



Short Blast

NOAA's Regional Navigation Manager Speaks at July Meeting

By Cdr Anna Morris, AP

At the 5 July General Membership Meeting, the Tampa Power Squadron was privileged to host NOAA's Navigation Manager, Mr. Michael Henderson, as the guest speaker. Each of the twelve NOAA regions is staffed with a Navigation Manager. Mr. Henderson's region includes Florida, Puerto Rico and the U.S. Virgin Islands.



Under NOAA's Office of Coast Survey, navigation managers have a host of duties which relate to nautical charting; safe navigation; emergency response; and, tide and current data. The navigation managers are NOAA's ambassadors to the maritime community and, as such, are charged with identifying challenges facing marine transportation and supporting marine safety.

The Office of Coast Survey was the first science agency to be formed by the United States. Founded in 1807, at the direction of President Thomas Jefferson, this agency is responsible for surveying 3.4 million square nautical miles; preparing and maintaining over 1,000 nautical charts; developing hydrodynamic models to support coastal management; and, responding to disasters and other emergencies.

With ten of the nation's 15 largest ports located in the hurricane-prone Gulf of Mexico region, NOAA has formed six Navigation Response Teams (NRTs) to help keep these import/export gateways operating efficiently. Post-hurricane navigation

presents unique challenges due to changes in sea floor, coastal erosion and underwater debris. During the Atlantic Hurricane Season (1 June through 30 November), Coast Survey's navigation response teams stand ready to conduct the hydrographic surveys necessary to reopen navigation channels and port areas. These teams quickly assess storm damage, identify submerged obstructions and coordinate with federal, state and local resources to restore safe navigational access allowing ports to reopen and resume their normal operations.

Since a key component of safe navigation is chart accuracy, it comes as no surprise that Mr. Henderson is also tasked with overseeing NOAA's nautical chart data collection and information programs. In this regard, Michael focuses on resolving charting and navigation questions. In other words, it is the responsibility of the NOAA Navigation Managers to improve and customize charts to satisfy specific, regional needs.



The Coast Survey's Historical Map & Chart Collection has over 35,000 images. These images are not limited to nautical charts only. History buffs appreciate that the Collection also includes Civil War battlefield maps, city plans, topographical maps and some of the Nation's earliest nautical charts <http://historicalcharts.noaa.gov/about.html>. Coastal managers, like Michael Henderson, and various researchers use historical nautical charts to study shoreline erosion, water level trends, coastal ur-

(Continued on page 11)

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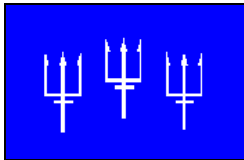
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Lt/C Scott Morris, P
P/D/C Alta M. Mullins, SN

Email article submissions as Word document attachments to Editor@TampaPS.org.

All submissions are due on the 18th of each month.

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Commander's Corner

Cdr Anna Morris, AP
Cdr@TampaPS.org

If you look closely at the front page, you may notice a few recent changes to the squadron's Executive Committee. Kudos are due to P/D/Lt/C Richard A. Holcomb, SN, and to Marcelle (Marcy) L. Radloff, for volunteering their time and talents to fill the recent Members-At-Large vacancies.

Flip to the back cover for a moment. Can you spot something different? That's right! The Tampa Power Squadron burgee now has a gold border on the fly edges. Approved on 21 July by National's Flag and Etiquette Committee (FECOM), this embellishment indicates that our squadron has celebrated the 50th anniversary of its charter. *Actually, our squadron is enjoying its 65th year as a unit of the United States Power Squadrons.*



Founded in 1947 and sponsored by the St. Petersburg Squadron, Tampa received its USPS charter on 19 April 1948. John F. Roker, AP (5th from left) served as Tampa's 1st commander from 1947 through 1949. Richard W. Dulaney, AP (2nd from left) was commander in 1950, followed by Paul Game Sr, JN (3rd from left) in 1951. Tampa's 8th commander, Walter S. Heidt, AP (1956 & 1957) received the Governing Board's approval of the original burgee design on 10 June 1957.

New burgees have been ordered and are expected to arrive in the Ship's Store by the end of August. Contact P/C Tom Thompson, P, to purchase yours. Tom is working on obtaining a new vendor for providing updated name tags, so keep a look-out for announcements concerning new inventory available through the Ship's Store. I'm looking forward to polo shirts with the new burgee.

Anna Morris

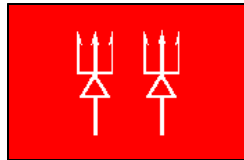
From: Don Schult <schultdc@gmail.com>
 Sent: Saturday, July 21, 2012 4:13 PM
 To: Anna Morris
 Cc: Joseph A. Tringali; Jean L. Hamilton; Peter Mitchelson
 Subject: 50 Year Gold Border

Cdr Anna Morris, AP and the Members of the Tampa Power Squadron

On behalf of the Flag and Etiquette Committee and the United States Power Squadron you have our approval to add the 50 year gold border to the burgee of the Tampa Power Squadron. Congratulations on your 50 years of dedication to USPS and safe boating.

Don

FLAG & ETIQUETTE COMMITTEE
 Stfc Donald C. Schult Sr., AP
 104 Chaloni Lane
 Loudon, TN 37774
 865-657-9659
 865-257-5070 - cell



Executive Officer's Report

D/Lt/C George J. Martin, SN
XO@TampaPS.org

Why do the United States Power Squadrons, the US Coast Guard Auxiliary and others teach basic boating safety?

In 2011 in the United States, there were 12,173,935 registered boats. Between 2007 and 2011, there was a 11.62% decline in the number of accidents; from 5,191 to 4,588. Unfortunately, the number of accidents with fatalities during the very same period increased from 605 to 686; a rise of 13.76%.

	2007	2012	INCREASE	DECREASE
ACCIDENTS	5191	4588	603	11.62%
ACCIDENTS W/ FATALITIES	603	686	(83)	(13.76%)
	11.62%	14.95%	(3.34%)	(28.72%)

In 2011, **collision with a recreation vehicle** was the primary cause of 1,002 accidents, while the 2nd reason was **flooding/swamping** that caused another 501 accidents. The third major cause was **collision with a fixed object** with 460 accidents. Fourth was **Skier Mishap** with 436 and fifth **falling overboard** with 359 accidents. In sixth place was **grounding** with 338 accidents and seventh, **capsizing** with 316 accidents.

