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Arrow

LOG

head

October 2016

*P/C Howard Fuller, AP
Arrowhead Commander 1977*



*Entered this life
June 4, 1921*

*Entered Eternal Life
September 9, 2016*

Arrowhead Sail & Power Squadron
A Unit of the United States Power Squadrons
Sail and Power Boating - 52 years of serving our communities

THE WORKING CREW

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THE LOG

Published monthly

Your nautical dreams can come true with education



Commanders Note ***Cdr TONY WILEY, AP***

The October dinner/meeting will be on
October 12th @ Elks Lodge, Dan Bernardino.
Time: 6:00 pm for drinks - 6:30pm dinner -
7:00 guest speaker

Our speaker for Oct 12 will be Mel Moncrieff.

Mel is a professor of nursing at Riverside City College by trade and an award winning and published nature and underwater photographer. Time: 6:00pm

He has traveled extensively around the world to capture his breath taking shots.

A Memorial service was held for Bill Marquis on September 24 in Jurupa Valley at the home of his sister Carole and brother-in-law Dave. They hosted a barbeque with the help of Skip and Jeanette Matthies, former members of the squadron.

Those attending brought side dishes and desserts.

Among those attending were her younger brother and sister-in-law, here from Illinois, and his life long friend.

Howard Fuller's family is writing a memoriam for him that will be in the November LOG. After his service on Tuesday, his family and friends gathered at the Dragon House Restaurant in Moreno Valley, hosted by his sons and daughters.

Barbara Sausser

XO Brett Nunnally, AP October, 2016



Our next USPS dinner meeting will be October 12th.

Our XO has just had heart surgery. A Card wishing him a speedy rrecovery would be greatly appreciated.

D. Sausser

SKIPPER BOB'S FAMOUS (ALMOST) CUISINE

Did You ever try cedar planked salmon

here is how to make it yourself.

you will need:

3 12inch untreated cedar planks available in the barbeque department of most stores

- | | |
|-------------------------|---------------------------------|
| 1/3 cup vegetable oil | 1/4 cup chopped green onions |
| 1 1/2 Tbs. rice vinegar | 1 Tsp grated ginger root |
| 1 Tsp. sesame seed oil | 1 Tsp minced garlic |
| 1/3 cup soy sauce | 2 lbs salmon Filet skin removed |

Soak the cedar planks in water for 1 hour or longer. Put them in a shallow pan and place a weight on top. or longer soak is better.

In a shallow dish stir together the vegetable oil, Rice vinegar, sesame oil, soy sauce, green onions ginger and garlic. Place salmon filet in the marinade, turn to coat, cover and marinade for at up to 1 hour.

Preheat your outdoor grill to high. Place the planks on the grill for about 7 minutes (until they are charred) . Lower heat to medium, turn planks over and place the salmon on the planks.

I like to place a few slices of lemon on top of the salmon while cooking. Discard marinade, close cover and cook for about 20 minutes Salmon is done when you can flake it with a fork. it will continue to cook some after you remove it from the grill.

Bon Appetite

VSC Corner

Of our 4 registered Vessel Examiners only Bob Cozad and I have recorded VSCs so far this season. Bob has 9 and I have 20 for a Squadron total of 29.

Pat Rogers, VSC Chair

SHIP 195
BSC Sea Scout Ships

While the 4 Sea Scout Ships in my council did not register for the planned Cardboard Boat Regatta last weekend they have been busy. One Ship went to Lake Mead to rendezvous with a Nevada Ship. Another has been working on their recently acquired powerboat. As individuals, all the Sea Scouts have been busy volunteering as Lifeguards, teaching children how to fish at Bass Pro Shops and keeping up with their school work.

Sea Scout Commodore area
California Inland Empire Council,
BSA Sea Scout News



October 2016

Squadron Education Report
Submitted by D/Lt Ronnie Mann, JN

Come for the Boating Education... Stay for the FriendsSM

Looking to the Future:

ABC3 is scheduled to start Thursday, October 13, 2016 to Thursday, November 3, 2016 from 7PM to 9PM. It will be held at Wiley's Scuba Locker.

To register for a class contact me at my email address gr8thounds@earthlink.net or call me either at the house (951) 689-2105 or on my cell at (909) 223-6976.

