



THE BREEZE

GREENSBORO POWER SQUADRON

Boating is Fun... We'll Show You How!

A Unit of United States Power Squadrons®

District 27

America's Boating Club

And now a little number called

LORD I FORGOT MY "PFD" SO PLEASE DON'T SINK THE BOAT



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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, but they might.

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Sailing Ship

NOTICE TO GPS MARINERS

Monday, June 11th
Registration at 1845
Oak Hollow Lake Sailboat Side

OOPS!!!! The May 14th training exercise is now the June 11th training exercise.

If you had not signed up for the May exercise and would like to attend in June, please email Kendra at kendrabear@mindspring.com no later than Friday, June 8th. If you were signed up, we will contact you for confirmation.

Nothing has changed except the date. Training starts at **1900 SHARPE!** Please plan to arrive no later than **1845**. Shelter 1 will be the location for sign-in. Reminder, the four stages will be fire extinguishers, flares, throwing flotation devices and making emergency radio calls.

Directions: From Greensboro, W. Wendover Ave. to Eastchester Dr. (Hwy. 68) in High Point. Cross Eastchester Dr. and Wendover becomes Skeet Club Rd. Follow Skeet Club Rd. ~2.5 miles to a bridge. Turn left on Waterview Rd. immediately crossing the bridge. The sailboat marina is at the end of Waterview Rd. If using Google or Mapquest, use ref. intersection of Waterview Rd. and Timberland Dr., High Point. You can also take Hwy 68 S. from I-40 to the Skeet Club Rd. intersection and turn right and follow above directions.

DO NOT go to the church for the June meeting.

Kendra & Keith

June Birthdays

5	Richard T. (Dick) Byrne, S	18	Sandy Lanford, S
5	P/D/C Mack L. Gordy Jr., AP	18	P/Lt/C Tom Statham, AP
12	Donald (Don) Elliott	20	Ralph Wilson Gorrell, AP
14	Sidney C. (Sid) Mitchell, JN	21	James M. (Mac) Robertson
16	P/D/Lt/C Dick Howle Jr., JN	23	Betty Colson

Squadron Patrons

Mack & Vinnie Gordy.....
Optional Necessity
Woods McGinn.....*Blue Moon*
Jerry Newton.....*Petey*
Mike & Caroline Hackett *Hattitude*
James & Brenda Norris

Chris and Stephen Puckett.....
Simply Mahvelous
Ron & Anna Pittman.....*Anna Bee*
John & Sally Oberholtzer.....*Sally O*
Wayne & Karen Nussman.....*Impulse*

"Thank You"

The above individuals made contributions in support of our squadron this year.

On behalf of Greensboro Power Squadron,

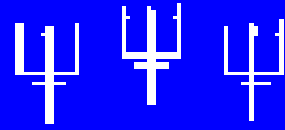
a special thanks to **Carolina Marina at Belews Lake** for their continued support.

Thanks to your contributions and that of our many members, we have had an outstanding year, and we encourage your continued support. If you would like to become a Sponsor or Patron of the Squadron, contact Lt/C Ken Fonville, JN 336-540-0610



Commander's Log

Cdr Ron Pittman, P



The Greensboro Power Squadron was very busy during month May. We had three major activities scheduled including a District 27 Rendezvous in Little River, SC, Safety Day on Oak Hollow Lake and Predicted Log at Oak Island. Safety Day was cancelled due to thunder storms and lightning conditions. The cancellation was the “right call” since there was street flooding and lightning strikes in the Oak Hollow Lake area. This activity is being rescheduled in June (read further in the Breeze for the details).

District 27 Rendezvous was held on May 4th and 5th. Anna and I left Barefoot Resort aboard the “Anna Bee” and headed south on the ICW Friday morning. Along the way we recorded the position of the aids to navigation (ATONS). Recording these positions while in the “rock pile” area is somewhat nerve racking but was completed without running aground or hitting any submerged logs. Along the way we were in contact with Tom Statham and Alec Wrenn using our VHF radios. Of course we would hail each other on Channel 16 and then transfer to a working channel (Channel 68). As we entered Coquina Marina we noticed Stout’s and Freeze’s had already docked. Having 5 of our Squadron Burgees flying from the boat bows was impressive and re-assuring. We docked along side the Statham’s without any difficulty even though Tom kept yelling, “hand me the damn thing.” I logged the trip in the logbook and recorded the engine hours at 1 hour.