	2012	% of 4,588
Collision with a recreational vessel	1,002	21.84%
Flooding / Swamping	501	10.92%
Collision with a fixed object	460	10.03%
Skier mishap	436	9.50%
Falling overboard	359	7.82%
Grounding	338	7.37%
Capsizing	316	6.89%
	3,412	74.37%

These seven types of accidents account for 74% of the total in 2011. All but Skier accidents can be attributed in some way to **Boat Driver Inattention or Risk Taking** and perhaps many of the **Skier Mishap** accidents as well.

Safety is what we teach and we must emphasize how to handle that vessel without brakes. In ABC 3 every one of these situations are discussed, but we need to put more emphasis on what can happen if the Boat Skipper is not attentive at all times.





Educational Officer's Report

Lt/C Scott Morris, P
SEO@TampaPS.org

As time goes on, sometimes we start to reassess our positions on things. I find myself in that position regarding the on the water training program, Boat Operator Certification (BOC). While I still have some reservations (mainly in the liability arena), I can't help but think that we could be missing a golden opportunity to provide training some people want or need.

In the ABC3, we show all kinds of slides and videos. But the reality is that those simulations do not prepare our students for the real world of wind and currents. Each boat is different and a multitude of factors can and do affect how it will handle in different situations. The classroom just does not adequately prepare the students for those realities.

The more I consider the idea, the more the ability to teach people on real boats in real world conditions appeals to me. In class, we show pictures of day boards, beacons, ranges, etc. But nothing beats the ability to take our students out on the water and to show them the actual ATONs with live demonstrations of their usage. Even experienced boaters can sometimes find navigational aids confusing at times.

I suspect that it is safe to say that at one time we were all boating newbies. It would have been a great help to have had someone teach us how to handle a boat on the water. Think back to your first docking - and be honest. It was a bit intimidating, right? We've all been the skipper with a difficult docking while spectators line up on the dock who are either chuckling or running to fend off our vessel. A little on-the-water time with a certified trainer could be a great confidence booster for new skippers. And we would get the opportunity to share some of our often hard earned knowledge with these boaters. Maybe in the end they won't make some of the mistakes that we did during our early days of boating.

So, for those reasons I'm going to look into what is needed to get certified as an OTW trainer. Then, from a position of knowledge, I can make my final decision as to if I want to pursue this public training activity myself. In discussing it with Anna, she is also interested in going down this road with me. I think that would be a great thing; besides getting to hang out some more on the water, we need more women instructors since some women are more comfortable learning from other women.

Everyone has to make their own decision regarding their comfort level with BOC. If anyone else is interested in pursuing this with us, let me know and I'll see what we can do to arrange the training. Meanwhile, stay tuned for updates as I move forward with this project.

Every day is an opportunity to learn, Scott



Administrative Officer's Report

Lt/C Angelina Stanley, S
AO@TampaPS.org



Troy Crews receives his USPS membership certificate from Cdr Anna at the 5 July General Membership Meeting.

Welcome Aboard!

to our newest member, **Troy Crews** of Wesley Chapel. Troy is a graduate of the 19 May session of America's Boating Course (ABC), presented at West Marine. Troy and his wife **Myrna** trailer their vessel, **R BOAT**,

so they have an expanded range of boating locations. Troy is interested in continuing his boating education in addition to lending a hand wherever help is needed. Myrna is pondering possibilities of hosting an evening get-together some weekend in the near future.

Be sure to look for Troy and Myrna at future gatherings - especially at September's Cardboard Boat Challenge!



Troy and Myrna Crews listen avidly to the presentation by Michael Henderson (NOAA).



Hear Ye, Hear Ye!

YOU and your guests
are cordially invited to ...



02 AUG - Dinner Social
at **Taste of Boston**
5413 Interbay Boulevard
(Ballast Point Park & Fishing Pier)

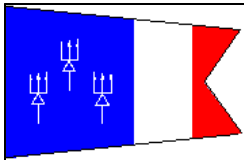


13 SEP - General Membership Meeting at **IHOP**
4910 W. Spruce Street
Program Presentation
Steve Barber of Gator Ford



11 OCT - Annual Pizza Party
at **ABC Pizza - Town n Country**
7512 W. Hillsborough Ave
(south side, west of Hanley Road)





Secretary's Report
P/D/C Alta M. Mullins, SN
altaben@tampabay.rr.com

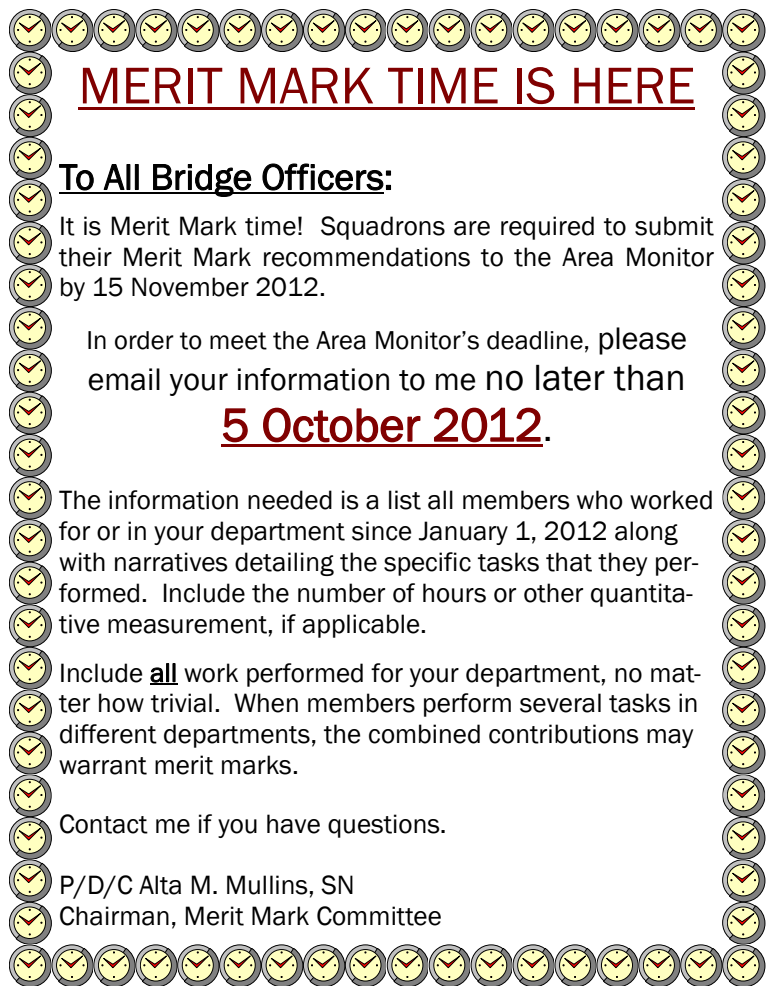
As you know, the only "pay" that a Power Squadron member receives is a merit mark. That coveted little piece of paper (now received via email) is approved by the Chief Commander of United States Power Squadrons at the end of each calendar year.

