

COMMANDER'S MESSAGE

MARCH-APRIL
2010



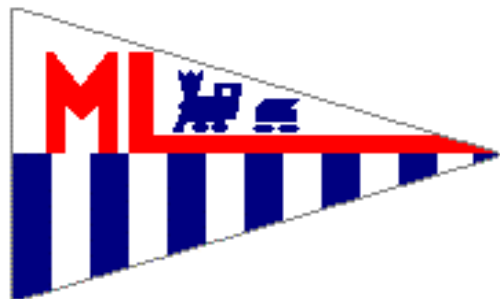
As I sit here buried under snow and papers from the Navigator class, all I can think of is that this too will pass. Soon we will be teaching the boating classes and digging out our boats from the winter snowfall. Spring will come and with it the boat show at Oaks. This will give people a chance to dream about the summer and 90 degree days on the Chesapeake and the Jersey shore. We will have had our Founders' Day meeting at which time we will honor Carolyn and Bob Long for all their contributions and Entemann's coffee cakes. P/C Russ Jones and his crew of instructors will be teaching classes to prospective boaters. Two member courses, Sail and Advanced Piloting will be underway soon. The students from the Navigator classes will be giving a sigh of relief that it is over. It will soon be time to clean the boat, sand and paint it, do the repairs that have been put off all winter, take a class, come to a meeting, join the cruise, go to Spring Conference in Ocean City, MD., and attend our Change of Watch on March 20. Just think with all this going on, we would like to see you at a meeting. Also keep in mind that soon, instead of shoveling snow, we will be cutting the grass. Oh well.

Giddyup, Old Paint, it's time for us to be movin' along—headin' into the sunset. It's been quite a ride, old buddy. We have had a lot of fun this last year. With the able help of the Joneses, Pezelys, Painters, Montaltos and others we won best of show at Spring Conference. We also played with boats on the Chesapeake last summer during the cruise. Rather different being on water rather than a saddle. Our folks taught boating safety to many new people. Several of us learned more than we ever thought that we could about celestial navigation thanks to P/C Jim Heckman who still knows more that we will ever absorb. We also dreamed about chartering on the west coast of Canada after we were treated to a beautiful presentation. We also attended many functions and met a whole corral full of new friends from all corners. My sidekick, Jim, and I wish to thank everyone this last year who helped out—Gary, Linda, Ali, Meridith, Wayne, Maryanne, Sieg, Scott, Bill, Betty, Lisa, Angie, Bobbie, Terri, Jim, Edee, Bob, Barb, Russ, John Sr., John Jr., Steve, Pete, Bob, George, Jan, Patty, Joe, Jim, Ted, Jim, Bill, Harry, Joe and all the rest of the squadron for their support this past year. I really enjoyed it.

Respectfully submitted,
Sue Friedrichs, JN*
Commander

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

The Pilot



Log Ahead

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

March 20 *Dinner Meeting and COW*

March 25-28 *D5 -Officer training/Spring Conference -
Clarion Hotel, Ocean City Md*

April 20 *Dinner Meeting -TBA*

April 30- May 2 *NOAA Co-Op Charting Workshop
Norfolk, VA*

May 16 *Dinner Meeting - TBA*

IS YOUR ROSTER INFORMATION UP-TO-DATE? New home, boat, phone, husband, marina, anchor, etc.....let Edee know at remedysail@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.

Editor

Lt. Wayne R. F. Barrett, JN *

(610) 384-0744 phone
wrfbarrett@comcast.net

See the pilot in color on the web at

<http://www.mainlinesps.org>

New Apparel website — <http://www.webstorz.biz/mainlinesps.html>

2009-2010 BRIDGE

Commander

Cmdr Susan Friedrichs JN*
1830 Flintlock Circle
Lansdale, PA 19446
(215)368-6722
sfriedrichs2@verizon.net

Executive Officer

Lt/C Nick Montalto JN
2742 Apple Valley Ln
Eagleville, PA 19403
(610)666-7250
nick.montalto@comcast.net

Educational Officer

Lt/C James Spaulding AP
406 Lloyd Ave
Downingtown, Pa 19335
(610) 269-6802
jamestspaulding@verizon.net

Administrative Officer

Lt John Juzbasich S
119 Fairfield Rd
Devon, Pa 19333
(610) 688-3168

Secretary

Lt. Patty Hyatt Pezely, S
130 Oakwood Lane
Phoenixville, PA 19460
(610) 917-9092
PattyandJoe@comcast.net

Treasurer

Lt/C Lisa M. Fegan
579 Powderorn Rd
King of Prussia 19406
(610) 337-4785
lbfegan@verizon.net

Asst. Education Officer

For membership information
contact PC Scott Borzell AP*
610-695-0642

For Education Information
contact
Lt/C James Spaulding AP
(610) 269-6802

Executive

District 5 Spring Conference 2010 is scheduled for March 25-28 in Ocean City, MD. Education for incoming officers and staff is a key component of the conference. There is a training session for just about every function in the Squadron. No matter how long you have been a member, if you are new to your position, you should make every effort to attend your training session. There is an optional membership luncheon and banquet. Special room rates are available at the Clarion Resort, Fountainbleu.