The evening included a very nice hospitality hour+ with food, fellowship and fun. The GPS Power Squadron was well represented and every one of us met renewed old acquaintances and met new people. We watched lowing lying clouds quickly hide the huge full moon.

Saturday morning was filled with much anticipation and excitement. The GPS was in high spirits knowing the Conch Blowing Judges were in our pockets. We arrived early in our “conservative costume dress” clothing. We watched as the Cape Fear Power Squadron blew their rendition of the Marine Hymn and knew immediately that we were in trouble since one of the judges was our own Alec Wrenn. Despite the setback our performances went on with Popeye the Sailor Man and Row-Row-Row Your Boat. The audience applause we received was much louder than that of the Cape Fear Squadron received. I figured it must be because of the Coconut Boy Mascots (Tom Statham and me). Tom actually forgot to bring his wig but his real hair looked really worst than usual so no one knew the difference. Later in the afternoon came the awards ceremony and I am pleased to report the GPS placed second in the Conch Blowing Contest! Placing 2nd sounds great but you must figure in that there were only two power squadrons represented in the competition – we will get them next year.

Our Predicted Log began Friday, May 18th at South Harbour Village Marina in Oak Island, NC. I pulled away from Barefoot Marina at 8:00 AM and headed north on the ICW. It was kind of like crossing the Atlantic alone since I did not have another passenger. Being very familiar with the route was re-assuring but it always helps if you run into any mechanical or safety issues to have someone with you. Most of the trip was performed using the lower helm station because of the strong north wind, cool conditions and occasional rains. I tied up at 2:30 PM and logged 6 hours and 30 minutes in the logbook. Tom and Joann Statham were already there and they brought their loud yelping dog!

Beginning at 4:00 PM and continuing for several hours, GPS had food and beverages at Mike and Carolyn Hackett’s beach cottage. The get together was so much fun that many of the members continued to stay and stay and stay. Saturday was the competition for the Predicted Log Challenge. Larry Freeze stayed up much of Friday night studying weather, tide and river current reports while I looked over the course quickly and said to myself that I would figure out something tomorrow before the competition.

Saturday morning came in and it was cool, windy and overcast. After some quick charting, I turned in my time calculation sheets and proceeded towards the first marker. On board with me were Dan Kelly, David Schultz, Karl and “ML” Koebberling and Robert Chappelle (my son-in-law). My plan was to start the run at 10:00 AM but it was delayed starting by a large freighter heading to Wilmington on the Cape Fear River. I noticed Larry Freeze was holding back and radioed him to re-affirm his 10:00 AM starting time. Larry said he checked the ship traffic last night and noted that freighter was scheduled to enter the Cape Fear River and decided to amend his starting time to 10:30 AM. Larry takes this activity very seriously.

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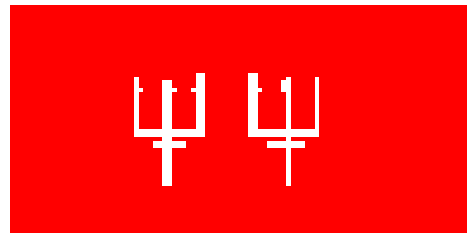
We hit the course at approximately 10:03 and were already 3 minutes behind our scheduled starting time. Heading towards Wilmington on the Cape Fear River was as I predicted: strong north wind, choppy conditions, cool temperatures, overcast skies and strong outgoing tide to battle. Larry even found out that a large group of boaters were scheduled to head north on the Cape Fear and their wakes made our progress even slower than my predicted 5.5 mph. After dodging the Southport Ferry and the Bald Head Shuttle Boats we approached the Sunny Point Marine Terminal and picked up two Coast Guard patrol boats. The Coast Guard strongly protects this termination due to the large amount of explosives and munitions being loaded for our troops. We finally rounded the last leg and started back down the river towards the marina. The sun came out, the wind was behind our backs and the Anna Bee quickly doubled her speed to almost 10 mph at the same revolutions per minute.

