



September 2021

Vol. 22-09

Monthly Newsletter

2020-2021 Bridge

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Commander Mary Alice Moore, P

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EDUCATIONAL OFFICER

Lt/C Chuck Fellhauer, AP

ASST EDUCATION OFFICER

1/Lt Bob Russell, AP

ADMINISTRATIVE OFFICER

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SECRETARY

Lt/C Micki Kamrath, S

ASSISTANT SECRETARY

Open

TREASURER

Lt/C Lynda Watson, P

ASSISTANT TREASURER

Open

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Lt Ed Dennis, S

SAFETY OFFICER

Lt Ed Dennis, S

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THE PELICAN EDITOR

Kim Lindahl, S

Commander's Report



The article on page 2 of this newsletter was written by Terry Chastain, Past Commander 2007. It shows the pride that Boating Club members have in belonging to USPS. After 20 years, however, it appears the dynamic has changed for the Grand Lake Club.

By now, it should not be news that ABC-GL is facing a crisis of leadership for 2022. Yes, we could have fewer Bridge positions and still follow our bylaws. However, unless those three people are superhuman, the activities that members enjoy, and enjoy is the whole point, would be few and far between. No activities = loss of members. The Club would die a slower death.

No one wants our Club veterans who put their energy and time into this Club to feel like it was all for naught. Everything that past officers, E-board members, committee chairmen, and activity volunteers have done has left its mark in a most positive way. America's Boating Club – Grand Lake will be missed.

A HUGE THANK YOU! GLA VOLUNTEERS – YOU ARE THE BEST

Kim and Mark Lindahl
Arlene and Earl Starkman
Micki and Kevin Kamrath
Pat and Frank Janiga
Kaye and Steve Snyder (x2)
Rhonda and Carl Wotowis (x3)
Mary Alice Moore
Janet and David Sloan
Lynda Watson
Jean and Ed Izydorek
Erma Hembree
Vicki and Chuck Fellhauer (x2)

Marge and Harvey Blattner
Sue and Chuck Brandt (x3)
Sandy Hendrickson
Carole Chalupnik
Renae and Bob Russell
Mina and Clayton Hale
Connie Ruzicka
Carole Rice
Peggy and Bill Miller
Wendy Trojanowski
Dennis Rice

Mary Alice Moore, P
Commander
America's Boating Club - Grand Lake



S ——— *Seamanship*
P ——— *Piloting*
AP ——— *Advanced Piloting*



JN ——— *Junior Navigator*
N ——— *Navigator*
SN ——— *Senior Navigator*





Welcome COMMANDER ~ TERRY CHASTAIN, AP

As I ponder I remember a friend asking me "Why would you want to do this?"

Thinking about it reminded me of my first trip to Grand Lake in the mid 70's. Things were different then...few homes dotted the shoreline, large boats were rare, fewer people were on the lake (water-ski on 4 July on Honey Creek).

Water quality was different and the shoreline was almost pristine. But now...all that has changed--- and with change comes great opportunities and new challenges for ALL Grand Lakers.

Six years ago when Jim and I were fortunate enough to make our retirement dream on Grand a reality, I met a woman who was involved in Grand Lake Power Squadron. She was working a booth at the Pelican Festival. She explained to us about this new organization committed to safe boating, civic service and friendship. We were hooked and enrolled in a Boat Smart class...total enrollment including Jim and myself...THREE. ... The rest is history.

I am **proud** to be a member of USPS and Grand Lake Sail & Power Squadron:

➤*Proud* when I see a new Boat Smart student graduate knowing that we have had a part in educating one more individual to understand what it takes to becoming a safe boater.

➤*Proud* when I see an article in the newspaper about the work that we are doing.

➤*Proud* when I go to Wal-Mart wearing my Squadron shirt and somebody says....Oh yes I read about that in the paper or heard about you guys on the radio.

➤*Proud* to be part of an organization that collects trash and helps with the environmental shoreline planting, recycle efforts, and lakeshore clean up.

➤*Proud* to walk the dock at the local Marinas and see VSC inspectors volunteering their week end to promote boating safety.

➤*Proud* to look at the display case at the Grand Lake Association and see at all the national and district awards that have been presented to our squadron.

