



OFFICIAL PUBLICATION OF LAKE CHARLES POWER SQUADRON
LAKE CHARLES, LOUISIANA

A Unit of the United States Power Squadrons

**Articles and opinions herein do not reflect the policy
or endorsement of the USPS or LCPS unless so designated*

Volume 51 Issue 9

November/ December 2003

Hello fellow Power Squadron members.

This year is moving right along even if you are not ready. I must say that our Squadron has really been busy. The poker run was a complete success, with our own Diane Wilkinson taking home the pot! She was one of the first players. All through the different hands, she had "poker players" trying to "BUY HER OUT"!! But she stood strong and believed she would win! And that she did! If you missed the Poker Run, don't worry. We will have another one around March, with our "Surprise Dealer"! It was really great to have our District Commander present!!!

I am proud to announce that the long Boat Smart Class was a great success. We did something a little different this time. Our members brought "refreshments" each night of the class and visited with everyone taking the course. As a result, we have increased our membership by four, with a good possibility of two more! Let's everyone do our part. All it takes is the POWER OF ONE and our membership will grow. I want to thank all who helped in teaching and those who came and brought food and refreshments each class night.

Our Christmas party will be December 3. Please see flier for all the details and I would like to thank the Kuttners for putting on this party again this year it's surely going to be great event this year again.

Looking ahead you may not know that Co-Op Charting chairman, Chris Nelsen, applied for a new program for our Squadron to participate in called "Adopt-A-Chart". I have been sent the approval papers, along with maps of the Calcasieu River and others for distribution, which our Squadron will be responsible for documenting. Chris Nelsen will be giving us a kickoff meeting in January so you need to be there to get all the information. The chart we adopted is # 11347 Calcasieu River and Lake. Those of you that are interested in participating in this please let me know.

The next General meeting will be Wednesday November 5 @ 7:00PM with the meal starting @ 6:00PM. Meat will be provided so bring a side dish or desert and come out and meet a few new members.

Please remember Tom Cameron in your prayers. He is one of our "Star" members.

The weather is starting to change with a little cooler temp so get that boat out and enjoy! We don't have an official boating event scheduled for November so if the urge hits you give everyone a call and lets meet out on the water.

Cdr. Ron



OFFICERS & EXECUTIVE COMMITTEE

(Board of Directors)

<i>Commander</i>	<i>Cdr Ron Gremillion, AP 3124 John Bunch Rd Sulphur, LA 70663 (337) 527-5570</i>
<u>EXECUTIVE OFFICER</u>	<i>Lt/C Songa Gremillion, AP (337) 527-5570</i>
<u>EDUCATIONAL OFFICER</u>	<i>P/C John Loukas, AP (337) 625-2056</i>
<u>ADMINISTRATIVE OFFICER</u>	<i>Lt/C Ned Dautriel, AP (337) 598-2966</i>
<u>SECRETARY</u>	<i>Lt/C Annette McCain, P (337) 625-2088</i>
<u>TREASURER</u>	<i>Lt/C Chuck Lemoine, S (337) 474-5876</i>
<u>IMMEDIATE PAST COMMANDER</u>	<i>P/C John Loukas, AP</i>
<u>EXECUTIVE COMMITTEE MEMBERS</u>	<i>Lt Larry Farmer Lt Harvey Kuttner Lt Keith Monroe</i>

DEADLINE FOR PUBLICATION

October 22, 2003

E-MAIL ITEMS TO

Anchorline Editor

Chris and Annette McCain

mccain.c@cox-internet.com

Check us out on the Web at our website below

<http://www.lcpsonline.org>

Squadron voice mail number

337-526-5409

GENERAL MEMBERSHIP MEETINGS

FIRST WEDNESDAY EACH MONTH

Social starts at 1800

Meeting starts at 1900



Our Annual Christmas Party will be held on
Wednesday, December 3, 2003
At 6:00 PM