I've mentioned merit marks in several of my articles in recent past issues of the *Short Blast*. So why, do you ask, am I writing about merit marks again this month? That is because merit mark time is right around the corner. As Tampa Power Squadron's Merit Mark Chairman, I must have the data input into the Merit Mark Program and forward it to Cdr Anna Morris, AP so she can approve the submission. Once the squadron commander approves the merit mark recommendations, the information is then submitted to the area monitor for D/22, P/C/C James T. Stewart, SN no later than 15 November. Commander Stewart reviews the merit mark submission and only after his approval are the finalized recommendations forwarded to C/C John T. Alter, SN, for his awarding of the earned merit marks.

My target date for starting on merit mark input is 5 October; that is the date that I need to receive your department's merit mark data via email. If you chaired an event or activity sometime in 2012, I need to know who helped plan and who worked on the event and specifically what they did including how much time was spent. It doesn't matter if the member did very little on "your" activity or event; they also may have worked on other activities and, when combined, the total may warrant a merit mark. So don't omit anyone's contributions! Bridge officers and committee chairmen should include their own contributions as well, if they also want a merit mark.

Before I close this article, I want to say thank you for the many phone calls, emails, cards, and prayers since my husband, Ben's recent and on-going illness. I appreciate every one of you.

Alta



MERIT MARK TIME IS HERE

To All Bridge Officers:

It is Merit Mark time! Squadrons are required to submit their Merit Mark recommendations to the Area Monitor by 15 November 2012.

In order to meet the Area Monitor's deadline, please email your information to me no later than

5 October 2012.

The information needed is a list all members who worked for or in your department since January 1, 2012 along with narratives detailing the specific tasks that they performed. Include the number of hours or other quantitative measurement, if applicable.

Include **all** work performed for your department, no matter how trivial. When members perform several tasks in different departments, the combined contributions may warrant merit marks.

Contact me if you have questions.

P/D/C Alta M. Mullins, SN
Chairman, Merit Mark Committee

WANTED

Your stories, photographs, reviews of books and other products, nautical trivia and other newsworthy items.

- editor@tampaps.org

The Bylaws and Standing Rules of the Tampa Power Squadron are available on our website in the Member's Only section.

TampaPS.org/members.asp

The minutes of recent General Membership Meetings and Executive Committee Meetings also are posted there.

Members without internet access can obtain printed copies by contacting any bridge officer.



Editor's Note: For detailed instructions and examples of how to write merit marks, check out Alta's column on page 4 of the May 2012 issue of *Short Blast* - available on our website at:

<http://tampaps.org/shortblast.htm>

Tampa Power Squadron

cordially invites the District Bridge, the Squadrons of D/22 and their guests to

The 1st Annual
"Charles L. Laye Memorial"

Cardboard Boat Challenge



Singles

*Seniors
Adults
Juniors*

Best Theme

Most Spectacular Sinking

Doubles

*Seniors
Adults
Juniors
Mixed*

Best Design

Commander's Challenge

Saturday, 15 September 2012

**Shelters 608 & 609, Picnic Island Park
7409 Picnic Island Blvd., Tampa**

RACING - \$6/person/boat/race

PICNIC - \$6/person and a dish to share
Hamburgers, hotdogs, condiments & beverages provided.

For more information, call 813.598.5939 or visit <http://tampaps.org/cardboard.htm>

RSVP for CARDBOARD BOATS & PICNIC due Monday, 10 September 2012

Contact: **Cdr Anna Morris, AP**
8213 Malvern Circle
Tampa, FL 33634-2242
(cell) 813.598.5939
Cdr@TampaPS.org

Name

Squadron

Number Attending

Cash payment is expected at the "door" and small bills are appreciated!

Event Schedule

0900 - 1130
Registration
Camaraderie
1200 - 1300
Picnic
1330 - ????
Racing
Awards

CONSTRUCTION MATERIALS

ALLOWED

- Cardboard** - normal, regular, ordinary, everyday corrugated cardboard
- Glue** - any single part glue is permitted
- Paint** - any single part paint is permitted
- Tape** - duct tape is permitted on the seams only

PROHIBITED

- Cardboard** - weatherized, waxed, rolled, pressed, reinforced cardboard
- Glue** - two-part glues or epoxies are prohibited
- Paint** - two-part paints or epoxies are prohibited
- Tape** - tape or plastic wrapped boats

PARTICIPANTS

Each person may “captain” only one boat. They may “crew” (2nd position) in unlimited doubles teams.

Race participants are divided into age classes

JUNIOR	ADULT	SENIOR
under 16	16 - 60	over 60

Except in MIXED DOUBLES, captain-crew teams must be in the same class

All participants must wear a serviceable, USCG-approved PFD of the correct size.

All participants must wear foot protection to avoid injury from stones, shells and other debris. **No Flip Flops!**

RACE COURSE

All boats and racers must be registered for scheduling!

The TIME KEEPER determines the race order, starts each race and calculates placement by course times.

RACERS walk the boats out to the starting line where they will be assisted with boarding. **Crews without PFDs or proper foot protection will not be permitted to race.**

The START/FINISH LINE MONITOR inspects the crew for required safety gear; assists into their boats; releases the boat on the time keeper’s signal.