Mike and Carolyn Hackett shuttled aboard the "Hattitude" several GPS Members who wanted to see what Bald Head Island was like. Bald Head Island was most appreciative of all the shopping and golf cart rental money left by the GPS island hoppers.

We all enjoyed having refreshments and fellowship on the dock following all the activities that day. Dinner was at the Dead End Saloon was most enjoyable. The winner of Predicted Log is yet to be determined. At least I am guaranteed 2nd place but have a suspicion that I won despite all our roadblocks from Larry Freeze. 7:45 Sunday, I left aboard the Anna Bee heading south on the ICW with Robert (my son-in-law) to assist at the helm. As we tied up at 2:00 PM I reflected on what a great weekend the Greensboro Power Squadron had this weekend. I operated the Anna Bee for over 20 hours without any mechanical issues as well! Make sure that you look at the photos on the website and in the Breeze regarding the Rendezvous and Co-Op Charting.



Executive Officer
Lt/C David Schultz, SN



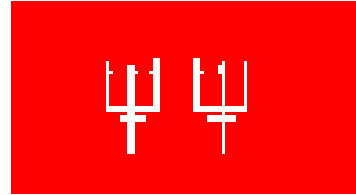
Well last night was the Xcom meeting so that marks the end of a very busy month for me, that is the last four weeks have been a nonstop adventure. Yes I said adventure, for a wise man once told me that the difference between adversity and adventure is your attitude. Life is what you get when you focus on the positive, or misery when you focus on the negative. It was about four weeks ago when our dryer died as Sue was washing clothes in preparation for the D/27 Rendezvous in Little River, SC. It seemed that she could get a load dried and the thing would quit and if I took it apart and put it back together then she could get one more load dried, and this went on for a week or so. After the Rendezvous (which was great just ask anyone that was there) we came home but still had no dryer. We had to return to the beach the next weekend so Sue could get what she needed for her church beach trip to Emerald Isle. I also wanted to run the boat before the predicted log, so we decided if we picked up Sue's boss's trailer Thursday night so we could go to Colfax drop off our old dryer and pick up the new one, drop it off at the house and still be leaving town by 9 PM. However, after we had our dryer loaded and were heading up Friendly Ave. the traffic light at Old Friendly stopped me (or should I say it tried). When I applied the brakes, the foot pedal proceeded all the way to the floor and the car slowed but did not stop. After looking under the car, I saw that the rear brake line was broken so we proceeded on to Sandy Ridge Rd. From then on our pace was much slower. On the way home we decided that we would not leave that night but wait, fix the car in the morning and leave at lunch time. Later that night around 12:30 Sue came in and told me that the dryer had no heat. Well that seemed about right for the day I was having, however, little did I know the fun was just starting. Bright and early the next morning as Sue called the man we got the dryer from, I went out to put the car up on ramps to check out what parts I was going to need. I have put cars up on ramps many times but never without brakes so I proceeded to drive right over them. I was jacking up the car to get the ramps out from under it when the man showed up with the part to fix the dryer. Of course that was the wrong part. However he did also bring the other dryer that Sue had been looking at and swapped them out. I decided at this point I was not going to fix the car. We could drop the car off to be repaired on our way out of town. So we are back at the beach, life is good again. As we make our way up the ICW to take a practice run for the predicted log, suddenly the boat starts to turn to port and I turn to starboard. That's when I found out that I had no steering and just as I got to the marina to ask about cost of repair, the man with the car calls and says that the car won't pass inspection. The "ball joints" are shot and that should cost about \$1200. And as it turned out the cost to repair the boat steering will run between \$250 & \$1000. Well it would take all week to get the parts for the boat and get it installed and therefore I didn't know if I would have a boat for the Predicted log. I worked up the course anyway even if just for the practice and as it turned out Ron could use my calculations so I guess all worked out for the best. We still don't know which was the winning boat but it really doesn't matter. It was good practice and I think everyone that was there had a good time. I guess for me, the take away is that **if you want to be unhappy in this world it is easy to be, however if you wish to be happy you just need to be!**

So until next time "I'll See Ya on the Pond"



Administrative Officer

Lt/C Alec Wrenn, SN



Hello from San Diego! As you are aware, our "safety training" scheduled for May was rained out, but Keith and Kendra have us rescheduled for Monday, June 11th, our regular meeting night. Please "SAVE THE DATE" and plan to attend, Kathy and I will be attending.