➤*Proud* to volunteer to staff the GLA Visitor Center and have an opportunity to tell new visitors about the glories of Grand Lake and the role that we play in promoting safe boating.

➤*Proud* to partner with GRDA.

➤*Proud* to have an opportunity to increase my knowledge and challenge myself to learn new things... having enrolled and completed a new class.

➤*Proud* to be a leader in District where squadrons are loosing members and sadly where some squadrons have been disbanded and realizing our squadron has increased its membership by almost 10%.

➤*Proud* to be a part of a squadron whose members not only have leadership roles here but also serve at District and National levels.

➤*Proud* to be part of an organization that has afforded me friends who are always ready to lend a helping hand, a willing ear and a caring heart when ever needed.

But with this pride also comes a sense of **responsibility**—

➤*A responsibility* to assume leadership roles,

➤*A responsibility* to volunteer whenever needed,

➤*A responsibility* to increase our boating knowledge and skills ,

➤*A responsibility* to remain involved,

➤*A responsibility* to mentor new members

➤*A responsibility* to protect the environment,

➤*A responsibility* to commit ourselves to civic duties,

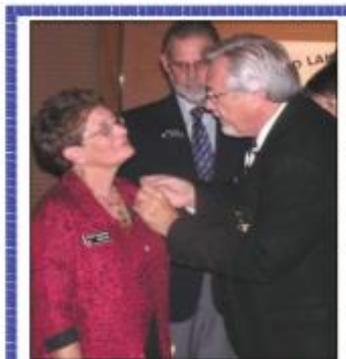
➤*And a responsibility* to educate the public about safe boating and with the implementation of the new Oklahoma Boating laws, especially the education of our young people.

That is my answer to "why would I ever want to do this?" ... its **Pride and Responsibility**

Our organization, under the dedicated leadership and guidance of past Bridge, E-Boards and willing members, has done great things in our seven year history. It is my hope that **YOU-the backbone of Grand Lake Sail and Power Squadron**, will share in this *pride and responsibility*. The challenges and opportunities for boating education, environmental concerns and civic service are great. With your help, this organization will continue to meet them.

And, oh by the way, as every past commander has said ... have some **FUN** along the way.

So as we continue to navigate familiar waters and chart our new course for 2007, I wish all of us...



P/C Stout pins Cdr Terry Chastain with the Commander's pin. (Good thing he didn't miss!)

FAIR WINDS AND CALM SEAS
TERRY





“I’m proud to be a member of the United States Power Squadrons / America’s Boating Club”

by Bill Miller

What is the United States Power Squadrons® and how it affects the Grand Lake Sail & Power Squadron

What is USPS? Seems like a simple enough question, however, each day as a member one must question if we really give it any thought. We enjoy the activities of the squadron, conduct education programs, conduct Vessel Safety Exams, cleanup our shoreline and many other activities. It seems, however, that at times we really do not understand what USPS really is and how it interacts with the squadrons.

Most of us have probably been exposed to various description of what is USPS, but what does it mean as far as support by one entity (USPS) to the other (the local squadron) All too often we hear it said, all we do is support USPS and what do they do for us? USPS doesn't provide us with any members, we do all the work of recruiting new members for USPS. Why doesn't USPS financially support us, after all we send them our dues money? So in this context, what is USPS?

We are USPS, for without the national organization what would we be? We have a pretty good understanding that our mission is "To promote recreational boating safety through education and civic activities while providing fellowship for our members." How would we do that without the National Organization? The National Organization is:

1. Volunteers who work tirelessly to develop and update the volumes of training manuals that we use to promote and educate boating safety.
2. Volunteers who spend thousands of man hours per year promoting vessel safety by providing complimentary vessel exams.
3. Volunteers are constantly reviewing and suggesting methods of increasing the squadrons' membership offerings
4. Volunteers spend countless hours keeping records of the activities of all the individual squadrons should they ever need input regarding their past history.
5. Other volunteers provide support for such efforts as maintaining and upgrading the navigational charts of US waters through our Coop Charting program.

The relationship between USPS and the squadrons is of mutual support. Neither would survive in the present manner without the other. Without the numerous support programs noted above all the squadron would become would be social organization on the water.

