



The **BILGEWATER**
The **BIGEMATEL**



The newsletter of the

PATAPSCO RIVER POWER SQUADRON

Come For the Boating Education...Stay For the Friends!SM

A unit of District 5, **United States Power Squadrons**

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The Bridge

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**GENERAL MEMBERSHIP
MEETING**

**3rd THURSDAY OF EVERY
MONTH**

**PICTURES AND ARTICLES ARE
ALWAYS APPRECIATED**

CROSSED THE BAR

Written by Guy B Thompson



Past Commander P/C Frank Webb, AP (born 09/3/1933 – died (10/3/2017)

Frank served as Commander of Patapsco River Power Squadron in 1981, 1990 and 1991. He held 40 Merit Marks and the grade of Advanced Pilot.

Frank had serious medical problems which precluded him from being active in squadron events so many members may not remember him. He was always a bundle of energy, an active boater, an avid supporter of Patapsco River. Even after illness confined him to his home he continued to serve. He was an Advisor to almost every Commander after that sad event, he undertook paperwork tasks that could be completed from his home eagerly, and he kept many of us amused through his numerous e-mails.

Thank you, Frank, for your service. You will be missed.



Commander's Comments – John Linsenmeyer

D/5 Educational Conference

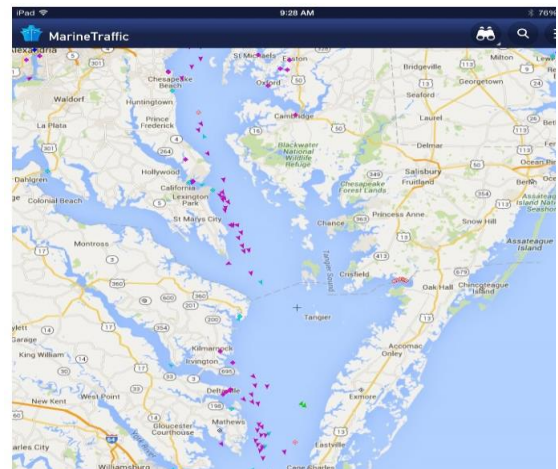
Pam and I attended the D/5 Educational Conference on Oct 23 to 26 up in Valley Forge, PA. We had a very nice time seeing all our old District friends and meeting a few new ones. An interesting fact for me was that the conference was located only ½ mile across the highway from the Valley Forge National Historical Encampment Park Visitor's Center, where George Washington regrouped and trained the Continental Army forces during the Revolutionary War in the winter of 1777/78. We stopped at the Park on the way home from the Conference. They have daily guided bus tours through the Park, but due to the cool temperature and steady light-rain that day, we elected to remain in the car and take the cell-phone tour. The cell phone tour was a bit of like walking through a museum with a tape recorder around your neck and earphones, only using your cellphone on speaker. I'm not sure how many of you have had the chance to visit Valley Forge, but if you haven't done so yet, I would like to recommend it.

Chapman Educational Award

The most important event of the weekend, was witnessing our very own P/C Lou Kates winning the Charles F. Chapman Award for Educational Excellence! Congratulations Lou! This is the highest District Level Educational Recognition in the USPS. It is awarded to one instructor per district per year. Lou will now go on to represent us in competition with the other 32 District winners at the National Level! Wish him luck!

Automatic Identification System (AIS)

One of the seminars we attended at the Conference was an introduction to the Automatic Identification System (AIS). The AIS is an automatic **tracking** system used for collision avoidance on ships and by vessel traffic services (VTS). It is mandated for use on larger commercial vessels and is now being fitted to recreational vessels on a volunteer usage basis. The beauty of it is that it will cooperate with most onboard VHF radio, GPS and Display systems in use today. Below is an example of an IPAD AIS display of the Chesapeake Bay. The AIS is a VHF based system and can be integrated with existing onboard equipment rather inexpensively. The cheapest receive-only systems (no GPS required) can be purchased for under \$400. The Class B systems that transmit and receive start at about \$450 and get more expensive with quality. The types of information they report are the Type of vessel, Name, Call Sign,



Position, Direction and Speed, Destination, etc. Some of the more expensive models have a text mode to send short free text messages, and some can even issue coordinated course deviation suggestions to avoid collisions

SS Andrea Doria

Our Guest Speaker for Conference Banquet was Mr. Gary Gentile. Mr. Gentile is well known diver and author in the Deep-Sea Diving world. He used a slide projector and presented some first-hand accounts of his experiences during his 180 decompression dives on the SS Andrea Doria in more than 400 feet of water.

While en route to New York, the SS Andrea Doria sank on July 25, 1956 after a nighttime collision in dense fog with the MS Stockholm forty-five miles off the coast of Nantucket, MA. It remains one of history's most infamous maritime disasters.