I have heard that Predicted Log which was held in Southport the weekend Kathy and I were at our reunion in San Diego, had remarkably good weather and was very enjoyable even if the boat count was not as high as we had hoped for. My thanks for all of the hard work: Dan Kelly, Chuck Kammeyer, Mike & Carolyn Hackett !!

Upcoming: As mentioned above, June - "safety training"; July – Hummer in the Summer, and again in July – Blueberry picking at Karl Koebberling's. More to come on these events, please watch the *Breeze*.

Back to San Diego: Kathy and I are attending our Marine Corps Reunion in San Diego. Our reunion attendees graduated from Officers Basic School, Quantico, Virginia, in July 1969 and most have not seen each other since our graduation or in a few cases have not seen each other since 1970 when we were in Vietnam. Most of us were in Vietnam.

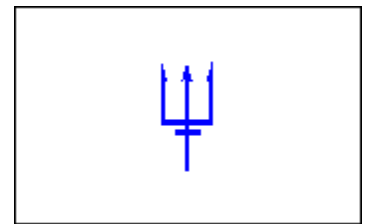
We have never been to San Diego before, actually we are on Coronado Island, and it is beautiful! Our first few days were sunny, and then it became overcast. For those who have not been here, the locals call the overcast season "gray May" and "June gloom". I have a few pictures to share. One of my fellow Marines has a 110' yacht, "C'est la Vie" and he took our crowd of some 60 folks on a five hour cruise in the bay and we had a two star Marine general on board and his burgee was placed on the bow. Floyd, the owner of the yacht has a crew of at least 3 including a chef he hired from Hilton hotels. Most of Floyd's cruising is done to host fund raisers for those with the kind of financial resources that can really make an impact. In those cases, he adds staff to the cruises, providing quality food selections and hospitality.

A few pictures are on Page 9: Our "ship", the burgee, the "ship's" wine storage, and the USS San Diego which was commissioned on May 19th!



Assistant Education Officer

Lt. Karen Nussman, P



The Power Squadron offers a "Weather" course.

In this course you will become keener observers of the weather.

The course focuses on how weather systems form, behave, move, and interact with one another and reflects the availability of all sorts of weather reports and forecasts weather.

As part of the course, you will receive: A Weather Manual - USPS Weather - an explanatory text with full color photographs and drawings covering weather in the United States and its coastal and inland waters; a set of three Daily Weather Maps - learning aids with a complete explanation of map symbols designed to develop weather map reading and analysis skills.

NOAA's Sky Watcher Chart - a reference to assist in identifying cloud types – helpful indicators of approaching weather.

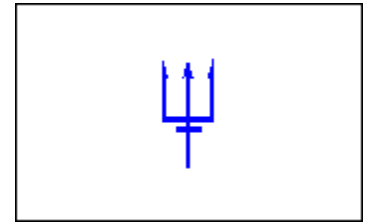
Contact Hardy Spence or me if you are interested in learning more about weather and boating.

Nautical tidbit for June

to House: To make secure. For example, in bad weather the guns of a man-o'-war were housed by running them back toward the centerline of the vessel and securing them with lashings.



Assistant Education Officer Lt. Karen Nussman, P



Forecasting the weather is important for anyone planning a trip on the water.

Many factors are considered in making successful weather forecasts. The experienced forecaster, for example, has due regard for the area under consideration, the topography of the land, and the distribution and effect of land and water areas.