1. There would be no official relationship between such organizations as;
 - A. The Coast Guard, Safe Boating Council and other like organizations.
 - B. We would not be allowed to inspect vessels,
 - C. We would not conduct classes, as there would be no material to use.
 - D. Establish a cadre of instructors
 - E. We would have to find a source of liability insurance to cover any other activities. This is now provided to the squadrons as part of the USPS affiliation.
2. The Staff at headquarters provides;
 - A. basic bookkeeping, data management, membership management
 - B. overall organizational functions.

The cost of these services at the present level is almost a fixed cost. A reduction in membership has little impact on the expenses still associated with USPS. Yes, there are other variable expenses such as;

- A. Paying for district commanders to travel to the two National meetings per year.
- B. The cost to have a representative from the Chief Commander come to our district conferences,



Bill Miller's article continued.....

- C. Costs associated with the routine meetings of the Board of Directors.
- D. Bear in mind that being a member of the Board does not come with any compensation other than actual expenses.
- E. Cost of the paid staff at our national headquarters. They handle membership services, financial control, and other routine functions of a membership organization.

Presently the USPS budget is operating at a loss of about \$50K for this year. Thus there needs to be some other means of generating revenue. The main sources of revenue for USPS are membership dues, education material sales, sales from the ships store and grants from other organizations to help support our educational program. Thus as membership drops the revenue needs to be generated from other sources.

We complain about having to pay for education material from USPS. Shouldn't our dues cover that? Not really, there are administrative cost associated with shipping the items and receiving and grading the test for the advanced courses. In an effort to increase revenue from education materials, USPS has entered into agreements with various organizations such as BoatUS, several state boating organizations, and the Canadian Power Squadrons to sell our classes to them. Yes in the local areas we are then competing against our local organizations. USPS does give the local squadron a small percentage of the sale. Well it's up to us to provide a class/service that is of greater value than taking a course on line. We do that by having trained instructors that can provide the material with more personal and hands on experience that can be gained from a computer. We need to sell these courses locally to be the provider of choice. Which then comes to the latest situation. Why doesn't USPS provide funding for advertising for us to promote the classes locally? How could it be administered fairly and within any kind of cost guidelines? Presently there are 350 squadrons in USPS. To be practical USPS can't do that

So to answer the question "Who Is USPS?" It's all of us for united we stand.

Bill Miller
updated 8/24/2021



FROM OUR TREASURER.....LYNDA WATSON



Where our Money Goes



Treasurer's Report to the Membership

Checking Account Balance on July 30 was \$16,470.46

That balance includes the following Specified Funds:

- \$3,678 Education Budget for 2021
- \$538 Raffle Fund – used for guest meals
- \$600 Walmart Grant – for life jackets and safety education

This leaves \$11,654.46 in Unspecified Funds

We have budgeted \$11,175 of that amount for expenses in 2021.

Income	
Member Renewals	\$72.00
Refund from bank	\$56.25
Walmart Grant	\$2,000.00
Total July Income	\$2,128.25
Expenses	
Dues to National	\$150.00
Dues to District	\$14.00
Name Tags for new members	\$17.49
Life jackets	\$1,387.50
Har-Ber Village pavilion	\$50.00
Bank Maintenance Fee	\$14.98
Total July Expenses	\$1,633.97



\$\$ Thank You for Shopping Amazon Smile \$\$





Ahhhhh,
a beautiful day
spent with friends,
lounging in the
warms waters of Grand
Lake on a sunny day in
August. What could be
better?

This group sure knows how
to enjoy summer.



8 boats, and about 20 people enjoying
homemade salsa, "cocktail"
pineapple chunks and good music.
No near drownings!



SEPTEMBER DINNER MEETING AT THE HAR-BER VILLAGE PAVILLION.

WHEN: Thursday, September 16th
5:30 Social hour
6:30 Dinner

COST: \$0 Meal provided by Squadron



Our dinner meeting will be catered by The Café at Har-Ber Village.
Menu is BBQ pulled pork and brisket served with baked beans, cole-
slaw and potato salad. Water provided. BYO drinks.

More information/details will be sent out via email early September.