In addition to our face to face classroom settings, national also has online courses and seminars available. Here is the website: <http://www.usps.org/edonline/>

USPS did have a booth at the Southern California In-Water Boat Show-September 22 thru September 25 at the Cabrillo Way Marina. I would like to say the venue was wonderful. There were plenty of boats, mostly power and a few sail boats. Members of D13 staffed the USPS booth all days of the show. The boat show heroes are: Rosie and Frank Radomsky (TRE), Darrell Allison (TRE), Ken Voight (TRE), Ken and Reyna Henry (The Valley), Hal Hoadley (The Valley), Ladd Phillips (Santa Barbara) and the following members of Arrowhead: Bob Iannello, Mike Mann, Debbie Neal, Darrell Sausser, John Walker and Tony Wiley.

At the boat show we were able to showcase the Boating Skills Virtual Trainer. The BSVT allows students to maneuver a "Boston Whaler" on a lake of 3.5 miles x 4 miles in a virtual mode where there are no other boats, no water and no risks. The helm seat sits next to a regular conference table. Exercises are built in to allow an instructor to direct maneuvers from basic to advanced by adjusting wind and current direction and strength. From the photo above you can see that one of the participants enjoyed using the trainer



Arrowheads
Mike Mann
(seated on left)
assists a show
visitor using the
Virtual Trainer

I have also included the District Educational Officer's report from Roger Dickey below.

September 2016 – EDUCATIONAL DEPARTMENT REPORT

Submitted by: D/Lt/C Roger D. Dickey, JN
Educational Officer, District 13 of the
United States Power Squadrons

The table below lists the number of ABC3 classes that were completed and the number of students passing over the last 3 educational department years.

ABC Class Statistics Ending June 30			
Ed Year	13-14	14-15	15-16
#Passed	246	240	48

With the exception of Ventura, every squadron that offers ABC has dropped in classes given. When Ventura is removed: 6 classes were given and 14 students passed!

This education year only 6 of our 11 squadrons completed an Advanced Grade or Elective class. These numbers reflect a national trend where a minority of Squadrons are teaching the majority of students. HQ has recognized this problem and initiated changes



to reach individuals who are younger than 50. These changes include: online ABC3 examinations, eBooks with print on demand, restructuring classes as a set of seminars and developing communication on social media. These changes are based upon marketing studies, which indicate: recent generations care for the environment and don't want to kill trees to make books/newspapers, both couples in a marriage work/do kids and don't want to spend 8 weeks taking a class. Also, a lot of people aren't near a functioning Squadron, necessitating online examinations.

Online examination for ABC3 is a reality in CA. The DEO receives an email when someone in D13 registers online and when they take the test. The squadron nearest the individual is notified and should contact the individual to offer assistance and promote squadron membership. This would be more meaningful if the location of the person's boat were known.

EBooks are close to implementation. When eBooks were brought up at past meetings, the reaction was minimal. And understandably so, why buy and learn a different technology when one has a nice book. For each of us that is comfortable with a book, there are many who are not! Would younger people take a class if eBooks were offered? According to the marketing studies YES!

The concept of a class being a collection of seminars is being applied to Seamanship. The content of the seminars has been defined and a policy of allowing challenges has been adopted. If a student believes they know the information in a seminar, they issue a challenge and are allowed to take the examination. When all seminars are complete, the student gets credit for the course. Seamanship should roll out in 2017.

Ronnie

IN MEMORIAM

We have lost our John Traufler.

John was called to our eternal home Monday September 26, 2016 following a long illness. He served as Arrowhead Commander in 1987 and was the "go-to" man for every succeeding commander and officer who had any question of Power Squadron propriety or operation.

He was an avid boater and was the chief cook and bottle washer on Prime Time prior to his purchasing Our Aisle, a 30' sailboat where he spent all of his free time with his family. John was a special friend and made you understand that you were his focus of attention when you were with him.

John performed every task he undertook exceeding any standards of expectation. That was underscored when he attended his last dinner with Arrowhead a few years ago.

He had come from his home in Eugene, Oregon and was met at dinner with a standing ovation. When he retired as Stock Room Manager of the Rialto School District, there were many tears from his co-workers; there was a waiting list to join his group.

John was the man that you would hope your son would emulate.

He is survived by his wife Maryann; daughter Wendy; sons, John and Michael and grandson, John, all of whom live in Eugene, Oregon.

He will be interred at Riverside National Cemetery in Riverside.

We will pass along the arrangements when they are finalized.

