

ON THE HORIZON

Dundalk Sail & Power Squadron • Chartered 11 September 1961
Volume 45 Number 6 October-November 2006



The seasonal whimsy of Past Commander Ken Fink



ON THE HORIZON

OFFICIAL PUBLICATION OF DUNDALK SAIL & POWER SQUADRON • CHARTERED 11 SEPTEMBER 1961
Volume 45 • Number 6
October-November 2006



BRIDGE 2006-2007

STAFF

COMMANDER
Cdr Bernard S. Karpers, N

ADMINISTRATIVE OFFICER
Lt/C Tracey C. Stuenes, P

EDITING
P/C Rick Boardman, AP

EXECUTIVE OFFICER
Lt/C John Hall, AP

SECRETARY
Lt/C Stuart Newborn

GRAPHICS
Lt Brande Neese, S

EDUCATIONAL OFFICER
P/C Walter K. Neese, SN

TREASURER
Richard D. Bussey, P

Kindly submit articles to Rick by the 5th of every month via mail, email or fax. Thank you.

LETTERS TO THE EDITOR

My Two Cents

By Lt Thomas H. Clark, AP

A proposition is being floated to waive the Basic Boating course as a prerequisite for admission to membership in the United States Power Squadrons®. The proposal is inspired by a decrease in membership as a corrective devise to reverse the trend nationwide.

In the commercial world, such an approach is reasonable and effective to increase sales and profits. However, there is danger lurking in the perceived correction in that it would invariably and proportionately diminish quality and respect. Although the diminishment may be tolerable to mediocre and less organizations, it is inherently harmful to the image of those at the upper level such as USPS. This is true not only in the eyes of the public and USPS's competition, but in the esteem of those boaters who have met the established standard and are known by it. Compare wearing Brooks Brothers to Wal-Mart soft goods and you will capture the entire idea and direction.

The United States Power Squadrons is as much an idea as it is a safety, educational and boating association. Diminish the standards of membership and you lower the idea attendant thereto. Imagine Rolls Royce, Tiffany or Rolex advancing quantity over quality! They would be on a sure course to mediocrity or worse.

Somberly, the decline would be irreversible in that once membership increases, that new standard would never be sacrificed to resurrect the former. Like the sparrow, once released, it never returns.



Our year of publishing the Horizon is winding down.

Your graphics department has enjoyed working with everyone's submissions thoroughly. The writing has been entertaining and lively. We encourage everyone to submit material, both articles and pictures, for the newsletter and to be mindful of our 5th of each month deadline.

Thanks, Brande Neese

Frostbite Cruise Puts End To Cruising

Five Dundalk vessels, *Court Ship*, *After Hours II*, *Battlewagon*, *Rat Ark* and *DiVersion* converged on Tidewater Marina in Havre de Grace in late October to bid farewell to another great season on the water. A number of other Dundalk members arrived via "land cruisers." This time around the Frostbite Cruise almost lived up to its name -- when the sun went down the temperature plummeted as well.

The big event of the cruise was a Saturday night Chile Cookoff. Eight varieties were entered and, amazingly, all eight were singled out for recognition and prizes by chile judge P/C Read van Zile. Read and Lt Joanne Day organized the entire weekend, which also included a halloween costume party. Joanne and D/Lt Fuzzy Jones surprised the crowd by exiting their limo in strapless gowns resembling martinis. Read was the olive.

Seven children associated with the Hall, Seidenman and Boardman families, were among the celebrants. Their exuberance was appreciated by all.



As the days grow short we turn our attention to the business of the United States Power Squadrons.

During August a delegation of our squadron attended the National Governing Board Meeting in New York City from 16 to 20 August 2006. This was a grand time for social interaction with squadrons of our district, and those from around the nation. Nearly 450 representatives attended from all districts and squadrons in the United States Power Squadrons.

There were three actions taken by the governing board which will impact on Dundalk. I would like to present them to you in order to have your input in the decision making process of the United States Power Squadrons. The commanders of the squadrons, the district commanders and members of the district bridge comprise the governing board of our parent organization. So your input to the Commander is needed.

The first item to consider is the waiver of the education requirement for membership in the USPS. This waiver would allow persons to join USPS without the requirement of passing an approved boating course. The waiver would be in effect for the next three years. It would render your membership card useless to prove that one had completed a safe boating course. Members admitted under this program would be allowed to take any of the education courses provided by the USPS. Under the new "university" concept of education those new members would be expected to meet course requirements for the advanced grade course they select. The motion to grant membership to those who have not taken a boating education course was tabled. The next governing board meeting will take place during the winter of 2007 and that motion will be considered. In order to represent you I need to know your opinions on this matter.

