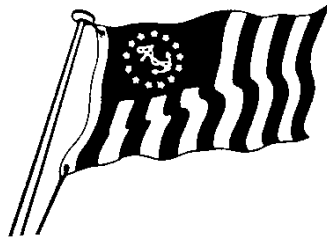

Squadron History

Early History of the United States Power Squadrons

This article was reprinted from Motor Boating magazine and was last revised in 1956. This article **is not** the **official history** of the USPS. The official history of USPS is presented in Chapter One of the Operations Manual. It is more concise than this article and is recognized as the only official version of our history. However, because of its conciseness, all of the details cannot be covered verbatim. Please know that this version contains some minor differences in dates from the official version. We believe these minor discrepancies do not impact the more informative presentation of this article.



Upton of Boston and Marblehead, Massachusetts, must stand pre-eminent. The Power Squadron idea was the projection of his thoughts; the Power Squadron spirit was the reflection of his enthusiasm; the early Power Squadron growth (1914-16) was the fruition of his labors.

About this man with his idea, there quickly gathered a group who saw a bright future for this innovation in pleasure boating, the powered yacht; and so we were born though our nursing period was still before us. Out of these men's intelligence of approach to the organization's problems and needs our character was formed, that character which sets us apart as distinctive among yachting organizations.

Seldom does the story of an institution's founding outlive the memory of those who founded it. The generations that come after search diligently among the midden and potsherds of tradition and fragmentary minutes for the story of their beginnings, often in vain.

So it is rapidly coming to be with the United States Power Squadrons. To those who could have recorded it, the work of founding was only their day-to-day activities; the thoughts and impulses that motivated their acts were their familiar processes and needed no recording.

So we grope for much of the story of our nativity. The chinks in what remains, though little more than a quarter-century has passed, must be filled with assumption and the passing memories of the early recruits.

This much is certain: that when the list of Founding Fathers is set up, the name of Roger

To date our history, we must return to the early Spring of 1912. How long the thought had incubated in the Upton mind, we will never know but while the last of the winter snow-drifts still lingered and the sunless sides of the boat-houses and the yachts still wore their winter garb of scantlings and tarpaulins, he spread his thoughts before a little group of his fellows in the Boston Yacht Club.

Yachting in the early 1900's had been largely confined to sailing craft. The motor driven boat was coming into its own but not with much enthusiasm on the part of the out-and-out sailors. The older yacht clubs promoted the sport of sailing and as the motor yachts joined the fleet, there were no activities for them. The Boston Yacht Club, the third oldest in the country, founded in 1865, found its fleet being increased year by year by motor craft. Their owners demanded activities and some part in the Club's affairs.

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Roger Upton was the Vice Commodore of the Club and was placed in special charge of the motor boat division of the fleet. He had sought by every means suggested or conceived to promote this branch of the sport and make it interesting. But yachting was still for sailor-men; not for engineers and motor mechanics and the new-idea-men found scant fun on the club cruises and none in racing. Upton's idea was a club within the club, to embrace only motor boat men, who would develop such new forms of cruising and racing as the new-type yachts demanded. To this was added the idea of such nautical education as would remove forever the stigma of ignorance and plain fool-headedness which professional ship-masters had put upon them. Beyond these, the idea was developed that motor boat cruises would be modeled on the maneuvers of a naval fleet and a series of fleet drills with flag signals was worked out. This last tied the motor fleet to the United States Naval Forces and though there was no definite agreement, it was understood that here was being developed men whose skill would well serve their country in any time of need. The prompting of this part of the fleet's activities can easily be understood when it is remembered that already the turmoil in Europe was pointing with certainty at the great war which broke two years later.

In May 1912, with the coming of warm weather, the organization in the Boston Yacht Club was accomplished, with Roger Upton as Commander; C. N. Burnell as Lieutenant Commander, Nathaniel L. Stebbins, veteran yachtsman and marine photographer, as Secretary; William A. Hopkins as Flag Lieutenant; B. R. Miller and F. P. Huckins as First and Second Lieutenants. A distinguishing pennant was designed to be flown above the Boston Yacht Club burgee. It was a streamer, one and a half times as long as the

Club burgee with a blue field containing a white star at the hoist, the center third white and out end red. Only when an applicant was able to pass what seems now to have been a fairly stiff examination in our present Piloting and Advanced Piloting subjects, was he allowed to fly the streamer.

A Board of Instruction and Examination was set up with Commander Upton, Flag Lieutenant Hopkins and Secretary Stebbins as its members. All these were seasoned yachtsmen and capable in piloting. Upton held a license for vessels propelled by steam and was the owner of a steam yacht. He was proud of his license and insisted on what many considered a very high standard for the entrance examination conducted for Squadron members.

Throughout the summer the Power-Boat Division of the Boston Yacht Club kept its membership active with the instructions, drills, cruises and special feature races. The softer side of the business was the monthly dinner at which ship and tow-boat captains, marine inspectors, and others were the speakers and out of which grew a confidence and a change of attitude toward the play-boat sailors. During the winter the dinners and education sessions were continued and in that time the Squadron of the Boston Yacht Club and thus the name Power Squadron was passed on to when the national organization was formed.

During the summer of 1912 or 1913, the Power Boat Division was allowed to go along with the sailing yachts on the annual Club Cruise to Maine. The former cruised in Squadron formation with an elaborate system of maneuvers executed by means of flag signals. During the cruise, a gale developed. Many of the sailing yachts were dismasted and otherwise disabled. The boats of the Power

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Boat Division went to their rescue and towed the disabled sailing craft to port. The worth of the organization was immediate in the Boston Yacht Club.

So ends the birth of the idea and its development into an active movement, but this is only the beginning. News of the Boston outfit's activities spread and other Clubs began to plan along their lines. Motor Boating, a periodical of the motor-powered yachts, took notice of the movement and in June of 1913, Editor Chapman gave it a full page display with illustrations. Various yacht clubs around the metropolitan New York section started talking Squadron ideas and qualifying men.

Men of the Portland Yacht Club did more than talk. They organized and qualified and so to the State-O'-Mainers goes the honor as our second oldest unit. They were formed in April of 1913, just a year after the Boston Squadron was born. Frank Wardwell of the Portland Squadron later became Secretary of the USPS.

Yacht Clubs along the Hudson River were not idle. They combined and qualified men and organized as the Hudson River Power Squadron on January 28, 1914, just five days before the national organization was definitely formed.

Sometime in January of 1914, the Power Squadron of the Boston Yacht Club called a conference of many yacht clubs throughout the country to see if the Power Squadron idea could be developed among them and a national body formed, for those already active had come to a realization that the movement was destined to grow beyond its present limits. Only some clubs along the Atlantic Seaboard attended, as naturally could be expected, but among them the officials of the existing Squadrons found a surprisingly great enthusiasm.

Who attended and what was discussed or where the meeting was held is not known as no minutes exist. Nor is there anywhere a definite reference to in it Motor Boating or any other periodical but it evidently showed plainly enough that the time was ripe for nation-wide action. Accordingly a second meeting was called, to be held at the city station of the New York Yacht Club on February 2, 1914 and here the final launching was accomplished.

Present at this February meeting were representatives of Squadrons and Yacht Clubs from Maine to Maryland.

How quietly great movements start, destined in time to reach beyond the limits of your dreams. How quietly, like the first slow stirring of a ship upon the ways, this gleaming new hull slid down to her launching is shown in the simple, one page recording of her birth certificate.

"At the second conference to consider the question of formation of Power Squadrons, held at the New York Yacht Club on February 2, 1914, at eight o'clock in the evening, the following vote was passed and signed by delegates whose names are set against their respective clubs or associations:

'That we, the undersigned, duly authorized delegates of the club or association set against our respective names, do hereby associate such clubs or associations together as a national organization to be known as the *United States Power Squadrons* and we bind our clubs or associations to abide by the rules and regulations adopted by said United States Power Squadrons.'

Yachtsmen's Club of Philadelphia, C. Lagen,
Commodore.

Power Boat Squadron of New Haven, J. N.
Champion, Commodore.

Larchmont Yacht Club, Francis M. Wilson.

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Atlantic yacht Club, Theodore D. Wells.
Corinthian Yacht Club of Philadelphia, C. Longstreth.
Rhode Island Yacht Club, William S. Streeter, Commodore.
New York Motor Boat Club, C. F. Chapman.
Hudson River Power Squadron, Franklin P. Pratt.
Lynn Yacht Club, A. D. Grover.
Knickerbocker Yacht Club, William E. Spencer.
Harlem Yacht Club, R. S. Haydock.
Portland Yacht Club, Holman F. Day, Rear Commodore.
Savin Hill Club, Charles A. J. Smith.
Kennebec Yacht Club, Charles E. Hyde
Hudson River Yacht Racing Association, Worthington Scott.
Sachem's Head Yacht Club, W. C. Stringer.
Baltimore Yacht Club, Dwight F. Mallory.
Sewanhaka Corinthian Yacht Club, Elliot Tuckerman.
Boston Yacht Club Power Squadron, William A. Hopkins.

"The signatures of Messrs. Longstreth, Stringer, Tuckerman and Jones are affixed subject to ratification of their respective clubs."

That is all. Yet it contains what our national body prescribes we shall know, the names of the founding Fathers. These men, though they were but the representatives of organizations whose members all became members of our body, must be regarded as our Founders, as truly as those immortal men whose names adorn the Declaration of Independence. Did they not merely represent their constituents too?

At this meeting, the organization was made complete by the election of officers and members of the Governing Board as follows:

Chief Commander: Roger Upton, Boston, Massachusetts
Vice Commander: Holman F. Day, Portland, Maine.
Rear Commander: Worthington Scott, New York, N. Y.
Treasurer: Charles F. Chapman, New York, N. Y.
Secretary: Bryan L. Permar, Boston

Governing Board: Roger Upton, Holman F. Day, Worthington Scott, Charles F. Chapman, Bryan L. Permar, Henry A. Morse (Boston), Captain DeWitt Coffman, USN (Boston Navy Yard), Charles Longstreth (Philadelphia), Frank S. Cornell (New Haven), and Francis M. Wilson.

Captain Coffman, USN, later Vice Admiral, served on the Governing Board for many years as the representative of the Navy Department. He took a keen interest in all Squadron activities. Many Governing Board meetings were held aboard his flagship and on numerous occasions he reviewed the USPS fleet from a naval vessel. On at least one occasion, a United States battleship was assigned to and was in attendance at a USPS official maneuver off Boston Harbor.

