



Hurricane Harvey Search and Rescue
By John Hardegree, S

Our neighborhood is fine; zero flooding. We are INCREDIBLY lucky. Yesterday and today (August 29 and 30), I volunteered to help rescue flood victims, of which there is an astonishing number. I never got on the water yesterday; plenty of need, but almost zero official organization. I went back today and was amazed at the way that fire/police, etc., have put their heads together and created some order out of sheer chaos.

I'm a Florida boy, and Houston has never been one of my favorite places. Today, I am a "very" proud Houstonian. I can't begin to describe the magnificent things I have seen people do today.

Today I got on the water. My brother-in-law was first mate. We brought two "boatless" guys with us as crew. Added a third when we got to the site. They were all magnificent. I keep using that word because it's the right word.

My shiny new boat is a little less shiny, but she (*Indian Girl*) is, well, magnificent.

We hit a fire hydrant, and some other submerged concrete thing that actually stopped the motor, but it restarted and seemed to work fine. I broadsided a couple of metal street lights, almost knocked one of them down actually, but if it put a dent in *Indian Girl*, I haven't found it yet.

We saw cars that were totally submerged, managed to see them without running over any of them because my two "lookouts" were amazingly eagle-eyed and diligent. We saw some residents, welcomed each of them to climb aboard, but they we're all determined to stay put. The important thing though is that we covered dozens of streets, hundreds of houses, and were able to report back that they were covered. Before today, I don't think it ever occurred to me that that itself is an extremely important thing in a situation like this.

Near The back of one subdivision, we heard noises that we soon realized were dogs barking. We had to search and listen carefully but finally managed to find the garage they were locked in. Two of my crew went over the side, waded through chest high, very nasty, toxic water and finally found two very big "mastiffs". They were tied up and were submerged up to their necks in water even more toxic than the water generally. Of course, one of my crew turned out to be – honestly – a "dog whisperer". So, after a few minutes these two guys appear, sloshing back toward the boat, each cradling a giant, incredibly smelly dog in their arms. Somehow, we got them both into the boat and my two aft crewmen held them, calmed them, and very soon had both dogs happily enjoying the fresh air.

(Continued on Page 6)

Poop Sheet October 2017

- October 4
Board of Directors Meeting – Home Port
- October 7
ABC3 – Ron Hoover Marine, Katy
- October 18
HSPS General Meeting – Italian Night at Home Port
- October 21
ABC3 – Home Port
- October 28
VSC – Alexander Deussen Park
Practical On-the-Water Training – Lakewood Yacht Club
- October 31
Happy Halloween, HSPS!
- November 1
Board of Directors Meeting – Home Port
- November 8
HSPS General Meeting – Pappasito's
2515 S Loop W
- November 18
ABC3 – Home Port
- November 23
Happy Thanksgiving, HSPS!



Bay Neigh

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Houston Sail and Power Squadron
District 21



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Asst. Educational Officer..... TBD
Asst. Secretary TBD
Asst. Treasurer..... 1st/Lt Deborah Collings

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Opinions expressed in this newsletter are those of the writers and publication herein does not imply endorsement by USPS or HSPS.

PRAYER

Almighty God, who has made us all of one blood, give us, we beseech Thee, the will to labor for good will and cooperation among the nations of the world, our great country, our Squadron, and our friends. Put away from us all pride and prejudice, all selfish ambitions; and in our dealings with men help us to pursue only those ends and purposes that will promote unity and concord, and further justice and love. In Thy name we ask it. Amen

COMMANDER'S CORNER



October 2017 Bay Neigh
Cdr Scott McDonald, SN-ACN



Houston has been very lucky over the last several years as few hurricanes made landfall in the U.S. Most turned northeastward into the Atlantic and faded away. But those of us who have been here for a while knew that wouldn't last. Mother Nature came to visit Houston with a vengeance.

I first came to Houston in 1970. That year we saw two tropical storms and a hurricane. I thought that those little concrete shoulders on the road called "curbs" were there to channel the water and keep it out of the yards. Other years have been as busy, but many years have seen little or no activity on the Gulf Coast. It seems as if Mother Nature lays in wait until there are lots of new developments in coastal areas and newcomers that have never seen what 10 inches of rain in an hour can do.

