’t even need the mixing nozzle. You can squeeze enough of the two parts out of the tube onto a flat surface and mix them by hand and then apply where you need. I think it also cures under water.

So, if you have some chips, dents, cracks, or small projects that might benefit from some fiberglass resin, (add your own cloth as needed) I would heartily recommend this product. And, when you have to kneel to make those repairs, get yourself an inexpensive pair of knee pads.

Sorry this article isn’t much of a boating adventure, but these two discoveries let us get on with our planned winter trip to the Florida Keys.

Happy and safe boating!

Jan & George.

2011 Cruise Forward Throttle Award

The Main Line Cruise 2011 in July was memorable for the heat and the rain and the fun everybody had. We had close to 18 boats on the cruise and most of the Captains and Crews performed in a stellar fashion. But, that doesn't mean that there weren't a few mishaps, mistakes and major blunders. But now we are getting ahead of ourselves. The tradition of the Forward Throttle award had to be carried on, so the prestigious award was again presented at the final dinner.

The 2011 award was presented by Chuck Pellegrini and Gary Armstrong based on the criteria stipulated in the Forward Throttle bylaws, which are stored in a top-secret underground bunker somewhere deep below Yucca mountain in Nevada. The anonymous judges (eccentric millionaires), once again, had a difficult time selecting the winner, but in the end, a winner did emerge.

For those familiar with this prestigious award, you'll remember that it is awarded to the "Most Distinguished" vessel and crew on the summer cruise. The term "Most Distinguished" is, of course, relative. In other words, to win the award you just have to screw up less than the next boat. And if you don't screw up, the judges have been known to, well, make something up. And if you only make the smallest of errors, the judges, at times, have been known to blow it all out of proportion. But, for some strange reason, people still seem to like winning the award, even though they even have to pay to have their own name engraved on the plaque.

The results for 2011:

One boat was not eligible as they only joined the cruise for a day or two and that was Tigger. Another boat was only present in (Bay Spirit), as the Captain was working, but the Admiral joined the cruise by Land Yacht. As far as we know the Land Yacht didn't sink, hit a piling or throw a fan belt but, alas, you have to have a boat on the Cruise to be in contention.

For the second time in the history of the FTA, another boat was almost eliminated before the cruise started. This year it was Tis Herself. It seems that the captain of Tally Ho was once again an invited guest aboard Tis Herself and on the Saturday of the cruise she left a suspicious voice mail message for LegaSea, who was leaving that day from the Sassafras and joining the group already at the Bodkin Creek Yacht Club. It seems that she forgot her flat iron back at the Estate in Glenmoore and the accommodating Captain of LegaSea was halfway back to her house before he realized it was probably a prank and reversed direction.

Back at the action, Ultimate Warrior was the first boat to be eliminated because they couldn't get the DVD to work in their bungalow at Herrington Harbour. Sure, they could have been knocked out for not spending enough time on the cruise, or, perhaps, for still having the shrink-wrap on the MSD in the head on the boat, but this is what the judges came up with...go figure.

Two Sum was the next to go. It seems that when they entered waypoints into their GPS before the trip, one of the waypoints happened to be in the Southern Hemisphere. Instead of Herrington Harbour South at 38 degrees, 44.12 minutes North they headed for Melbourne, Australia which is on the same parallel, only South.

Sanguine Odyssey was the next to be tossed, ironically, while still ensconced in their slip at Bodkin Creek. One of the crew, er, slipped on the dock and, ummm, fell into the Creek after imbibing too much, shall we say, of a certain beverage. That same crew member, a vegetarian, later admitted to eating a hot dog because "it doesn't have *much* meat in it". Either one of these faux pas would be enough for elimination, but two boo-boos equals you lose.

Tis Herself was the next to go. They were never able to get their garden hose under control the entire cruise and it jumped up a sprayed everybody that got within 5 feet of it...ask the First Mate of Wind Elephant. Then Her Idea was eliminated for offense of helping another cruiser remove a splinter from a finger, (there was no malpractice insurance in force), once again proving that no good deed goes unpunished. And Merri Way was bounced next for leaving Tilghman on the Chesapeake on the wrong side of the buoy...and then back-tracking to go around it on the correct side. This conspicuous move was noticed...if they just kept on going no one would have seen it.