The Honorable A. J. Tyrer, Deputy Commissioner of Navigation of the Department of Commerce was an active member of early Governing Boards and a regular attendant at its meetings. Excellent relations were maintained between the Squadrons and the Department of Commerce.

For many years, boats flying the Squadron Ensign were exempt from inspection by officers looking for violations of the equipment requirements. In 1916 and 1917, when the authorities were considering the numbering of undocumented boats, the Squadron officers were called in for suggestions which were formulated into the

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bill which finally became the "Numbering Act of 1918." Squadron members were given priority in the numbers assigned by the Department of Commerce. C/C Chapman was assigned Number 1; P/C/C Williams, Number 2; and P/C/C Jackson, Number 3; etcetera, which numbers they carried on the bows of their boats until the numbering law was revised and the present law went into effect in 1935.

Roger Upton has a long background of things nautical and particularly those related to the Navy. He numbered many Naval Officers among his friends and their interest and encouragement in his ideas contributed to the formation of the Squadrons. He entertained many of his naval friends at his home in Marblehead, Massachusetts, on the third floor of which was a large platform where naval problems were worked out.

Commander Upton's Flag Lieutenant, N. L. Stebbins, was equally enthusiastic about the merchant marine and the old steamboat inspection service. He has a large acquaintance among these personnel who from the advent of the motor boat were bitterly opposed to this new form of motor craft, so much so, that they proposed much hostile legislation which sooner or later might have meant the end of pleasure motor boating. Mr. Stebbins, by interesting many of these men in the Squadrons and their objectives, caused them to become friendly to our organizations and friends of small-boat man. This undoubtedly killed the sentiment prevailing at the time that the owners and operators of all motor boats should be required to pass an examination and hold a license the same as those in charge of large merchant ships. Captain Henry E. Sweet of the (old) U. S. Steamboat Inspection Service was also most co-operative during the early Squadron years.

The Atlantic Seaboard was divided into six districts for purposes of instruction and Boards of Instruction and Examination appointed therefor. Always from the beginning our accent has been upon instruction though it differed in the early days from our present system. Then, in addition to knowing Rules of the Road, the Compass, Buoys, Chart Bearings, etcetera, a member was required to attend at least three Squadron drills yearly to hold his membership certificate. When he had attended twelve, he was a Privileged Member and thereafter need only appear at one each year to hold his certificate. Not more than six drills counted in any one year on this score. This promoted facility in boat handling and also contributed to his usefulness if ever the Navy needed him, though such service was known to be purely voluntary.

In March 1915, the present USPS Ensign was adopted. General Orders Number 11, issued by Flag Lieutenant Stebbins from Boston on May 19, 1915 is of interest as it authorized the flying of our Ensign with or without the USPS Pennant which is up this time has been the distinguishing flag of the Squadrons. General Order Number 11 is quoted as follows:

"Commanders of local Squadrons are authorized to permit their members to display, in addition to or instead of the United States Power Squadrons distinguishing flag, a pennant. Said pennant to be a red, white and blue streamer one and one-half the length of the club burgee, with one white five pointed star in the red in the luff of the streamer. Said pennant when displayed should be considered as a commission pennant and be flown continuously day and night at the mast or at the bow on boats without masts. Sample pennants,

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with explanation of method of flying, may be procured from Flag Lieutenant Stebbins.

The display or non-display of said pennant is optional with each Local Squadron. Said pennant is not legally protected.

Commanders will also note that the manner of displaying the United States Power Squadrons distinguishing flag is left optional with each Local Squadron. The customary method is to display said flag as an ensign, which method is commended but the flag may be displayed at the mast, in place of the private signal or club burgee, or at the bow, in place of the club burgee, as may be preferred. When displayed at the mast or the bow, said flag should be of smaller size than when displayed as an ensign. Such display at the mast or bow is the only method in which said flag can be present and be legally displayed on boats over 15 tons.

By order of the Chief Commander"

N. L. Stebbins,

Flag Lieutenant

During World War I, the Governing Board ordered that a pennant of somewhat different design from that of the original pennant be flown by Squadron boats and that the American flag be flown at the taffrail or gaff. Similarly during World War II, Old Glory was flown in her proper place and the USPS Ensign at the starboard spreader.

As the Squadrons grew, both in number and size, the educational program developed to keep pace. There was a continuous revision and enlargement by the adoption of many suggestions from the members and the constant labor of committees on which the most highly skilled yachtsmen served with enthusiasm.

By 1916, there were 500 members and many of these were clamoring for abolition of

the drill requirements. However, it was not until some years later that a general uprising against them caused decided official action, when they were reduced to a subordinate position as a second qualification to a new Junior Navigator Course. Shortly after, through lack of interest, they were abolished and further courses of study replaced them. By 1917, a Navigator Course was worked out. This was the course to end all courses, comprising a real review of everything the candidate had ever been taught, from his entrance examination to the Junior Navigator Course. It also included a practical demonstration of boat building.

As World War I threatened, the Squadrons became very active in the preparedness program. Their activities on the water were patterned after naval maneuvers and, on land, classes were held to prepare those desiring to enter the Navy. With the coming of hostilities, the USPS offered its services as a body.

The entire USPS program was then given over to educational work. Nightly, classes were held open to both members and non-members for the study of all branches of seamanship, navigation, signalling, boat handling and naval procedure. Over 5000 men who attended these Squadron classes entered the armed forces, many of them receiving a commission on the basis of their training by the USPS.

A great number of Squadron members also joined the Navy. Many of them made outstanding records. Others served in various civilian capacities. A number of members were appointed by the Secretary of Commerce as "Navigation Inspectors" with duties on the water much similar to those performed by the Coast Guard Auxiliary during World War II. These men were paid a dollar a year for their services.

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Little effort was made to recruit new members in the USPS during this period and with many of the officers of the local Squadron in service, interest in the USPS began to wane. With the coming of peace and the release from the Navy, many of our members desired a rest from anything pertaining to the sea so, without this leadership, local Squadron activities all but ceased. In addition, one of the principal objects of the Squadrons had been up to this time, to be of service to our Navy in time of emergency. The emergency had now passed and most members had all they wanted of small boat maneuvers based on anything connected with the Navy. Conditions were not unlike those in most yachting organizations at that time. Interest was at a low ebb and many yacht clubs and similar organizations went out of business.

At the fall meeting of the Governing Board in 1919, Chief Commander H. M. Williams reported that Local Squadron Secretaries did not answer his letters, no dues could be collected, there was no money in the USPS Treasury, the USPS debt was \$450.00 and he recommended that the members of the Governing Board chip in and pay the debt and that the USPS disband. Chief Commander Williams was not a defeatist but he viewed the existing situation from a realistic standpoint. His recommendation might well have been made to bring the matter sharply to attention with a view to obtaining some definite action.

Vice Commander A. B. Bennett said he thought that such action would be a mistake and that he was sure if certain changes were adopted, the Squadrons could be revived. The changes he suggested were:

- 1) To change the certificate holder from being only a member of a Local Squadron reached only through his Local Squadron

Secretary to first a member of the United States Power Squadrons, thus making him answerable to the USPS and secondly, a member of a Local Squadron.

- 2) To eliminate all boat drills and maneuvers. The war was over and men were through with such activities;

- 3) To eliminate the restriction of membership to members of Yacht Clubs and admit any worthy man who passed the examination; and

- 4) Inasmuch as the oldest institution of man in the world were institutions of learning, the USPS should stress education and nothing else.

Vice Commander Bennett suggested that the constitution be rewritten to include the above changes and submitted for adoption at the annual meeting in January 1920.

The Governing Board authorized Vice Commander Bennett to re-write the constitution and the Nominating Committee nominated him for Chief Commander. At the annual meeting in January 1920, vice Commander Bennett was elected Chief Commander, Rear Commander Harry Jackson was elected Vice Commander and James T. Bresnahan of the Potomac Squadron was elected Secretary. The new constitution was adopted. There was no list of members but there was a mailing list of the Ensign of 1000 names.

Chief Commander Bennett and Secretary Bresnahan then drafted a letter and sent it to each one on the mailing list, informing them of the changes in the constitution, and that all unpaid dues had been waived and asking each one to sign on the new ship and pay \$1.00 dues for 1920. One hundred signed on, a few in almost each of the former Squadrons. These men were appointed as Local Boards of

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Examiners and were urged to start classes of instruction to prepare men for the spring entrance examination. Much of this was done by letter but the Chief Commander visited many groups and helped them to make a start. This was an uphill and difficult task, lasting four hard years and ending in success. At the close of the fourth year, there were over 400 members, over \$400.00 in the Treasury and no debt.

New certificates were issued to the hundred re-joining and to the succeeding admissions. The Chief Commander himself printed the names of the members on the certificates in old English. This also explains why Certificate Number 1 was issued to C/C Chapman who was the senior of those rejoining and Number 33 was issued to the then C/C Bennett.

Chief Commander Bennett served for four terms, 1920-23, being the only Chief Commander to serve more than two.

This was the United States Power Squadrons which C/C Harry Jackson inherited in January 1924 and this young and tender organization received from Chief Commander Jackson his enthusiastic and wholehearted care which meant so much to it in those early days. It was a going concern and he kept it going.

From this it will be seen that if credit for perpetuating the USPS should go to any two men, it should go to this Bennett-Jackson team. It was a natural in every way - enthusiastic, hard working and a stickler for observing everything which was best in the original United States Power Squadron's traditions. Until his death in 1943, P/C/C Henry Jackson carried on, giving the Squadrons of his advice and mature judgment, much of which has been responsible for bringing the organization to its present high

state of perfection. With P/C/C Bennett, Commander Jackson served on the Committee on Rules until he sailed on his last voyage.

One of the earliest Squadrons, the Huguenot Power Squadron of New Rochelle later combined with the Hudson River Power Squadron to form the New York Power Squadron, contributed many members to the USPS who served the organization long and with much distinction. These included Chief Commanders Theodore I. Coe, 1916-17, H. M. Williams, 1919, Henry A. Jackson, 1924-25; Fredrick W. Horenburger, 1928, and C. F. Chapman, 1946-47. Its successor, the New York Power Squadron, contributed C/C Dean Potter, 1926-27, and C/C William A. Earl, 1934. The Stratford Squadron, now the Housatonic River Squadron, contributed C/C Benjamin S. Coe, 1932-33; the original Boston Power Squadron, C/C Neal Burwell, 1918.