The course consists of two (2) buoys placed 75 yards apart (*Weather or other, unforeseen circumstances may alter the racecourse*). Boats must complete one (1) lap around the course. Racers must be in their boats when crossing the finish line.

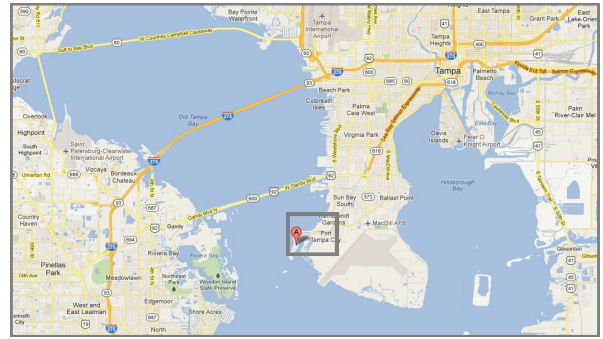
The SAFETY MONITOR shadows the racers, insuring that they stay on course and rendering assistance if needed.

Propulsion is strictly limited to water contact only. Poling, walking or any other contact with the bottom will result in disqualification.

Captains are responsible for removing their boats from the water and the park at the end of the day!

All decisions and rule interpretations by the RACE OFFICIALS are final.

DRIVING DIRECTIONS



From the east-bound COURTNEY CAMPBELL CAUSEWAY:

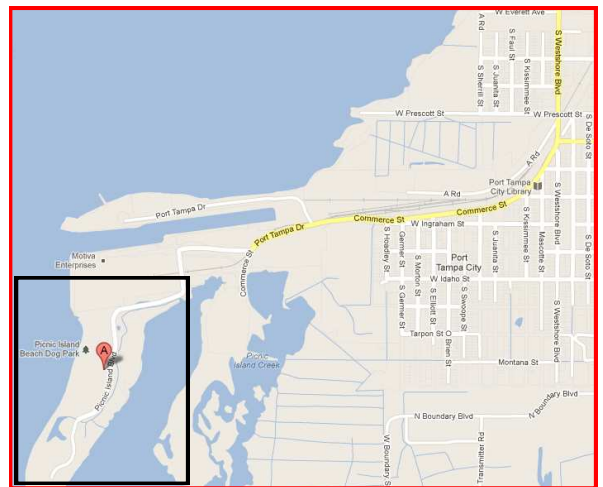
1. Travel EAST on FL-60E across causeway 3.9 mi
2. Turn RIGHT onto S Westshore Blvd * 5.6 mi

From the northeast-bound GANDY CAUSEWAY:

1. Travel EAST on US-92 Gandy Blvd N to Tampa 7.2 mi
2. Turn RIGHT onto S Westshore Blvd * 1.9 mi

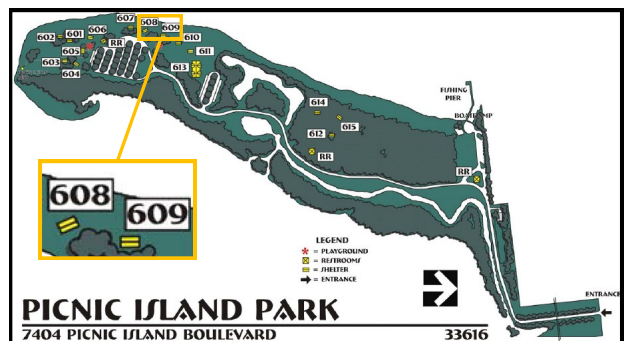
From southwest-bound I-275:

1. Travel SOUTH on I-275 towards St Petersburg
2. Take Exit 41A onto FL-600W/US-92W/N Dale Mabry
3. Travel SOUTH on Dale Mabry Hwy 4.1 mi
4. Turn RIGHT onto W Gandy Blvd 1.3 mi
5. Turn LEFT onto S Westshore Blvd * 1.9 mi



* From S WESTSHORE BLVD:

1. Continue STRAIGHT onto Commerce St 0.9 mi
2. Continue STRAIGHT onto Port Tampa Dr 0.2 mi
3. Turn RIGHT onto Picnic Island Blvd 0.7 mi

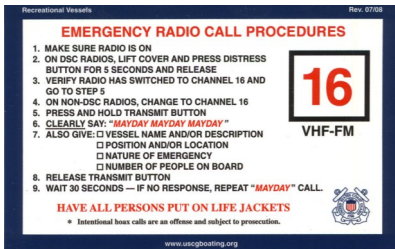


1 SAFETY

Safety First! Lt/C Scott Morris, P

If you've never had the "pleasure" of being under a helicopter while it is operating over you, I can tell you that it is an exhilarating experience. However, if you are on the water, coordinating with a rescue helicopter to airlift an injured person off of your boat, then I seriously doubt that you would describe the experience exhilarating. Anna and I had the opportunity to observe a passenger being airlifted from a cruise ship once; it was quite the maneuver. Should you ever need to have someone medevac'd (evacuated due to a medical emergency), there are a few things that you will find helpful to know about working with helicopter assistance.

First item on the checklist is to notify the Coast Guard of your situation and request assistance. Remember, whenever



a life-threatening situation requires immediate assistance, a **MAYDAY** call is warranted. Now, a DSC-equipped radio would certainly be handy, but if you are manually sending the **MAYDAY**, speak slowly and

clearly. State the nature of the emergency and the condition of the person to be evacuated. The more information that you provide, the better the rescue team will be prepared to render assistance. Above all, be as accurate as possible with your position; if rescue personnel cannot find you, then assistance is going to be delayed. You can use flares or lights to pinpoint your location once they get close, but be sure that neither is pointed toward the aircraft. I can assure you that the rescue team will not thank you for firing flares toward them nor for compromising their night vision.

While waiting for the helicopter to arrive, prepare for what will be an intense, noisy and windy activity. Clear the decks of nonessential personnel. Secure any loose items that could be blown around by the rotor wash. Not only is debris tossed about in 70 knot winds dangerous, but the air crew will be less than understanding should your deck litter be sucked up into a turbine intake. Lower sails, bimini tops and any other obstructions. However, keep your radio antenna in the upright position; communication with the rescue team is crucial. Direct everyone to put on their PFDs.