There is a reason why large stretches of the Texas Gulf Coast have been sparsely populated for years. People who lived off the land recognized that they had to deal with forces of nature. You needed to have water for your livestock and crops, but also didn't build your home by the river. You knew that it was likely to flood during rainy periods, so you sought the highest ground you could find. Now as our population expands, proximity to the mall takes precedence to common sense. And as much as we want to think that we control our own environment, hurricanes and tropical storms serve as a reminder that we are only passengers on this planet.

For the most part, our members fared well during the storm. A couple of homes were flooded, but most reports from members showed our homes were high and dry and everyone was safe. During the flooding, there were numerous communications going back and forth. A number of email chains were checking on the status of members suspected to be in problem areas. We had street flooding in our area just downstream of Bellaire and lost internet for about 24 hours. We could use cell phones, but email using phones was terribly slow.

I want to thank our members and friends that reached out to us during the storm. We had multiple contacts from other Squadrons in D/21 offering places to stay for evacuees. I received a number of calls from a number of my fellow members of the BOC Committee. I also received a call from **Chief Commander Louis Ojeda, SN**, and a short time later, a call from his wife **Dot**. I also got a call from our **National Educational Officer Craig Frasier, SN**. Everyone wanted to know that our members were safe and to find out how they could help.

For those of us who have been through multiple storms on the Texas Gulf Coast, you learn to expect the unexpected. Each storm has a unique signature. The last hurricane we had in this area hit us directly. It carried a major storm surge that wiped out Bolivar Peninsula and had devastating winds. But it passed through so quickly that it didn't have time to drop a tremendous amount of rain. Not so with Harvey. It hit the coast a hundred miles away, had little wind for us, almost no storm surge to speak of, and 40 inches of rain.

Like most such storms, the outcome was tragic for a large number of people. But Houston is a large place, and most of us came out unscathed. That leaves many of us able to help our neighbors pick up the pieces and rebuild. Texas will be able to rebuild from this and come out stronger.

It's a tough lesson to learn, but one that comes with living on the Gulf Coast. Remember the next time you buy a house or rent an office to check the elevation and the local waterways. Also, check the roadways and evacuation routes. Understand the risks associated with a location, and take the necessary steps to prepare for such a storm. And as you see the storms forming in the Atlantic, make sure you are ready.



Focus on Boating Education
Lt/C Bob Stevenson, JN
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New SEO support. In 2018, the Squadron will have a new Squadron Educational Officer (SEO). You can help make his or her job a lot easier in a couple of ways. One way is to become an instructor as discussed in the past and again in a paragraph below. We have lost a half dozen instructors through moving, passing away, and other reasons. Another way is to volunteer to take students out on the water on your boat. We conduct what we call Boating Field Trips on a couple of Saturdays a year, and it is likely this practice will continue in the future. We have lost a couple of those members who used to provide their boats and their services as Captain for these educational and fun trips. If you want to make an impact on boater education while having fun, please offer to help. If you will help, please fill out the boat-related information requested on the Float Plan form found at <http://floatplancentral.cgaux.org/download/USCGFloatPlan.pdf>. After filling out the form to the extent you can (boat owner and boat info only), please send it to me. I will pass it on to the new SEO. The new SEO will need to have this information available going into 2018 to help produce Float Plans for the Boating Field Trips and other on-the-water activities. Researching all this information is not something anyone should want to do more than once. Although USPS has its own version of a Float Plan, this one is more complete and useful in my opinion. We have provided this to many of our ABC3 students over the years.

New location for basic boating classes. On Saturday July 29th, the Squadron conducted an ABC3 class for 10 adult and teen students at **Rinker's Boat World** on W. Mt. Houston Rd. in north Houston. The dealership management team there had asked USPS if someone could conduct a class and we were offered the opportunity. So, we explained what we could do, negotiated the date and arrangements, and then showed up to conduct the class. The team there had set up tables with plastic table cloths, they had a projector and power cord available, and they had coffee and donuts for us and the students! After lunch, our contact there conducted a drawing for two gift cards each worth a bundle for boating accessories. When the grandson of the dealership owner (one of the students) became one of the names drawn, we all called foul and disqualified him. He was good natured about that. While **P/C Chris Leavitt, JN** taught the afternoon session, I was given a tour by the owner of two very old (about 1956 and 1976) racing boats that the owner (Jerry Rinker) has. He still races the 1970s era racer. You can see **Scary Jerry Rinker** (that's the name on his boat) in action/out of action in the Go Pro video at <https://www.youtube.com/watch?v=QalgorwmbNs>. Photos of his two old racers are below.