The MS Stockholm suffered substantial damage to her bow; however, she was able to stay afloat, help with the evacuation of the Andrea Doria passengers and navigate back to port under her own power.



The pictures inset are of Mr. Gentile holding a vase that he had recovered on one of his dives, and another of the Andrea Doria listing to starboard after the collision, and finally, a picture of the crushed bow of the MS Stockholm returning to New York.

The construction modular of the Andrea Doria allowed it to stay afloat for 11 hours. This and the relative close distance to shore allowed for 1,660 passengers to be rescued, with 46 casualties.

Mr. Gentile's presentation dealt mainly with the rigors of the dives and recovered artifacts, but I couldn't help thinking as he was speaking that if we had had the AIS system back in 1956, this accident could/would have been avoided! As it turned out, many lawsuits were filed over the years and both shipping companies accepted partial responsibility for the accident.





Educational Officer – Brian Becker



There are a million excuses as to my absence from the duties as your SEO -. We worked to drum up an ABC course a while back at BassPro – we had 16 no shows. Then, selling homes came into the schedule. Clearing our family home was a challenge, followed right away by clearing the squadron home. Throw in a Convention, and the hole just keep getting deeper.

Once again, I would like to run a Cruise Planning class. Where is a “touchy question” right now. So once again stay tuned –LET ME know who wants to try it once I get the logistics straighten out. Does ANONE out there want me to set up a class for any other subject –Piloting? Any seminar? Instructor Development? Call me, send me message --



Secretary/Treasurer – Joe Deady

By now all members should be aware that the PRPS building and property has been sold. A large portion of the proceeds is being distributed to other squadrons and charitable organizations. We are also keeping a reasonable portion of the proceeds to help fund our activities. As we open a new page in our log book I hope we all take a moment to reflect on the wonderful education and fun times that our organization has provided for us and to boaters in our area.

Please make sure your address and email address are up to date and correct. This can be done by going to <http://usps.org/index.php/memb-home>.

If you experience any other issues please let me know.



Housing – Brian Becker




Following the terms of the sale of our building, the cleaning process ran serious concerns finding a home for the symbols of our history.

I am pleased to report to the membership that the large white Anchor used by the Anchorettes has been saved. Mr. Nick Doetsch, Grandson of PC Lou Doetsch, has accepted the anchor where it will be on display as part of the décor of his business on Mountain Road.



Mr. Vince Kelly of FTG Graphics is preparing a small plaque to be attached.

One small success. *Thank you, Nick,*

				
		TO HONOR AND REMEMBER		
		the <i>GALLEY SLAVES</i> who became the		
		MATES AUXILIARY of the		
		PATPASCO RIVER POWER SQUADRON		
		TO BE KNOWN AS THE		
		ANCHORETTES		
		1965 - 2000		

Selling of the Squadron House – Lou Kates



What do Gail Becker, Pam Booth, Sharon Kates and Peggy Schatz all have in common? They're the keepers and trainers of the Olde Pharts Association that pulled off the sale. The OP's thought they concocted this all by themselves, but little did they know the work that went on behind the scenes.

If their women hadn't of been in front of them, the OP's never could have done it. Jimmy Doolittle's book "I Could Never Be So Lucky Again" was a tribute to his wife Jo. She raised their family while he was off winning races then WWII, & he knows without her he'd have been lost.

Here's how it went down: The OP's listed with two realtors over 18 months, and its ringleader went down to the hall many times to open it for inspections, filming's, and showings. We had a lot of nibbles, second looks and two offers on the table. The OP's then listed with an auctioneer, and in short order were made an offer by a local attorney looking for a new office.

Then the OP's each of them busy with: careers, selling another piece of property, attending a National Conference for another Org. pulled off packing, moving and categorizing a century's worth of knick knacks, paddywhacks, what nots and lots of books in 30 days. Not to mention a solo aerial act involving two ladders, some line and an OP. Don't even ask about books sliding down boards, Laurel and Hardy were taking notes. The ringleader still has loads of files in his garage, and he's signed on for another tour of duty with the new owner, to keep us going.



Ray Sheppard is the attorney, he's got a website with his Bio, and like our ringleader has quite the military background. The title company asked us to list our new address at the settlement table, I said it was TBD at the moment, but Ray said write in 122 Riviera Drive. A nice moment.

Those girls did a great job with the OP's. No wonder, one of them is an Anchorette and they've always pulled off impossible missions.

No creatures were harmed in the writing of this production, not even the Squadron mouse that escaped the ringleader's clutches many times over the years.

