



THE BREEZE

GREENSBORO POWER SQUADRON

A Unit of United States Power Squadrons®

District 27

America's Boating Club

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The BREEZE is the official publication of the Greensboro Power Squadron, a unit of District 27 of the United States Power Squadrons®, published eleven times a year.

Membership meetings are held on the second Monday of each month beginning at 1930 at the First Lutheran Church, 3600 W. Friendly Avenue. Opinions expressed in the BREEZE do not necessarily represent those of the Greensboro Power Squadron or USPS.

Happy Thanksgiving



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Calendar of Events

November

8 Membership Meeting
15 ExCom Meeting

3 Ladies Luncheon –The Painted Plate

13 Christmas Party—In Lieu of Membership Meeting. Covered Dish— Deep Fried Turkey and all the trimmings. Centenary United Methodist Church 2300 West Friendly

December

20 ExCom Meeting

November Birthdays

1	Kay	Deaton	17	Kenneth R.	Keller
	John L.	Lomax		Richard C.	Young
7	Annie Laurie K.	Holland	18	James M.	Ward Jr.
9	Shirley H.	Kern	19	David R.	Carpenter
13	Donna W.	Peterson	21	Berry T.	Stout
14-	Eddie	Brown	22	O. Louis	Gentry
15	W. Clinton	Jackson III	23	Charles W.	Cloninger
	Laura R.	Stroupe	26	Betsey	Mitchell
16	William K.	Bates	30	Ralph D.	Stout Jr.
	L. Stephen	Puckett			
	Zachary	Eakes			

Patrons of the Breeze

Bob & Bev Armfield.....	<i>September Song</i>	Betty & Jeff McCain.....	<i>Adventure</i>
Keith & Kendra Bulla.....	<i>Whisper</i>	Woods & Julia McGinn.....	<i>Blue Moon</i>
Charles Collins.....	<i>Southern Life</i>	Jerry Newton	
Don & Paula Elliott.....	<i>Plastic Toy IV</i>	Bob & Betty Potter.....	<i>Sand Fiddler</i>
Mack & Vinnie Gordy.....	<i>Taterbug</i>	Steve & Chris Puckett.....	<i>Too-Tents</i>
Mike & Carolyn Hackett.....	<i>Islander</i>	Fred & Donna Schultz.....	<i>Titantic Too</i>
Richard & Judi Howle.....	<i>La Bella</i>	Tom & Jo-Anne Statham	<i>Allegra</i>
Clint & Jackie Jackson.....	<i>Blueline</i>	Mike & Geraldine Stokes.....	<i>Dad's Toy III</i>
John Lore.....	<i>Sea Robin</i>	Frances & Jim Ward.....	<i>Sea Star II</i>

“Thank You” From *The Breeze*

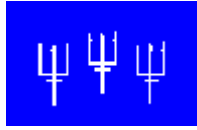
The following individuals made substantial contributions in support of our newsletter this year.

On behalf of Greensboro Power Squadron, we thank the following sponsors:

David Carpenter, AP Sidney C. Mitchell, JN Delbert E. Foster, AP P/C Richard F. Howle, Jr., JN
Thanks to your support and that of our many Patrons of *The Breeze*, we have had an outstanding publication this year, and we encourage your continued support. If you would like to become a sponsor or Patron of *The Breeze*, contact Lt/C Bill Cloninger @ 323-7553.



From the Commander
Julia C. Davis, AP



Executive Officer
Lt/C Stewart Colson, JN



“I dread success. I like a state of continual becoming, with a goal in front and not behind.”
George Bernard Shaw

Our Safety Officer, Lt Woods McGinn, AP, sent me a safety warning. Since July 1, new U.S. Homeland Security Department regulations require many boats to submit an arrival notice at least four days before entering a U.S. port. The Coast Guard detained the 155-foot yacht Privacy belonging to Tiger Woods and his new bride. They entered San Juan, Puerto Rico without notice, and they could have been fined \$32,500.00. The captain said they only intended to refuel. They left with only a warning. It would be wise for us to learn details of the new regulations before an extended cruise.