Chief Commander Bertrand H. Perry, 1944-45 was originally a member of New York before moving south of the Mason-Dixon line and joining up first with the Annapolis Squadron and then the Miami Squadron. Chief Commanders A. B. Bennett, 1920-23; Arthur Middleton, 1939-40, and J. Edwin Lawton, 1929, all hail from Potomac River; C/C Frederic W. Keator, 1930, from New Haven; C/C Harold H. Funk, 1935-36, from Brooklyn; C/C William L. Sayer, 1942-43, and C/C Herbert R. Prior, 1952-53, from North River; C/C Wesley E. Morse, 1937-38, from Hartford; C/C William K. Anderson, 1941, from Detroit; C/C F. Ritter Shumway, 1948-49, from Rochester; C/C A. N. Clifton, 1950-51, from Springfield; C/C Kenneth B. Champ, 1954, from Fostoria; and Present (1955) Chief Commander William C. Wolfmuller, from Bayside Power Squadron.

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Not until about 1927 was the present system developed and made standard. Since that time there has not been any year that has not seen revisions to keep the work advancing and making it more thorough. Our system of insisting on a knowledge of the fundamentals as well as the modern shorter methods has produced men whose nautical education surpasses that of many of the professional schools and is equal in any ways to the best. Our constant insistence on the student's attainment of a high grade in his work and adherence to the fine ideals that have always characterized us has produced a corps of men capable of successful competition with the most completely trained and experienced, as evidenced in our war record from 1914 to 1945 and is a definite assurance for the future.

Nothing could so accent the worth of our organization as its phenomenal growth. From the days of the Founding Fathers this has been rapid, though always the entrance requirements have been made difficult to guarantee a high type of membership. Today membership in the Squadrons is as popular with the owners of sailing craft as with the out-and-out motor boatmen.

The seven Squadrons which comprised our roster when the first regular meeting was held on November 13, 1914, have grown to over 200 to cover all America continental waters, the Panama Canal, Alaska, and Hawaii. Membership, which did not reach the 500 mark until 1916, now is in excess of 30,000. This membership and the annual rate of

increase make this the fastest growing and greatest yachting organization in the world.

Our twenty-five Chief Commanders have all been men of high quality and outstanding yachtsmen. Seventeen of them still remain among us to excite and direct our deepest respect and gratitude for valuable and ever-continuing service. One of our great satisfactions is this: we have been governed by our Founding Fathers, Charles F. Chapman, known to every candidate for entrance to our rolls as the author of the big blue book, holder of Membership Certificate Number 1, holder of merits for every year since merit marks were invented, always giving of himself in administrative work, yet constantly refusing until 1946-47 to assume the greatest title and honors, the man than whom none has served longer or more valuably.

No attempt has been made to record other than the early Squadron activities. Yet the present USPS officers, national, district and local, all serve with equal enthusiasm. William C. Wolfmuller of Whitestone, Long Island, the Present Chief Commander, administers the Squadrons with the hand of the true sportsman he is. Not only is USPS the largest yachting organization in the world - to quote the words of a prominent newspaper Boating Editor - it is: "also the most enthusiastic and non-commercial."

A roster of the national officers and committee chairmen, the district and squadron commanders, and the squadrons comprising each district will be found in each issue of the USPS publication, "The Ensign."

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History of the Pensacola Sail and Power Squadron

To my knowledge, no formal written history exists for the Pensacola Sail and Power Squadron. While records have been kept, no apparent attempt has been discovered where someone purposefully composed a formal written history of the Squadron in prose format. I will not do so either. To acquaint both new and existing members with a brief history of the Squadron without simply citing officers and members names, I have decided on another approach. I have culled the Squadron History Archives and have ventured to craft a story in outline form recounting selected events from our yore. What follows are highlights from the beginning of our Squadron (1958) until the present. These tidbits are taken from newspaper clippings, notes, and both official and unofficial records of the Pensacola Sail and Power Squadron. I have tried to include a "sea story" or two as well. While originally chartered the 'Pensacola Power Squadron', we changed our name to the 'Pensacola Sail and Power Squadron' in 2003. I left all references to 'Pensacola Power Squadron' as they were originally published. I have included the date, persons involved and source if known. I hope you enjoy this presentation. The past authenticates the future! Remember, it is your bearing that pilots this Squadron on track ... or causes it to meander off course.

Source and Date

Text of Source

Pensacola News Journal

27 Complete Power Boat Tests Here

Date Unknown

Seventeen Pensacolians have completed prescribed nautical examinations and a local division of the United States Power Boat Squadron will be chartered here soon. Earl Bowman, spokesman for the group, announced Saturday.

Under the direction of Robert Koons and several other officers of the Fairhope, Ala., Squadron, the following have completed the course:

Woody Wesley, Nick Masowkas, H. Godwin, Vance Woodward, H. P. Barksdale, R. L. Pulley, C. M. Dewey, F. Harding, Russell Vogt, Frank Katona, William Ford, W. W. Thomas, R. W. Harris, J. R. Cirricione, H. W. Olcott, Alvin Head and Bowman.

Purpose of the organization is to learn more about safety, navigation and regulations of the operation of power boats.

Harris, chairman of the group, invites anyone to attend the next meeting, Jan. 8, at the Fleet Reserve Building. Plans for another course in February will be discussed.

Lazy Log

From the Squadron Historian

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Date Unknown On 8 February 1958 Acting Secretary Russell C. Vogt transmitted a notice of an organizational meeting to be held at the Pensacola Yacht Club at 1930, 18 February 1958. At this meeting the name "Pensacola Power Squadron" was adopted. Election of Officers included: Squadron Commander, Richard W. Harris, Squadron Lt/C Earl W. Bowman, Secretary Nick Masowkas, and Treasurer W. W. Thomas. Robert W. Koon was nominated by the Squadron Commander for Squadron Educational Officer. However, approval by National was not made until 19 May 1958.

Receipt
March 1958 Pensacola Power Squadron of the United States Power Squadrons. Receipt Number 41169 Received from R. W. Harris the sum of Three and no/100 dollars to be allotted as follows: Local Squadron Dues for 1958. Signed W. W. Thomas, Treasurer

Pensacola News Journal Harris to Head Squadron

Date Unknown Richard W. Harris has been elected Commander of the Pensacola Power Squadron, which has adopted by-laws and filed applications with the United States Power Squadrons for a local charter.

Other officers are Earl W. Bowman, lieutenant Commander; Robert L. Pulley, First Lieutenant; Nick Masowkas, Secretary; Walter W. Thomas, Treasurer, and William H. Ford, Robert A. Bouge and Woody Wesley, executive committee. Robert Koons has been appointed Educational Officer.

The organization, which has 27 members, will open a new course in seamanship Thursday, Feb. 27, at the Wayside Park information building at 07:30 p.m. Forty-eight are registered for the course. Anyone wishing to register prior to admittance into the squadron is requested to attend the meeting.

Commander M. O. Berglin, Fairhope, Ala., squadron, and Commander Count Darling, Fort Walton Beach squadron, signed the petition for charter. Twenty-six members of the Fairhope and Fort Walton Beach squadrons attend the Tuesday night meeting to complete organizational plans.

Circular Charter Party
Date: Saturday, 9 August 1958
Time: 1900 Central Daylight Saving Time

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(1800 Central Standard Time)

Place: Bartels Restaurant, Patio Room
120 South I Street
Pensacola, Florida

This is the moment we have been awaiting -- and we hope to see you and your lady at our celebration.

Reservation and check for \$2.50 each made payable to Pensacola Power Squadron and should be returned by 4 August 1958 to R. W. Harris, 108 So. Barrancas Avenue, Warrington, Florida.

Lazy Log

Date Unknown

From the Squadron Historian

During the summer of 1958, Pensacola Power Squadron held its first course in advanced grades which resulted in "Seaman" awards to four members and two ladies. At that time considerable interest among wives of members for the organization of a Ladies Auxiliary to the Squadron was voiced. On 5 March 1959 an organizational meeting of the LAPPS (Ladies Auxiliary Pensacola Power Squadron) was held at the Fleet Reserve Association on West Intendencia Street.

Starting in October 1958 a new Piloting Class was conducted, with completion in January 1959. Eleven accepted invitation to membership from this class and this made a total membership as of January 1959 of 45.

Pensacola News Journal Power Boat Group Honored

August 1958

District Comdr. John A. Brady of Golden Meadow, La., presents the Charter of the Pensacola Power Squadron to Comdr. Richard Harris at a recent dinner honoring the occasion. Brady congratulated the local organization for the fine job it has done. The local squadron has already given free classes in piloting and is offering another starting Sept. 11 at Bayview Park. The group also participated in the Pensacola Boat Show and has given a course in advanced grades.

Pensacola News Journal Power Group to Honor John Brady

Date Unknown

John A. Brady, advanced pilot from Golden Meadow, La., and Commander District 15, U. S. Power Squadrons, will be honored guests

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at "Change of Watch" ceremonies to be held by the Pensacola Power Squadron Saturday at 7:30 p.m., at the Fleet Reserve Home.

New members will be sworn in by District Commander Brady and he will recognize five city members who completed their advanced course in seamanship last year.

Pensacola News Journal Bowman Head of Boat Squad

March 1959

Earl Bowman has been installed as Commander of the Pensacola Power Squadron of the Pensacola Power Squadron at change of watch ceremonies at the Fleet Reserve Club and announced that "Education" would be the theme of the new watch.

"With over 265,000 pleasure boats in Florida, and these increasing at the rate of 10,000 a year, recommendations for legislation made by Gov. Collins' water safety committee would probably be approved by the Legislature," Bowman said on his installation.

Following the installation of new officers and reception of new members into the squadron, a buffet dinner was held.

Letter

7 March 1959

March 1959

Richard W. Harris, S
Commander
Pensacola Power Squadron
Pensacola, Florida

Dear Commander Harris:

Although words and material items cannot express the terrific value you are to the Pensacola Power Squadron I present this scrap book of the First Watch to you.

You have given much to the success of the Charter Year. You opened your office 24 hours a day to any squadron activities, you made yourself available to any member anytime, your vast wealth of knowledge made a rocky road smoother. Without your guidance so much could not have been accomplished.

Squadron History

Surely every member of the Squadron joins me in Saying,
"Thanks for a job superbly done'.