Professional forecasters, from long experience, have found however that certain general conclusions may be drawn which are of help in analyzing probable changes in the weather map. Some of the more important ones are summarized in the Weather Bureau's publication, Weather Forecasting, as follows:

1. When there is an area of high pressure over the southeast and a cold wave in the northwest threatens, there will be storm development in the southwest and precipitation will be general.
2. If a storm forms in the southwest and is forced to the left of a normal track, another storm will immediately begin to develop in the southwest and it becomes a sure rain producer. Storms that develop in the southwest and move normally are quickly followed by clearing weather.
3. Troughs of low pressure moving from the west are of two types: the narrow and the wide. The former moves eastward slowly and storm centers develop in the extreme northern and the extreme southern ends. When the trough is wide the development of an extensive storm area is not uncommon, especially if the wide intervening area between the Highs shows relatively high temperatures.
4. When the northern end of a trough moves eastward faster than the southern end the weather conditions in the south and southwest remain unsettled and the chances are that a storm will form southwest of the High that follows. When the southern end moves faster than the northern end settled weather follows.
5. Storms that start in the northwest and move southeastward do not gather great intensity until they begin to recurve to the northward. At the time of recurving they move slowly, as a rule, and care must be exercised in predicting clearing weather.
6. Marked changes in temperature in the southeast and northwest quadrants imply an increase in the storm's intensity. Small temperature changes do not indicate a further development of the storm.
7. Abnormally high temperatures northwest of a storm indicate that it will either retrograde or remain stationary.
8. East of the Rocky Mountains a storm which moves to the left of its normal track increases in intensity.
9. Storms with isobars closely crowded on the west and north west generally move slowly and to the east or southeast, and the precipitation and high winds are maintained unusually long in the northern and western quadrants.
10. Storms with the isobars closely crowded in the south and southeast quadrants move rapidly northeastward, and the weather quickly clears after the passage of the storm center.

Systems of communication today are so highly developed that, through the medium of computers, cell phones, television news, radio, etc., boaters are generally able to safely plan their trips with the scientific weather information and forecasts issued by the United States Weather Bureau, rather than being forced to rely on their own doubtful capacity to predict by means of local observations. (Unlike in olden days)

Taking note of some of the predictions above will make your day on the water most enjoyable.



Important Notice to All Committee
Chairman

Merit Mark recommendations are due within two weeks after each event. Send to P/D/C Mack Gordy, AP at mgordyjr@triad.rr.com. Call Mack if you have questions.

Greensboro Power Squadron 2012 Schedule of Events

January

- 1/7 D/27 Winter Officer Training
NC State University Club, Raleigh
- 1/9 Annual Business Meeting
- 1/16 EX COM
- 1/21 GSO Change of Watch
- 1/25-1/29 USPS National Annual Meeting
Hyatt Regency, Jacksonville, FL

February

- 2/13 Membership Meeting
- 2/17 Multi Museum Tour-Lunch-AMTRAK
Raleigh, NC
- 2/20 EX COM

March

- 3/12 Membership Meeting
- 3/19 EX COM

3/23 – 3/25 D/27 Annual Meeting & COW, New Bern, NC

April

- 4/9 Membership Meeting -
- 4/16 EX Com

May

- 5/4 – 5/5 D/27 Rendezvous - Little River, SC
& GPS Co-Op Charting**
- 5/14 Membership Meeting
- 5/19 – 5/25 National Safe Boating Week
- 5/18 – 5/20 Predicted Log South Harbour Village**
- 5/21 EX COM

June

- 6/11 Membership Meeting at Oak Hollow
Fire and flare Training
- 6/18 EX COM

July

- 7/9 Hummer In the Summer (No Mtg)
Bur-Mil Park, Greensboro
- 7/16 EX COM
- 7/21 Blue Berry Picking Foscoe, NC

August

- 8/13 Blue Berry Social (No Mtg)
- 8/18 Progressive Dinner– Date Change**
- 8/20 EX COM

September

- 9/2 – 9/9 USPS Governing Board Detroit, MI
- 9/10 Membership Meeting
- 9/17 EX COM
- 9/29 Smith Mountain Outing