Focus on Boating Education (Continued from Page 3)

This was the first time we went to Rinker's, but it won't be the last. It worked out so well that the General Manager, Jerry's son Chris, wants to hold classes there in 2018. So, it looks like we will need co-certified TPWD/USPS instructors for classes in four locations next year – Home Port, Conroe, Katy and north Houston.

Support for Your Organization's Primary Mission. The Squadron conducted basic boating classes at four locations in 2017 (Home Port plus three boat dealerships) and we are scheduled to do so again in 2018. In addition, we conducted (or are about to conduct) advanced and elective courses at our Home Port and in Baytown. Furthermore, we conducted seminars at several locations, including members' homes. On top of and in parallel with those educational activities, there is our monthly session of Practical On-The-Water Training. This stretches our volunteer instructor staff pretty thin and requires our volunteer instructor members to do more than their fair share in supporting our Squadron's primary mission of boater education.

If you are not already a certified USPS instructor, and are willing to help your Squadron perform its primary mission, please let me know you wish to take Instructor Development. There is no cost. It will take about two months with one class per week. If you are willing to teach the basic public boating course, not just an advanced course or seminar, it takes around six months to get through the process. To become an ABC3 instructor, you must pass USPS Instructor Development, then receive the Texas Parks and Wildlife Certification training and be processed through the Texas state system. Then you can be certified and legally permitted to teach ABC3 (our basic public boating course). If you are already a certified USPS instructor and want to be permitted to teach ABC3, I can get you through the TPWD training and process quickly.

Winter Sea Scout Camp. New HSPS member **Tony Scharp** works as Program Director for Sea Star Base Galveston. We are working with him to develop the plan for a Camp for Sea Scouts at their facility the week after Christmas. If it works out and is popular, another Camp will be held in the summer of 2018. The Camp will include the entire Piloting course plus on-the-water opportunities to practice what they are learning while having fun. Some seminars may also be given – depending on weather.

Late Course Sign-up. In order to have course materials available the first night of classes for everyone wishing to take a class, it is necessary to know who is going to be there in advance of the start date. USPS asks us to request materials a month before classes begin so they can ship them at a reduced rate. The Squadron pays for shipping the materials to us. If you don't pay for your course materials by a month before courses begin and sign up later than that, you force the Squadron to pay for expedited shipping – and that is not factored into the price we charge for materials. Please keep this in mind when you consider signing-up for classes in the future.

Contact me to join the fun!

HSPS Members Cruise in Maine *Photo by Craig Shipp, AP*

Houston Sail and Power Squadron members **Stephanie** (far left) and **Craig Shipp, AP** (far right) visit longtime members, **JoLee** (near left) and **P/C Bill Haddock, AP** (near right), for dinner as the Haddocks' guest onboard the *M/V Independence*, while docked in Bar Harbor, Maine in mid-June.

The Haddocks were on the first day of a weeklong cruise along the Maine coast onboard the *Independence*, while the Shipp's visited the ship from their summer residence in Steuben, located in Downeast coastal Maine. The Battelles from eastern Pennsylvania in the foreground rounded out the dinner group.



Report on the Fall 2017 Governing Board
By Cdr Scott McDonald, SN

The USPS Governing Board was held in Dallas from September 11 through September 17. This week-long conference is held every year in the late summer/early fall. The week is filled with meetings for the Board of Directors, the different organizational departments, and the multitude of committees. The meeting culminates with the Governing Board meeting on Saturday, where the representatives of the individual Squadrons and Districts meet to hear formal reports and address issues that require voter approval.

The event is planned by the Meetings Committee, and this year we have a new team working on the event. Involvement of the local Squadrons and Districts are always required to stage an effective event. Unfortunately for this meeting, the planning got started a bit late. A number of the folks from Dallas and District 21 were recruited to help, and they did a tremendous job, but the promotion of the event was a little below par. The result is that attendance was down from previous meetings. A number of tours and cultural events are available when not attending meetings, but these were cancelled due to lack of reservations.

It turns out that was not that tragic. The impact of Hurricane Harvey in the weeks leading up to the event certainly took a toll. But Hurricane Irma that came through Florida while the conference began definitely had a major impact. There are more Squadrons in Florida than any other state, and a number of members and delegates were caught up in evacuations and unable to attend. Several notable members had sheltered in place, and great efforts were made to contact them and track their situation during the storms.