Very Sincerely Yours,

\s\ Earl W. Bowman, S
Lt/Cdr
Pensacola Power Squadron

Pensacola News Journal Christmas Plans Made at Luncheon of Auxiliary

Date Unknown

The Ladies Auxiliary of the Pensacola Power Squadron had a luncheon meeting at Cagel's Cafeteria Wednesday to plan Christmas activities. Mrs. Harold Barksdale and Mrs. William Ford will head the entertainment committee for the Christmas Party.

Mrs. Joseph Cirricione and Mrs. Phillip Auer were appointed to submit suggestions to the Auxiliary president, Mrs. Russell Vogt, for an emblem. Mrs. Frank Katona was welcomed as a new member.

Pensacola News Journal Squadrons Meet Opens

April 1968

Registration was due to begin at 1 p.m. today for the two-day spring conference of District 15, U. S. Power Squadrons at the San Carlos Hotel.

First thing on the program for the delegates was a sightseeing water cruise of the area this afternoon. A party was scheduled for 8 p.m. at the hotel.

A business meeting will start at 9 a.m. and a luncheon will be at noon in the hotel's patio room.

A luncheon will be at the same time at Scenic Hills Country Club for women. They also will view a fashion show.

The conference, expected to attract about 230 Power Squadron members and wives, will conclude with a dinner-dance tomorrow night at the hotel.

Guest of honor at the dinner-dance will be Capt. Alan D. Grinsted, coordinator of research at the Naval Air Training Command and Aviation Medical Center.

Pensacola News Journal City's Power Squadron Part of National Group

Squadron History

Circa 1960

The Pensacola Power Squadron is part of a national organization of squadrons with headquarters in Englewood, N. J. Total membership in the 283 squadrons is 54,362.

The Pensacola Squadron was chartered in 1958 with 32 members. Since that time membership has grown to 63 and a ladies auxiliary has been formed with 43 members.

Meetings are held each month at the Fleet Reserve building on the second Wednesday at 7:30 p.m.

Throughout the summer months, the Pensacola squadron has cruises through this section which ranges from Alabama to Panama City with some overnight trips to the adjoining squadrons at Fairhope, Alabama and Fort Walton Beach.

Under the charter granted, the Pensacola squadron must give one free educational course every year. It must be open to the general public. The course covers government and state rules and regulations, lighting requirements, rules of the road, compass, and chart work to give a basic knowledge of navigation, first aid and safety, knot tying, anchoring, safe operations and other features that lead to a greater enjoyment of boating.

After a member has been admitted to the squadron, he may take higher courses in boating which include the intricate features of Seamanship, Coastwise Navigation, Engines, Sail, Radio, Weather, Celestial Navigation and other courses.

Each squadron has its own pennant to easily identify it. All the squadrons use the United States Power Squadrons ensign with vertical stripes which differs from the yachting ensign with its horizontal stripes. The Power Squadron ensign was approved and authorized by Congress and cannot be flown by anyone other than members.

Pensacola News Journal Power Squadron Names Mrs. Vogt

Circa 1960

Mrs. Russell Vogt was named chairman of Pensacola Power Squadron Auxiliary at a meeting held Friday night in Warrington. The group is composed of wives of members of the Pensacola Power Squadron.

Mrs. Earl Bowman was named Secretary and Mrs. Harold Godwin Treasurer. Monthly meetings will be held and the auxiliary will assist in social and cruise plans of the squadron.

The Harvester August 1961

The Pensacola Power Squadron will give free lessons in safe handling of boats again this fall, according to Russell Vogt (Bag Engineering), an

Squadron History

instructor and past president of the Squadron. This will be the fourth year for such instruction. Registration will be held at 7:30 p.m., Sept. 1, at Tech High School, North Palafox St.

Pensacola News Journal Fairhope Man Will Head Power Squadron District

Circa 1962

Sam Dyson of Fairhope, Ala., was elected District 15 Commander of the United States Power Squadrons during the spring business meeting of the district here Saturday.

The Pensacola Power Squadron headed by William Ford, was host to eight other squadrons and 206 delegates from the district, including Fairhope, Fort Walton Beach, Golden Meadow, Mississippi Coast, Mobile, New Orleans, Singing River and Saint Andrews Bay Power Squadrons.

Vice Commander Walter J. Sutcliff and Rear Commander Edward M. Sutton, both of the United States Power Squadron headquarters in Englewood, N. J., attended the conference Friday and Saturday.

The meeting primarily dealt with the objectives of more and better education for boaters. Each squadron pledged to offer at least one free course in small boat operation each year for the public.

Sutton told of plans for new courses to be offered and said members should constantly strive to educate themselves so they can impart their knowledge to boaters.

Pensacola News Journal William Ford Named Prexy by Power Unit

Circa 1962

Pensacola Power Squadron boating safety promoters, elected William H. Ford 1962 Squadron Commander at a Tuesday night meeting. Installation will be Feb. 9.

Officers elected to serve with Ford are Louis Couto, Lieutenant Commander; A. W. Waite, First Lieutenant, V. A. Lundgren, Secretary, and R. O. Bogue, Treasurer.

Pensacola News Journal 110-A Boat Instructions (classified advertisement)

March 1963

BOATING CLASSES FREE, Tech HI, 7 p.m. Thursday, 12 weeks, Pensacola Power Squadron Instructors, (Free)

Pensacola News Journal "Dear Miss Vanderbilt:

Squadron History

January 1963

My birthday is next month and I am getting a sail boat. Of course I am getting just a model of it now, but will take delivery on it in June. My parents say I have to learn everything about how to operate it, take care of it, how to teach my friends to behave aboard and so forth, before we get into the water - at least as much of this as I can. How do I go about this? - C. G., Boston."

Look up my "Amy Vanderbilt's Complete Book of Etiquette" in your library and read up, first on boating manners. There is an increasingly large body of information on the popular boating hobby. Check your local yacht club or local boat owners to see whether U.S. Power Squadron is represented in your neighborhood or write the national organization at U.S. Power Squadron, Dept. Av, Englewood, New Jersey. This is a group of 50,000 volunteers devoted to boat education. They teach a basic course in seamanship free to anyone interested.

Although they do not admit women to membership, many girls and women do attend the courses and some instruct and are fine sailors themselves. The organization operates throughout the United States, in Japan, Hawaii and Panama. Aside from the basic free course in seamanship, there are five line courses and several side courses available at a small cost. The fees for membership in this organization differ in different localities.

Pensacola News Journal Squadron's Commander is Honored

April 1967

The Pensacola Power Squadron at it's May monthly meeting that District 15 Commander Richard W. Harris was presented with a gold key to the City of New Orleans and made an honorary citizen of that city may Mayor Schiro.

The presentation was made at the District 15 Fall conference held in New Orleans where Cdr. Harris presided over the nine squadrons. Others representing Pensacola were Harry D. Hall, Robert O. Bogue, Russell Vogt, Clayton W. Perry and John M. Lewis.

Lt. Cdr. Clay Perry gave a report on the new government regulations pertaining to boat ventilation since June 1 is the deadline. Boat owners not obeying regulations are subject to a stiff fine.

Pensacola News Journal Pensacola Power Squadron Rendezvous, beginning at noon, at Pine Shores Cottages. Open to members and guests. Coast Guard Auxiliary will make boat inspections and issue stickers.
April 1964

Squadron History

Pensacola News Journal Don't Be a 'Water Cowboy', Follow Courtesy Rules Afloat

July 1965

Boating can be more fun for everyone if every skipper would follow the rules of "courtesy afloat" according to the Committee for National Safe Boating Week.

Think of the safety and comfort of the other fellow, and he'll do the same for you.

Buzzing docks, swimmers and other boats is a dead giveaway that you're "water cowboy."

Watch your wake. It can cause serious damage to other boats and their passengers. Give a wide berth to sailboats, rowboats and larger vessels - even though you may have the "right of way."

Learn and follow the "nautical rules of the road." The mark of a real skipper is alertness. Be especially watchful when operating in strange waters, in crowded areas and near the shore.

Sea Story

May 1965

As relayed by P/C Harry Hall, N

Anyone who studies the sea and especially those who practice marine navigation, know the great importance of maintaining the ships log in impeccable order and meticulous detail. Since it is the legal document describing the ships action, it simply must be right. To maintain a log of a squadron's activities, be it either informative or entertaining in nature, requires perhaps less attention to detail. So thought then squadron secretary, Harry Hall. He was then the District Public Relations Officer for the Toastmasters and was interested in creating a newsletter that would be a record of the squadrons activities. He thought perhaps a more informal approach to a squadron log would be more appropriate. Something less precise, less meticulous, more informal, more *lazy*. That's it! *The Lazy Log*.

Lazy Log

May 1965

Entire text of the First Lazy Log published by the Pensacola Power Squadron complete with misspellings.

Lazy Log of the Pensacola Power Squadron

I missed a meeting and the RonDeeVoo. While in San Diego I call our shipmate Bud Snively. He spent six months as the South Pole and since returning to the squadron, he has been Personnel and Legal Officer. Once he took the boat from the stall to the gas dock and back. Someone stole the big boat trailer he used from Houston to LaJolla. I wished him well from US and they wish to be remembered to ALL OF YOU.

The Executive Committee took action on the recommendations of the Admissions Committee. A hearty welcome aboard to the following new members. May our association be happy, long and

Squadron History

Written by P/C Harry
Hall, N, then Squadron
Secretary

profitable in the fulfillment of our Squadron aims;

William C. Baker and June
1250 Driftwood Drive 433-4024

Sam M. Bragg and Vivian
415 N. 72nd Ave.

Richard Elmer Everitt and Anna
Route 5, Milton, Fla. 623-2810

Harry G. Ware and Betty
3066 Creighton Road 475-4559

MEETING

The Call to Meeting is issued to attend on 8 June 1965 at 2000 at the PYC. The Ladies Auxiliary meeting is called for the same time and place.

The Ladies Coffee after the meetings has been running low on profit --- their cost per cup is high so let's spend a little more for coffee and donate more for the goodies that are donated by a squadron wife.

Earl Bowman called me to report that he has a surprise film of much interest to all members and their ladies. Let's keep the meeting short and enjoy the coffee and movies and the socializing.

SCUTTLEBUTT

Haven't heard if CDR Bogue got rid of the small uniform. It was a treat to visit at our early May RonDeeVoo with my old boss and former shipmate/member of the Ft. Lauderdale Power Squadron - RADM Rico Botta. He and RADM Compo and their wives come with CGA member George Compo.