One highlight of the conference is on Friday night when each Squadron hosts a hospitality suite, which is judged as a competition. In 2008, Main Line demonstrated Jim Spaulding's playful adult learning activity which was a great hit. Last year, Main Line presented a skit highlighting safe boating through history (humorous-not serious), and we won first place.

I attended the last two years and the most important thing for me was the spirit of friendship I developed with our members who attended. At just about every Excom meeting someone mentions Captain Morgan, his wench and the Rum.....and I get it. Do you get it? Did I mention wives also attend. It is also not necessary to attend all four days, or even stay overnight. Some members will attend only for their training session.

Finally, it isn't easy to get an appreciation for the scope and magnitude of USPS by limiting your experiences to local Squadron activities. I was very motivated by the quality of the people who run D5 as well as the scope of the activities of USPS, D5 and other Squadrons. If you are motivated to bring new ideas to your duties in Main Line, there is no better place to "reboot, re-initialize" and bring away ideas that we can use right now.

Details of the reservations and the forms are published else-where in this Pilot issue or can be obtained on the D5 website at <http://www.uspsd5.org/>

Lt/C Nick Montalto JN
Executive Officer

Vessel Safety Checks



Late winter and early spring a good time not to start planning to not only participate in the fun summer activities but also to participate in some of our service activities. Have you qualified to be a VSE (Vessel Safety examiner)? The class is online. It is detailed but not difficult. Siegfried Boettier can tell you all you need to get started. You also have a few months to get things ship shape on your own vessel to be ready for your Vessel Safety Check in spring so you can display your 2010 VSC Decal. Be sure to contact Siegfried For the latest information on the VSE program.

Siegfried E. Boettjer AP

610.644.8423

sebmgc@verizon.net

Founder's Day



Attached are pictures from the Founders Day Dinner where the Longs were honored for their service to MLSPS. Sandy and Steve talked about their memories boating with them. A quote from Bob "I spent many years on a journey with my family the Main Line Sail and Power Squadron members."



NOMINATING COMMITTEE : 2010-2011

NOMINATING COMMITTEE ELECTION RESULTS

The results of the nominating committee election that was held during our Founders' Day meeting 16 February is shown below.

Wayne Barrett

Betty Corbin

Barb Jones

Bill McManimen

Joe Pezely

Should they approach you to fill a position, or you should you wish to approach them and volunteer, please give your support as we are a volunteer organization and our mutual success depends upon the support of all of members.

P/C Jim Friedrichs JN*

Nominating Committee Chairman 2009-2010



Bridge / ExCom Nominations: 2010-2011

In accordance with the by-laws of the Main Line Sail & Power Squadron, the Nominating Committee has proposed the following slate of Bridge Officers for the year 2010-2011.

Squadron Bridge

Commander: Nicholas R. Montalto, JN

Executive Officer: John Juzbasich, S

Educational Officer: James T. Spaulding, AP

Assistant Educational Officer: Ali Ataiifar, P

Administrative Officer: Lance A. Parry, AP*

Secretary: Patty M. Pezely, P

Treasurer: Lisa M. Fegan

Executive Committee

(For a term of one year)

