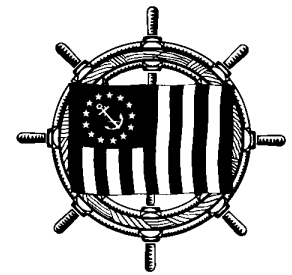




The Pasadena Rose

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March/April 2009 Volume 55 #2



Commander's Message



I would like to share with you a topic that was discussed at the District 13 Spring Conference in Palm Springs on the weekend of March 14.

The Chief Commander addressed the membership and described his vision of transforming USPS from a dues-based organization to a market-based organization. In the past USPS drew membership from new boaters. In today's economy, the new boater is becoming an endangered species. As such, USPS should focus on the experienced boater for potential members. In a survey more than 80% of boaters knew of USPS; but, they envisioned USPS as the provider of a Basic Boating class, and were unaware of our offerings from Engine Maintenance to Navigation. The Chief Commander recommended that experienced boaters be allowed to take the advanced grades. He suggested that a year's membership be included in the cost of the class. This is a departure from our current requirement that a basic boating class be passed as a prerequisite for membership.

Last year National instituted a policy allowing individual squadrons to modify their membership requirements to allow substitution of experience for a basic boating class. This policy will terminate in June, 2009. The following is from <http://www.usps.org/newpublic2/join.html>:

"One of the core beliefs of USPS membership is that an educated boater is a better boater. It should then come as no surprise that there are educational courses and seminars available to our members only. USPS also teaches one of the premier public boating courses to enable the public to improve their boating skills. Some of our squadrons require a public boating course as one of their membership requirements."

The National web page lists the following as meeting the educational requirement for membership:

- Successful completion of any USPS University seminar series

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- Passing the final examination for any NASBLA-approved basic boating education course.
- Graduation from the U.S. Naval Academy
- Graduation from the U. S. Coast Guard Academy
- Graduation from the Merchant Marine Academy, Deck Officer License
- Holding a U. S. Coast Guard LAUNCH OPERATOR license or above.
- Members of the US Coast Guard Auxiliary who have successfully completed any CGAUX course or certification program.
- Successful completion of the following courses:
 - Canadian Power and Sail Squadron - Boating Course
 - USCGAux - Boating Skills & Seamanship
 - USCGAux - Sailing & Seamanship
 - American Sailing Assn. - (ASA) Basic Keelboat Sailing Course
 - US Sailing - Basic Keelboat Certification Course
 - US Sailing - Keelboat Instructor Course
 - US Sailing - Small Boat Instructor Course

Squadrons may waive the educational requirement. This policy has been successfully applied in District 13. Cmdr Richard Daybell reported that Alamitos Squadron gained 20 new members by combining membership with offering advanced grades to the public. Also, a new insurance program allows easier "on the water training" than in the past. Insurance coverage is in place for most Squadron activities - it is a good idea is to have the activity entered in the Squadron meeting minutes. A Squadron in the NY area is teaching Seamanship on the water. These topics will be discussed at the next Bridge meeting at 7:30PM, April 2nd.

Yours respectfully,
Roger Dickie, AP

Remember the Boat Shows:

Orange County, April. 2009

Fairplex, June 2009

**LANE VICTORY TOUR
Saturday, June 6, 2009**

Secretary Kirk McKay has arranged for our members and their family and friends to have a guided tour of the WWII cargo ship, the Lane Victory in San Pedro. The date is June 6, 2009 at 1030 hours. Cost is \$3.00 per person and Homeland Security requires that you will need picture I.D. to board.

. The Lane Victory is a Historical Monument and Thomas Bros. Guidebook page 824, section D-4 shows the ship.

First however, squadron members can meet at 0830 hours at the famous breakfast location: Canetti's Seafood Grotto at 309 East 22nd Street San Pedro. The directions to Canetti's are: from the 110 Freeway Harbor exit, go south on Harbor Blvd. It turns into Miner St. and intersects with 22nd Street, From Canetti's, we will caravan to the parking lot at Berth 94, where our guide will meet us.