See you at Ono Island Sunday and at the meeting Tuesday.

Harry D. Hall, Secretary

Squadron History

July 1967

The Pensacola Power Squadron will begin a cooperative charting program Sunday from the bridge at Foley, Ala., to the Navarre bridge, according to Cmdr. Harry D. Hall.

The program will involve an intensive check of several hundred navigational aids in intracoastal waterways.

Hall pointed out that while it is the responsibility of the United States Coast & Geodetic Survey and the Army Corps of Engineers, Lake Survey, to chart most of the water of the U.S., it is impossible for their staffs to keep the nation's waterways charts constantly accurate.

Thus, Power Squadrons throughout the U.S. are giving a helping hand. This cooperative charting program already has resulted in significant national level, according to Capt. Lorne G. Taylor, Chief of the National Chart Division of the USC&GS.

Members of the Pensacola Power Squadron will check landmarks adjacent to the waterline, which are often used for navigational purposes by ocean-going vessels, even to the smallest motorboat.

The current boom of high-rise apartments along shorelines has brought about many changes in charts as older landmarks are destroyed. The position of buoys and channel markers will also be checked to make sure that winds and currents have not moved them.

**The Ensign
April 1968**

A well-attended Change of Watch saw Cdr. George J. Emmanuel, Jr., S take over the responsibilities of Pensacola at the local yacht club. the change of command traditionally is exemplified by the "change of keeper" of the symbolic long-boat oar that is said to have one been used to propel the small boat of a voluntary lifesaving crew. This little group of salty volunteers manned a station on the treacherous rocks at the narrow entrance of Pensacola Bay during violent storms and seasonal hurricanes.

This Squadron is particularly proud of USPS recognition. Our exceptionally good ranking for increased registration of our spring boating class is claimed to be the highest in percentage of increase of all Squadrons along the Gulf Coast.

We are especially proud of the ladies of LAPPS, our auxiliary. They have earned the money and presented the Squadron with a sizable check to build our educational fund.

P/C A. William Waite, Jr., AP

Squadron History

and Lt/C William T. McElfresh, S

Pensacola News Journal Buddy Banfell is Dead at 45

March 1968

Harold H. (Buddy) Banfell, 45, 709 South I Street, died unexpectedly Tuesday afternoon while at work at the State Board of Health Building. He was a plumbing inspector for Escambia County and an member of St. Stephen's Catholic Church.

He was a lifelong resident of Pensacola and a member of the Pensacola Power Squadron.

Pensacola News Journal Power Squadron Advances Seven

March 1968

Seven members of the Pensacola Power Squadron have been advanced to the grade of seaman by the National Power Squadron Headquarters in Englewood, N. J.

Cmdr. Robert O'Bogue, local squadron Educational Officer, announced the advancements. The members are: Bernard O. Brunegroff, Billy W. Daughdrill, William H. Drane, Alfred W. Jones, Adrian E. Langford and Alexander O. Zelius.

The squadron's first rendezvous of the 1968 season is scheduled for April 27 at the Seaglades beach house. The Coast Guard Auxiliary will inspect all boats for proper equipment at this rendezvous.

Lazy Log

April 1968

Our Squadron Pennant

Credit for the design of our Squadron Pennant, according to our records and as recalled by the older members of our Squadron, goes to Vance Woodward who passed away in the early 1960's.

The Red, White and Blue, represents our National Flag of the United States of America.

The Five Stars represents the Five Flags which have flown over the city of Pensacola, Florida. (Spain 1559, France 1719, England 1763, Union 1821, Confederate 1861)

The Blue Diagonal on red represents the Battle Flag of the Confederate States of America.

The propellers and anchor are symbolic of boating.

Squadron History

Lazy Log

April 1968

About the "SWEEP"

The history of the "Sweep" goes something like this. P/C Bob Bogue first brought it into being during the year 1965. Where Bob got it, I don't know -- possibly Bob was the only survivor of a ship wreck and he may, or may not, have floated ashore hanging onto the "Sweep".

At any rate, in 1966, Cdr. Vic Lundgren referred to it as the "Seagoing Whiffle Tree". P/C Harry Hall 'dubbed' it the "Sweep" and this name seems to have stuck. Webster has many meanings for the work and in that it is indeed a Long Oar, the most fitting seems to be, "A long oar used in boats or small vessels, either to propel or steer them." This seems to be appropriate in that the Commander is its keeper and it is his responsibility to propel and steer the Squadron.

This oar is about 15 feet long. It has carved on its handle, in silver, the name and year served of each Commander starting with P/D/C Dick Harris who was the Squadron's first Commander in the year 1958. The same year our Squadron was chartered.

At the Change of Watch, it is customary for the out going Commander to place this Long Oar in some ridiculous place. The incoming Commander must figure a way to recover it, how to get it home and where to put it after he gets it home!

Each year Bob carves the new Commander's name on the "Sweep". There are eight spaces left and when they are used, I guess, Bob will have to get ship wrecked again and float in on another oar and we'll start all over again. If that's the way it was ---

P.S. I am told that the oar came from a life boat that Bob converted into a sailboat.

Pensacola News Journal Power Squadron Auxiliary Elects Mrs. Perry President

March 1969

Mrs. Clay Perry was elected president of the Ladies Auxiliary of the Pensacola Power Squadron Wednesday at the Hotel San Carlos.

Other officers elected were Mrs. Harry Hall, vice president; Mrs. Billy Daughdrill, Treasurer and Mrs. Bernard Brunegriff, Secretary.

Former Commander George J. Emmanuel, Jr. of the Pensacola Power Squadron was the installing officer.

Lazy Log

January 1970

1970 Piloting Class

234 Persons have enrolled in our Piloting Class (the predecessor of the

Squadron History

This class is still considered a record ...

Boating Course) which is held at the Brownsville Middle School. This is the largest class in Pensacola Power Squadron history. We still need more help, especially in the grading of lesson books.

Lazy Log

January 1970

Good Deed for the Year

It was overcast, cold and misty the afternoon of January 16 when the Kadar II, captained by Vic Lundgren with John Werner as crew, and the Queen Merry, captained by Russ Vogt with Ted Burroughs and Jack Goodrich as crew, set out for the Island Marina in Fort Walton.

A 26 foot twin engine Criss Craft had been donated to the Sea Scouts and our Squadron was requested to convoy the boat to the N.A.S. wet basin. The eastward run took three hours and 20 minutes and then the laughter, jokes, poker and a little bit of sauce help pass the cold damp night.

The following day was spent in the "Twilight Zone", fog so thick visibility was about 25 feet, the closest restaurant ½ mile away and five men huddled below playing poker with no winners and no sauce.

Sunday dawned bright, cold and clear and at 1000 the Criss Craft, one engine running, set out for Pensacola and 7½ hours later arrived at N.A.S. except for their running out of gas and needing a tow from the Kadar II the trip was a success.

As John Werner says, "We would not have missed it for the world but if asked to do it again, we would answer in "Quaker."

Monsanto "Insider"

January 1970

USPS Boating Course Offered

Our Safety Office urges boat owners, and persons interested in boating, to enroll in the annual United States Power Squadron's (USPS) boating course offered free by the Pensacola squadron.

Registration is set for 7 p.m. Jan. 14 and Jan. 21 at Brownsville Middle School, 1800 N. Kirk St. The course begins Jan. 21 and lasts for approximately 12 weeks -- one session each week.

Several Monsanto employees are active in USPS and a number of others have taken the course in past years. Instruction includes the

Squadron History

following subjects: Safety afloat, seamanship, aids to navigation, charts and piloting, mariner's compass, government regulations, rules of the road and small boat handling.

Pensacola News Journal Pensacola Log by Pat Riddle

March 1972

The Pensacola Power Squadron, organized in 1958, is one of the most active organization of the eleven squadrons in District 15 of the U.S. Power Squadron. The 160-member organization sponsors a basic 12-week safe boating course once a year (possibly twice in 1972) and approximately 157 boaters are enrolled in the present course.

The change of watch took place February 12 for the Pensacola Power Squadron, with new officers being Commander Chesley V. Severns, AP; Exec. Officer Lt. Commander Alex Zelius, S; Administrative Officer Lt. Commander Sid P. Thomas, AP; Education Officer Lt. Commander John G. Werner, AP; Secretary First Lt. Joe Sikes, S; Treasurer First Lt. Charles Whellus; and Public Relations Officer Lt. Bill Waite, AP.

Pensacola New Journal 1972

Anita Marie Severns, 75, of 9 Victoria Place, Warrington, died Monday in a local hospital.

Mrs. Severns was native of Chicago, Ill. and had resided here for past 57 years. She was a member of Warrington Presbyterian Church and a member of the Ladies Auxiliary of the Pensacola Power Squadron.

Go Boating

January 1972

U.S. Power Squadrons Revises Program

The United States Power Squadrons has for over 50 years promoted and emphasized Safe Boating Thru Education.

The great and vital movement of USPS has brought and offered the best of teaching in safety, common sense, manners and fun afloat to 80,000 plus. who might not have had the opportunity otherwise. Now, USPS will unfold the warps on its new Boating Course, designed for the great masses of new boatmen with changing needs, wishes and boating habits.

This updated course does, indeed, provide all the traditional basic elements of boating education and teaching, it also has a new look, in a new manner and in a way that the United States Power Squadrons feels the public will like.

For further information as to starting dates, time and location of

Squadron History

classes in your area, telephone - Toll free 800/243-2600.

Squadron History

Pensacola News Journal People

February 1974

Pensacola Power Squadron "changed the watch" Saturday in the Pensacola Yacht Club which is the boating safety organization's ceremony for installing new officers. Pictured are John G. Werner, 1974 Commander, Alex Zelius 1973 Commander, and district Commander Arthur G. Ross, installing officer from Baton Rouge, La. Other officers include Hall W. Roberts, Executive Officer; Albert M. Warnock, Jr., Education Officer; Anthony P. Scotto, Administrative Officer; John J. Goodrich, Secretary; and William C. Clayton, Treasurer.

Conference Program

April 1974

SPRING CONFERENCE LADIES LUNCHEON

APRIL 6, 1974

ROSIE O'GRADY'S PALACE COURTYARD

PENSACOLA, FLA.