Gary Armstrong

Linda Armstrong

Meredith Barrett

Wayne Barrett

Maryanne Boettjer

Siegfried Boettjer

Scott Borzell

William Cheney

Elizabeth Corbin

Angelo DiPasqua

Barbara Doughty

Bob Long

James Friedrichs

Edith Heyser

Robert Heyser

Barbara Jones

W. Russell Jones

Steven Kraus

Peter Lacey

Bill McManimen

Scot Miller

Chuck Pellegrini

Joseph Pezely

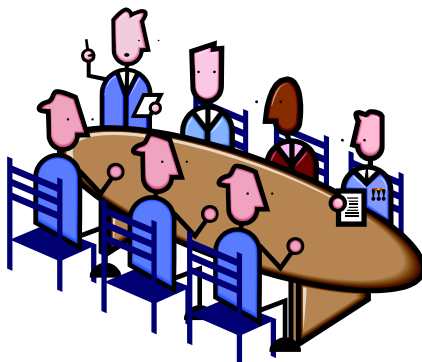
Ginny Somers

Ted Speedy

Jerry Uber

David Wade

Ed White



Bridge / ExCom Nominations: 2010-2011

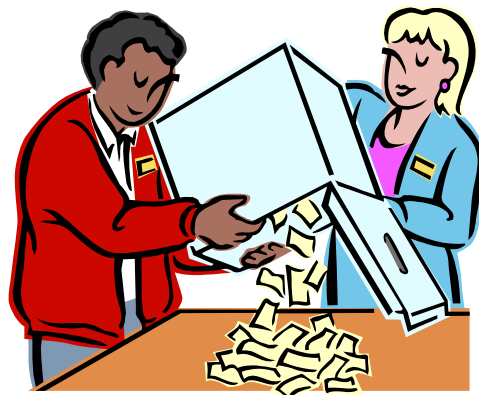
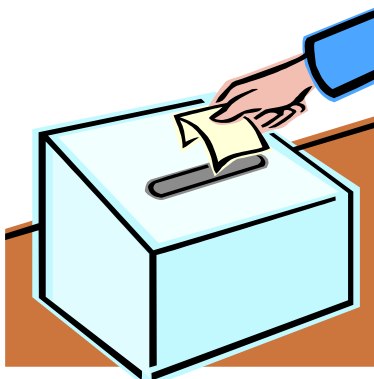
Auditing Committee
(For a term of two years)

Jim Herron

Rules Committee
(For a term of three years)

Angie DiPasqua

Respectfully submitted by the Nominating Committee,
Ali Ataiifar, Meridith Barrett, Siegfried Boettjer, Terri Drumel, Jim Friedrichs



Change of Watch

Change of Watch and Commander's Dinner In honor of Commander Susan Friedrichs

The Change of Watch ceremony is the Main Line Sail & Power Squadron member's opportunity to support our organization and to honor our leaders. The Change of Watch marks the official installation of the new Bridge Officers for the upcoming year. The ceremony also allows us to thank the outgoing officers, especially our **MLSPS Commander, Sue Friedrichs**, and others for a job well done.

Main Line will also have the honor of the presence of a District 5 Officer to assist in the installation of our next commander, Nicholas Montalto. Please attend to show how Main Line Sail & Power Squadron members support our Squadron and the District by coming out in force for the Change of Watch. The Executive Committee has **abbreviated the ceremony** to allow for a shorter and more enjoyable evening.

- Date: **Saturday, 20 March, 2010**
- Location: The Chester Valley Golf Club, Malvern, PA (430 Swedesford Road)
- Time: Cocktails at 1800 (6:00 PM); Dinner at 1900 (7:00 PM); Ceremony at 2000 (8:00 PM)
- Cost: \$39.00 per person
- Dress: USPS Class A Uniform (optional), blue blazer or other appropriate attire

Please send payment for the Change of Watch dinner meeting **by 10 March** to:

P/C Russ Jones
 115 Oak Street
 Downingtown, PA 19335
 610-873-1576
 wrjones3@verizon.net

Checks should be made payable to Main Line Sail & Power Squadron. Please indicate the number in your party. We need to commit to the total number of attendees by 15 March, and are obligated to pay CVGC for the committed number of dinners.

We encourage our new members to attend this important event. The Change of Watch is always a lot of fun, and you get to meet other boaters, including new members. We look forward to seeing you there. **Please send an email** as soon as possible indicating your plans for attendance (**not** a commitment).

Main Line Sail & Power Squadron Change of Watch Dinner Reservation

Name(s): _____

Check amount: \$_____ (\$39.00 per adult; \$15.00 per child age 12 or under)

Menu: Buffet featuring 4 entrees, sides and dessert

2010 MLSPS Summer Cruise

Our Main Line Sail & Power Squadron **2010 Summer Cruise** is shaping up to be a great adventure. The cruise committee has been working with our incoming commander, Nick Montalto, and others, to come up with a new and fun itinerary. We have selected six marinas (all have pools), four of which will provide the opportunity for two-night stays. Also, **four of the marinas will be new to our cruise itinerary**. This will allow for a more interesting and relaxing cruise. We are estimating that between 12 and 15 boats will cruise with us this summer.

We will have **many interesting activities** on the cruise, all of which are optional of course. The cruise activities will be detailed in a subsequent article. We always have fun activities that we are sure will influence your decision to join us this year. These will include **cookouts, a beach party, dinner at two great restaurants, a couple of our celebrated boat crawls, and of course a required stop at the Middleton Tavern in Annapolis**. You will be able to sign up for the activities at our May pre-cruise dinner.

You don't want to miss this annual cruise! Something exciting always provides wonderful memories. We are looking forward to seeing you!