There have been some recent changes in the Vessel Safety Check program. Family members may now become vessel examiners after passing the test. The new decals will list USPS, the Coast Guard Auxiliary, and State Farm Insurance as the latter donated the decals. Two evenings of class with D/Lt/C Mack Gordy, AP complete the training. Several squadrons in District 27 have both male and female vessel examiners. I hope some of our ladies will set their sights on this endeavor. It feels good to break new ground! This is one of our most visible forms of public service. Place a call to Mack if you are interested.

I have received several e-mail messages from our former Administrative Officer, Lt/C Cindy Tilton, AP. They are traveling to see their new area, but they report missing their friends in GPS. She said she would enjoy hearing from the membership. She and Chris may be reached at: crtilton@cox.net.

949-481-4996 (home),
949-584-6321 (cell),
29711 N. Michelis St.,
Laguna Niguel, CA 92677

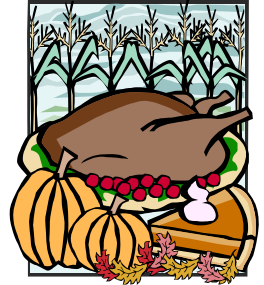
Operation Big Sweep was a very ‘trashy’ success. Twenty-five members and 3 guests collected 43 bags of miscellaneous trash and debris estimated to weigh in at 1,740 pounds. Thanks go to all who participated and especially the boat captains: P/C Max Kern, Bill Bates, Lt Del Foster, Lt David Schultz, and P/C Richard Miller. Richard and Betty Haggerty purchased, delivered and served a very delicious lunch after the work was over. This year most of the trash was collected from under and around the bridges on highways 65 and 158, and these areas look so much better now. However, it may take several years to completely dig out all of the accumulated trash. Next year, Big Sweep is scheduled for October 1, 2005. Keep that date open and plan to attend this worthwhile community service project.

It is not too late, nor even too early, to begin to make arrangements to attend the 2005 USPS Annual Meeting in Orlando, FL on 5-8 Jan, 2005. Extra events in addition to the business meetings include a Kennedy Space Center Tour, a Wolfgang Puck Cooking School, a hotel Kitchen Tour, and a Lake Alfred Antiques Tour. The meals, the fellowship and the information obtained about USPS committees, other boating organizations, product manufacturers and the working of the National USPS organization make this trip an invaluable experience for those who attend. More information about reservations and activities may be found in the Ensign.

The 2005 GPS Fundraiser Calendar is almost completed. Fifteen pictures of member’s boats, along with the dates of scheduled Squadron, District and National events make this calendar a MUST HAVE item for the coming year. One-half of the number of calendars needed to make this fundraiser a success has already been pre-ordered. Pre-orders will be taken at the November membership meeting and may also be pre-ordered by calling or emailing me at any time. So for those members who may not be at the November meeting, please let me hear from you. The pictures alone will make this a very desirable calendar to have and to give as a gift.



Don't Miss Our Family Christmas Party Covered Dish Dinner



Monday, December 13, 2004, 6:30 PM
Centenary United Methodist Church
2300 West Friendly Avenue

1 mile East of First Lutheran Church at corner of West Friendly and North Elam. Enter the church through the covered entrance.

Cost: \$ 6.00/person – children under 12 free

Bring: Your Children or Grandchildren
9 x 13 Covered Dish of your favorite Vegetable, Vegetable Casserole, Salad or Dessert
\$5 - \$8 Child's gift-wrapped and labeled with appropriate age and sex.
(Gifts not distributed will be donated to children in need)

Menu: Your covered dishes, salads, desserts. (See above)
Turkey, rolls, ice tea and coffee will be provided.

Reservations Are Required -- Deadline Friday, December 3, 2004

Make checks payable to Greensboro Power Squadron and Mail to:
Julia McGinn
3910 Kalloramo Dr.
Greensboro, NC 27407

If you have not signed the covered dish sign-up sheet,
please call: **Julia McGinn 299-3604**



Educational Officer
Lt/C Tom Statham, P



Administrative Officer
Lt/C Tom Hamlin, S



MUSHING— the non-subtle art of ruining my weekend!

One of my main gripes when being on the water (especially at rest) is having a fellow boater come mushing by. You would think that power boaters would be aware of the downsides of having their boat in such a ridiculous angle. Basically planing power boats are designed to operate at two speed ranges: displacement speed, up to 7 knots or on plane, typically 17 knots or faster.