The Lane Victory is located at Harbor Blvd. Berth 94, which is just under the west side of the Vincent Thomas Bridge and next to the Catalina Tours Terminal. From the Southbound 110 Freeway, take the Harbor exit and stay to the right, not crossing the bridge. From the right hand exit lane you will approach Harbor Blvd. at the first signal light. The entrance is on the opposite side of Harbor Blvd. Directly across Harbor Blvd. the drive leads into the parking area.

Reservations are considered, well, nice. The ship would like a head count and a check for admissions one week prior to the tour to arrange for the guide.

Please contact Kirk McKay for reservations at his home at (626) 288-1870, or at his current e-mail address iagettler@sbcglobal.net. Let's have a big turnout and a good time.

Kirk McKay, Secretary



Maria Heckman and Andy Gero



JoAnn and Vic Stollberg



Barbara and Ron Johnson



Squadron Business

P.S.P.S. BRIDGE MEETING Date: January 8, 2009

Present: Cdr. Andy Gero, P/C Maria Heckman, Lt/C Roger Dickey, Ray Benavides, Lt/C Bill Kummer, Dick Cowley, Harcourt Hervey, P/C Kirk McKay, P/C Merritt Hartman and Eric Ford.

Cdr. Gero opened the meeting at 1900. Ray Benavides led the flag salute. A quorum was present.

Cdr. Andy pointed out to the members present that on the back counter were the manuals for the various USPS seminars available for our review. Andy noted that we would need to purchase instructor manuals should we elect to hold any of these seminars. It was noted that Dick Cowley had agreed to become our XO. We now have a full bridge.

ADMINISTRATIVE: Bruce Hennig was absent. Hark reported that Ron Johnson would continue to be our photographer. He also noted that we needed a PR Chairman. Bill Kummer announced that he had a PR report for the meeting. A Radar Seminar was held January 28 at the Assistance League.

SECRETARY: Kirk McKay, a crew member of the WW II cargo ship, the Lane Victory, will be in San Pedro on January 10th for the monthly ship meeting. Kirk checked with the staff regarding a ship's tour for our squadron and was able to schedule a squadron social event, touring their brigantines, the Irving Johnson and the Exy Johnson.

TREASURER: Bill Kummer submitted an annual Treasurer's Report for audit. He stated we are solvent and all the bills are paid.

OLD BUSINESS: Merritt Hartman announced that after a valiant six year effort, we still have not had our by-laws approved by national. The by-laws continue to be returned to the squadron for minor inclusions. Someone noted that when we started this endeavor we were still young people. A committee of three former committee members will rework and resubmit the bylaws once again.

Andy reported that at the recent Fall Conference in Reno, three districts were present, one being District 13. It was noted by those present that they had low visibility as a part of USPS. Even the name tags being used did

not identify what organization we represented. There was a long discussion about having an alternate manner of dress, it was suggested that gray slacks and a blue blazer with a removable pocket badge as the official dress. Many were opposed to this suggestion.

NEW BUSINESS: A discussion was held about our squadron making appearances at the local city parades and market day festivals. It was moved, seconded and passed that we budget \$150.00 for give-away gifts for our booth at such functions.

Hark, as incoming SEO, suggested a monthly boating breakfast for members and others who are interested in boating, similar to a Model A Club he is aware of that meets regularly at Carro's restaurant. This idea will be developed.

Respectfully submitted,
Secretary, Kirk L. McKay, S

Save the Date:

June 6th Lane Victory Tour
Meet at Canetti's Seafood Grotto 0830 hours



Victor and Dorothy Sam

CHANGE OF WATCH
Madrid Room at Brookside

On a warm Saturday evening, Pasadena Sail and Power Squadron members gathered for the Annual Change of Watch installation and socializing at Brookside, the Rose Bowl. The tables decorated with baskets of large



Squadron Business (continued)

red camellias from Barbara and Ron's garden created quite a festive atmosphere. Ellen Rennick, Tom and Ellen Cotter, Bud Keville and Betty Rendon, Eric and Ginny Ford, Bruce and Toni Hennig, Merritt and Judy Hartman, Dick and Ann Cowley, Adri Ezcurra, Kirk McKay, Harc Hervey-Smith, Roger and Sue Dickey, Bob and Louise Beggs, Ron and Barbara Johnson and Bill Kummer joined Victor and Dorothy Sam for the happy hour. We missed Ray and Anne Benavides who were on a cruise in Mexico.