At the home of
Margaret and Harvey Kuttner
608 Orchard Drive

Dress: Christmas Casual

Cost: \$10.00 per person

RSVP by November 30
478-2165

Reminder

All Merit Marks information must be mailed or emailed to Bill Stracener by November 15th to be eligible. You can mail it to him at P.O. Box 146, Reeds Springs, Mo. 65737-0146 or email it to him at Bstrace@interlinc.net

Mark Your Calendar

November

5	General Meeting	Anchorage Office of Port City Hardware Co
8	Garage Sale	Anchorage
24	E-Board Meeting	Anchorage

December

3	Annual Christmas Party	Home of Margaret and Harvey Kuttner
29	E-Board Meeting	Anchorage



Education Report

Fall Boating Course

The Lake Charles Power Squadron had a good class for the Fall Boating course that was held at the Anchorage. Thanks for all the support at the past Boating course. Thanks to all the Instructors: D/C Ken Wilkinson, Commander Ron Gremillion, Lt/C Ned Dautriel, Lt. Sheron F. Swoope, P/C Stan Chapman, P/C Ray LeBert, P/C Ralph Johnson, P/C Armin Brahm. Thanks also goes out to those who helped clean the Anchorage, brought soft drinks, coffee, snacks, ice, and helped grade exams. All students who took the test passed the test.

D/21 Fall Conference

At the D/21 Fall Conference held in Dallas, Texas Lake Charles was very active. We submitted D/Lt Chris Nelsen's teaching aid. We did not win, but we did have a teaching aid to submit. Thanks Chris! We received the Excellence in Recreational Boating Education 1 July 2003- 30 June 2003. Thanks to all of the Instructors and Aids for their support in achieving this award.

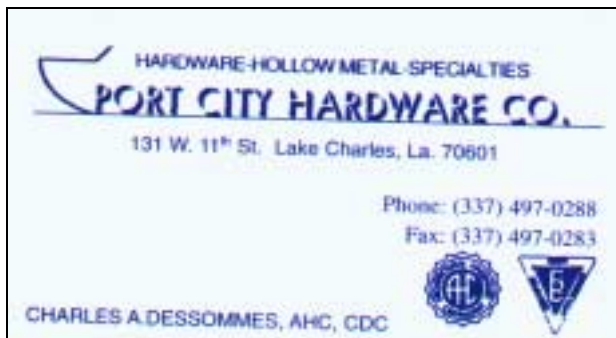
Lt/C Ned Dautriel's name was drawn at the Saturday night dinner party for a \$100.00 gift certificate off any purchase from InFocus. He has requested that this gift certificate be used to purchase a spare lamp for our new projector. Thanks lucky Ned!

LCPS Members Education

We have several home study courses in progress: Seamanship, Advance Piloting, and Sail. We have one Member testing for Navigation. We are waiting on the results of one test taken for Marine Electronics. I have also ordered tests for the Weather course.

Happy and Safe Boating!
P/C John Loukas, AP

Happy and Safe Boating!
P/C John Loukas, AP
Squadron Educational Officer



NOAA Charts Lag Behind Technology Lake Charles Power Squadron Adopts NOAA Chart 11347

Recreational boaters depending upon nautical charts for safe navigation will be waiting a long, long time for their favorite waters to be resurveyed, unless NOAA gets a influx of much-needed funding from Congress, which looks less and less likely every year. This is why the Lake Charles Power Squadron chose to get involved with the Adopt-A-Chart Program, **and through our volunteer work, we have the opportunity of improving our local chart for all recreational boaters, as well as commercial vessel operations. Here are a few of the reasons why this program was started:**

- Half of NOAA's nautical charts are based on pre-1940 hydrographic data (much of it likely taken with lead lines);
- A 20-year backlog to resurvey 40 of the nation's waters deemed in "critical" need pertains entirely to commercial tonnage; there is very little overlap with the most popular recreational waters, which are not on the "critical" list.
- Only 135 new editions of NOS charts will be printed this year; the goal has been 330, to update the entire suite of 1,000 charts at least every three years.
- Progress in converting chart data into digital format to speed up corrections as well as the production of electronic charts is far behind schedule.
- Paper charts are still the only product that is certified for use on large commercial ships; NOAA is years away from having its electronic charting system ready to meet international standards.
- In the 1970s, NOAA had 11 ships to perform hydrographic survey work; now it has three.
- NOAA's hydrographic survey capabilities are ranked 38th in the world, behind many developing countries.
- Due to limited funding, the Office of Coast Survey at NOS dedicates most of their resources to ensuring the commercial side of navigation is focused on to make transportation as safe as possible. That leaves the recreational boaters needs relatively unanswered. You have a chance to help out by spending as little or as much time as you would like in volunteering your experience and time into this important program. Look for more information in future Anchorlines and at an upcoming monthly General Meeting.