The membership process will abolish the individual initiation fee of \$10.00 per person. The National Membership Committee motion was approved to charge a one time \$25.00 fee for initiation. This fee is to be paid by the head of the household. All other members may join under that person without an initiation fee. Regular dues would still be charged. The initiation fee would apply for one year. This action was approved. It will take effect with the next billing cycle and will have no effect on present members of USPS.

The voluntary program to select anniversary billing has terminated due to a sunset provision in the program. This was an experimental three-year program. This would allow districts and squadrons to select billing on a cycle with the anniversary of membership. Under the sunset provision of the program squadrons have a one time only election to select participation in the anniversary billing program. After the selection to participate

or not participate the decision cannot be reversed. Should we decide to participate, all present members would be billed as done now. New members would be billed as of the anniversary of membership. This change would cause us to lose the three month courtesy membership that is applied to new members who join in March, April and May.

Your input into the two matters concerning the initiation fee and dues schedule is expected and will be greatly appreciated. Please feel free to discuss these matters with Executive Committee members. Your input will be considered when the Executive Committee instructs the Commander on how to represent you. These matters must be deliberated for the good of our squadron and our national organization.

Do not feel empathy or sympathy for your delegation attending this meeting. Be assured that they all had a grand time at no expense to the squadron. New friends were made and we came to realize again how great a squadron we have here at Dundalk. Highlights of the meeting included tours of New York City, the Gugenheim and Metropolitan museums and opportunities to see Broadway shows. There was a USPS sponsored dinner cruise along the Hudson River, through New York Harbor and up the East River. All of these areas had been explored last year by your Top Gun Cruisers.



Chili No Contest at chilly Havre de Grace Frostbite Cruise. Everyone was a winner.

Battlewagon Brings Home Another Award

It's true. The crew of *Battlewagon* has been awarded the prestigious Crew Comforter award. This award is given to the crew with the meanest captain. Since I am the captain I can take full credit for bringing this award home. Until Mary received the award I didn't realize how special it really is for the captain. Most of the crews that have received the award have had the privilege of serving under a Power Squadron Commander.

Past winners of the Crew Comforter

Winner	Captain	
1990 – Jean Bachman	Al Bachman	
1991 – Ann Holstein	Chick Holstein	
1992 – Ken Nehmer	Lois Nehmer	P/C
1993 – Micky McNelis	Read Van Zile	P/C
1994 – Micky McNelis	Read Van Zile	P/C
1995 – Merylin Wright	Frank Wright	P/D/C
1997 – Mary Hammond	Bill Hammond	
1998 – Lee Fuse	Dick Fuse	P/C
1999 – Connie Barry	Howard Barry	P/C
2000 – Marita Knight	Ron Knight	P/C
2001 – Joanne Day & Bobby Blaker	Read Van Zile	P/C
2003 – Kathy Karpers	Bernie Karpers	P/C
2005 – Joanne Day	Rick Boardman	P/C
2006 – Mary Hall	John Hall	???

As you can see most of the award winners were either Past Commanders or future Past Commanders at the time of the award. Commander Bernie Karpers presented this award at the September membership meeting. Among the meritorious conduct cited was the fact that part of the crew was required to drive to Texas while I flew down. I hardly think this qualifies. I think they had it easy. They were on the road before dawn so they got to see the sunrise. Meanwhile I had to go back to bed and get up again! And the scenery the crew had! The trees must have looked fantastic waving in that forty mile per hour breeze. After a mere twelve hours on the road they called me to find a hotel. Hey I had stuff to do too, you know. While they spent a night at the luxurious motel I had to fend for myself back home. Where is that remote anyway? At the motel the remote is glued to the night stand. Plus everything is so close and you don't have to make your bed. Then they had a free continental breakfast and a light 600 miles to Texas. Oh sure they had to pick us up at the airport later that day but that was only 50 miles each way. Some of the crew got to drive back too so they could see the stuff they missed on the way down. However since I was along I didn't let them waste as much time as they did on the trip down. We only stopped from about 0200 to 0800. So as you can see there was really no compelling reason to give us the award but I guess all the other captains this year were softies. However before you think about filing an appeal let me point out some other important notes in my defense.

- 1) At Chocolate Bayou the crew was forced to kedge off for 5 hours and then perform a rescue towing operation in the dark. They did get a small ration of grog when we returned to the dock.
- 2) Max Schimminger, a friend of mine, and I brought the boat back from Florida in 4½ days. We had light runs of 6 hours, 14 hours, 8 hours, 9 hours, and 26 hours. On the last run we went so far and so long we went through two weather fronts.
- 3) In Ocean City I gave the crew the option of going fishing at 0500 or getting off the boat by 0430.