PLEASE, NO GUESTS AT THIS MEETING. MEMBERS ONLY.



Thank you note

Grand Lake Sail & Power Squadron,

I wanted to write to express how much the entire Chalupnik family appreciate all the love and thoughtfulness shared around my Dad's passing. It was so touching to read how much my Dad meant to your organization and all the individuals within it. He was so proud to be a part of the Power Squadron and truly loved volunteering at all the different activities. We miss him deeply but your words have truly helped us all cope / start to heal.

♥ The Chalupnik Family



We still need a few people to volunteer for our last weekend at the Grand Lake Visitors Center. Filling this date will end our season with a loud shout out "We Covered Every Weekend!" Easiest job ever - all you need to bring is your smile! Give Commander Mary Alice a call if you can help out.



Sept 4th

Saturday 10:00 - 12:30 _____

12:30 - 3:00 _____



DID YOU KNOW?



By P/D/C Larry Stout SN-IN

ARTICLE 1

Briefing people once they are on board the boat is an often overlooked, but a very important safety measure. Those that have taken cruises on large ships will recall practicing safety drills before the ship disembarks. Too often, we assume the crew or passengers have more experience than they actually have or fail to understand they may have certain medical problems. These could be a factor should they fall overboard or other issues arise while on the water. Remember, not everyone is a good swimmer or comfortable on the water. Casually asking questions or listening to their comments will guide you as to any concerns to be addressed.



To add to everyone's comfort level, point out the location and use of safety equipment such as fire extinguisher location, PFD's, first aid kit, how to operate the VHF radio in an emergency or who to call on a cell phone. Show how to turn off the engine in case it is needed.

Discuss the importance of keeping hands and feet inside the boat, and where you would like them to sit to maintain proper boat stability. Weight distribution is especially important in smaller boats. Finally, everyone wants to help you, so indicate what is expected, if anything, of the crew when leaving or returning to the dock or underway.

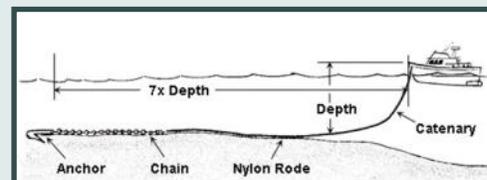
ARTICLE 2

Anchoring the boat in a favorite cove to have lunch or to just hang out for an afternoon is fun. Setting the anchor properly to "hold" the boat is essential so the anchor doesn't drag on the bottom allowing the boat to swing into another one with wind shifts, drift into an obstacle or too shallow of water. The most common cause of an anchor not holding is insufficient anchor line or scope.

The line should be a minimum of 5:1 for calm conditions to 10:1 for severe conditions. A scope of 7:1 is suitable for most situations. To figure the length on Grand Lake (no tides), determined the depth of the water and the distance of your bow to the water. For example: 10' of water depth with the bow 3' above the water means $10+3=13 \times 7$ (scope) = 91 feet of rode. Also, consider adding a short length of chain from the anchor to the rode (anchor line) if it doesn't have chain to help increase the horizontal pull of the anchor on the bottom for better holding power.

After setting the anchor, pick out some reference points on land to check from time to time so you can tell if your anchor is dragging.

If so, it may be necessary to reset it. There is an app for smart phones available that will alert you if your anchor is dragging altering your GPS position.



DID YOU KNOW? CONT.

ARTICLE 3

If your boat suddenly loses power, a quick decision is necessary to determine if the boat is in danger. Will it drift on to rocks or into too shallow of an area? Can it hit another structure? Are you in a busy boating area?

If you are in a safe area, you can attempt to fix the problem or call a local marine service. If the water is shallow enough for anchoring, consider it so you can maintain your position. Another alternative if your boat is not too large and is reasonably close to a safe shore, is to paddle or rig a sail from the boat's canopy if the wind is favorable. Remember to always stay with the boat and put on your PFD.

Daytime distress signals are slowly raising and lowering arms, an orange distress signal flag with a black square and a black circle on it, continuous sounding of your horn or an orange smoke signal/flare. For night time, use red flares or one of the new and safer marine distress lights. As a last resort, give the SOS signal with a light. To call for help, use channel 16 on the VHF radio or use a cell phone to call for assistance. Grand Lake boaters should keep the GRDA Police number (918-256-0911 non-emergency or 911 for emergency). Also consider adding a local towboat service to your phone address book.