Administrative Department

MEMBERSHIP CAMPAIGN

Time has come to launch "Power of One Campaign". Do you know that if each member brings in just **one new member** that our squadron will increase **100 percent? Let's get this campaign going!** The new recruit will specify who will be assigned credit for their membership. This assignment is necessary so awards such as laptops, computers, LCD projectors, and educational software can be earned. So not only does our squadron membership grow, but also member involvement increases, and we get wonderful gifts to aid in squadron education.

I have included the following report from our District Administrative Officer Dan Joyce obtained at the 2003 Fall Conference in Mesquite, Texas hosted by Dallas Power Squadron.

Flag & Etiquette Committee:

1. F&E is working on standard operating procedures for using Sea Scouts as Color Guards.
2. FECom continues to review new and anniversary squadron burgees and district flags.

Membership Committee:

1. The first edition of the "Kids of USPS" Screensaver has been finalized and is available for distribution. Members interested in obtaining a copy of the screensaver should contact P/C Kathleen Bisogno, AP at bisognok@hotmail.com
2. The Youth Activities team is moving to initiate the implementation phase of the \$85,000 grant from the USCG-OBS and \$25,000 grant from the USPS Education Fund to development of a "Water Smart for the Start: Boating Safety Tool chest for Kids".
3. Information on the BoatUS Distinguished Civic Service Award is being printed for USPS distribution.
4. It is recommended that all districts and squadrons promote the following links on their squadron/district web sites: www.usps.org/newpublic/learnmore.htm and www.usps.org/member/programs.html as these highlight: a) who can become a member, b) kind of organization we are, and c) advantage of being a member. All this is very important information in the decision process to join.
5. In agreement with Education Department, MemCom will maintain the original web page listing approved courses that meet the USPS membership requirement. All interested parties are encouraged to link to this page. This will provide to our members with a master location on the web to access this information.
6. Growth Awards winners will be presented with Certificates during the fall conference. Squadrons that grew at less than the requested 3% national growth goal are encouraged to put forth additional efforts in meeting this critical membership challenge during the coming year.

National Meetings Committee:

1. A site review of the Pittsburgh Hilton, site of the 2004 Spring GovBd has been completed.
2. New York Grand Marriot contract for the August 2006 GovBd has also been completed.
3. Norfolk Marriott contract for the September 2007 GovBd have been signed.

Operations Training Committee:

1. The OT and Instructor Development Committees are continuing to explore ways to reach more members and develop a leadership program specifically for squadron and district officers. One of the project goals it to be able to reach more members and to develop strong leaders at all levels.
2. OT is finalizing a proposal for distributing D/C Kits to the Executive Officer. Present plans call for getting up-to-date addresses for the present district Executive officers. Kits will be mailed to them in October unless notified of changes by the district nominating committee. This is designed to facilitate advanced officer preparations prior to their District Change of Watch and installation.
3. A form is being put in existing OT manuals to certify completion of three modules when the member does not take the modules in sequence. This form will be a part of the manual when reprinted.
4. It is anticipated that 'Instructions for Customizing Power Point Programs' will be included on the OT Presenters Guide on CD second edition. This will enable those who use the PowerPoint program to customize their presentation to fit their own style.