Copy of the program
used as the Spring 1974
Conference

Invocation ----- Verna McElfresh

LUNCHEON

Call to order ----- Dini Warnock

Welcome and

Introduction of guest ----- Anita Severns

Introduction of program --- Ruth Lundgren

Program ----- Escambians

Announcements ----- Dini Warnock

Presentation of

Door prizes ----- Margie Groover

Pensacola News Journal Power Squadron Installs New Commander (Pat Lloyd)

March 1976

Anthony Scotto was installed as Pensacola Power Squadron Commander at a dinner at the Pensacola Yacht Club. The catering firm and bakery owner was installed by John Webb, District Commander from Baton Rouge, La. Former Commander William Lucey, who now

Squadron History

lives in Fairhope, Ala., installed Mrs. Charles (Eleanor) Wheelus president of the auxiliary. Other officers are Mrs. Richard (Rose Ann) Williams and Jan Scotto.

New squadron officers are John Goodrich, William Clayton, Edwin Thompson and James Funches.

Mrs. Charles Lucia (Scotto) Moes from New Orleans, daughter of the skipper, came from New Orleans for the dinner.

Program
Circa 1981

Pensacola Power Squadron
Pensacola, Florida

Program from the PPS
Change of Watch for
1981 ... printed verbatim

CHANGE OF WATCH

1981

COLORS CEREMONY

INVOCATION

DINNER

Welcome and Introductions Squadron Commander

Recognition of Past Commanders Squadron Commander

Oath to New Members Squadron Commander

Remarks Squadron Commander

Oath to New Commander D/C Tony Scotto

Oath to New Bridge Officers D/C Tony Scotto

Remarks and Presentation of Merit Marks LAPPS Dell Clancy

Presentation to Retiring S/C LAPPS V. P.

Presentation to New Squadron Commander. LAPPS V. P.

Oath to New LAPPS President D/C Tony Scotto

Oath to New LAPPS Officers D/C Tony Scotto

Presentation to Squadron Commander P/C E. J. Sacks

Presentation to Past Commander Andrew Williams

Presentation and Remarks to S/C D/C Tony Scotto

Remarks by Squadron Commander

Close of Meeting

Dancing

Squadron History

Pensacola News Journal Ashes mingle with foam in tribute to a man who loved Pensacola Bay by Dot Brown
August 1981

Pensacola Bay sparkles with life; death seems far away as the bow of the "Betty Jo" slowly slices through gentle swells and heads for the mouth of Pensacola Bay.

"Frederick loved it," says Greenwood G. Gay, raising his voice to carry over the rumbling thump of the moto-cruiser's engine as he stares off the transom at the flurry of Saturday morning pleasure craft chasing the good life that rides the off-shore breeze.

"He sure did," echoes Alex Zelius. "He spend all of his summers in Pensacola and always talked about coming back here to live out his retirement years."

Dave Savelle, skipper of the "Betty Jo", surveys the quartering wind from the cruiser's fly-bridge helm and keeps an eye on the four boats holding a V-formation in his wake.

Gay, Zelius and Savelle have a promise to keep this bright, sun-drenched morning on Pensacola Bay as they lead the small boat parade through darting catamarans and trolling sports fishermen.

In accordance with the wishes of their lifelong friend, Frederick King, a New Orleans resident and loyal Pensacola summer visitor, the mourners are here to carry out the last wish of their boyhood friend.

King, who died in New Orleans on Aug. 6, at the age of 64, stipulated in his will that his ashes be scattered in Pensacola Bay.

The ashes, all that is left of King except the memory of the man in the minds of the people who knew him, rest in a neat white mailing carton on the shelf in the cabin of the cruiser.

"He loved life," says Gay as Savelle heads the "Betty Jo" toward the big jetty that guards the mouth of the bay.

And King loved ceremony, Gay and Savelle agree as they chat quietly about the man who loved Pensacola and who had died from a number of complications, compounded by uremic poisoning, before he could move here.

"His mother wants the same kind of service, too," say Gay.

With the jetty and the mouth of the bay off the starboard bow, Savelle heads the "Betty Jo" northeast toward Fort Barrancas shimmering under the heat waves in the distance.

"It's 11 a.m.," says Zelius.

Squadron History

Gay removed a brown plastic box from the white carton. Kneeling at the transom, he carefully, and respectfully, lifts out the plastic bag, unwinds the twist-tie and waits.

Zelius steps to the stern and opens the Power Squadron Officer's Manual to a pre-marked page.

Savells throttles back the "Betty Jo's" engine. The following boats reduce speed.

Zelius lifts the book and reads a brief prayer while people on the other boats stand at attention.

The women aboard the "Ruthie T" drop a few blossoms into the water.

"Unto Almighty God," reads Zelius, "whose way is in the sea and paths in the great waters, we commend the soul of our brother departed and we commit his ashes to the deep in the sure and certain faith that doth now live in the life that is hereafter."

The ashes mingle with foam.

The flotilla turns and recrosses the place, marked only by the flowers. The friends raise glasses of champagne as the boats churn past. "To Fredrick." The simple toast says all there is left to say.

"He would have liked it," says Gay as the Flotilla turns and rumbles away.

The flowers, bobbing in a straight line, float out to sea.

Press Release

1983

Pensacola Power Squadron Has 25th

Pensacola Power Squadron celebrated the 25th anniversary of its chartering at Grand Lagoon Yacht Club. Three active members and their wives joined the squadron meeting to see friends of many years. P/C Richard W. Harris, AP was the first Squadron Commander in 1958. Gerald H. Parris, P was Secretary and P/C Russell C. Vogt, S was Commander the year Cdr Harry D. Hall, AP was admitted into the squadron. Two other charter members could not attend; P/C Earl W. Bowman, S and Woody S. Wesley, AP.

A "mini-course" on Operations Training was presented for their benefit, as was a short synopsis for "Using the overhead projector" as a training aid in "Instructor Qualification". Pensacola Power Squadron starts its public course in "SAFE BOATING" in mid-January each year. "SAFE BOATING THROUGH EDUCATION" keeps members current and

Squadron History

qualified for boating.

**Recipe from D15
Spring Conference
March 1985**

The theme of the conference was "A Whale of a Time" and was suggested by Betty Jo Savelle, 1984 LAPPS president.

Alaska Whale Stew

1 medium-size whale (cut in byte-size pieces)
5 tons Alaska potatoes
17 gross ostrich eggs
6 drums (55 gallons) chili pepper
1 ton salt
2 truck loads carrots
1 snowshoe rabbit

Mix ingredients (except eggs) in Olympic-size swimming pool filled with non-chlorinated water. Heat to boiling. Simmer 3 weeks (or until tender). If it appears stew will not serve the entire group, catch and skin 1 snowshoe rabbit and add to stew. This requires caution, as some people dislike hare in their food. Serves 5,000 to 10,000. Alaskana

**Letter from District 15
April 1985**

Alexander O. Zelius
11314 Seaglades
Pensacola, FL 32507

Dear Alex:

Congratulations to you as Conference Chairman and to all your Squadron committee workers on a superb Conference, well planned with support of Past Commanders and carried off with smooth efficiency last weekend by the whole Squadron and Auxiliary working together.

You and Commander Warnock are certainly to be congratulated on a total job well done!

I also want to add my appreciation to Walter McGill for his excellent media arrangements for Conference publicity and for his running photo documentary of great pictures; I've seen some already and look forward to scanning the whole album sometime.

Squadron History

Maryalice and I want to express our special thanks for your warm and generous hospitality extended to us, making this 1985 Spring Conference an outstanding and memorable event with which to wrap up the year.

Sincerely,

John H. K. Miner, N
Past Commander, District 15 USPS

Pensacola News Journal Special ensign arrives

February 1989

Power Squadron celebrates 75th anniversary

Nearly 50 people braved cold blustery weather Sunday to participate in a nautical celebration of the 75th anniversary of U. S. Power Squadrons, the world's largest private boating organization.

The event consisted of a six-boat flotilla from Fort Walton Beach that arrived at the Quietwater Beach Boardwalk Pier to pass a specially marked flag to the Pensacola Power Squadron.

Pensacola Squadron Cmdr. E. J. Sacks, his bridge officers, along with local civic leaders and friends received the ensign from Fort Walton Squadron Randy Counsman.

The flag is one of five being ferried along every stretch of coastline and major waterway in the nation.

Before passing the flag on to the Fairhope, Ala. Power Squadron on Saturday, Sacks said the Pensacola squadron plans to show it to several organizations including the Navy Yacht Club, the Coast Guard and Grand Lagoon Yacht Club.

On Tuesday, students at Warrington Middle School will see the flag during a safe boating course.

The 75th anniversary ensign started its voyage in Miami Beach on Feb. 12 following the annual meeting of the U. S. Power Squadrons.

Its route will take it to each of the organization's 33 districts in the nation and to virtually all of the more than 440 local power squadrons. The "Voyage of the Ensign" will end in September in Richmond, Va.

Squadron membership includes all forms of boating and fittingly, the ensign has been hoisted aboard sailboats, power boats, trailer boats, row

Squadron History

boats and canoes as squadron volunteers pass it by boat from squadron to squadron, Sacks said.

A marine log book is accompanying the ensign to record its historic voyage and the names of all dignitaries and members involved in the celebration.

Among the dignitaries in Sunday's celebration were Pensacola City Councilman Lester Smith and Fort Walton Beach Mayor John Shortall, who is a member of the Fort Walton Yacht Club.

Smith presented a proclamation to the Pensacola Power Squadron declaring Feb. 19 U. S. Power Squadrons Day.

The organization is dedicated to making pleasure boating safer and more enjoyable, and members are encouraged to improve their skills by taking advanced courses in seamanship, Sacks said.

The Pensacola Power Squadron has about 120 members, Sacks said.

Pensacola News Journal February 1990

For the first time ever, a lady boater has assumed command of the Pensacola Power Squadron. During a "Change of Watch" ceremony held on Saturday, Feb. 3, 1990, Betty J. Klein was presented the squadron's gravel by immediate Past Commander Ellsworth J. Sacks.

Over one hundred members and their guests attended the ceremonies held at the Holiday Inn on Pensacola Beach.

Also assuming new positions with the squadron were: Richard Coleman - 1990 Executive Officer; Mike Dye, Administrative Officer; Charles B. Pekor, Education Officer; James E. Roantree, Treasurer; Jack Klein, Assistant Treasurer; Arthur Kimmell, Secretary and Robert E. Kotick, Assistant Secretary.