Earlier in the summer, USPS announced the marketing initiatives to promote our organization as “America’s Boating Club”, and circulated a new logo with this name. There was more discussion about this strategy at the meeting. It’s clear that we are working on new strategies to more effectively reach our target demographics and help our organization to grow. But, it was made clear that we are not legally changing our name from United States Power Squadrons. It is a bit of an evolutionary process here. For the time being, we will be using dual branding featuring USPS and America’s Boating Club side-by-side, and eventually transitioning over to the latter name for public presentation. How long that transition will take is uncertain. Branding information for Squadrons will be published in October. The feedback observed in the various meetings is that most of the organization is aware of the need to improve our image and marketing. There may need to be some tweaking of the new logo as we identify all the ways it may be used, but it was generally viewed favorably. Most wanted to see a short transition time for the branding change, thinking that the dual logos simply complicate things. This is especially true when you add District and Squadron branding on top of that. There simply aren’t enough sleeves for all the embroidery.

The other business of the Governing Board was generally routine. There were a number of bylaws adjustments, and several committee vacancies to be filled. We approved a \$2 dues increase for the upcoming year that will go for additional national marketing efforts. Membership continues to decline slowly, but we are in good shape financially this year. One highlight of the day was the awarding of the Finley Award to Charles Doolan and Rosemary Doolan. The Finley award recognizes those who provide service to both USPS and the Sea Scouts. The Doolans are long-time members of the Dallas Sail and Power Squadron, and are responsible for the construction of Sea Star Base in Galveston. The Finley is normally presented at the Annual Meeting, but extensive efforts on the part of P/C Chris Leavitt, JN and others made this special presentation possible.

From the Educational Department, efforts to evolve the curriculum continue. A new strategy for courses will allow classes to be taught as whole courses or individual seminars. Students can sign up for the whole course, or only take those sessions they are interested in. The new Seamanship course will be delivered in this format, with other courses to follow. Seamanship is likely to see a name change to something like “Boat Handling”. Other courses may see name changes as well. All of this will drive some other changes in the program. Since courses may be taken as seminars, tests will be optional. This will allow students to take more classes based on interests, and not get penalized for grades. Those that want achievement or certification can continue to take the exams. Ready availability of E-Books for courses is an important element of the program.

Overall, the meeting was quite successful in spite of the adverse conditions. The members of Dallas and D/21 that supported the event are to be commended.

USPS Website Change

The national United States Power Squadrons public site URL has changed from usps.org to beyondboating.org. Please be sure to update your bookmarks!

Hurricane Harvey Search and Rescue (Continued from Page 1)

We then began making our way back to the launch point; a road, on a bridge, over a raging "creek". I don't know how to describe what this "creek" was today, but whatever image pops into your mind when you hear the word "creek", try to reimagine it several orders of magnitude wider, deeper, more raging, toxic, etc., and you might start to approach the image of "Cypress Creek" today.

A road is not a boat ramp. I got as close to the launch point as I dared and had to cut the motor. My crew jumped out with perfect timing, and had the boat secured instantly. I hopped out, walked 50 yards to the car, backed the trailer as far as I could without swamping my SUV, and then those guys disconnected the trailer, pushed it out deeper, and somehow got *Indian Girl* secured on her trailer, and the trailer back to the car, got everything stowed for travel, got the dogs secured in the back of a pickup truck, and then we were on the road, and then back to "base" (the fire station a mile or two from my house).

I did okay. I owe a lot to my great instructors at the Houston Sail and Power Squadron. I quickly lost count of all the things they taught me that became "real world" for me today and that made an incredible difference. (Rick, Al, Bob, and Scott – I am so thankful for you, and your wisdom. You taught me things that, in some cases, I didn't even know you had taught me – until today. Thank you! I hope you are all safe.)

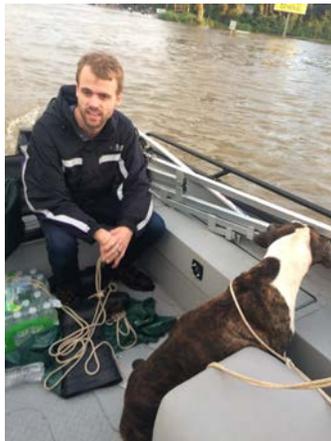
I also owe a lot to my great friend Paul in La Crosse, Wisconsin. (Paul, you are so patient, and so smart, and that night that you patiently coached me as I drove your boat through the maze of water and rocks in Minnesota, navigating in pitch darkness with just a chart plotter, well, I could not possibly have had the confidence to do what I did today, without that essential, hands on, experience, and the encouragement that you gave me then, and have given me so many, many times before and since then. Thanks, and Hondo!)