USPS "Power of One" Campaign Committee

1. The USPS "Power of One Campaign" Committee has revised and enhanced the program to include all comments received. The project was launched at the fall GovBd with a program start date of Oct. 2003. Comments can be submitted electronically via the following listser: one@usps.org
2. The 3rd edition of "Inside the United States Power Squadrons" the new Admin. Dept. newsletter has been published. Current and back issues viewed at: www.usps.org/national/aoneews.
3. The new Administrative Department listserv "Inside USPS" is off to a smooth start with a current enrollment of more than 73 USPS member subscribers. Member subscribers will receive timely information on USPS events, activities, and other important information that will be distributed on a monthly basis. Any USPS member can subscribe by visiting: www.usps.org/mailman/listinfo/insideusps.

We learned a lot again this year at conference and we certainly had a good time doing it.

As an added note: The top three squadrons to receive recognition for growth are Lower Rio Grande Valley, Austin and Galveston. An Operations Seminar is planned for members on 05 November 2003. Attend to learn all about the operation of USPS on local, district, and national levels.

An Operations Training Program is planned at the next General Meeting on Wednesday 03 November 2003 at the Anchorage. This program offers members old and new to learn about the workings of the USPS and relationships among squadrons, district and national levels. There is no exam. Each squadron presents the program at least once a year; you are encouraged to attend.

Ned Dautriel
Administrative Officer
LCPS

05 November, 2003

Lt/C Annette McCain, S
Secretary, Lake Charles Power Squadron
413 Bowmer Lane
Sulphur, LA 70663

In accordance with the Lake Charles Power Squadron Bylaws, Section 6.8, the Nominating Committee (P/C Armin Brahm, P; P/C Chris McCain, P; P/C John Loukas, AP) submits the following list of candidates for the respective 2004 elective offices. The list of candidates must be published in the Anchorline not less than 30 days prior to election, to be held during the January 2004 General Meeting.

Bridge:

Commander	Lt/C Songa Gremillion, AP
Executive Officer	Lt/C Ned Dautriel, AP
Education Officer	P/C Ronald Gremillion, AP
Administrative Officer	Margaret Kuttner, S
Secretary	Lt/C Annette McCain, S
Treasurer	Lt Harvey Kuttner, AP

Executive Committee
Members at Large

P/C Ronald Gremillion (Immediate P/C)
P/Lt/C Charles Dessommes, S
Lt Bob Ward, S
Lt Chris Nelsen, P

Auditing Committee

Chair (1 Yr)	Lt Bob Ward, S
(2 Yr)	P/Lt/C Margaret Cromwell, P
(3 Yr)	P/Lt/C Chuck Lemoine, S

Nominating Committee

Chair (1 Yr)	P/C Chris McCain, P
(2 Yr)	P/C John Loukas, AP
(3 Yr)	P/C Ronald Gremillion, AP

Rules Committee

Chair (1 Yr)	Lt Keith Monroe, AP
(2 Yr)	P/C Armin Brahm, P
(3 Yr)	P/C Ray Lebert, P

All have been filed as of November 05, 2003 in accordance with the LCPS Bylaws, Sections 11.1, 11.2 and 11.3.

Respectfully submitted,

Armin Brahm

P/C Armin Brahm, P
Chair, LCPS Nominating Committee
4201 Waterwood Drive, Lake Charles, LA 70505

Birthdays

Please remember that if it is not here then I do not have it. Please contact Annette McCain at 625-2088 or by email at mccain.c@cox-internet.com

Paul Schuldes	11/2	John Stubblefield	12/3
Kay Johnson	11/3	Dolla Farmer	12/4
Karen Finchum	11/4	Trisha Garber	12/4
Robert Gilbert	11/19	Pat Briggs	12/6
Faith Monroe	11/29	Annette McCain	12/17
		Thomas Price	12/17
		Bill Stracener	12/20
		Elaine Cameron	12/23
		Earl Moore	12/28
		Verlise Reed	12/29



Memorial

Please keep in your prayers Executive Office Songa Gremillion and her family, whose brother, Ralph Morris, passed away on Tuesday, October 14, 2003 in his residence after battling a lengthy illness.

We also need to send our get-well wishes to P/C Tom Cameron, who has not been well these last few weeks. We need to let him know that we are thinking of him. He has done a lot for this squadron.