October

- 10/06 Operation Big Sweep
Belews Lake
- 10/08 PC Happening & Meeting
- 10/12 – 10/14 D/27 Fall Council/Conference
- 10/15 EX COM

November

- 11/10 Museum of Airborne & Special Ops
Fayetteville, NC
- 11/12 Membership Meeting
- 11/19 EX COM

December

- 12/10 Christmas Party
- 12/17 EX COM

January, 2013

- 1/14 Annual Meeting
- 1/26 Greensboro Change of Watch**
- 1/21 EX COM

Hello to all,

As editor to YOUR Breeze I am trying to make changes to layout and presentation to make this more informative and fun to read.

If any of you have a "local" company that has a good product or service please let me know and we will give 'Plugs To Locals'. If they have a web site I will place that in the plug. If any of our Membership has a business to be plugged you need to tell me. So with that being stated I give you a great business with great product and surprising prices...

Leonard Buildings & Truck Accessories

4010 West Wendover Avenue, Greensboro, NC
27407
(336) 2943293



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 Michael 336-382-2390 or if possible "michaelgunter014@gmail.com"

Hummer in the Summer

Monday,
July 9, 2012
1800 (6 PM)

Mark your calendar for July 9th when we will have our traditional covered-dish picnic in the park. As in previous years, we will gather at Bur-Mill Park, Shelter #1 for dinner and a silent auction. Please let Carolyn or Mike Hackett know whether you will attend (\$4.00) per adult and let them know what you will bring to the silent auction for our fund-raiser and what covered dish you plan to bring! Ham, beer, wine, tea will be provided. Meet at the driving range shop at 4 PM if you wish to join in a round of golf first. If you plan to play golf, please let Mike know so that he can pair up folks.

You must make a reservation or you will go through the serving line last and hope there is food left!

Mike . . . carmikeh@aol.com

Carolyn . . . carolyn322@gmail.com

PO Box 10873

Greensboro, NC 27404



For sale: 20% share of Orion V. 38ft Catalina 380 – model year 2000. If you ever thought about a big sailboat, but it seemed unaffordable, check with Paul Long. 855-0519

2003 Grady White 282 Sailfish, 28' with cabin. Twin Yamaha 225 Four Stroke Engines with only 200 hours. Lots of extras. \$82,000. Call Pat Wright 336-317-0219 or e-mail wrightpbjs@aol.com

“Cooks Night Off”

Please join us at the Carolina Cafe at Friendly Shopping Center (next to Gate City Pharmacy) Monday between 6:00 – 6:30 P.M. for dinner and conversation before the Monthly Squadron Meeting. Everyone is invited and encouraged to attend.

Look for familiar faces in the eastern front corner of the dining area. This is a terrific way to get to know your fellow squadron members on a more up-close and personal level. Lots of laughs, great conversation, and no one has to cook!! See you there!

Pictures from SAN DIEGO

The Burgee



A Few Bottles of Wine



The SMALL Boat we were forced to stay on



The USS SAN DIEGO





This is PROOF
We have the Most BEAUTIFUL LADIES on the
East coast

And there I was, just cruising along
and from nowhere came this Giant
SEA MONSTER from my port
starboard bow stern.....



One more comment about the food
and I will POP you with my Hook



Hello, My Name is
Larry and I am a
recovering BOAT
OWNER



Introducing our newest
BOAT SALESMEN



I told you
NOT TO STAND IN
FRONT OF THE
TARGET



Whatta mean Hit the
center Hole? I don't
even see a HOLE!!!



PREDICTED LOG AND A PARTY ON THE DOCK?





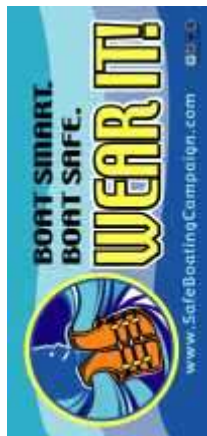


Lt Michael Gunter
173 Fox Trot Ln.
Stokesdale, NC 27357
michaelgunter014@gmail.com



FIRST CLASS

Please deliver to:



K's Kradle