Sergio C. Marques has been selected to manage the squadron's public relations while the 1990 executive committee will consist of Harry D. Hall, Donald C. Potts, and Joe P. Brown.

Commander Klein noted that while she is the first lady to assume the role of commander of Pensacola Power Squadron, she is not alone. Two other squadrons have also offered their members the leadership of ladies.

The Pensacola Power Squadron also has a ladies auxiliary. This group meets at the same time as the regular members and assists the parent unit in their many undertakings. Mabel Hall is the 1990 president of this group.

Squadron History

Can 15

District Commander's Message

Fall 1990

How fortunate to serve as Commander of District 15 during the 75th Anniversary of USPS. This has been a busy, exciting and rewarding year. The highlight of the years was when the Chief Commander William Shelden, N met with President George Bush in the White House. The President signed a Proclamation, proclaiming the 75th Anniversary of USPS. Chief Commander Shelden presented President Bush an Honorary membership, the first Honorary Membership since President Franklin D. Roosevelt. The Present will fly the Ensign on his boat.

The parade and bands escorted the five Ensigns to the Festival Center across the street from the Hotel, where they were hoisted on the flag poles. The Ensign flew proudly, signifying the end of the Historical Voyages.

**Merit Mark Award
1990**

United States Power Squadrons Merit Mark Award number 28 is presented to Richard W. Harris for the year 1990 by James T. Stewart, N, Chief Commander

Squadron History

Award

December 1990

United States Power Squadrons

National Publications Committee

Award

Presented to the staff of

LAZY LOG

Pensacola Power Squadron

In Recognition of Outstanding Performance

In The Practice of USPS Journalism

Pensacola News Journal Mayor Gray declares Safe Boating Week in Gulf Breeze

June 1991

Gulf Breeze Mayor Ed Gray presented a proclamation to officer members of the Pensacola Power Squadron declaring the week of June 2-8 as Safe Boating Week in Gulf Breeze.

Squadron members will be at Bayview Park during Safe Boating week to discuss means of boating with safety and family fun; and to promote the biannual free safe boating course offered to the public.

During this week members of the National Safe Boating Council, including the Coast Guard Auxiliary, U. S. Power Squadron, State Boating Law Administrators, Army Corps of Engineers, American Red Cross and other groups provide extensive media coverage, local exhibits, and special programs on safe boating with the theme now is use by the council, "Know Before You Go." The council supports the grassroots activity of many voluntary groups with media kits and other pamphlets. About 7,600 Action Manuals were distributed in 1986, but the number grew steadily, to 20,000 last year.

Squadron History

Proclamation

PROCLAMATION

May 1992

Received by Cdr Charles
Pekor, N and his bridge

WHEREAS, water related activities are one of the largest recreational activities of the citizens of this community; and

WHEREAS the protection of life and property is the legal and moral responsibility of every boatman; and

WHEREAS, from time to time, it is both desirable and necessary to remind all boaters of their responsibilities and the constant need for safe boating practices and procedures;

WHEREAS, the Pensacola Power Squadron and the Coast Guard Auxiliary are offering free safe boating courses to the citizens of our community;

NOW, THEREFORE, I, Jerry L. Maygarden, Mayor of the City of Pensacola, do hereby proclaim June 7-13, 1992, as

NATIONAL SAFE BOATING WEEK

in the City of Pensacola and do hereby urge all boaters and boating organizations to join with the Pensacola Power Squadron and the Coast Guard Auxiliary in learning and practicing safe boating, in having their boats inspected for proper safety equipment, and in renewing their determination to use courtesy and common sense afloat.

IN WITNESS THEREOF, I have hereunto set my hand and caused the Seal of the City of Pensacola to be affixed this 21st day of May, 1992.

\s\ J. L. Maygarden

Mayor

Squadron History

Letter

19 March 1993

March 1993

Commander Ted Poplawski, N
Pensacola Power Squadron

Dear Commander and Members of Pensacola Power Squadron:

On 1 March 1993 I received your squadron check in the amount of \$406 for the D/8 Relief Fund established to assist the victims of Hurricane Andrew. I have forwarded this to the Barnett Bank in Boca Raton.

The four squadrons that suffered the most from the storm will receive the collected funds at the Spring Council Meeting next Saturday. Each commander submitted a list of the items that were lost in the storm, and the balance in the fund will then be divided four ways. These squadron commanders are very optimistic and are really working hard to keep the activities of the squadrons going. The worst hurt, as you may know, were Homestead and Cutler Cove. So many lost their homes and all personal belongings. They have real courage to start over gain.

The squadrons and individual members from many parts of the country certainly have been great, and our fund is just over the \$14,000 mark. Please express our thanks to the members of the Pensacola Squadron for their thoughtfulness and donation.

Sincerely,

D/C Anne E. Hall, JN -- District 8

Pensacola News Journal Power Squadron Share Skills

October 1996

Education Produces Safe Boats

Brandon Willhoit knows how to read a compass, how to anchor a boat and who has the right of way on the water.

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While state law requires the 12-year-old Milton boy to take a boater education course before he can operate a motorboat, he said he understands the need. His family skies on the Blackwater River.

"I've come real close to being hit before," Brandon said. "When I fall, the jet-skiers don't see me. When we fall we have to get up on the ski or wakeboard real quick, or hold it up in the air."

Willhoit and his father, Bill, 41, are students of the Pensacola Power Squadron's public boating course and expect to graduate this month. They are two of more than 3 million who have learned boating skills through the volunteer organization - the United States Power Squadrons.

"Our primary mission is trying to help the public become safer boaters," said Harry Hebb, the education officer for the Pensacola Power Squadron. "We think a more educated boater is a safer boater."

Pensacola, Gulf Breeze and Perdido Bay Power Squadrons are three local chapters of the private non-profit national organization of adult recreational boaters.

The U. S. Power Squadron says it is the world's largest private boating organization with more than 50,000 members in about 450 local squadrons throughout the United States and foreign countries where American boaters congregate, according to information posted on its Internet website.

The Squadron formed in 1914 with power boaters from 70 East Coast yacht clubs and boating associations. The group has since expanded to include all types of recreational boaters, although boat ownership is not a requirement for membership.

The squadron's primary goals are boater education, civic participation and camaraderie and friendship among members.

Membership is earned through an application process for people at least 18 years old who have successfully completed a boating course. Children can join through family memberships.

The Pensacola Power Squadron, chartered in 1958, now has 118 members. The squadron offers three basic boating courses to the public every year: fall, spring, and winter. The fees cover the expense of books and materials. The instructors volunteer their time.

"We're surprised at how many people who have been boating for several years who come to our courses who don't know as much as they think they do," Hebb said.

Anyone who completes that course, or any other boating course, can

Squadron History

apply for membership in the organization.

The squadron also offers advanced level boating courses to its members only: piloting, advanced piloting, junior navigator and navigator; as well as elective non-graded courses: sail, marine electronics, weather, engine maintenance, cruise planning and instructor qualification.

Bob Fuller joined the squadron about two years ago. "I bought a boat, and I figured I needed to know about navigational hazards here," Fuller said. "I wasn't familiar with the waters here and figured a good way to learn would be through the power squadron." He now serves as executive officer.

John Hugas probably never will own a boat, but the 44-year-old Pensacola Lutheran minister said he enjoys his membership with the squadron. He first joined in 1971 in Naples because his father was active in the local organization. After nine years out of the group, he recently was reinstated. "It's a fraternal type of organization you join to learn," he said. "You can be as involved or uninvolved as you want to."

The Pensacola Squadron spawned the Gulf Breeze Power Squadron, which was chartered in 1993, now has more than 130 members.

Walt Smith took the basic boating course when he decided to buy his own boat. He now serves as education officer for the Gulf Breeze squadron, which offers two basic boating courses to the public every year.

All a boater has to do is head through Pensacola Pass on a summer weekend to realize how crucial it is for people to know boating rules, he said. "It's becoming more crowded, so it's becoming more critical that you learn what's out there," Smith said. "I think it's very important that you get as much education as you can when you live on a waterfront."

The Perdido Bay Power Squadron also formed out of the Pensacola Squadron and chartered this year. It has grown to about 64 members already, said Jeanne Hagstrom. She joined the Pensacola squadron after marrying a sailor, Rodger Hagstrom. The retired couple lives in Elberta, Ala., and they are active members of the Perdido Bay squadron.

She remains an active member of the Ladies Auxiliary of the Pensacola Power Squadron, which raises money for the education programs and organized food and refreshments for their rendezvous. "I grew up around boats, but I had never really owned one," she said. "I had no training, so Rod thought it would be a good idea if I learned the basics."

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The squadrons and the Coast Guard Auxiliary, which also offers basic boating courses to the public, provide an important public service toward safer waterways, said Mike Buckley, public outreach officer for the Florida Marine Patrol.

While the Marine Patrol and the Florida Game and Fresh Water Fish Commission offer courses, they don't have the manpower to fill the need. "We do boating safety classes, but they're not as detailed, because we don't have the time or manpower to do it," Buckley said.

Pensacola News Journal More rules, fees needed to ensure boating safety

November 1999

I write to comment on the editorial concerning "Watercraft rules need tightening" published on Oct. 22. While I agree with the concepts suggested in the article, I do not think the editorial goes far enough.

People get hurt in boating accidents just as they do in automobile accidents. The reason is because they do not follow the rules. Those who drive an automobile pass some form of an examination and, in some cases, must pass a safe driver course. Why is it then that those who "drive" on the water do not have to do the same? It is because driving an automobile and a boat are so similar. Is it because the traffic regulations and the rules of the road are the same?

I do not think so.

We continue to have accidents on the water, specifically on personal watercraft, because we as a people tolerate it.

We allow boaters who do not know the rules of the road to traffic our waterways. We allow boaters who are not physically or emotionally capable to operate a boat traffic our waterways. We allow rental businesses to rent to those who do not have a clue how to safely operate a boat. And they do not even have to have insurance. Is this insane or what? We, repeat we, allow this by our inaction.

The editorial suggests raising the minimum age to operate a personal watercraft from 14 to 15. You are not generally considered mature enough to operate a motor vehicle unattended until age 16. I do not think the editorial went far enough in its recommendation. And why not make mandatory licensing a fact? If you have to pass an examination to operate a motor vehicle, why can't you learn just as much about how to operate a boat?