AMERICA THE BEAUTIFUL

Sometimes the beauty of nature is more than we can comprehend. This was true last month when Martha and I set up camp at Diamond Lake Oregon. We were approximately thirty-five miles north of the great "CRATER LAKE." Although we had done some advanced homework on the area before leaving, we were in absolute awe at the sheer beauty of the lake and its surrounding mountain rim. On our first trip from the campground to Crater Lake National Park we witnessed an event that made news on all of the local newspapers, TV, and radio stations. A flagman along the road, which crosses the Pumice Desert section of the park, stopped us. This is a large area, relatively flat and covered with pumice rock. In an open area ahead of us was a Chinook helicopter with a lot of people walking around it. Across the road from it were three trucks with low beds and each one loaded with a 35-foot fiberglass boat. We found out that these three boats were going to replace the four older tour boats that have been in service for the past thirty years. To accomplish this task, the helicopter would pick up a new boat from the truck; lift it very high in the air, then over the mountain rim of the lake and deposit it into the

lake. Next, they would attach an old boat, lift it up over the mountain and place it on the empty truck. This operation was time consuming, taking all day and costing \$200,000; not including the price of the new boats. The new boats are safer and more environmentally friendly. These boats should serve for many years and are the only tour boats allowed on the lake.

We spent two more days hiking the mountain rim and enjoying the breathtaking beauty of the lake. There were many very nice bike trails that we enjoyed traveling on as we toured the area. As usual, when we travel, we always pull up a hand full of DATA SHEETS for the area we are going to visit. We had real good luck finding the geodetic marks in the Diamond Lake area. Almost all marks were along the highway and were easy to locate. But as usual, there is always one mark that presents a challenge. This one was monumented in the 1930's and had never been reported. The bronze mark was set on the top of a boulder, along the bank of the lake and behind a store. These directions were probably good seventy years ago, but time had eroded the shore of the lake. Much tall grass covers that area and the store isn't a store any more. To make a long story short, the boulder was still there, in the water and well hidden in the tall grass; but the BRONZE MEDALLION was still attached. That's a big YAHOOOOOOO!!!!!!!!!!!!

Searching for and locating these illusive discs so far away from home has become a nice part of our travel experience. No matter where you travel in this beautiful country of ours, there are geodetic marks just waiting for you to visit them.

Crater Lake was formed seven thousand years ago when Mt. Mazama, a 12,000 foot stratovolcano collapsed into itself to produce the lake. The eruption released twelve cubic miles of magma to the surface. Ash fell in Canada, Wyoming, Washington, Oregon, Nevada and Idaho. It was the largest eruption in the past 100,000 years. The lake is 1,932 feet deep making it the deepest lake in the United States. Rain water and snow melt filled the cavity and formed the lake over a period of eight hundred years.

Don & Martha Hains

Bridge Point Yacht Center

337-436-0803
www.bridgepointyacht.com

Lake Charles has a full service Marina

Floating Docks * TV * Surveillance * 35 Ton Lift
Showers * Laundromat * Store * Yacht Repair

800 Mike Hooks Rd * Westlake, LA

Cooperative Charting September and October Update

Over the last two months our Squadron has made me proud! In September, our District held it's final Nautical event of the year in Freeport, Texas (hosted by **Brad Chilcote** and the Dallas Squadron) and we had the highest level of participation of any Squadron in the District. In October, we had our final Geodetic event of the year in Waco, Texas (hosted by **Steve Schmidt** and the Austin Squadron) and we tied Galveston by having the most members participate. Those of you who made the events have really contributed to both our Squadrons' ranking, as well as helping District 21 retain it's Number One ranking, and here's how you did it.

We received an update from **D/Lt Cdr. John Morawski** on how the Squadrons were doing through August 15th for the 2003/2004 Cooperative Charting year, which began on April 1. We were in a solid sixth place with 1,106 points. As of October 15th, we now have 5,700+ points with a bunch of nautical points yet to be entered for our members. An impressive performance by all of you. Some of our members who are in the triple digit category include **Diane and Ken Wilkinson** who are pushing 300 points, **Don and Martha Hains** at 460 points, **Vicki and John Loukas** who are pushing 1,600 points, **Kay and Ralph Johnson** at 1,710 points, and I'm in the race at 1,752 points.