2011 Cruise Forward Throttle Award

Wind Elephant was back on the cruise after a several year absence and it was good to see them back. The captain wanted to participate in the Pass and Review in full uniform, however a full uniform was not packed before heading to the boat. The captain in question used a borrowed hat and adorned the front with a paper cutout of the Past Commander tridents. No one was fooled and the vessel was ejected for this transgression.

Terri's Sunset joined the cruise at the halfway mark halfway turned out to be their downfall. Everything was looking good until someone noticed that they had travelled from the Sassafras to Herrington Harbour with one outrigger all the way down and the other halfway up. Whimsey was bounced a bit later when it was learned that one of their young dogs was responsible for chewing the turn signals stalk down to the bare wires in one of their vehicles. Not a boating-related mishap but still toss-worthy.

Another dog incident doomed the chances for Voyager. At the Herrington Harbour picnic their attack dachshund went after a Great Dane and frightened it so badly that the poor thing was last sighted galloping through the marsh grass at the far end of the marina. On a side note, several regulars at the Tiki Bar phoned in 911 calls to report a small horse on the loose.

Standard Time stayed in the running for longer than they ever had before, but unfortunately, didn't have the staying power to make it to the end. It was reported that, in Annapolis, a rare layer of atmospheric smog appeared in the vicinity of Standard Time's Yacht Basin slip. Upon investigation, all the authorities found were ashes and cigar butts. The Mayor of Annapolis, however, gave the Captain a Civic Award for his efforts to control the city's mosquito population.

Orient Express also joined the Cruise mid-way at Herrington Harbour and ferried the Executive Officer/Future Commander as a passenger/deck hand. As the vessel was docking, the XO, who was standing on the bow, was asked if Orient Express was a self-docking boat. He replied "no, why do you ask?" The retort from the dock was: "Well then you better get some lines ready because you're gonna need them", which he hastily did and avoided any further embarrassment.

It's About Time took a turn for the worse as they headed for the Yacht Basin in Annapolis. In fact they turned into Back Creek in a vain search for the Yacht Basin, which we all know is located adjacent to Ego Alley. After calling Mears for a slip assignment and receiving nothing but dead air in reply, another cruiser gently informed them that they in the wrong creek and that they might want to continue further up the Severn to find their slip assignment.

Next we have Foxy Lady, and they had a couple of really close calls. It turns out that one of the crew was messing about in their dinghy and using a borrowed outboard when he ran out of gas 50 feet from the fuel dock. This almost eliminated them until it was learned that he was merely doing an experiment to determine the fuel consumption rate of this boat/motor set-up.

Later, at Tilghman on the Chesapeake, the Captain of Foxy Lady dinghied over to Two Sum, a 45-foot catamaran, to pay them a visit. Upon arriving he appeared to have fallen in the drink as he tried to board the Cat. But, it turns out he was merely helping out the big Cat by making sure there was plenty of depth between the keel and the bottom.

Then, in another close call at Herrington Harbor, a fellow cruiser on the T-head notice a large, cylindrical object floating by in the harbor entrance. Upon retrieval, he discovered, to his surprise, that it was one of Foxy Lady's enormous fenders. This almost got the good ship tossed from the competition but then it was learned that he was merely testing the current set and drift in the channel for the benefit of all the boaters preparing to leave the next day.

For all the unselfish good deeds and for not making any mistakes on the cruise, Foxy Lady is the winner of the 2011 Forward Throttle Award. Congratulations to the Captain, Crew and the Kid.

Respectfully submitted,

PC Gary Armstrong, SN



Delhigh's Land Navigation Contest

The 16th Annual Fall Road Rally

12th November 2011

---Rain or Shine---

This year is the 50th 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 1st, 2nd, 3rd, 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.

Event Report Submitted 07 September 2011

Veteran Boat Ride – Wounded Warrior Boat Ride

Date: 14 July 2011

Time: 0900 TO 1530

Place: Herrington Harbor South Marina

149 Lake Shore Drive

North Beach, MD 20714-9608

410-741-5100

Venue: Picnic and Boat Ride for Wounded Soldiers from Walter Reed Army Hospital

Event Coordinators:

P/C Ed White Event Coordinator

Meridith Barrett Boating Event Safety Officer / Asst Event Coordinator

Lt/Cdr Lisa Fegan Boat Coordinator

Event Detail:

The Mainline Power Squadron invited 3 veterans and their families out for a boat ride. We held our annual boat rendezvous where we cruise to various destinations along the Chesapeake. On Thursday July 14, 2011 the destination was the Herrington harbor South Marina. The Walter Reed Hospital provided the transportation to and from the event. Other United States Power Squadrons have held this event and in the same format. The boats are not wheel chair accessible.