MLSPS 2010 Summer Cruise Itinerary:

Friday, July 9 – Annapolis; Chesapeake Harbor Marina (Friday night is a new feature)

Saturday, July 10 – Annapolis; Chesapeake Harbor Marina

Sunday, July 11 – Tilghman Island; Tilghman on the Chesapeake

Monday, July 12 – Solomons; Solomons Yachting Center

Tuesday, July 13 – Solomons; Solomons Yachting Center

Wednesday, July 14 – Herring Bay; Herrington Harbour South

Thursday, July 15 – Herring Bay; Herrington Harbour South

Friday, July 16 – Bodkin Creek; Bodkin Yacht Club

Saturday, July 17 – Rock Hall (Swan Creek); Osprey Point Marina

The marinas have requested a list of the boats that will require slips.

Please complete the following form indicating the marinas for which you will require a slip. Send this form along with a **deposit check for \$200** made payable to Main Line Sail & Power Squadron to: P/C Russ Jones, 115 Oak Street, Downingtown, PA 19335

Boat Name: _____ Captain: _____

Type: [] Power; [] Sail Length: _____ Beam: _____ Draft: _____

Electric: [] Single 30; [] Dual 30; [] Single 50

- [] Friday, July 9 – Annapolis; Chesapeake Harbor Marina
- [] Saturday, July 10 – Annapolis; Chesapeake Harbor Marina
- [] Sunday, July 11 – Tilghman Island; Tilghman on the Chesapeake
- [] Monday, July 12 – Solomons; Solomons Yachting Center
- [] Tuesday, July 13 – Solomons; Solomons Yachting Center
- [] Wednesday, July 14 – Herring Bay; Herrington Harbour South
- [] Thursday, July 15 – Herring Bay; Herrington Harbour South
- [] Friday, July 16 – Bodkin Creek; Bodkin Yacht Club
- [] Saturday, July 17 – Rock Hall (Swan Creek); Osprey Point Marina

FLEET CAPTAIN'S REPORT

The Coast Guard has published the following news release.

“PORTSMOUTH, Va. – The Coast Guard Long Range Aids to Navigation-C signal station in Carolina Beach, NC, is scheduled to stop transmitting after Feb. 8.

As a result of technological advancements during the last 20 years and the emergence of the U.S. Global Position System, Loran-C is no longer required by the armed forces, the transportation sector or the nation's security interests, and is used by only a small segment of the population.

President Barack Obama's fiscal year 2010 budget supported the termination of outdated systems and specifically cited the terrestrial-based North American Loran-C system as such an example. The president did not seek funding for the Loran-C system in fiscal year 2010. Termination was also supported through the enactment of the 2010 Homeland Security Appropriations Bill.

The decision to terminate transmission of the loran-C signal reflects the president's pledge to eliminate unnecessary federal programs.

The notice may be viewed online at www.regulations.gov, docket number: USCG-2009-0299. For more information on terminations, reductions and savings contained in the fiscal year 2010 budget, including Loran-C, visit www.whitehouse.gov/omb/budget/TGRS/.”

Coincidentally two other announcements have been released at this time. One states that due to testing in the upper Potomac River the GPS system in the area should not be relied upon. Another states that also due to testing in the area of the junction of the Patuxent River and the Chesapeake Bay the GPS system in the area should not be relied on. Additionally one of our nieces, who is employed by a major aerospace company, has written a proposal in response to an urgent RFQ from the government to perform needed maintenance and upgrades on our current GPS array.

My advice is to, depending on where you boat, quickly sign up for the current AP or JN and N courses and focus on the non-electronic navigation aspects of them! Also make sure that you have a current chart, a good compass and a reliable depth finder.

P/C Jim Friedrichs, JN*

Fleet Captain



Further adventures of the Painters

Jan 21, 2010 03:07:26 PM, janpainter@aol.com wrote:

On Board Whimsey

From: Jan

We finally left the Abaco's for the islands of Eleuthera a week ago. The last few weeks that we were in the Abaco's it was cold. How cold was it? Well, people on the cruiser's net (VHF channel 68- at 8:15 a.m. every morning) reported spotting ice flows in the Atlantic off the Abaco's. I don't think anyone actually saw one in the sea of Abaco. And Pete on Double Vision and Keith at Dive Abaco started working on their igloos. (Just before we left the Abaco's Pete reported that he had finished his and was starting on the interior decorating—I'm assuming that his wife was helping.) The dive operations were unable to take out snorkeling and dive groups because of the cold, rough weather, so one enterprising shop was proposing an ice fishing expedition. They promised that they would have an ice hut set up to help keep the fishermen warm. I'm not sure if there were any takers however. And Keith at Dive Abaco seemed to be doing a land office business in hooded sweat shirts. He was recommending layering two sweat shirt for warmth, but not three. (He tried and couldn't get the third one over his head). Of course Keith may be a little mentally challenged, he forgot to unplug his block heater one day before taking off for work (and him being from Canada and all).

In spite of the weather, we had a nice time in the Abaco's. There are many little towns to visit; each with their own character. I can see why some people stay there all winter.