In September our Bridge unanimously voted to participate in the USPS/NOAA Adopt-a-Chart program. In early October, **Cdr. Ron Gremillion** signed the official application and on October 11, our application was then hand delivered to the USPS National Cooperative Charting Committee Chairman (**Bill Mullins** – San Antonio Squadron) for his signature and submittal to NOAA. We should receive official approval from NOAA in the near future and then we can begin improving NOAA Nautical Chart 11347 (Louisiana Calcasieu River and Lake). This will be one more boating activity that can be both shared and enjoyed by a lot of our members, and in addition to the boating portion of this program, a lot of land based activities are also involved. So there's something for everybody who wants to participate. As most of you know, there's also a lot of points that can be awarded for this program, so we have a chance at making 2003/2004 our best year ever. **If you're interested, give me a call and I'll get you all set up and you'll get your very own Chart 11347 (for free).**

There are still five months left in this year's Cooperative Charting program, which means plenty of time for more fun, fellowship, finding markers, and filing Adopt-a-Chart information. **If you're interested in making this year's NOAA Honor Roll, receiving a geodetic search package, or getting involved in our new charting program, please don't hesitate to give me a call. I'll have you fixed up in no time !!!**

Lake Charles Power Squadron has met the criteria for Honor Roll Status

The following members have now met the criterial for
Honor Roll Status

Don Hains
Martha Hains
Ralph Johnson
Kay Johnson
Harvey Kuttner
John Loukas
Vicki Loukas
Chris Nelsen
Diane Wilkinson
Ken Wilkinson

Any additional member who would like to achieve Honor Roll status can easily accomplish this for the 2003-2004 year by one of two methods:

1. Attend the District 21 Geodetic Cooperative Charting event in Waco, Texas on Saturday, October 10th. **Each couple could earn 800 - 1,000 points for this event** (3 pts/geodetic mark, 6pts/hour, 1 pt/mile driven). This will give our Squadron a humongous amount of points, which the District needs to retain it's 1st place National ranking for a third consecutive year !!!

2. Attend a yet to be approved or scheduled Squadron Geodetic event later this year.

Example:

0800 Meet at the Anchorage one Saturday morning
0830 Depart Anchorage with data sheet packets for the Alexandria, Louisiana area

1000 Teams are searching for geodetic markers
1400 Teams complete the search and return to the Anchorage

1600 Teams meet back at the Anchorage (refreshments and datasheet summaries turned in)

There are all sorts of permutations of this day. We could meet at the Coushatta Casino in Kinder at 1500 hours, since it's probably on the way home for most members.

We could have a grilled cheeseburger dinner waiting for folks at the Anchorage (I'd do the cooking), so nobody has to cook dinner that night...and the list goes on.

(Note: Driving 190 miles, spending a total of 9 hours, and looking for 10 markers will yield 274 points, and it takes 132 for Honor Roll status....so a car with two people will give both members Honor Roll status with this single event)

Let me know your thoughts and I hope to see ya in Waco next month. The Austin Power Squadron has done a great job in pulling this event together...and part of the plan is a dinner cruise for Saturday night.

Thanks,

D/Lt. Chris H. Nelsen
Cooperative Charting Committee Chairman

My Final Adventure On Reel Paradise **D/Lt. Chris H. Nelsen**

It was Sunday morning, September 7th and as we headed out of Bridgepoint Yacht Center. Vernon was on his way to open Nalmar Landing so we could take on 150 gallons of gas and begin our easy run to Intracoastal City. On board for this trip are retired Boise maintenance supervisor, Charles Larkin and my father-in-law, Melton Baldrige. It's an easy cruise to the Shell Morgan Fuel Dock, where we tie up to the transient dock and enjoy the rest of the afternoon. I've vacuum packed some freshly made grilled hamburger patties, so we throw them in the microwave, open up our favorite refreshments and enjoy a beautiful sunset.