I know I'm not up to British Navy standards yet but I am working on it. I would like to thank my crew for this year, Mary, Brian, Michelle & Eric Hall, Howard Barry, Bernie and Kathy Karpers, Joanne Day and Max Schimminger for all their help. >

Safety Tip: You used to be able to contact the Coast Guard on by dialing *CG on your cell phone. The Coast Guard has requested that all wireless providers remove this feature. The use of *CG was not universal across all cellular companies and the routing of the calls sometimes caused delays in rescue and response. Your best bet to contact the Coast Guard is always your VHF radio on channel 16. The quickest response on the water will usually be from nearby boaters who are monitoring channel 16. If you need to call for emergency assistance using your cell phone the best number to use is always 9-1-1.

EDUCATION OFFICER P/C WALTER K. NEESE, SN

District 5 fall conference will be held in Suffolk, Va. on 3-5 November. As every year, it is the "education conference". Teaching aids displays and an education expo are held all day Saturday. Saturday morning, course seminars are held in all USPS courses, and in the afternoon there are council and department meetings. The conference meeting is held Sunday morning. If you can travel down to southern Virginia for the conference, I'm sure you will find it instructive and enjoyable.

Public Courses – After a slow start, interest in our basic course has picked up with the final fall class at St. John's Lutheran Church. We will have instructed 14 students for the season. We have found some interest in the GPS class among the 14 basic students, but have had none from the

wider public. We will work to get the word out sooner for Winter/Spring 2007. I am working to get the public course schedule approved for early 2007 and have it ready to go to publication in early November.

Member courses – Lois Nehmer's Weather and Max Robinson's Marine Electronics have attracted all the attention this fall, with an expected 7 and 6 students respectively. Instruction in Engine Maintenance 101 has completed, and instructor Fred Schwing has 3 students tackling the 102 part of the course. Cdr Karpers has one Navigation student. Neither Seamanship nor Piloting had any takers this fall. We will work to launch some newer members on the advanced grades courses after the new year.

LIEUTENANT'S COMMISSIONS 2006

The following DSPS members were given lieutenant's commissions by Cdr Bernie Karpers, N at the October general meeting:

Lt Streett Broadbent, AP AP Instructor
Lt Thomas Clark, AP Auditing Committee
1/Lt Joanne D. Day, SN Assistant Secretary
1/Lt Michael R. Dulaney, P Assistant Treasurer
Lt Dennis Henderson, N JN Instructor
Lt Kathleen S. Karpers Assistant Chaplain
Lt William L. Letch
1/Lt Dianne Newborn Executive Committee
Lt Brande Neese, S Commanders Aide
Lt Mary Ellen Peters, P Historian
Lt. Max Robinson, P Marine Electronics and Sail Instructor
Lt Fredrick Schwing, AP EM Instructor
Lt David Seidenman, AP Executive Committee
Lt Roy Stuenes, P Safety Officer
Lt Catherine Tingstrom, SN Telephone Committee
Lt Earl Tingstrom, AP Property Officer

• STU & DI'S NEXT ADVENTURE •

Well, we survived our trip to Inner Harbor East for Safe Boating Weekend. Now we had to find our next challenge. Would we go on the D/5 Southbound Cruise? Or maybe Dundalk's famous (or is it infamous) Top Gun Cruise? No, we decided for our next challenge, we would go to Swan Creek and Haven Harbor Marina for the DSPS Crab Feast.

This would definitely take some extra planning, as we would have to go all the way across the bay for this one - sure wish I had taken the Cruise Planning course when I had a chance. Also, was there any truth to those rumors I was hearing about the Pirates of the Chesapeake? I wondered if *DiVersion* would be a target?

Leading right up to the date of the planned cruise, we had an overheating problem (well the boat did) and we weren't sure we would make it. Fortunately it turned out to be just a bad impeller, and *DiVersion* was fixed and all ready to go. We left early Friday afternoon on our voyage to Haven Harbor Marina. The trip across the bay was fine, excellent weather and calm seas, with no pirates in sight – it was just great!

We arrived at Haven Harbor Marina and looked for the person I talked with on the VHF radio to guide us in. I spotted her waving her arms and directing us to a slip. I thought she was pointing to the one on port side, but she was actually leading me in to one straight ahead, which actually looked like it was in the parking lot. This was interesting, had to do a 180 and back her into this narrow slip while passing precariously close to a row of boats on starboard. Well, in these situations I do as I always do - close my eyes. Just kidding (at least it's what I told the First Mate, oops Admiral when she hollered). Actually, I used my knowledge gained from the squadron boating courses and eased her back to where the dockhands could assist, no problem at all. When looking from a distance it seemed like they were putting me in the parking lot, but once in the slip I realized we were in the parking lot!