P.S. The morning, after crossing the Gulf Stream to West End in the Bahamas', we discovered to our surprise that the port bilge was completely full of water. In the last few years, we had been getting water in the bilge, if the conditions were rough, but never this much. Not wanting to rush into anything, we thought about it for a month, trying to figure out where the water was coming from and what to do about it. We concluded that water was getting in somewhere in the stern and from somewhere above the water line. After trying to see where

it was coming from both inside and out, we decided the prudent thing to do was have the boat hauled. We went to the Marsh Harbour Boat Yard. They were great. They hauled the boat the next day. We discover some gel coat cracks and chips, but nothing that would account for the water. Finally, George did an inch by inch inspection of the bottom and discovered two small drilled holes in the bridge deck just about under the table between 1/16 and 1/8 inch in diameter. We think these were drilled and filled during construction. We think the filling must have started to come out a few years ago and finally came completely out when we were in the Gulf Stream. Anyway, Shawn at the boat yard fiber glassed all the various cracks and holes. I am happy to report no more leaks—for now. Needless to say we check the bilge more often now—you might even say it has become a bit of a compulsion.



Further adventures of the Painters

January 21, 2010
On Board Whimsey
From: George

We left the area of “the Hub of the Abacos” which is mostly the islands near Marsh Harbour which include Man O’ War Cay, Great Guana Cay and Elbow Cay, offering most of the little towns and “touristy” destinations. The southernmost spot is Little Harbour at the southern end of the Sea of Abaco with a place called “Pete’s Pub” and foundry. He casts bronze sculptures. We seemed to be the only boat in the harbor the night before we set off on the 55 mile crossing to the Eleuthera chain. Because of the preceding couple of days’ weather, Pete gave his staff some time off and closed the Pub the day before. We had the nice little harbor to ourselves. We arose early the next morning to exit the cut through the channel into the Atlantic ocean for the trip south as the sun was rising. As we rounded the mouth of the harbor, we were greeted by about a dozen other sailboats (mostly Canadian) that had made the same weather decision we did, so we all pretty much marched together over the sea to a snug harbor in Royal island near Spanish wells, two of the islands in the Eleuthera group.

We spent several more days listening to the weather reports and got a chance to hike around Royal Island visiting the ruins of an old plantation. We also walked various roads cut through out the island in anticipation of a resort, golf course and marina being planned by Roger Staubach and Jack Nicklaus. (We heard later that the whole project is in litigation over who is going to be the top dog, so it may be a while before they fill up the harbor with a marina and so forth. It was a very nice stop for cruisers just the way it is.)

Spanish Wells sounds more romantic than it is, but it is a rather successful town because it has more industry than just tourism. Mostly fishing, but it also does have a gorgeous beach protected by a coral reef to the north. There was another town nearby but we didn’t go there because the route involved hiring a pilot to show you the way through the reef called the “Devil’s Backbone”. Apparently the harbor does have a reputation along Eleuthera as the prime resort location with several higher end resorts and marinas.

Instead, we kept moving along our planned route toward the Exumas. This meant proceeding across the bight of Eleuthera. This means cutting around an island more than 100 miles long, but which is a very narrow strip of land separating the Bight from the Atlantic. We stayed on the “Bight side”, but there is endless beach and good surfing on the Atlantic side, so we hear (#2 after Hawaii according to some). We found the island to be very sparsely inhabited with just a handful of sheltered places to anchor, but pretty ones at that. However, this is definitely NOT a prime tourist resort area. The towns are mostly poor, with no particular industry, no real tourist attractions and often seem half deserted. We, therefore, cherish each beach bar we have found.

At the moment, we are in the largest of the harbors, Rock Sound, waiting for a good weather window in order jump across the Exuma sound toward Ship Channel which will allow us to pass to the Western side of the northern Exumas. The plan is then to follow the string of small islands as far as Great Exuma at the bottom of the chain and then turn around and head back up although, Cuba is not too far away....

Sorry the notes are so few and far between, but it is getting harder to find internet connections. We’ll keep trying.

Hope all is well with you guys.
Love, Jan & George



Safety

Safety Item: VHF Radios: Why You Need One

Today boaters are faced with many choices for communications on the water. VHF's, cell phones, Family Radio Service radios, CB radios, Single Sidebands, and satellite communications are among your choices available. For reliable on-the-water communications, using either a hand-held or fixed-mount VHF radio is recommended. When you're stuck in a jam – whether from engine failure or a fierce storm approaching, a VHF radio can be your lifeline to the world. In Coast Guard jurisdictions, VHF's are monitored 24 hours a day, seven days a week. For extra assurance, the USCG and most TowBoat U.S. towers can locate your boat by tracking your VHF signal. VHF's are handy in an emergency, but they have other uses: telephone calls to shore, obtaining supplies and services such as marina reservations, and boat operations like drawbridge openings and communicating with commercial and other recreational vessels. The Federal Communications Commission (FCC) regulates marine radio traffic and dictates that all other uses are secondary to safety, so chatting is frowned upon by the FCC and forbidden on Channel 16 and 9.