Once the deck is secured, bring the injured person up to an area near the hoist area - if possible. Again, those not involved in the hoist operation should leave the deck. If it is dark, light the deck as best you can taking care to keep the lights angled down towards the deck. Lights aimed into the sky or towards the helicopter can disorient or blind the pilot. If a searchlight is used to help the aircraft locate the vessel,

shine it vertically and turn it off as soon as the rescue team advises that they have sighted your vessel.

As the helicopter closes on your position, turn your radio up so you can hear it over the rotor noise. Communications between the boat and helicopter are critical. You will need to be able to hear the instructions from the air crew in order to aid them in assisting you. Carefully follow all instructions issued by the rescue team; they have received extensive training and have a wealth of experience. The pilot will give final instructions for the hoist and location after seeing the vessel and its obstructions. If there is insufficient deck space, the pilot will put a rescue swimmer into the water; render whatever assistance you can to bring the rescue swimmer on board and follow his instructions to the letter.

When the rescue device is lowered, it can build up a significant static charge; do not touch it until it has been grounded by either touching the water or deck. And above all, do not, under any conditions, secure the hoist cable or trail line to the vessel in any way! If the pilot encounters an emergency or otherwise has to abort the operation, you will hear the words "Break Away, Break Away, Break Away" on the radio and you should immediately jettison the hoist line. When the situation is safe they will reattempt the approach.

After the evacuee is secured in the rescue device, deck personnel (or the rescue swimmer) will signal the hoist operator with the "thumbs up" and the hoist begins. Steady the



USCG helicopter crew from Air Station Atlantic City rescued two persons from a 40-foot catamaran that ran aground during a 2009 nor'easter.

Photo by Ocean Air Support Squadron

rescue device to minimize swinging, using the trail line if so equipped. Do not stand directly under the rescue device.



USCG rescue swimmers are hoisted aboard a helicopter from Air Station Atlantic City following a search and rescue demonstration during a 2010 air show.

Photo by Petty Officer 3C Jonathan Lindberg

This is by no means a comprehensive treatise on the subject but if you ever face this situation, the most important thing to remember is to remain calm and to be prepared to follow instructions. It isn't just for your safety but that of the pilots and crew.

August



- 11 - Nick Albano
- 18 - Dorothy Martin
- 20 - Gary Albano
- 21 - Troy Rosenlund
- 29 - Anna Morris

September



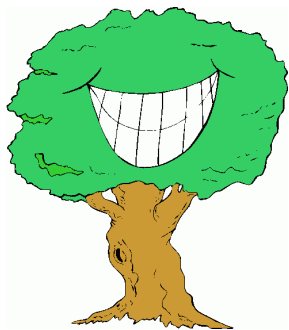
- 03 - Marty Nealon
- 07 - Guy Ferlita Jr.
- 14 - Linda Thompson
- 30 - Alex Kimbril

Happy Birthday

The *Short Blast* is now being mailed to your home. But you can also read it on our website at <http://tampaps.org/shortblast.htm>.

The *Short Blast* Distribution Staff applauds those members who have elected to go paperless and to help reduce the production costs of the *Short Blast*.

Save a Tree



Read Digitally

If you should also wish to "go green", please email us at editor@TampaPS.org.

Upon your request, we'll change your distribution from postal mailing to email notification.

Should you decide that you miss the printed copy, just let us know and we'll put you back on the postal list.

WANTED

Your stories, photographs, reviews of books and other products, nautical trivia and other newsworthy items.

- editor@tampaps.org



Short Blast Boosters Club

Thank you to our current *Short Blast* Boosters who have each donated a minimum of \$10.00 to the *Short Blast* Mailing Fund.

AUGUST 2012

- 👉 Nick Albano
- 👉 Marcy Radloff
- 👉 Angelina Stanley

SEPTEMBER 2011

- 👉 George & Dorothy Martin

OCTOBER 2011

- 👉 Wayne & Dee Partie

NOVEMBER 2011

- 👉 David Slazas

JANUARY 2012

- 👉 Scott & Anna Morris
- 👉 Tom & Linda Thompson

MARCH 2012

- 👉 Margaret Hewitt

JUNE 2012

- 👉 Ben & Alta Mullins

JULY 2012

- 👉 Bob Dougherty

Thank you for your support

Is YOUR name missing?

New and renewing,

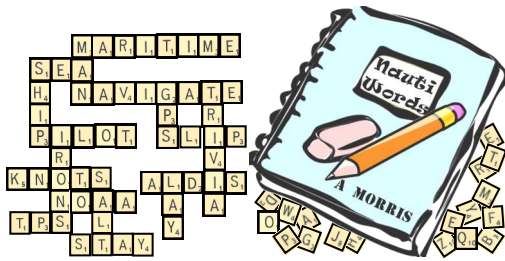
Boosters are always welcome!

If you would also like to contribute to the *Short Blast* Mailing Fund, please let us hear from you.