Cdr Andy Gero arranged for D13 Cdr Victor Sam, JN to be the installing officer. Andy began by asking the group to rise for the Chaplin, Barbara Johnson's, invocation. Eric Ford then led the group in the Pledge of Allegiance. Andy introduced all Past Commanders and SEO's that were in attendance. He presented Certificates of Appreciation to members and then we enjoyed our dinners.

The meeting was then turned over to D/C Commander Victor Sam. In his opening remarks he commented about the recognition that D13 received at the recent USPS National meeting in Anaheim. Specifically, he said the California Department of Boating and Waterways (DBW) Director, Ray Tsuniyoshi, thank members of D13, especially Pasadena, for their letters sent to Sacramento congressmen opposing the proposal to combine DBW and Parks and Recreation. At this time this proposal will not go forward.

Victor then presented Andy with his past commander flag, relieved the current bridge of their duties and thanked them for their service. The Secretary, Kirk McKay, was asked to read the slate of officers and if there were any nominations from the floor. Hearing none, the slate of officers was approved.

Victor called Roger Dickey, incoming commander to the podium to administer the oath and present him with his commander's flag. Following this, Victor installed the following officers: Executive Officer, Richard Cowley, SEO Harcourt Hervey-Smith, Secretary Kirk McKay, Treasurer, and Bill Kummer. Ray Benavides, Administrative Officer, will be installed at the March Bridge meeting.

After installation of the new bridge, Roger presented Andy with a plaque in appreciation for his efforts as commander. Our squadron photographer, Ron Johnson, had a busy evening photographing new bridge members, presenting of flags and certificates.

Thank you to Merritt Hartman for arranging a successful change of watch at Brookside.

P/C Maria Heckman, Lt/C



Anne and Rey Bienvenidas

Desert Escape



Tom Cod Foolery at the District 13 Change of Watch and Spring Conference



District 13 Business

District 13 Change of Watch and Spring Conference March 13-15, 2009

The Rite of Spring for District 13 members includes a Spring Conference. Arrowhead Sail and Power Squadron hosted the event at the Doral Desert Princess Resort Palm Springs in Cathedral City this year. The incoming commander, Veronica (Ronnie) Mann, AP was installed by the USPS Chief Commander Creighton Maynard, SN.

Friday afternoon Pasadena attendees, Roger and Sue Dickey, Vic and JoAnn Stollberg, Ron and Barbara Johnson and Andy Gero and Maria Heckman arrived at the conference hotel and settled in for a weekend of fun, visiting with other squadron members, attending seminars and enjoying delicious food. After dinner in the hotel dining room we all visited the four host rooms set up by Las Vegas, Arrowhead, Tres Rios and The Valley.

On Saturday, Rey and Anne Benavides joined us before the beginning of the seminars for the rest of the weekend activities. Barbara, JoAnn, Sue and Anne joined the guest and crewmembers activity which was bunko. Little did we know that Anne plays bunko twice a month and at one time was Bunko Queen.

Roger and Rey attended the Commander and Executive Officer seminar. Maria learned how Arrowhead made their cardboard boat winning some of the events at the 2008 Cardboard Regatta. Ron sat in on Ken Boyd's presentation about the new Navigation (NO9) seminar. Andy, Rey and Maria heard Ken Griffing do an overview of all the new USPS Seminars that are bringing in new members in squadrons throughout the US. One of the seminars was a Wine Tasting Seminar. I heard it was a hit. The attendees enjoyed the event and gave good ratings to some of the wine samplings.

All Pasadena members in attendance joined D/13 members at the Business lunch, Election and Change of Watch for incoming District Commander Ronnie Mann, AP. I am sure Ronnie was thrilled to be installed by the USPS Chief Commander. Her bridge includes, P/C Ken Voight, AP from Tres Rios as EXO, D/Lt/C Michael Mann, AP from Arrowhead as DEO, D/Lt/C Ed Wylie, AP from Tres Rios as ADM, D/1st/ Lt Rosemarie Radomsky, AP from Redondo Beach as SEC, D/1st Lt

Larry Saumur, P from Tres Rios as TRES, P/C Tom Koch, JN from Santa Barbara as Asst DEO, P/C Mike Reymond, N from Redondo Beach as Asst SEC, and D/1st/Lt Joan Faircloth from Alamitos as Asst TRES.