ARTICLE 4

Carbon monoxide poisoning can occur with the "station wagon effect" on boats. When running your boat under power, make sure the cockpit has some positive air flow through it. Those with cruisers should remember to close the stern ports. People have gone below to nap in the aft cabin and been overcome by the CO fumes that were sucked in through the open ports of the cabin. Be cautious about rafting up with another boat that is running a generator or its engines. The exhaust fumes may enter your boat depending where the exhaust is exiting. Avoid going under a swim platform if the generator is running as the concentration of carbon monoxide can be so great one large breath can be fatal.

If you have a carbon monoxide detector, check it periodically to make sure it is working. If you don't have one, it is time to install one. For many cruisers it is wise to install at least two. Put them in the sleeping areas and salon.



The symptoms of mild carbon monoxide poisoning are nearly the same as motion sickness or flu-like with nausea, weakness, dizziness and headache. Confusion may occur and if the concentration is heavy enough one will become almost immediately unconscious and stop breathing leading to death.





United States Power Squadron District 30

America's Boating Club - Heartland Annual Conference October 12-14, 2021
Margaritaville Lake Resort, Lake of the Ozarks Call 1-573-348-3131



The Chief Commander Mary Paige Abbott is joining us for some fun in the Sun! Don your shades, kick up your feet, and grab your favorite drink. Tucked away on the banks of the Lake of the Ozarks in Osage Beach, Margaritaville Lake Resort Lake of the Ozarks, (previously known as Tan-Tar-A Resort).

Make your Reservations as soon as possible as the rooms fill up fast at this great location! The rooms are in the Anchor building, two king beds at \$119.00 per night plus tax and a \$20 resort fee per person. There is an elevator in the main building. The meeting room will also be in the Anchor Building. There are also outbuildings where you may stay, with a golf cart shuttle onsite to take you anywhere on the resort. Call 1-573-348-3131 and tell them you are with the District 30 United States Power Squadron America's Boating Club-Heartland. **Deadline for Registration is September 14, 2021.** Come Join us for some Fun and Relaxation!

Uniform of the Day is Uniform T [tropical shirt], polo shirt or other appropriate attire.

Tuesday, October 12, 2021

4:00 P.M. Check-in

5:00 P.M. Hospitality Room open. Come get your Goody-Bag and greet your District 30 friends.

Dinner on your own. Map of the various restaurants in the complex will be available as well as restaurants in the surrounding area.

Wednesday, October 13, 2021

9:00 - 12:00 District 30 Annual Meeting

The meeting room is located in the Anchor Building 7th Floor Leeward 4, 5, and 6.

12:00 P.M. Lunch The Box Lunch will be in the room adjacent to the meeting room.

3:00 – 4:30 P.M. Cruise on the Tropic Island. The boat is docked at Margaritaville just down the hill from the Anchor Building.

Golf cart shuttle is available from the guest services desk in the lobby of the Anchor Building.

5:00 P.M. Hospitality Room open, Dinner TBA



UPCOMING EVENTS

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Location</u>
9/14	E-Board Meeting	TBD*	TBD*
9/16	Dinner Meeting	1730	Har-Ber Village Pav.
10/12 - 14	District 30 Annual Conference		Lake of the Ozarks
10/19	E-Board Meeting	TBD*	TBD*

*Please contact Commander Mary Alice Moore for more information regarding E-Board meetings. All are welcome to attend.

HAPPY BIRTHDAY!



Mary Mandeville	9/2
Mary Ann Stout	9/12
Ramona Swartz	9/12
Carol Rice	9/15
Clayton Hale	9/16
Carole Chalupnik	9/20
Wendy Trojanowski	9/23
Jon Murphy	9/25
Cynthia Reynolds	9/26



From your Editor...

Please send me pictures (with names and the activity), ideas and suggestions that are most important to you. The deadline is the 25th of the month. Thanks for your input and support.! Kim

Contact Information

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www.d30usps.org

National website...
www.americasboatingclub.org