Monday morning, we wake up to our first light cold front and some pretty heavy fog. We top off the fuel tank and by 0830 the fog has lifted and we're on our way. Today our plan is to stop in Morgan City for fuel and wind up our day at the new Houma City Marina. We were in and out of Morgan City in no time thanks to the fine folks at Berwick Traffic and the lock on the east side of town. During the next hour, we see a couple of bald eagles, an alligator, and a beautiful stretch of trees covered in Spanish moss. We arrive at the Houma City Marina at 1630 and it's a beautiful facility. Within minutes of us tying up, Bill Ellender (Marina Master) is helping us, sharing information about restaurants, and we're set for the evening. What a great place to spend the night and at \$20 per night, a place that will become very popular when the word gets out.

Tuesday is our shortest and easiest day, with a 65 mile run to South Shore Harbor Marina, on Lake Pontchartrain in New Orleans. We clear the Harvey Locks with only a minimal wait and enjoy a slow cruise down the Mississippi River past the French Quarter and into the Industrial Canal. We spend more than an hour waiting to lock through and race for the north end railroad bridge, only to get there three minutes too late and are informed we have a 2 ½ hour wait before the next and final 60 minute opening for the day. So we tie up to the side of a floating dry-dock and I go to work laying out our waypoints for Wednesday's run across the Mississippi and Alabama coast. At 1900 hours we have ourselves tied up to a slip right next to the casino boat at South Shore Harbor, which by the way still does not sell gas, even though the Southern Waterway Guide has said they have for the last eight years. They got me twice and I plan on sharing this

Anchorline

with the editors! At this point, my father-in-law needs to head back home for work, so we take a \$50 taxi ride to the airport and get him a rental car. We've cleared all the locks so there's not a strong need for three people, but he'll still be missed for the rest of the trip

Wednesday morning, we head to a marina at 0645 to fuel up prior to our big run to Dauphin Island, Alabama. Unfortunately during this short run, I begin passing a kidney stone and after fueling up have reached a level of pain that forces me to take a pill. I ponder what to do for only a matter of minutes and decide I would be pretty stupid if we made the run, so I motor back to our slip and begin drinking three gallons of water. Charles takes advantage of this unscheduled rest day to head back to the slot machines, where he ends up hitting two major pots for a total of \$600! By 1400 hours, I'm really feeling much better and I'm optimistic we'll be back on the water Thursday.

Thursday morning has all the makings for a very long day. The railroad bridge will not open until 0900, and then we get to head into 15+ knot winds and 2-3 foot seas (out of the east/southeast) for the entire day. When we put the boat up on step, the wind noise in our ears is almost deafening and we begin our run east. I made a mental note that if we didn't have more than a half tank of gas near Gulfport, we would refuel and revisit our options. Around 1400 hours, we have been fighting the wind and seas for five hours and clearly needed fuel. It was great to take the short break at Gulfport to fuel up, and wash the salt off of our glasses and face. Our turn-around time was fast, and we decided Dauphin Island Marina was clearly makeable, and at 1830 hours, we're tied up to the marina as the sun begins sinking low on the horizon. Instead of washing up the boat, we clean up and head toward Barnacle Bill's restaurant on the marina grounds for dinner and that well deserved margarita. It was an incredible four-star dinner and I was really impressed with the quality of food, service, and margaritas. When leaving the restaurant, I no longer had the desire to wash up the boat, but we tackled it anyway and hit the sack for a well-deserved night of rest.

Friday morning, the winds and seas continue to be the same and we have several more hours of this water as we cross Mobile Bay and head back into the ditch. We're not on the open water for ten minutes and take a wave over the bow that ensures we're

awake and soaks us pretty good. At 1245, we pull into Santa Rosa Marina in Pensacola and pick up the new owner, Ken Haywood, and continue our run to the Sandestin Marina in Destin, Florida. The water is clear and blue, with beautiful white beaches that parallel our course, which is quite a contrast from our first three days of the cruise. The Sandestin Resort and Marina is nothing short of incredible. Shuttle buses take us around the 2,500-acre complex and I get to enjoy the best plate of baby back ribs I've ever had.