Our location in the parking lot did have its advantages. Besides being so close to everything, it gave us a chance to serve as squadron greeters. "Hi, welcome to Haven Harbor Marina and the Dundalk Sail & Power Squadron's annual crab feast. What's this, you're not part of USPS or here for our crab feast? Let's talk about it."

We didn't see any pirates on the high seas of the Chesapeake Bay, but heard they were spotted at Haven Harbor, so we were quick to hoist our pirate flag and see if we could

blend in - sure that wouldn't be a problem while docked in the parking lot. I am not sure when it happened, but think it was early Friday evening when *DiVersion* was boarded and taken over by pirates. In fact two people were seen leaving *DiVersion* in pirate attire and attending a gathering of pirates on shore. Ahoy Mates, I hear the pirates were there aplenty, too numerous to mention them all, but know the infamous Hall family, and the Stuenes's were spotted. And no pirate gathering could be complete without an appearance by the infamous Viper to strike fear in the common folk. The night was a blur, don't remember when or how we got our *DiVersion* back, just remember awakening in the morning with these marks in my neck – looked like they were made from the tip of a sword. The Admiral was no help in unraveling this tale, but she sure smiled a lot. Arrrrgh!

Saturday was the big day and what a crab feast it was! Kudos to Read Van Zile and to all those who helped make it an outstanding event. A lot has already been said previously about this event, so not much to add, except if you haven't been to a Dundalk Crab Feast, you need to mark your calendars now for next year. What an afternoon of food, drink, music, and best of all in spending time with new and old friends. It was just great!

Sunday morning was a good time too with the pitch-in breakfast, but with the sky darkening and the wind picking up, thought it was time to get ready for the return trip home. With an assist from John Hall in getting out of our slip (and off the parking lot), we were under way in fine shape, though I did wonder why John asked if we wanted to put up the rest of our canvas and isinglass? It didn't take long to get my answer as we came out of Swan Creek into the bay and started getting pounded. We watched as the waves splashed above the windshield, soaking us. The Admiral took the helm while I put up the rest of the canvas and isenglass as we were bouncing around - it was just great (right)! Back at the helm, *DiVersion* was doing fine battling the waves as we moved away from shore. I felt good, but don't think the Admiral was faring as well. It calmed down a lot as we moved further into the bay, and we had a nice trip the rest of the way back to Sparrows Point.

We relaxed back at the pier and talked about our weekend at another super DSPS event - of the good times, the friendships, and even the challenges. And another adventure for Stu & Di - it was just great!

Lt/C Stuart Newborn, S

Sept 27, 2006

Happy 45th Birthday Dundalk! At a recent membership meeting we had a great time to reflect on the achievements and heritage of our great squadron, and members. We were, and still are, one of the leading squadrons in public education. In 1968 we birthed a new squadron in Hagerstown. We have accepted numerous associate and charter members, and have visited several districts and squadrons on our rendezvous and Top Gun Cruises. We are known as the squadron that cruises! Our member retention and new member numbers continue to climb. Our publications have won awards, and our web site is informative. Congratulations, Dundalk. May we continue to teach, reach and keep safe boaters in and around the Chesapeake Bay.

Mid September, we enjoyed a rendezvous up the Chester River. Lankford Bay Marina was our host. The weather wasn't as nice as it could have been, but it didn't keep us from having fun. The Cheeseburger in Paradise cook-out was great. Lt/C John Hall, AP supplied everything from the french fries to the pickles and even the Heinz 57 sauce! We listened to Jimmy Buffet and enjoyed each other's company until the sun set.

Thanks to Lt/C Stuart Newborn, S, our secretary, we have a new roster. By this time, everyone should have received their copy. What surprised me is the amount of members that I cannot put a face to the name. I want to encourage all of our members to get involved. Plan to attend at least one meeting a quarter if you can't make them on a monthly basis. When we have our annual cruise planning meeting, if you have a suggestion of where to have a rendezvous, please share your ideas. This is your squadron. Be an active member of our great organization.