The magnitude of this disaster, just in Harris County (greater Houston) is staggering. I am dreading the news that I know will be coming in the next few days and weeks. I think that a lot of people here have died, and many of them are in submerged cars, and flooded structures, or have been swept away to God only knows where. A few minutes ago I saw a news story, that I couldn't bear to keep reading, about a couple wading through a flooded area with a strong current, carrying their infant child, who suddenly was snatched out of their arms by the toxic, merciless water, and in the blink of an eye was gone.

Today was a beautiful, horrible day. My heart hurts.

But I am alive, and Jenny and her family also, are all fine.

And *Indian Girl* is A-Okay, I think, and she is a strong, beautiful vessel, worthy of her name.



August Meeting – Matagorda Fishing Rendezvous
Photos by P/Lt Rolf Hogfeldt



Please Help!

This is Sadie. About a month ago, Sadie had been diagnosed with Intervertebral Disk Disease. The disease is common in long bodied, short legged dogs such as dachshunds and Corgis. It causes ruptures of the spinal disks and severe pain. Sadie has recovered well since her injury with help of rehabilitation. However, she faces the inevitable of becoming paralyzed without a costly surgery. Any donations would be extremely helpful. Please click on the link in order to donate to Sadie's back surgery.

Thanks! - Lt/C Kyli Doucette, S

https://www.gofundme.com/4i1g40g?pc=em_db_co2876_v1&rcid=a2a09ad33046421fbc657764a34a4e3b



Bay Neigh Articles

If you have a story or experience that would be of interest to our members, please E-Mail pictures and stories to Jana Wesson at beakboatgirl@me.com

Houston Sail and Power Squadron
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August-October Birthdays

Robert Elberger	8/1
Judy White	8/1
Nancy Luthy	8/2
Bill D. Fussell	8/4
Richard L. Grimes	8/6
Regina J. Stevens	8/6
R. Craig Shipp	8/8
William M. Stevens Jr.	8/9
Merton M. Osborne	8/13
Mary M. Derden	8/17
Sabrina Gilbert	8/19
Al Meyer	8/22
Leticia Pavlovsky	8/26
Gregory L. Dejarnett	8/30
Jeannine K. Garnett	9/3
S. Dennis Fegan	9/4
Lana Huston	9/6
Gary A. Delzer	9/8
Chandra Fontenot	9/10
Ryan A. Hawkins	9/11
Tony Lee	9/16
Janet E. Glaeser	9/19
Patrick Cummings	9/21
Holly H. Huston	9/21
Spyridon Lazaratos	9/22
Gary L. Bleisch	9/24
Charles Thomsen	9/25
Scott D. McDonald	9/27
Mary K. Thompson	9/27
Jana Wesson	9/29
Russell H. Jordan	10/1
Larry J. Smith	10/3
Julie R. Bleisch	10/5
Robert William Stevenson	10/5
Robert S. Steber Jr.	10/10
Phyllis W. Stendebach	10/11
Troy Hogan	10/15
James E. Burke Jr.	10/17
Marsha L. Smith	10/17
Michael S. Mankins	10/20
Edwin John Roland	10/20
Deborah L. Collings	10/22
Victor W. Pardo	10/28
Robert J. Campbell	10/30

Show Your Pride in Your Membership in HSPS!

You can express pride in your membership in Houston Sail and Power Squadron and USPS.

How? Easy. And cheaply, too!

If you have never received your Squadron membership nametag – or you've long-since lost it like another member or two have done -- \$7 is all it takes to get a new one. And it only takes five bucks to get a Squadron burgee embroidered on your favorite pull-over or t-shirt.

Here's how it works:

- At each Squadron Dinner Meeting, our Treasurer will provide a signup sheet for new or replacement nametags and/or getting the Squadron Burgee embroidered on a member's shirt. Before the meeting, you may purchase the shirt from whatever source you prefer.
- Just fill out the sign-up sheet provided.
- Please pay \$7 for the name tag and \$5 for the embroidery – cash please to make life easier for the Treasurer.
- The collected shirts will be tagged with the member's name and be taken to M-R Design, 6611 Bissonnet #110, for processing.

They should be returned in time for the next monthly meeting or soon thereafter in the unlikelihood that there may be a backup in orders.