Anything in-between is mushing. Planing boats are meant to be operated on plane. These boats will never be considered fuel-efficient. They are just less fuel inefficient when operated in this manner. You get acceptable fuel mileage and usually produce a modest wake when on plane and properly trimmed. These boats are also less fuel inefficient when operated at the “no wake” speeds of less than approximately 7 knots. Because of hull design, a planing boat (at slow speeds) will never be as fuel efficient as a displacement hull design boat. However, it’s the in-between speeds where they stink and go through fuel.

The downsides to mushing are numerous:

- ◆ -Crusing along with the pointy end of the boat way up in the air, blocking the Captains forward view;
- ◆ -Putting a terrible strain on the engine and getting terrible mileage;
- ◆ -Really not going much faster than “no wake” speed while increasing the noise factor exponentially;
- ◆ -Finally, you create a wake you can surf behind and will cause many an obscene gesture being waved at you by innocent people that happen to get swamped in your path.

I never will forget my 1st official outing with our squadron. We were coming back from a Charleston cruise with boats from several other squadrons. A 40'+ Sea Ray was mushing up the waterway, going in the same direction. He passed our flotilla's boats and caused a significant wake, . (continued end of next column)

It is late Fall and our boating activities are winding down. Eight hearty members of our squadron ventured to the coast on the weekend of October 15th where they experienced our annual Fishing Rendezvous. Fun, laughter and good fellowship was had by all, but reports indicate the fish were not seriously depleted.

Bring a friend or better yet a prospective member to our next business meeting on November 8th. We are fortunate to have Eddie Jones, local author from Raleigh, who will speak to us. Eddie has written articles for Latitudes & Attitudes, Carolina Style, Tidal Times Magazine, Lookout, and Maritimes Magazine. He is the author of Hard Aground, a book about cruising and boating and the frustrations we as boaters experience. He will have autographed copies of his book for sale. Eddie will talk to us about “Stuck on Cruising”, which covers the 10 Commandments of cruising. He comes to us with a reputation as an informative and entertaining author.

It is not too early to think about Christmas. Mark December 13th on your calendar. This is our last meeting of the year and will be our annual Christmas Dinner Party at Centenary United Methodist Church.

strong enough to put one of the other larger boats on a 45-degree list

They lost a rather large TV, as it came off its mounting site. The Sea Ray captain probably thought he was being respectful of the narrow confines of the ICW, by going at mush speed, but nothing could be further from the truth.

So either poke along and enjoy the view or get on plane as quickly as possible, but stop ruining my weekend by mushing. Gotta go.

I'd like to thank *Boat Docking*- a book by Charles T. Low as the impetus and reference source for my article

BREEZE ADVISORIES



This section is to provide information to GPS members. **POST UPCOMING EVENTS HERE.** If you have a boating related item for sale, list it here. If you are looking for a partner to charter a boat, post it here. If you run across a new marina or restaurant on the coast that you think others might enjoy, let us know. Contact Tom 852-8411 or if possible TSTAT@AOL.COM

Notice to members: If there are any changes needed to your listing in the roster, please contact P/C Paul Long, SN. paul.long@earthlink.com

Congratulations to D/Lt Paul and Lt Dawn Long on the marriage of their daughter Denise Long to John Palmer on October 9 on the lovely deck of the parents' home. They are a lovely and charming couple!

Congratulations to our Commander on the birth of her grandson, George Merle Look, on September 20. The proud parents are Lucy and Craig Look who live in Alexandria, VA. The seven pound little guy will certainly become a sailor.

Adventurer sets amphibious car record



By Michael Hauenstein – Staff Writer
Soundings Oct. 2004

Sir Richard Branson has broken the record for the fastest crossing of the English Channel in an amphibious car. The British entrepreneur and Virgin Group chairman completed the 22-mile crossing from Dover, England, to Calais, France, in less than two hours.

Branson, 53, previously had set records for trans-Atlantic crossings in a powerboat and a hot air balloon.