Name(s): _____

Donation Amount: _____

Mail to: Tampa Power Squadron, Inc.
PO Box 25696
Tampa, FL 33622-5296

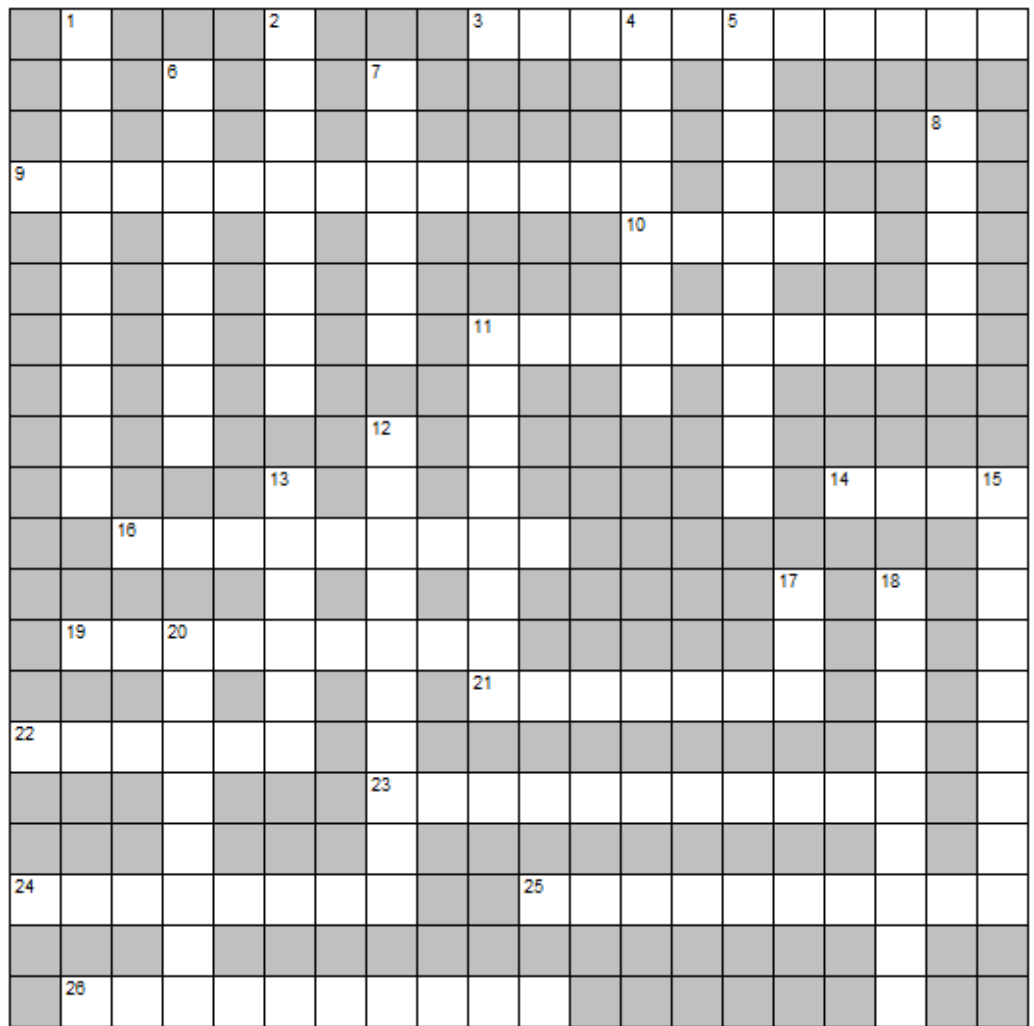


ACROSS

3. process by which raindrops merge and grow in size
9. portion of a vessel's exterior that is in contact with the water (2 wrds)
10. distance or fetch
11. sudden rise in coastal water level from low pressure system (2 wrds)
14. to stop a line running out by taking a turn around a bitt or cleat
16. compressed weather forecasts in the Great Lakes and St. Lawrence Seaway region (2 wrds)
19. temporary condition of excessive heel resulting from a sudden increase of wind force
21. metal ring fitted into a hole in a sail or canvas
22. hinge pin used to mount a rudder on the sternpost or a transom
23. horizontal distance between a vessel's centers of buoyancy and gravity (2 wrds)
24. muffler system in which cooling water is percolated with and expelled by exhaust gases
25. minimum velocity of a tidal current (2 wrds)
26. incorrect sextant reading caused by device misalignment (2 wrds)

DOWN

1. corrosion resistant alloy of nickel, copper, iron and manganese (2 wrds)
2. direction from which the wind is blowing
4. distance through which a force acts (2 wrds)
5. set of informal techniques used by mariners to check their navigation using visible surroundings (2 wrds)
6. rising and falling of the bow due to wave action
7. boat used to carry people between



8. ratio of the length of the payed out anchor line rode to the height of the chock above the bottom of the body of water
11. measured or charted depth of water or the measurement of that depth
12. small, strong, brief downdraft that induces an outburst of damaging winds on the surface of the earth
13. short, tight bend or kink in a rope or line that has been twisted too hard or drawn off coil too fast
15. instrument used to measure atmospheric pressure
17. direction toward which a current flows
18. instrument that records engine running time (2 wrds)
20. toward the outside of a boat



Beacon 22

An Official Publication of District 22 on Florida's West Coast
A Unit of the United States Power Squadrons®

Summer 2012

Is now available on the squadron website at
<http://tampaps.org/2012SummerBeacon.pdf>

Printed copies are available upon request by contacting any bridge officer.

- Short Blast Distribution Staff

Short Blast — Official publication of the Tampa Power Squadron

D I S T R I C T 2 2 C O N F E R E N C E & R

DISTRICT 22 FALL 2012 CONFERENCE

At the Sarasota Hyatt & Marina
1000 Boulevard of the Arts, Sarasota, FL

SCHEDULE OF EVENTS & HOTEL RESERVATION

FRIDAY 5 OCTOBER: Day is Team Casual, Evening Smart Casual

0800 – 1400 Registration Desk Open
 1000 – 1200 Squadron Commanders' Meeting
 1100 – 1800 LeBarge SPECIAL EVENT * See Flyer for Details
 1200 – 1400 Lunch on your own
 1400 – 1800 District Council Meeting
 1700 – 1815 Joint Squadron Hospitality
 1900 – Till Dinner * Door Prizes

SATURDAY 6 OCTOBER: Day is Uniform G; Evening "Medieval" or Smart Casual

0900 – 1200 Registration Desk Open 1330 – 1400
 0900 – 1400 Squadron Event Display Table
 0930 – 1145 Workshops & Roundtables
 1200 – 1330 Awards Luncheon
 1400 – 1630 District Conference
 1900 – Till Camelot Theme Dinner: with Professional Entertainment

<p>Education (Recertification) P/R/C Ann Scotten, SN Secretary's Department D/L/JC Carol Musco, AP D/L LI Dorothy Martin, SN Public Relations & Increasing Membership * Workshop SWOT STRATEGY 101/102 P/R/C Greg Scollen, SN P/C Leon Warshaw, S & Sr. Dr. Tom Frievald Boating Safety D/L Harold Anderson, AP Protocol P/R/C Connie Beckman, N</p>	<p>On Board Emergencies L/C Howard Robstein, SN Co-op Charting P/C Jim Strothers, SN Public Relations & Membership * Workshop IMPLEMENTING SWOT P/R/C Greg Scollen, SN P/C Leon Warshaw, S Dr. Tom Frievald Kayaks R Boats VSC P/C Peter Roach, AP LVC Hans Haseloff, AP DB 2000 Morit Marks Reporting P/C Steve Abbott, N</p>
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Plan now to attend! Special D22 Hotel Rate: \$129.00 per night plus tax
 Rooms available Thursday at D22 Rate.
 Boat Slip Information & Reservations: Call DOCK MASTER 941-812-4063
C U T - O F F D A T E S E P T . 1 1 , 2 0 1 2 R O O M ' S & S L I P ' S
 For Reservations: call toll free: 888-421-1442 or direct to the hotel: (941) 953-1234
 or go on line at: <https://resweb.passkey.com/go/USPSFall2012>
 (Press down the "Ctrl" button & left click your mouse on the above link to make your reservation)