After lunch, the Chief Commander addressed members in attendance (see Roger's Commander's message). He encouraged all to check out the "getting to know you" section of the USPS website (www.usps.org). C/C Maynard made a very important point that now USPS has no competition for its educational materials. He then assisted outgoing District Commander Victor Sam in presenting squadron awards for 2008.

This year Pasadena received the Excellence in Journalism Award 2008 for our newsletter, the Pasadena Rose and a website award. Thanks go to Michelle Wostenberg for Rose editions prior to our 2008 Change of Watch and to Ginny and Eric Ford for all the editions since April 2008. Ben Smith redesigned our webpage that received recognition. Way to Go!

The Parade of Commanders preceded the dinner festivities. Rey and Anne Benavides represented the Commander while Andy, Maria, Ron, Barbara and Vic and JoAnn cheered them on. We had a great evening visiting and talking to members from other squadrons. As always, Pasadena won some of the raffle prizes. Barbara Johnson won a bottle of wine at the lunch drawing. At the raffle after dinner Pasadena was again lucky. Andy won a copy of the 65th edition of Chapman's Piloting and Seamanship and Maria won a 2 night stay at the Doral Desert Princess Resort. Mark your calendars for the Fall Conference in Las Vegas, Nevada, October 23-25, 2009, at the East Cannery Hotel and Casino. Las Vegas hosts the next conference.

Before the dinner guests started dancing, the Chief Tom Cod, Dave Smith from Las Vegas squadron, bestowed Tom Cod caps to all the outgoing commanders and we all joined in for the chorus of the silly dittyAndy's cap now sports 9 fish!!!

Thanks to Ron Johnson for taking photographs during the event.

Maria Heckman



Racing Scene

LBHIS # 2 Murray Gordon Memorial Race

The turn out for the first LBHIS race had been pretty good for the PHRF B and PHRF Non-Spin classes, but only three boats showed up to race PHRF A. So the week before the race I emailed all the skippers that had competed in any of the 2007 or 2008 races and not shown up for the first race of 2009. I definitely enjoy a race more when there are more competitors.

The morning of the LBHIS # 2 race dawned with no guarantee that I would have the new genoa that had been on order for two months. I had also had one regular crew member cancel at the last minute, so I went to the boat wondering what my crew, my sails, and my competition were going to look like.

It turned out that I had more than enough crew show up and the sail maker was able to make it with my new genoa. The sail still needed to have wear patches installed, but it was close enough to being complete to use in the race. The only disappointment of the day was when we realized that our competition would consist of only one boat. At least that one boat was the ever present Bilbo Baggins skippered by Don Weimer. I couldn't ask for better competition.

We ran the line and determined that the favored end was the pin end. The signal flags at the start indicated a twice around course that put us close to the 2009 Congressional Cup area. I warned the crew that I would abandon the race if our course put us in any danger of interfering with the Congressional Cup and we focused on our pre-start routine.

We nailed the start at the pin end and took an early lead over Bilbo. We held that lead until the first leeward mark, when an improperly secured jib sheet gave way just as we were dousing the spinnaker. Suddenly I had a spinnaker in the water, a head sail on the deck, and Bilbo snorting on my starboard quarter. The crew scrambled to recover the spinnaker and I continued racing under just the main. Meanwhile the foredeck crew realized what happened, grabbed a spare spinnaker halyard, and had the genoa hoisted in record time. I mentioned last year that I have been impressed numerous times by how quickly my crew can recover from mistakes. This recovery was so quick that we only lost 3 or 4 boat lengths to Bilbo.

We continued chasing Bilbo telling ourselves that it is a long race and looking for a way to regain the lead. The chance to regain the lead came shortly after the start of the second lap. As we continued to the right side of the course, we were able to peel off Bilbo on a conveniently located freighter and Bilbo was forced to tack back to the left side of the course. By the time we reached the first windward mark of the second lap we had regained the lead. Unbeknownst to us, Bilbo had her own crew problems and was racing without their regular foredeck crew. Don had to turn the helm over to a crewmember and work foredeck himself.