We all have many fond memories of the people who got us here, and whose lives were spent in meaningful pursuit. Their talent and devotion got us to this juncture, and if we emulate them we'll plot courses to unknown destinations. Our proud heritage will be passed down to a new generation, who might remember us, but will be eager to keep the torch of The Patapsco River Power Squadron lit.

Success has a million fathers and failure has but one. There has been a cast of many whose shoulders we're standing on, but prominent among developers of the Hall have been the Corasanitis, the Mengels, the Shatz's, the Coulters and the Becker's. Careful plotting and planning over the years by Mike and Brian allowed for a selling off of excess land and reinvesting the proceeds into a new roof, siding, parking lot and floors. Tom's touches with the lighthouse, window, ocean with galleon, and "Watering Hole" were artistic masterpieces. The results of their success bore fruit by allowing us to make meaningful donations to prominent external non-profit organizations and to District 5 and United States Power Squadron funds. There were many others over the years who devoted a significant amount of their free time and personal funds to achieve our success and to them we say Bravo Zulu. In the immortal words of the OP ringleader, and the 29th Division: "Let's Go".

Greetings Members and Friends,

As previously mentioned, we will have a small celebration before next week's 3rd Thursday monthly meeting on Nov 16, from 7 PM to 8 PM. We have coordinated with the Two Rivers Restaurant to cater a light pre-meeting gathering with *hors d'oeuvres*, beer, wine and Celebratory Champagne Toast.



The purpose of the gathering is to honor 45 years of service in the Pasadena Squadron Home and 35 years with the Anchoresses! We will have the regularly scheduled Squadron Business Meeting following at 8 PM.

PDC Katherine "Fuzzy" Jones and the new owner of the building, Mr. Ray Shephard, have accepted our invitation to attend!

Please come out for this short trip down memory lane and "meet and greet" the new owner who has graciously offered to allow us to continue to meet in Pasadena.

Come for this most important Toast, and stay for the meeting if you prefer!

What to do if you're Involved in a Boat Accident

An operator involved in a boating accident is required to:

- Stop their boat at the scene.
- Render assistance to any person who has been injured or who is in danger so long as they can do so without risking their safety or their passenger's safety.
- Provide their name, address and boat information in writing, to any person who was injured, and to the owner of any property that was damaged as a result of the accident.



Reporting a Boat Accident

A report must be filed with the Maryland Department of Natural Resources (MDNR) if:

- A person is killed or disappears from the boat (must be reported within 48 hours).
- A person requires medical treatment beyond first aid, loses consciousness or is disabled more than 24 hours (must be reported within 48 hours).
- There is property damage in excess of \$2,000 (must be reported within 10 days).

Additionally, if a boat with Maryland registration is involved in an accident which results in the death, disappearance or injury of a person, or in property damage exceeding \$2,000, the accident must be reported to the MDNR within 30 days.

Boating Accident Report Forms are obtainable from the MDNR Police. The operator of the boat or boats involved in the accident must submit the report to the MDNR Police. Information from individual reports will not be publicly disclosed and cannot be used in court.

DISTRICT 5 FALL CONFERENCE ----

Congratulations to P/C Louis M Kates, AP, he was selected as the District 5 winner of the distinguished Chapman Award. The Charles F. Chapman Award for Excellence in Teaching recognizes outstanding USPS instructors.

His resume will be forwarded to the United States Power Squadron National competition. Lou picked up the award at the Saturday night banquet and afterwards Lou, Sharon, John, Pam, Beth, and P/D/C Fuzzy Jones went to the hotel bar to celebrate with an adult beverage.

Patapsco River also picked up 2nd place Seamanship award.





Attending the District 5 Fall Conference from Patapsco River was Commander John Lisenmeyer, AP; D/Lt Pam Booth; P/D/C Brian Becker, AP; D/Lt Gail Becker, S; P/C Louis Kates, AP and Sharon Kates; and D/Lt/C Beth Thompson, JN.



MEMBERS BENEFITS

As a United States Power Squadron® member, you can save on many products and services. Due to our exclusive relationship with these terrific organizations, you can receive huge discounts on boating products, insurance, travel and lodging, and many more items. Scroll down to view all our member benefits.

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**PATAPSCO RIVER POWER SQUADRON
ANNUAL CHRISTMAS PARTY**



TWO RIVERS STEAK & FISH HOUSE
4105 MOUNTAIN RD
PASADENA, MD 21122

DATE: DECEMBER 16, 2017
TIME: 1400 (2 PM)



COST: \$30.00

Please see Menu on the next page.



Yankee gift exchange
No more than \$20.00



Call, email, or mail your RSVP
with your menu selection to:
Beth Thompson
301-498-6653
14226-11 Jib St
Laurel, MD 20707
beththompson@verizon.net