DISTRICT 22 FALL 2012 CONFERENCE MEALS

Please complete this form and send with your check

FRIDAY 5 OCTOBER 2012
 Mixed Green Salad with choice of (2) kinds of dressings (Ranch and Balsamic)
 Herbed Provencal Chicken Breast with Sherry Glaze, or
 Roast Pork with glazed apples
 Roasted Potatoes
 Chef's Choice of Seasonal Vegetables
 Bread & Butter, Pumpkin Cheesecake, Coffee (Reg & Decaf) & Tea

\$40.00 Chicken No. _____ Amount _____
 \$40.00 Pork No. _____ Amount _____

SATURDAY 6 OCTOBER 2012
AWARDS LUNCHEON
 Deli Style Buffet: Cup of Soup, Choice of (3) meats (ham, turkey and bologna), Choice of (2) cheeses (Swiss and Cheddar), Salads (cole slaw and potato salad), lettuce, sliced tomatoes, pickles, olives, etc., chips, Choice of bread &/or rolls, mustard, mayo, etc.
 Dessert: Cookies
 Coffee (Reg & Decaf) and Iced Tea

\$24.00 No. _____ Amount _____

SATURDAY 6 OCTOBER 2012
THEME FUN NIGHT
 Leeberg Wedge with Bacon, Blue Cheese and Heirloom Tomatoes (choice of Blue Cheese or Honey Mustard dressing)
 5 oz. Sirloin Steak with Demi Glaze, or
 Apple scented Salmon with maple cherry glaze
 Cheese & Sour Cream Mashed Potatoes
 Chef's Selection of Seasonal Vegetables
 Bread & Butter, Chocolate Mousse, Coffee (Reg & Decaf) and Tea

\$40.00 Steak No. _____ Amount _____
 \$40.00 Salmon No. _____ Amount _____

TOTAL AMOUNT ENCLOSED _____

Reservations, or Cancellations after 29 September 2012
 Please send Reservations Form and Check payable to "D22 Conference Fund"

TO: Kit Dabney, 513 Sandy Hook Road, Treasure Island, FL 33706-1211
 Phone: (727) 367-3370

NAME: _____ RANK _____
 NAME: _____ RANK _____
 SQUADRON: _____ PHONE: _____



DISTRICT 22 C&R 8 – 11 November 2012

Burnt Store Marina, 3192 Matecumbe Key Road, Punta Gorda, FL 33955

COME TO THE CIRCUS

Make your reservation ASAP, mention D22 USPS

Marina Inn (1 Bdm Condo)	800-859-7529 941-575-4488	Parking View \$80 per night	Pool View \$85 per night Marina View \$90 per night
Cunningham Property Management (2 BD/2 Bth Villa/3 night min)	877-276-3300	\$140 per night + 1 time \$90 Cleaning & Security Deposit	
Boat Slips * \$1.50/ft, 30 ft. minimum Deadline: 30 Oct	941-927-5879 Bud Lomastro	Please do NOT call the Dockmaster	Email: suebudff@comcast.net

* There will be a drawing among the boaters for 2 night free dockage.

Friday Dinner – wear your favorite circus garb! **\$28 pp.** Includes tip. Choice of:
 •Eggplant Parmesan (served w/pasta and marinara sauce)
 •Fish & Chips (Tempura battered cod, fries and Coleslaw)
 •TwinTop Sirloins (w/cognac peppercorn demi-glaze, mashed potatoes and vegetable du jour)

Saturday Dinner – wear your Squadron Shirt. **\$30 pp.** Includes tip. Choice of:
 •Prime Rib (w/baked potato and vegetable)
 •Atlantic Salmon (Encrusted Dijon mustard and brown sugar glaze w/vegetable and rice pilaf)
all served with mixed green salad, dessert and coffee or tea

CUTOFF DATE: 30 October. Send check (made payable to D/22 C&R Fund) and reservation form below to:
 P/C R. Michael Fortier, JN, 3746 Glen Oaks Manor Dr., Sarasota, FL 34232-1025

D22 C&R 8-11 November 2012

Name(s) w/Rank & Grade: _____
 Squadron: _____
 Phone #: _____

Friday Night: \$28 # of fish _____ # of boof _____ # of eggplant parm _____ = Total # _____ Total \$ _____
 Saturday Night: \$30 # of Beef _____ # of Fish _____ = Total # _____ Total \$ _____

Grand Total Amount enclosed: \$ _____



District 22 Fall Conference ENTERTAINMENT

4 - 7 October 2012
 Sarasota Hyatt & Marina
 1000 Boulevard of the Arts, Sarasota, FL

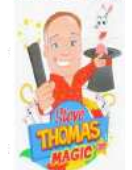
Friday, 5 October:
1100- Lunch Out at the Columbia Restaurant on St. Armands (Order from the Menu)
1400- "LeBarge" 2 hour Wildlife & Dolphin Tour (\$19 / PERSON)



Sit back and relax during this two-hour cruise along the beautiful shoreline of Sarasota Bay. Enjoy the view of spectacular waterfront homes and local wildlife while our narrator tells you about the fascinating history and folklore of the Sarasota area. Also, keep an eye out for some of our local bottlenose dolphins and manatees!