P/C John Walker



SAFETY ON THE WATER

Arnold Rowe, AP, Webmaster and Safety Officer
Heavy Weather Myths Debunked

Before getting into fitting-out for heavy weather and preparing for storms before they arrive, let's debunk a few common myths.

1) First, the notion that with today's excellent satellite-weather forecasting, you can essentially avoid heavy weather. This sanguine notion is the voice of inexperience. If you plan to sail across oceans and cruise the world, you will encounter heavy weather. Think about how accurate local forecasts are in your hometown. Now add the vagaries of the ocean environment and the uncertainties of changing climate to the mix and you can pretty well count on encountering some unexpected storms in your travels. The Azores approach storm of 2007 was not forecast and caught much of the Atlantic crossing fleet by surprise.

2) The second myth is that you can outrun heavy weather if your boat is fast enough. While there is some truth to the notion that you can limit your exposure to storms by taking aggressive steps to sail out of harm's way, particularly if you know the path of the storm, generally this is not viable for most cruising boats traveling at 6 to 7 knots. Time is better spent preparing for the ensuing blow. I do have to admit, though, that I have never understood why boats lying in the predicted track of a tropical storm don't move out of the storm's way rather than assuming the bunker mentality and hunkering down for the blow. If you are at anchor in Antigua, in the Leeward Islands of the Caribbean, and a hurricane is a couple of days away and tracking west, why not make all haste south to Grenada or, better yet, Trinidad? It's 300 or 400 miles due south, and in two days you can be completely out of storm's swath of destruction. Today's tropical storm track models are very accurate, at least in the big picture, so the choice of where to sail is usually very clear. I think this is a better strategy than doubling and tripling your mooring lines and offering prayers and bribes to every available deity in hopes that the storm will change course.

The 2012 tragic loss of the replica tall ship *Bounty* in Hurricane Sandy points to flaws in both strategies mentioned above. If there ever was a time for hunkering down, this was it, as Sandy spread terror across the Atlantic like a malignant tumor. While I understand the skipper's angst about having the storm surge damage his ship in port, the potential for losing the ship and the crew by taking what in reality was a movie prop to sea in hurricane conditions was a terrible combination of arrogance and negligence. Captain Robin Wallbridge and crewmember Claudine Christian paid for this mistake with their lives, and only heroic actions from the Coast Guard prevented more loss of life.

There was no way the *Bounty* was in a position to outmaneuver Sandy, but what's difficult to understand is why she didn't at least try. With the storm tracking northwest toward the New Jersey shore, the *Bounty* cleared out of New London, Connecticut, and, after rounding Montauk Point on the east end of Long Island, laid a course right toward the approaching storm. No attempt was made to outflank the storm by sailing east. Nobody knows for sure why Wallbridge sailed back toward the coast and ultimately collided with the storm off Cape Hatteras.

The above is from *Sailing a Serious Ocean* by John Kretschmer .





Photographs by member Min Fenty.

Marine giving flag to Howard Fuller's family. at Riverside Nat'l Cemetery

Marines fold the U S flag



Casket at Arlington Mortuary

Howard's family members at Arlington Mortuary



Ronnie Mann, Hal Gayer, Jerry Ervin, Mike Mann on Right. Arrowheads walking to interred site at Riverside National Cemetery

2016 - - - - - COMING EVENTS - - - - - 2016

- Oc 12 *Arrowhead Sail and Power Squadron regular dinner/meeting* *Cdr Tony Wiley, 951-201-9689*
Location TBA
- Oct 20 *Copy deadline for November LOG* *P/C Darrell Sausser, SN 951-780-2694*
- Oct 13-23 *Jazz Trax in the Avalon Casino, 2 concerts each day*
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- Nov 9 *Arrowhead Sail and Power Squadron regular dinner/meeting* *Cdr Tony Wiley, 951-201-9689*
Location TBA
- Nov 12 *ASPS Squadron regular dinner/meeting* *Cdr Tony Wiley, 951-201-9689*
Location TBA
- Nov 20 *Copy deadline for December LOG* *P/C Darrell Sausser, SN 951-780-2694*
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- Dec 18 *Arrowhead Christmas Party* *Cdr Tony Wiley 951-201-9689*
- Dec 20 *Copy deadline for January 2017 LOG* *P/C Darrell Sausser, SN 951-780-2694*
- Dec 25 *CHRISTMAS*



For Boating education and boating fun, be sure to check out - www.arrowheadsquadron.org



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