On behalf of our Commander, and the Bridge, I personally want to thank the members who have successfully increased our member

ship by recruiting new members. The Power of One program and USPS promote safe boating activities in our community, continuing education benefits, and enjoying friendship and camaraderie of fellow members. Thanks again to the following members who are part of our power team:

Lt. David Seidenman, AP
 P/C Dick Bussey, P
 P/C Walt Neese, SN
 P/C Ken Finck, P
 P/Lt/C Rolf Stuenes, JN
 P/Lt/C Ray Schiff, P
 Lt. John Rice, S
 Lane Letsch
 Lt/C John Hall, AP
 John Bonner

I am looking forward to seeing all of the members at our next membership meeting on Wednesday, October 18th, at the Boulevard Diner in Dundalk. Dinner is at 6:30, the business meeting starts at 8:00 p.m. I challenge any member to who normally doesn't come to the meetings to show up, and see if I know who you are! Hope to see you there.

ADULT HATS & GLOVES NEEDED

Donations of adult hats & gloves are being accepted at the DSPS membership meetings through December. They will be given out to the less fortunate men and women at the Oasis Shelter on Dec 24th.

Roy & Tracey Stuenes
 Inner City Outreach & Homeless Ministry

Sail Regatta Results

While Dundalk did not win this year's District 5 Sail Regatta, the next best thing happened. A good friend of Dundalk, Captain Stu Myers of the Annapolis Squadron took top aboard *Moonshadow* with crew Lea Myers and Charlie and Carole Tulip. *Moonshadow* participated in the 2005 Top Gun Cruise to New York City. The sailing race was held in the mouth of the Chester River on a clear day following a noreaster and the winds were still northeast at 12 to 15 knots. That was better than last year when



there was almost no wind at all. Faster boats have minutes deducted from their time in the Regatta. *Moonshadow* managed to lead on all legs of the race and finish with a commanding lead in spite of being burdened with a sizable handicap. The crew included Stu Myers, Captain, Lea Myers, Charlie and Carole Tulip. Following the race *Moonshadow* returned to her home port on the Magothy River. Stu Myers returned the next day for the banquet and accepted the Regatta Trophy.

ROSTERS

Rosters not handed out at the 9/20/06 General Meeting were mailed on 9/22/06. Please notify me if you do not receive yours and I will check to make sure we have your correct address.

The following should clarify the current roster process and procedures for those not aware or are under erroneous assumptions.

I took over responsibility for the 2006-2007 Roster and will also handle the 2007-2008 Roster. Due to differences in computers and software, most of the files had to be changed and updated. Unfortunately, some of the information carried forward from the prior Roster was no longer accurate. Your feedback in correcting these is greatly appreciated. Please notify me directly, but make sure your information is correct. If it is not for you, please verify it with the parties involved before contacting me. If it is of a sensitive nature, such as a change in marital status, I would like those effected to please notify me directly.

The specific information in the roster for each member is taken directly from the USPS National database, known as DB2000. As Secretary, I am responsible for making changes to the data in the National database, but only certain fields. Certain fields including Grade, Courses Completed, Certificate Number, and Merit Marks can only be updated by National. Errors found there must be taken up directly with National. National is quick at adding new information and

members, but slower to remove ones not renewing. I don't think this is bad since it gives us a better chance to reinstate them if they're still listed and thus receiving squadron info for a period of time.

Errors on other pages such as Bridge Departments and Committees (names, rank, or grade) are done by hand, so we do need notification on those. I did change many, but a few inevitably got through.

The roster went to the printer on 9/6/2006 using the data downloaded from National the previous week. Most of the information given to me or sent to National after 8/28/06, unfortunately could not be used for the 2006-2007 Roster. I also want to thank everyone for sending corrections/changes needed for our records and for the next roster scheduled for the spring, 2007. Please keep them coming

One item I that I really wish could have gotten into the latest roster is the designation of D/Lt Micky McNellis, P as a DSPS Star Member. This is a great achievement and we are proud to have Micky as a member.

We will have a Roster Committee Meeting after the 1st of the year to get things started earlier in order to improve the next Roster, and to make sure it is out before Safe Boating Week in May. Please let me know if you would like to be on the committee.

CALENDAR 2006

November 3-5 D5 Fall Conference

Hilton Suffolk, Suffolk, VA. All members are encouraged to attend this district event.

November 15 General Membership Meeting

At the Boulevard Diner. Dinner and/or Drinks optional at 6:30 p.m. Meeting begins at 8:00 p.m. The food is good and the camaraderie is even better.

December 20

Holiday Party/Membership Meeting

The business will be kept to a minimum and and frivolity to the max. Also at the Boulevard Diner at 6:30.

January 20 -28 Baltimore Boat Show

Dundalk always shares a booth at this event with two other squadrons. We give boating safety tips and get lots of attendees to take courses and/or join the squadron.