Saturday, 6 October:
1900- Camelot Theme Dinner (Costumes not Required, but there will be a Medieval Times costume contest)

- **First Performance- Steve Thomas Magic**
- **Second Performance- Phantastic Sounds**



LEBARGE RESERVATIONS - FRIDAY, 5 OCTOBER

NAME _____
 SQUADRON _____ How many in party? _____
 Cost: \$19.00 per person Total enclosed _____

Reservations NOT LATER than AUGUST 20th. Make out checks to DISTRICT 22 CONFERENCE FUND
 Send to: D/Lt Kit Dabney, S., 513 Sandy Hook Rd., Treasure Island, FL 33706-1211 (1-727-367-3370)

1516 W. Brandon Blvd.
 Brandon, FL 33511
 TEL (813) 657-5553
 FAX (813) 657-5506
mgr01227@westmarinestores.com

N 27.56.315
 W 82.18.444

Alan Forino
 Store Manager



www.GatorFord.com
 (813) 980-3673

I-4 Exit 10, 1 Mile East I-75
 Tampa, FL 33584

NOAA Regional Navigation Manager (Continued from page 1)

ban developments, vegetation changes and other climate-related data.

In 1963, the Coast and Geodetic Survey (NOAA has had a number of ancestors and name changes since its original founding in 1807) recognized that maintaining accurate charts for over 3.4 nautical square miles of US coast lines was a daunting task with their present resources. Rather than neglecting chart reviews, C&GS opted to develop partnerships and to out-source some of the chart survey work.



Does this sound familiar? It should. The Cooperative Charting Program of the United States Power Squadrons was established as a direct result of C&GS's out-sourcing partnerships. For over 50 years, USPS members have monitored changing conditions and accuracy of nautical charts, geodetic control points, and tide and current predictions. From the reports submitted by USPS members, NOAA updates

nautical charts and the U.S. Coast Pilot.

In 1997, a new project was introduced into the Cooperative Charting Program. Sponsored by the Richmond Sail & Power Squadron of District 5, Adopt-A-Chart allowed squadrons to take ownership of selected nautical charts in their area. Squadron members inspect their adopted chart for discrepancies and file correction reports with NOAA's Office of Coast Survey. In 2011, NOAA granted Tampa Power Squadron's application to adopt the portion of Chart 11416 north of Latitude 27°46.5' N (at the northern end of the Cut "F" Channel in Tampa Bay where it branches into the westerly Cut "G" Channel and the easterly Gadsden Point Channel).



The Tampa Squadron's Cooperative Charting Committee is chaired by P/D/Lt/C Richard A. Holcomb, SN. It's due to Richard's close working relationship with NOAA's Office of Coast Survey that we were fortunate to host Navigation Manager, Mr. Michael Henderson, as July's guest speaker. Thanks to Michael, we have a new appreciation for NOAA.

Tampa Power Squadron

General Membership Meetings are held at 1900 on the first Thursday of odd numbered months.

Social Dinners are held at 1800 on the first Thursday of even numbered months.

Executive Committee Meetings are held at 1900 on the last Thursday of each month.

Exceptions are announced in the *Short Blast*.

answers to crossword

1. monel metal; 2. windward; 3. coalescence; 4. lever arm; 5. seaman's eye; 6. pitching; 7. launch; 8. scope; 9. wetted surface; 10. reach; 11a. storm surge; 11d. sounding; 12. microburst; 13. hockle; 14. snub; 15. barometer; 16. Mafor code; 17. set; 18. hour meter; 19. knockdown; 20. outboard; 21. grommet; 22. pintle; 23. righting arm; 24. aqualift; 25. slack water; 26. index error

Short Blast Advertising Rates

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1/8 page	3.4" x 1.9"	\$ 50.00
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	3.4" x 9.0"	
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* Quoted rates are for twelve (12) consecutive issues.



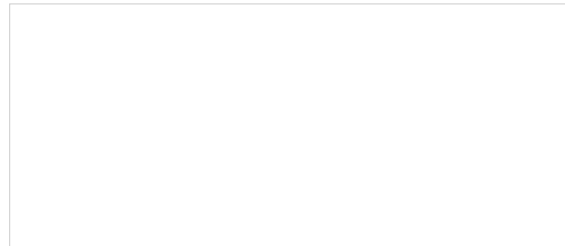
Tampa Power Squadron, Inc.

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Tampa, FL 33622-5296



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of the
Tampa Power Squadron

Visit us on the web
<http://tampaps.org/>



Boating is fun... we'll show you how!®

Ready, Set, Mark (your social calendars)!

AUG 2012

- 02 Social Dinner at Taste of Boston
5413 Interbay Boulevard
(Ballast Point & Fishing Pier)
- 27 - 30 Republican National Convention
- 30 ExCom Meeting at IHOP Restaurant
11111 N Dale Mabry Highway

SEP 2012

- 03 *Labor Day*
- 04 - 09 Governing Board Meeting in Detroit, MI
Marriott Renaissance Center
400 Renaissance Drive
- 13 General Mem Mtg at IHOP Restaurant
4910 W Spruce Street
Guest Speaker Steve Barber, Gator Ford
- 15 Cardboard Boat Challenge at Picnic Island Park
Shelter#s 608 & 609
7409 Picnic Island Blvd
- 22 *First Day of Autumn*
- 27 ExCom Meeting at IHOP Restaurant
11111 N Dale Mabry Highway
- 28 - 30 Tampa Boat Show at Tampa Convention Center
333 S Franklin Street

OCT 2012

- 04 - 07 D/22 Fall Conference at Hyatt Regency
1000 Blvd of the Arts
Sarasota
- 08 *Columbus Day*
- 11 Social Dinner/**PIZZA PARTY** at ABC Pizza House
7512 W Hillsborough
- 25 ExCom Meeting at IHOP Restaurant
11111 N Dale Mabry Highway
- 31 *Halloween*

NOV 2011

- 01 General Mem Mtg at IHOP Restaurant
4910 W Spruce St
Guest Speaker Rachel Arndt, Tampa Bay Watch
- 06 *Election Day*
- 08 - 11 Fall C&R at Burnt Store Marina
3192 Matecumbe Key Road
Punta Gorda
- 09 - 11 Veteran's Boat Show at Veteran's Park
200 Bayshore Blvd
Safety Harbor
across from Safety Harbor Marina
- 11 *Veterans Day*
- 22 *Thanksgiving Day*
- 29 ExCom Meeting at IHOP Restaurant
11111 N Dale Mabry Hwy

NOTE: Unless otherwise noted, meetings start at 1900 and are preceded, optionally, by dinners at 1800.