VHF Radios

VHF (Very High Frequency) radios are the two-way radios most commonly used by pleasure boaters and commercial ships in coastal and inland waters. They are essential for emergency situations, and are monitored 24 hours a day by the Coast Guard.

Fixed-Mount VHF Radios

VHF radios are available in both fixed-mount and hand-held models. All fixed-mount VHF's have a maximum output of 25 watts, the maximum allowed by the FCC. VHF is line-of-sight, which means the radio waves won't bend to follow the curvature of the earth. The VHF antenna must "see" the antenna of a distant station. Therefore, antenna height is more important in determining range than radio wattage. The effective useful range of a VHF radio is 20-25 miles.

Hand-Held VHF Radios

VHF handhelds also offer many of the same features found on fixed-mount units. They offer portability in the same way a cordless phone allows more mobility at home. A handheld radio may be just what you need for use in a dinghy, small boat without electrical systems, or as an emergency backup for your boat's radio. Handhelds have a maximum output of six watts. Due to their short antennas, they have a limited range of five miles. A significant increase in range can be achieved by connecting an external antenna or using a telescoping antenna mounted to the hand-held radio. Battery life varies with the size of the battery pack. Many models have optional battery packs with longer operating times, or greater transmitting power, or both. Some have battery saver circuits that turn off the receiver to save power. The battery life of a handheld can be increased by switching from full transmit power to one watt of transmit power. Handhelds are not DSC capable.

Necessary VHF Channels

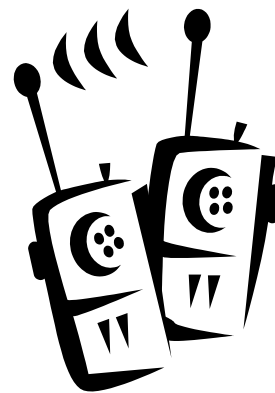
The most important channel on a VHF radio is Channel 16, the international distress and calling frequency. Channel 9 is used for hailing, radio checks, plus some other functions. In Florida, for example, 9 is the bridge tender's channel. Channel 6 is for ship-to-ship safety calls after contact is made on another frequency. Channel 13 is for boat-to-boat navigation. Channel 22 is for emergency transmissions once directed by the Coast Guard to switch from another channel. Channels 24-28 and 84-88 are where you'll find a marine operator available to connect you to a land-based line. WX-1-3 are the NOAA weather channels.

**REMEMBER: SAFE BOATING is not an option;
It's a REQUIREMENT!**

Lt Jerry Uber, AP*

Main Line Power Squadron

Note from the editor: This article by Jerry was originally published in the pilot 3 years ago; but it is still good and timely advise as well as being well written and is be-reprinted.



ing

Nautical Nuggets and More

Many sea terms are hundreds of years old, with some tracing their origin to dates well before the twelfth century, heralding a time when wind was king in the golden age of sail. While there are thousands of terms in the nautical lexicon.

We'll start with the most basic of sea terms, boat, a small vessel for travel on water, a word derived from the Middle English *boot*, the Old English *bōt*, and of course the Old Norse *bait*. What the frosty vikings and other seafarers using this term probably didn't anticipate was that we'd be using it 800 years later in our language to mean not only the same things, but in other contexts such as "a boatful," and "in the same boat," meaning in the same situation or predicament.

Bow, or the front of the boat, comes from the Old English *bōg*, or *bough*, which conjures up the time when shipwrights sized up the limbs of old-growth trees and the way they grew to fit the parts of the ship under construction.

Stern, or the rear of the ship, has fourteenth-century Scandinavian origins and the Old Norse *stjorn*, or a steering oar in the back of the ship that controlled steering.

Aside from the parts of sailing ships that we still use in the modern-day versions of these craft, there are a number of nautically derived phrases that are still in use. Consider loose cannon. Describing people as loose cannons means they are out of control, unpredictable, and capable of doing damage to themselves and others. On sailing ships with cannons, securing these heavy guns was no small task. A loose cannon in heavy seas could be thrown around, damaging ship and crew.

Many sea terms come from the days of yore when naming the thing was the least of the crew's worries.

If you're taking the wrong tack, you're obviously going in the wrong direction, just as ships have for centuries. But if you stay the course, you'll certainly get to your destination.

Were you ever in a space that didn't have room to swing a cat? The cat is an abbreviation for cat-o-nine-tails, or a studded whip that was used to mete out onboard punishment.

Clean bill of health also comes from days of yore when documents were issued to a ship attesting that there were no epidemics or infectious illnesses on board at its time of departure.

Searching from stem to stern, means searching in a thorough manner throughout the entire ship. The stem is the structural member at the very front of a ship to which planks are fixed, while the stern refers to the back of the ship.