What makes this sport so challenging is the incredible number of variables. Wind conditions, sea state, crew experience, boat preparation, etc. Throughout the race both Renegade and Bilbo had to deal with all those variables and we each threw in some mistakes to make it even more interesting. We managed to hold on to the lead and win the race, but I wasn't sure we were going to pull it off until the very end. Don Weimer is a great competitor and you can never write him off. Thanks to Don and the Race Committee for a great race! Now do me a favor: If you are reading this story and you know any boats with a rating of 111 or less, tell them about our new series. Tell them about the changes we have made and how great the races are. I need more PHRF A boats out there. I don't want to face Don alone again!

Ben Smith
Rear Commodore, 2009
Little Ships Fleet Yacht Club



2009 Sprint Races



Racing Scene (continued)

2009 LBHIS Easter Race

The PHRF A fleet had three competitors for the 2009 LBHIS Easter race: Lulu a beautiful Shock 34, Bilbo Baggins a classic Catalina 38, and Renegade my trusty Beneteau 38. The race was hosted by the United States Power Squadrons (USPS), District 13. The USPS always sets their start line in the lee of Isle Freeman with the pin the farthest point away from the island. All three boats decided to shoot for a pin end start, but Bilbo and Lulu timed the start better than Renegade. Renegade hugged Bilbo's starboard quarter until we were clear of the island and then tacked over and headed for Queen's Gate. Bilbo tacked shortly after, but Lulu continued heading to the left side of the course.

The race committee picked a course that had us sailing all over the harbor. Mark 36 by Queen's Gate was first. Lulu had sailed so far to the left that we thought Renegade was going to be first to the windward mark, but Lulu closed quickly and rounded the mark with Renegade on her stern and Bilbo not far behind. The next mark was Mark 32 in the North East corner of the harbor. Lulu and Renegade spent the rest of the leg jockeying for position with neither boat able to gain a lead. Bilbo was just behind waiting for one of us to make a mistake.

All three boats chose to continue flying their kites and gybe around Mark 32. The next mark was 39 in the North West corner of the harbor. I thought this leg was going to be a run up the beach the entire way, but the wind started clocking around on us and was forward of the beam by the time we reached 39. About half way up the leg I was thinking about dousing the spinnaker, but we had finally gained a slight lead on Lulu and I didn't want to risk losing it. All three boats flew their spinnakers the entire leg and doused them as they approached Mark 39.

The rhumb line to the next mark ran straight through Isle Freeman. This time Renegade and Bilbo chose to go to the left side of the course and to the leeward of Isle Freeman. Lulu continued her contrary ways and chose to go right and to the windward side of the island. It didn't seem to matter much. All three boats were

sailing well and arrived at Mark 30 within seconds of each other.

After a port rounding of Mark 30, it was time for another spinnaker run to the last mark. This leg took us back to the beach for a starboard rounding of Mark 33. All three boats made the "buttonhook" rounding of 33 and headed for the finish. After more than two hours of racing around the harbor, Renegade finished just 13 seconds ahead of Lulu and Bilbo was just two minutes behind. Now that's what I call a race. Congratulations to Lulu who corrected into a well deserved win!

Ben Smith
Rear Commodore, 2009
Little Ships Fleet Yacht Club



Bilbo Baggins



Renegade



Editor's Locker



Editors note:

There are so many upcoming exciting activities in the Power Squadron – I hope to see you all at many of them.

I also look forward to including any contributions you wish to provide. Thanks to you all for providing articles and photographs to the Rose! We can't do it without you. Please send your articles to me and to Eric at our email addresses:

vford@dslextreme.com and eidetic@dslextreme.com

Fair boating to you all – Ginny Ford, P

The Pasadena Rose is the official publication of the Pasadena Power Squadron. For inclusions in the next issue, all submissions must be received no later than the 21st of each odd month month. We solicit the submission of your stories and/or educational lessons on boating, safety or cruising. Other boating related material, such as photos or original advertisements do not necessarily reflect the USPS policy or endorsement unless so designated.

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