He made the June crossing in a Gibbs Aquada, a gray-and-black sports car built by Gibbs Technologies of Warwickshire, England. The amphibious car seats three and reaches speeds greater than 100 mph on land and 30 mph on water, according to the company

Branson's time of 1 hour, 40 minutes and 6 seconds toppled the previous record of 6 hours set by two Frenchmen in the 1960s. In the only other attempt, Englishman Ben Carlin in the 1950s set the original amphibious vehicle record of 7 hours and 33 minutes.

The Aquada is powered by a 2.5-liter 175-hp Land Rover Freelander V-6 engine. Aside from the engine and the Jatco 5-speed automatic transmission, Gibbs designed almost all the Aquada's other components.

1984 MIRAGE 5.5 SAILBOAT 20' Club racer/Cruiser, trailer-GC. Lg. Cab-sleeps 4. 2 sets of sails, 2 gel batts, 3 hp Johnson OB, 1200 lb swing keel, \$2,900 Lee Ann Earles @ 297-0353 or 260-1714

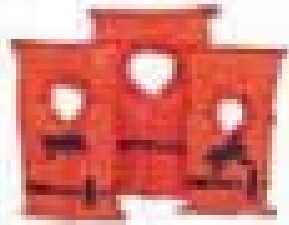
1985 Grady White 19' open bow Tournament, 150 hp Evinrude, Long galvanized trailer. VHF, Fish & Depth finders. Guaranteed to catch fish. GC \$12K, [Contact Bernie Wall](mailto:Bernie Wall) @299-9384

SAIL BOAT PARTNERSHIP AVAILABLE- The Orion V, a like new (2000) 38' Catalina is docked at Whitaker Creek in Oriental, NC. [Contact Dan Kelly, JN](mailto:Dan Kelly) @ 288-9552.

Old Dog – New Trick

Have you ever seen P/C Robert Armfield, AP, teach the Marlinspike segment of the public Boating Class? If you haven't attended a boating class lately, you should. You should show up, sign the attendance roster, help set up the room, visit with your squadron friends, and then sit down and pay attention to the class. You are bound to leave that room with something you haven't heard before.

Bob did his usual good job of teaching the knots. He had every one of the students hard at work. By the end of his class they were tying proper knots, and having a good time learning to do it.



To finish the evening Bob did something a little different. He pulled one of those \$5 type II PFDs from Wal-Mart out of a bag, and he gave a demonstration. He explained to the students just how hard it is to strap on one of these orange horse collars when you're in the water. Just picture, if you will, that PFD floating up and over your head as you sink below the water, fumbling with the straps.

Then Bob showed the students "the trick that can save your life" – how to don the life jacket, in the water, without losing it. First, pull the PFD over your head and hold on to it. Cross your arms over the PFD, give it a bear hug and pull it to your chest. From now on, work with one hand, while the other hand holds the PFD close to your chest.

Hold the PFD with your right hand and use your left hand to find the long, loose safety strap – its usually on the left-hand side. When you find the strap, slide your hand down to the plastic buckle on the end, and grasp that. Holding the buckle in your left hand, reach around behind, to the small of your back, and stuff the plastic buckle into the waistband of your clothing.

Now grasp the PFD with both hands, and rest a moment if you need; you're almost done. Then hold the PFD with your left hand, and move your right hand to the small of your back. Reach to your waistband and the safety strap, and grasp the buckle. Pull it around your waist to the front, and snap it in. Finally, pull the end of the strap tight, to hold the PFD snug against your body.

That's all there is to it. You have safely donned a Type II PFD, without losing the PFD or drowning yourself. Congratulations!

There's just one catch (isn't there always a catch?). As with the knots, most skills are developed through practice. Practice, practice, practice. So get out a PFD and try it. Then show your family and crew how to do it. Then get in the water and do it. And practice.

Who says you can't teach an old dog new tricks? I already knew how to tie a bowline, a clove hitch and a cleat hitch. That night I learned a simple trick - how to put on a PFD while staying afloat in the water. So share your stories, your experiences and your mistakes. And don't forget to enjoy it! Boat Safe!

Lt Woods McGinn, AP, Squadron Safety Officer

Lt/C Tom Statham, P
218 Kemp Rd. East
Greensboro, NC 27410



FIRST CLASS

Please deliver to:

Boats featured here, come from our WEB site. Is yours listed ?



Pelecanus