Feeling down in the doldrums has its origins from the area near the equator where light winds made for tough going for sun-baked crews looking for the relief of wind.

Feeling under the weather, or ill, refers to passengers that typically became seasick during rough weather and heavy seas. Ill passengers tended to stay below on the ship in such conditions not only to escape the inclement elements, but also to find less swaying motion below-deck. The most stable point of a vessel is its keel, and ill passengers tended to get as close to it as possible.

If you "stay your course," you'll eventually get to your intended destination.

Round robin, or taking turns in the same order, has a much different connotation than the one associated with sporting events today. Originating in the British nautical tradition, sailors contemplating mutiny against the captain would sign their names in a circle so that the leader could not be identified. The robin part of the phrase has more mysterious origins and may have risen from the auditory orientation of seamen of the time. Accustomed to chanties and rhymes, they probably added the word to the phrase because it sounded better.

Showing your true colors, or revealing your true intentions, comes from the time when warships often carried flags from many nations on board to deceive enemy ships. The ship would fly one flag, and once the enemy was close enough, raise its true colors. Civilized warfare called for all ships to hoist their true ensigns before firing.

Square meal originated on British warships in the 1700s. Food on board was usually meager and living conditions were harsh. Breakfast and lunch typically were little more than bread and beverage, though the third meal of the day included meat, served on a square tray.

Son of a gun refers to the cramped quarters found onboard and the children that sometimes resulted. Sailors slept between the cannons because it was the only space available. Some ships carried female company on board, sometimes the sailor's wife, and sometimes prostitutes. Many children were conceived between the cannons, or guns, which was also where many children were born. Thus came into language the son of the gun.

Three sheets to the wind was originally three sheets in the wind and referred to the erratic behavior of a ship that had lost control of its sails. When the sheet, or controlling line to the sail is let go, the sail ceases to function and instead flops about. Large ships of the eighteenth century would have been a handful to regain control of once they had lost steerage, thus ships and their movements were thought of in terms many sailors would be familiar with, namely that of the stumbling drunk.

Education

Americas Boating Class Schedule – Spring 2010

As you know, the primary reason for USPS' existence is to teach safe boating classes to the public (as well as our members). Everyone who contributes to this goal in some fashion should be proud of our achievements in this area, whether you are an instructor, an officer or committee member, or simply pay dues and join in other MLSPS activities.

MLSPS offers approximately 7 to 10 safe boating classes each year to the boating public (in addition to advanced courses to our members). The following is the current list of ABC classes that we will be offering to the public this spring. We hope, and believe, that these classes will provide for safer boating practices, and fewer accidents and fatalities on the water.

Spring 2010 Safe Boating Class Schedule:

<u>Organization:</u>	<u>Start Date</u>	<u>Time</u>	<u>Format</u>
Upper Dublin Middle School	Mon, 22 Feb	7:00-9:00	5 evenings
Delaware County Community College1	Thu, 11 Mar	7:00-9:00	4 evenings
Delaware County Community College2	Thu, 8 Apr	7:00-9:00	4 evenings
Clews & Strawbridge Marine	Sat, 10 Apr	8:30-4:30	All day Sat
Clews & Strawbridge Marine	Sat, 1 May	8:30-4:30	All day Sat
Stoltzfus RV & Marine	Sat, 15 May	8:30-4:30	All day Sat

Location:

Upper Dublin Sandy Run Middle School – 520 Twining Road, Dresher, PA

DCCC 1– Route 322, north from Downingtown, PA

DCCC 2– Street Road east from Route 252, Newtown Square, PA

Clews & Strawbridge Marine – Route 30, Frazer, PA

Stoltzfus RV & Marine – Route 202, south from West Chester, PA

Registration:

Upper Dublin Middle School – UDSD.org

Delaware County Community College – 610-450-6534

Clews & Strawbridge Marine – USPS.org

Stoltzfus RV & Marine – USPS.org



I would like to thank the instructors, and educational department administrators, that make it possible to offer the above courses. Without these talented individuals, MLSPS could not successfully achieve our mission.

Respectfully, P/C Russ Jones, Boating Chair



Fontainebleau Hotel

10100 Coastal Highway
Ocean City, MD 21842
800-638-2100 / 410-524-3535
Fax 410-524-3834
www.clarionoc.com

RESERVATION FORM

Please Print All Information

US Power Squadron District 5

March 25, 2010- March 28, 2010

ARRIVAL DATE: _____

DEPARTURE DATE: _____

CHECK ROOM TYPE REQUESTED:

- DOUBLE/DOUBLE \$129.00
EXECUTIVE KING \$149.00
STUDIO KING \$159.00
CABANA \$179.00
1 BEDROOM CONDO \$159.00
2 BEDROOM CONDO \$219.00
3 BEDROOM CONDO \$269.00

Non-Smoking _____ Smoking _____

in Party: Adults _____ Children _____

Hotel room rates are per room per night, based on single or double occupancy. There is a charge of \$15.00 per night for each additional adult per room. Children 17 & under stay free in their parent's room using existing bedding.