The Annapolis Yacht Basin Marina was where the boats departed and returned to when the Veterans went out for the boat rides between the hours of 10 am and 2:00 pm. There was a 10 minute boating safety briefing for the Veterans and their families prior to boarding the boats. A box lunch and refreshments was provided as they boarded the boats. When they returned at 2:00pm, there was sandwiches and refreshments dockside. It should be noted that the United States Power Squadrons is a Boating safety organization and we do not provide alcohol on the boats. We agree not to provide any alcoholic beverages in the dockside gathering after the boat rides. The purpose of the boat ride is to show our appreciation to the Veterans and their families. We are looking for the Veterans and their families to be picked up 3pm.

Thanks goes out to all who helped prepare and run the event. Event Staff, Boat Captains and crew, Stand By Boat Captains & Crew, Captains who gave tours of boats. A special thanks to Cdr John J. for allowing me to bunk on his boat to be onsite for the event. A thank you goes out to Garry Armstrong for transporting me to Herrington Harbor early the night before so I could confirm all the details of the event the night before.

The Event was a success because of all of the great support given by all at Mainline members who jumped in to make the day a success

Thank You Letter Sent to Herrington Harbor Event Coordinator

Hello Janice,

I wanted to thank you and your team at Herrington on the Bay for helping us with our first Wounded Warrior Boat Event on July 14th. The Veterans had a great time and were very thankful for the event. The Veterans were in the hospital for over 10 months and being able to have an event at Herrington on the Bay was over the top place to have this event. The help you provided with the planning, being a major contributor to the food, and opening Herrington on the Bay facilities made the event so much better. Walter Reed Hospital as part of the planning did say that the orders of the Wounded Warriors could change at any time and they did. I really appreciate the fact that you were able to be flexible, this helped to keep the day special for the Veterans.

The Wounded Warriors through the day made comments like "Wow, this is really living", "The gardens are very beautiful", and "The view is tremendous". The easy access to the building, pool, and the boats that you helped me plan, allowed one of the Wounded Warriors who 10 months ago in Afghanistan had severe injuries to both of his legs and was very near to having one of his legs amputated, was able to walk on his own for the first time outside the hospital. His spirits were lifted so high and he had a permanent smile on his face the whole day. He said that he would never forget this day with all of the great people, the food, the boats, and the great atmosphere.

A Great event starts with great people and the folks at Herrington on the bay were all professional, courteous, and helpful throughout the day to make our first Mainline Sail & Power Wounded Warrior Boating event perfect. We are grateful for Ann Willman allowing us to hold the event at Herrington on the Bay and Chef Mike for the great sandwiches which were a big hit.

PC Edward E. White

Mainline Sail & Power Squadron

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

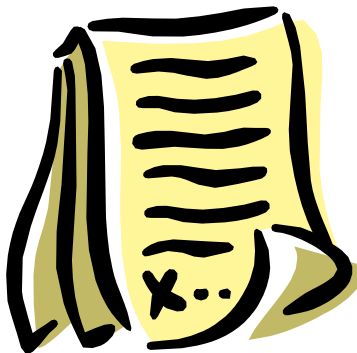
Section 17.1 These bylaws may be amended, subject to the approval of the USPS Committee on Rules, by a two-thirds vote of the active members present and voting at any regular or special squadron meeting, provided that a quorum is present at the time the vote is taken AND (1) the proposed amendments are 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



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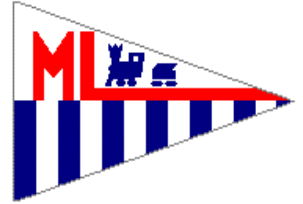
484-237-4051

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>



October 2011		
5		Executive Committee Meeting – Paoli Presbyterian @ 1930
4		Pilot Deadline
20		Dinner Meeting and auction— Paddock in Devin
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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October 2011

Lt Wayne R. F. Barrett JN
Editors—D5
Main Line Power Squadron
Home Phone: 610-384-0744
Email: wrfbarrett@comcast.net




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](#)