Saturday morning is our last day on the boat, and we leave the marina at 0900 with Port St. Joe Marina as our final destination. Due to gas being \$2.50/gallon, we quickly make the decision to fuel up at the Panama City Marina, which is only about 55 miles away. We get there before lunch and top off the tank, only to realize we're losing oil from our port engine. With a quick phone call to Bridgepoint, Kim tracked down Tony and we were advised it was probably the oil cooler and begin to go to work on it...only to find out nobody in town had the part we needed. So we secure the boat, and I head to the airport to get our rental car. Ken is really pleased with the boats' performance and will install the new part the following week, as well as take Reel Paradise the final 34 miles to his marina.

As Charles and I begin our drive home, we spoil ourselves with one more fine dinner at Ernie's Restaurant on the west side of Panama City. We reflected on the week of travel and are both glad we had a chance to make this run. We used Billy Gilberts' Pilot's Guide from Lake Charles to New Orleans, the infamous Chart Kit from New Orleans to Panama City, along with the Southern Waterways Guide for all of our planning. Dead reckoning, running to compass bearings, shooting points with the GPS as well as laying out GPS routes were just a few of the tools we used to make this a successful 600 mile run. The trip was both relaxing and tiring, both easy and challenging, and the entire trip was beautiful. What a great way to wrap up eight years of owning this boat, and adding these final memories to the already long list of great memories we've had with family and friends on Reel Paradise.

CHRISTMAS BOAT PARADE ON CLEAR LAKE

DATE: Saturday, 13 December 2003

FUN TIME: 1704 (5:04 PM)

**LOCATION: Nassau Bay Hilton (12th Floor),
Clear Lake Texas
3000 NASA Rd 1, Houston, TX 77058**

D/21 has reserved two hospitality rooms at the Nassau Bay Hilton located across the lake from South Shore Harbor, where the annual Christmas Boat Parade begins. Join us to watch the parade in comfort and warmth while visiting with young and old friends. This evening will be a great way to get into the Christmas spirit!.

COST: \$15.00 per person if received by 1 December 2003; after that date the cost will be \$25. This price will include beer, wine, mixed drinks, eggnog, a spiral cut ham and not to mention the best view on the lake. **AS ALWAYS AT A SQUADRON AND DISTRICT EVENTS, YOU ARE ASKED TO BRING AN HORS D'OEUVRE OR FINGER FOOD.** Please no veggie tray

HOTEL RESERVATIONS: The hotel has set a block of rooms aside for District 21 members who would like to spend the night. The rates are \$99.95 for Non-Lake Views and a rate of \$109.95 for Lake Views (plus tax). It is recommended that you make your reservations by 25 NOVEMBER 2003 to ensure availability for this event. For reservations call 713-333-9300 or 1-800-634-4320. *Check in time is after 1500 (3 pm) and checkout time is 1300 (1 pm). Be sure to make your arrival as early as the check-in allows due to the heavy traffic the parade creates.*

Please fill out and mail the form below to:

**Lt. Betty A Carr, P
2951 Marina Bay Dr.
#130-PMB-497
League City, TX 77573-2735**

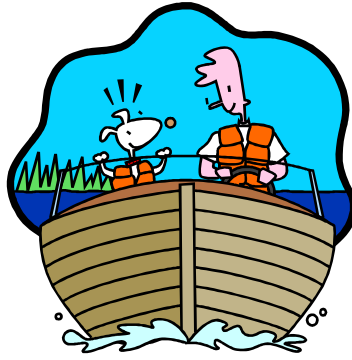
Name (please print) _____

Squadron _____ Telephone #: _____

Attending: _____ X \$15.00 = _____

Amt. Enclosed _____

**PLEASE MAKE CHECKS PAYABLE TO:
Galveston Bay Power Squadron or GBPS**



ANCHOR LINE
LAKE CHARLES POWER SQUADRON
413 Bowmer Ln.
Sulphur, LA. 70663

Editor, Annette McCain