Condominium Rates Do Not Include Daily Maid Service.

ROOM TYPES BASED UPON AVAILABILITY
(Rates Are Subject to 10.5% Tax)

NAME _____ SHARING WITH: _____

ORGANIZATION: _____ TELEPHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

EMAIL ADDRESS _____

**SPECIAL REQUESTS _____

RESERVATIONS RECEIVED AFTER FEBRUARY 22, 2010
WILL BE ON A SPACE AND RATE AVAILABILITY BASIS

ADVANCE DEPOSIT

A one-night deposit is required to guarantee reservations at the Clarion Resort Fontainebleau Hotel.
Credit cards will be charged for one night, plus tax, upon reservation request.

- A) Enclosed is a check or money order for \$ _____
OR
B) Please charge my credit card account in the amount of \$ _____
Credit Card # _____ Expiration _____
Print name as it appears on credit card _____
Signature _____

NOTE: ONLY MAJOR CREDIT CARDS OR CASH ARE ACCEPTED AT CHECK-IN FOR SETTLEMENT OF ACCOUNT

CHECK-IN 4:00 PM/ CHECK-OUT 11:00 AM

NO REFUNDS FOR EARLY DEPARTURES

72 HOURS REQUIRED FOR CANCELLATION OR CHANGE

For further information, please contact our Reservations Department at 800-638-2100 or reservations@clarionoc.com

USPS D/5 OFFICER TRAINING & SPRING CONFERENCE

RESERVATION FORM

USPS D/5 OFFICER TRAINING & SPRING CONFERENCE

25 March – 28 March 2010 – Ocean City, Maryland

MEMBER: Rank _____ Name: _____ Grade: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

SQUADRON: _____ POSITION: _____ FIRST TIMER? _____

E-MAIL: _____ PHONE: _____

SPOUSE/OTHER ATTENDEES:

Rank: _____ Name: _____ Grade: _____ First Timer? _____

Rank: _____ Name: _____ Grade: _____ First Timer? _____

Rank: _____ Name: _____ Grade: _____ First Timer? _____

ACTIVITIES SELECTION

Saturday

Membership Luncheon

Classic Cobb Salad # _____ @ \$23.00 \$ _____

Banquet

**Twin Petite Filets in a Green Peppercorn # _____ @ \$40.00 \$ _____
& Mushroom Sauce**

Total Enclosed \$ _____

Please make checks payable to: 2010 D/5 Spring Conference

Send to: P/R/C Thomas R. Dougherty, SN

1770 Pelican Way

Vero Beach, FL 32962

(772) 234-8720

e-mail: tdougherty@simcare.net)

Uniform – Thursday/Friday – USPS/Squadron shirts. Saturday – USPS Blazer w/grey slacks, Banquet – Uniform A w/bowtie.

Meal Reservations must be made by 10 March 2010

Reservations: See attached page

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



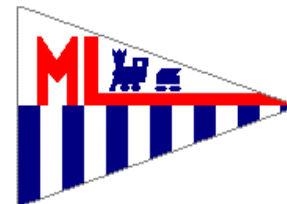
560 Peck Road; Downingtown, PA 19335

e-mail: webstorz@comcast.net

484-237-4051

Main Line Power Squadron

<http://www.mainlinesps.org>



March 2010	
3	Executive Committee Meeting – Paoli Presbyterian @ 1930
3	April Pilot Deadline
20	Dinner meeting—COW
	Mainstay Meeting
25-28	D5 -Officer training/Spring Conference - Clarion Hotel, Ocean City Md.

April 2010	
7	Executive Committee Meeting – Paoli Presbyterian @ 1930
7	May Pilot Deadline
20	Dinner meeting—TBA
30-2	NOAA Co-Op Charting Workshop - Norfolk, VA

May 2010	
2	NOAA Co-Op Charting Workshop - Norfolk, VA
5	Executive Committee Meeting – Paoli Presbyterian @ 1930
18	Dinner meeting @ 18:30 - pre-cruise—TBA

June 2010	
2	Executive Committee Meeting – Paoli Presbyterian @ 1930
2	July Pilot Deadline
15	Dinner meeting @ 18:30 - TBA



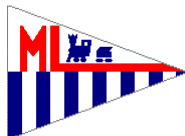
District 5

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



National

<http://www.usps.org>



Non-Profit Org.
U.S. Postage
PAID
Wayne, PA
Permit No. 1

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

March - April 2010

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



ACCESS SailAngle.com



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
TODAY.**