The editorial suggests raising the registration fees from \$3.50 to \$10.50. I suggest raising it to \$25. If you have a boat and can't afford \$25 a year for a license, you really can't afford a boat. I assure you, a \$25

Squadron History

license fee if the cheapest item on anyone's boating budget.

I am astonished to know that rental businesses do not have to have insurance. Change this and change it now!

We in the United States Power Squadrons offer part of a solution. For years we have promoted "Safe Boating Through Education." The Pensacola Power Squadron as well as other squadrons in the Pensacola area offer a basic course in boating that satisfies all state requirements for a basic boating course. Anyone who ventures out on the water should take it.

We will be at the Pensacola Boat Show next spring. Stop by and sign up for a course.

If you want the water to be a safer place to be, then so something. What you are doing now is certainly not sufficient.

Harry Hebb is commander of the Pensacola Power Squadron

The Mullet Wrapper
February 2000

Power Squadrons pass ensign

Perdido Bay Power Squadron will pass a special ceremonial ensign (flag) to its neighboring squadron as part of the United States Power Squadrons (USPS) Voyage of the Ensign celebration of its 85th Anniversary. "The ensign is one of the five that travel to all 450 local Power Squadrons across the United States, Puerto Rico, the American Virgin Island and Japan." said Maurice Schmoll, commander of the Perdido Bay Power Squadron. Pictured above are Commanders Paul Perfect, Fairhope Power Squadron, Commander Maurice Schmoll, Perdido Bay Power Squadron, and Commander Richard Coleman, Pensacola Power Squadron as the ensign is passed at Bear Point Marina.

Gosport
June 2000

PWC worker to see old ship

Public Works Center employee Chris Egeland thought he would never see the USS Enterprise (CVN-65) again, but he will today.

When the "Big E" pulls into the Cradle of Naval Aviation today, the former Navy man will get a chance to see his old ship.

You'd have to say Egeland is very familiar with the Enterprise. "I served with Fighter Squadron 102 when we were transferred to the USS Enterprise after her shakedown cruise in 1962," he said. "I served on the Enterprise in October 1962 during the Cuban Missile Crisis, Mediterranean cruises in 1963 and 1964 and Operation Sea Orbit, an

Squadron History

around-the-world cruise in 1964."

Operation Sea Orbit replicated the original Great White Fleet around-the-world cruise in 1909. Sea Orbit honored three nuclear ships, USS Enterprise, USS Long Beach and USS Bainbridge for the first around-the-world cruise of all atomic powered vessels of the time.

The world cruise also made history by making the Enterprise the first nuclear aircraft carrier to cross the equator at latitude 000 and longitude 000 making all onboard "Golden Shellbacks."

[Chris was Commander of the Pensacola Squadron during 1996]

Pensacola News Journal Boat-safety course teaches the rules of the water

June 2002

With an increasing number of boaters taking to the waters in Florida each year, it makes sense for them to learn more about boating safety.

That's one reason that the Pensacola Power Squadron is offering boating courses free to the public, with the exception of a nominal charge for course materials.

State law now requires that any person born after Sept. 30, 1980, who will operate a vessel by themselves to complete a boating safety course, a law known as the Mandatory Boaters Education Law.

Not only will the boating course provide knowledge of boating but it also enhances the skill and safety of boaters. The reality is that most accidents and deaths on the water have little to do with weather or faulty boats. The majority of deaths are due to error by boaters, from inattention to speeding and alcohol, statistics show.

Boating safety shouldn't be taken lightly. It is deadly serious - literally - and a lapse in attention can be the difference between life and injury or even death.

If people who drive automobiles need training to operate on the highway, why shouldn't boaters learn about safety on the water?

The classes will be held at the Lutheran Church of the Resurrection, 4524 W. Fairfield Drive. The first session begins at 6 p.m. today, and will resume at 8 a.m. Saturday. For more information, call Doris Lewis at 944-2359.

Recreational boating can be an enjoyable and relatively safe activity when participants know the rules of the water and use common-sense measures.

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Pensacola News Journal Lewis to be honored by Power Squadron

September 2002

Lieutenant Commander Doris Lewis, senior navigator of the Pensacola Power Squadron, has been awarded the Charles F. Chapman Award for Excellence in Teaching for District 15.

She will be honored at the council meeting today in Mobile. Lewis was selected among 12 squadrons of District 15, which covers from Panama City to Baton Rough, La.

She has been an education officer on the Pensacola squadron for three years. During her tenure, Pensacola twice has received the Daniel Hails Award, awarded to the squadron that completes the most member courses.

Pensacola News Journal SAFE Boating Classes are FUN and Informative

March 2003

On a sunny spring day, take a drive over the Pensacola Bay Bridge and you'll see dozens of boats bouncing in our sparkling blue waters. It's clear that Gulf Coast residents have a love affair with boating of all kinds: cruising, sailing, skiing, power-boating, para-sailing and fishing. To bring order and safety to all of this water traffic, boaters must be properly trained in the operation of their boats.

Florida law requires that people under age 21 complete a state-certified boating course and obtain their Nautical Know-How Safety ID card before operating a boat. People over age 21 are not required to complete a course, but the U. S. Coast Guard recommends that all boaters take courses to improve their boating acumen. Adults who complete a Florida-certified boating course may qualify for a discount on their boat insurance.

The United States Coast Guard Auxiliary and the United States Power Squadrons offer a variety of different safety courses to the public. Each course covers different topics and levels of age and skill. There are even classes for children.

The U. S. Coast Guard Auxiliary's basic beginner course is called "Boating Safely." The Coast Guard Auxiliary and the Power Squadron have also teamed up to offer "America's Boating Course," which can be taken on-line at www.americasboatingcourse.com.

"Both are outstanding courses for the new boater," said Richard Clinchy, chief of the U. S. Coast Guard Auxiliary's department of education. "Both give a person some basic knowledge about boating. 'America's Boating Course' is an entertaining, animated and informative course that

Squadron History

can be learned at home.

"The questions we get during some of these courses are the almost scary and show the need for the training," Clinchy said. "If you combined all the boating courses available in the U.S. and compared it to the 65 million boaters, we are still hitting less than one-half of 1 percent of the boaters."

Doris Lewis, chairwoman of local boating for the Pensacola Power Squadron, agrees. "More and more people are discovering the fun in using our beautiful waterways. Thus it becomes important that we all know how to handle our watercraft safely, follow the boating rules, protect our waters and extend courtesy to others. The Pensacola Power Squadron's public boating course 'Boat Smart' addresses these needs."

Among the topics covered in a certified boating course are: types of boats and their uses; boat registration; required safety equipment; operating safely; protecting the environment; reporting accidents; filing a float plan; weather and tide; boating problems; trailering, storing and protecting boats; hunting and fishing from a boat; and much more.

The Coast Guard Auxiliary holds its eight-hour "Boating Safely" course on the second Saturday of each month year-around. To register for the next class, to be held April 12th, call Boat U.S. Marine Center at 456-9955. The fee is \$25.00 for materials.

The Pensacola Power Squadron will hold its next "Boat Smart" boating class on Friday, May 16, 6-8:30 p.m., (Session 1) and Saturday, May 17th, 8 a.m. - 12:30 p.m., (Sessions 2 and 3). The class will be held at the Warrington Junior College. The course is free, but there is a small fee for the textbook. For information call Doris Lewis at (850) 944-2359.

Lazy Log

October 2003

Good News!!!!!!

Pensacola Power Squadron approved a revised set of bylaws at the June 21, 2003 General Meeting. They were forwarded to National for approval shortly after that date. Be advised that the National Committee on Rules has approved our bylaws and they are effective as of 25 August 2003. These bylaws will be published and distributed in the Membership Handbook Update to be distributed on or around 01 January 2004. [These bylaws changed our name to Pensacola Sail and Power Squadron ... Editor]

Mullet Wrapper
April 11, 2018

P-Cola Sail & Power Squadron April Boating Safety classes

The Pensacola Sail and Power Squadron is offering the USPS Boating

Squadron History

Safety Class at Pensacola State Warrington Campus on Hwy 98 starting April 17 and continuing nightly on April 19, April 24, and April 26. Classes are from 6-8:30 p.m. The course meets requirements and may qualify you for a discount on marine insurance. There is no registration fee or tuition. The book is \$40, and two students may share course materials. To register or for more info, contact Scott Rathkamp at seopsps@cox.net or 850-776-9736.

Subjects covered include: Florida Boating Laws, Boat Terms, Boat Handling, Anchoring, Boat Equipment Requirements, Navigation Rules, Aids to Navigation & Adverse Conditions.

Squadron History

Epilogue ?

Compiling and keying in the Squadron History section was an interesting experience. As I approach my twilight years, I as well begin to wonder about my own destiny, my worth, my history. If I might be so bold, and many consider me so, I offer my opinion of who we are.

"Roger Upton's Vision Continues" would be the headline of the article I would write. We continue in his tradition, his vision and his goals. From the earliest days of the Motor Boat Division of the Boston Yacht Club, two functions continue to this date: education and periodic dinner meetings.

Our motto is "Safe Boating Through Education." We are who we are because of our education. It was very important to Roger to educate his club members. His reason was to raise above the disparaging crassness often reaped on them by other yacht club members. Historically, it seems to have worked. Ours is to create an environment where those who venture on the water will return safely. Historically, it appears to be working. We, the United States Power Squadrons, dedicated to Safe Boating Through Education, open to all races, creeds, and colors, the largest private boating fraternity in the world, are recognized universally as a premier boating association second to none. Education in the fundamentals of seamanship, piloting, small boat handling and navigation is the reason why. Perhaps, the only reason why.

It was important to Roger and his group to have a monthly dinner meeting. We do pretty much the same. We form associations in many and varied different times and ways in life. We meet. We grow closer. We work and play together. We bond. We look forward to seeing one another each month, to renewing what has happened to us during the last month. We sometimes fuss. Through it all, we share life, births, daily events and death. We eat as well. Food is involved in almost every celebration of life, birthdays, marriages, funerals, and meetings. We need to eat. We, I believe, also need one another. Because we are human beings, we need the companionship and support of others.

Roger and his band of merry boaters gave of themselves that the water might be a safer place. We give of our time and energy to do the same. In all of recorded history, nothing has changed. Nothing, except the people. We are here, we are now. Who we were has been written. Who we are is being written. What we become depends on what we do. Because, not you, not I, but we, are the Pensacola Squadron of the United States Power Squadrons.

R/C Harry Hebb, SN

Computer Roster Committee, 1995-2018