



The Soundings

September 2003
Volume XXXVI
Issue 9

Official Publication of the Cocoa Beach Power Squadron - A Unit of the United States Power Squadron (R) District 23 Sail and Power Boating

In this Issue	
Cdr's Column	2
Admin. Off. Report Letter to Editor	3
SEO Report VSC Report	4
From the District Bridge Safety Report	5
Calendar & other info	6
D23 Daytona Beach Conference	7
The Fulfillment of a Dream	8
Sailing from S. Africa to Florida Marilyn and Peter Schmidt and their children built a boat and fled from Af- rica.	9 10 11
Visit to Mystic	12
Ads	13
Mailer	14

Scott Chandler to be Guest Speaker at Tuesday Sept. 2nd Meeting 1900 hours

The topic of discussion will be "The Continued Development and Enlargement of our Reef System", which is located 22 miles offshore.

He is the President of "Chandler Financial and Associates" and is also the Chairman of the Artificial Reef Commission and Co-Chairman of the Kids' Fishing Clinic. As if he wasn't busy enough, he is also the Weigh Master for the Cal Dixon Celebrity Fishing Tournament and Weigh Master for the Florida Sport Fishing Association Offshore Slam.

We are looking forward to hearing about this Reef Project Offshore. It could mean a better habitat for our Sea Creatures out there. Come hear about this exciting venture.

Captains Mark and Michele Anderson

Annual Auction To Be Held November 3 At Comfort Inn

The Cocoa Beach Sail and Power Squadron's Annual Auction will be November 3, at the Cocoa Beach Comfort Inn. There is much work to be done as there are many businesses on our list that have not been contacted, as well as so many that have never been approached for donations.

According to John Lynn, Auction Committee chairperson, "When I'm out soliciting, I often visit 3 or 4 businesses in one stop. Many more donations could be obtained but we have very few active solicitors and could use many more. If you would like to become a solicitor but aren't sure you know how, I can give you pointers. Call me at 537-8438."

John thanks those already on board working with him: Lt Joe Auchter, AP, P/C Duane Balkema, AP & Mate Marge, Vince Barber, S, & Mate Gwynne, P/C Ed Bonnett, SN & Mate Carolyn, Lt Dave Collins, AP & Lt Lea Collins, P, Ted Edson, P, Cdr Dick Fille, AP, Lt Bob Flanigan, SN & Lt Marilyn Flanigan, P, Linda Granger, S, P/C Larry Hatfield, SN, P/C George Hess, SN, Lt John Klotch, P, Lt Johnny McCandless, S & Lt Ann McCandless, S, Lt/C Bud Miller, JN & Mate Judy, Lt Jon Miller, P, Lt Trent Milliken, P, and Mate Carmen, Lt Gene Millner, AP, & Barbara Millner, S, Lt Gary Monai, P, & JoAnn Monai, P, Lt John Mulkey, P, 1/Lt Garry Pell, P & Mate Lorraine, Paul Pfadenhouer, P, Joan Sayyah, SN, P/R/C Dick Schnoor, SN & P/R/C Mary Jane Schnoor, SN, P/D/Lt/ C Frank Sebree and Jane Sebree, P.

The auction is the only fund raising event of the year and helps defray the many expenses which the Cocoa Beach Power Squadron incurs that dues do not cover. Class room rentals, storage space, and many hidden costs make it mandatory to have a successful event.

If soliciting donations is not a job that suits you, the following positions are available:

Auction setup organizers	Auctioneer	Donation Transporters
Cataloguers & pricers	Auctioneer Assistant	Sale & receipts trackers
Auction clean up persons	Silent bid organizers	

To offer your assistance call:

John Lynn: 537-8438 e-mail: johnlynn@cfl.rr.com



Read about the Schmidt family "Sailing From Africa to Florida" about a family that courageously sailed here from Africa written by Marilyn and Peter Schmidt for the CBPS

THE BRIDGE

Commander

Cdr Richard D. Fille, AP
868-1883

Executive Officer

Lt/C Robert W. Schaefer, P
784-9128

Administrative Officer

Lt/C Marion A. Miller, JN
638-1247

Educational Officer

Lt/C Howard M. Bernbaum, SN
452-0320

Secretary

Lt/C Pamela Johnson, P
783-0560

Treasurer

Lt/C Raymond C. Smith, P
799-1991

Asst. Educational Officer

P/C Lester Tribout, AP
636-5811

Asst. Secretary

Lt Lea Collins, P
631-3911

Assistant Treasurer

1/Lt Gary B. Pell, P
784-5415

Members-at-large

P/D/C Fred Adame, SN
635-9455

Lt John F. Mulkey, P
633-0094

Lt John H. Lynn, P
537-8438

Lt Gary J. Monai, P
799-3635

**The Soundings
DEADLINE: THE 10TH
OF EACH MONTH.**

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THE COMMANDER'S COMMENTS

Lt/C Richard Fille, AP

Agnes Bond and her committee did a great job with the Italian Night Dinner. Many thanks to them and to those who brought some really great food.



The Squadron is doing well. We have lots of activities planned for the Fall and I hope to see you all at several of the get-togethers. As you know, in years past our squadron had a great history of attendance at the outings. Let's rekindle that spirit. If you come and you convince one or two other couples or individuals, who have not been regulars to join you, that will increase the participation.

There is a District 23 Conference in Daytona Beach early in October. The conference is not limited to the officers or boards of the squadrons. It is for everyone. Please give it consideration. You will find an ad for it elsewhere in the Soundings and on our

Web Site at **SOUNDINGS ON THE WEB**
<http://cbps>



4TH OF JULY RAFT-UP BANGUP SUCCESS

7 boats rafted up for the fireworks display in the Indian River. Lts Richard Schoonmaker, SN, and Sandy Schoonmaker, SN, own the Serenade which was the anchor boat. It is also their home which those who attended toured and admired. Their 47 ft. Chris Craft Cruiser is one anyone could easily live aboard.

Those who rafted up brought finger foods to share and they visited back and forth to the different boats. When the fireworks display began, a little girl- Jennifer, a guest of the Mark Andersons-was standing on the deck of the Serenade, and her joy at being on a big boat and watching the display enhanced the enjoyment of those on the deck with her. Our thanks to Sandy and Rick for hosting the event. They made everyone feel at home.



Pictured above are Penny and the Cdr as they enjoy the August 5th Italian dinner meeting at the VSC. The turnout was great. Seated with them are his right hand man, Bud and Judy. Across from them is Bud's mom. On the picture to the right are Scott Paine, Ed and Helen Kydd and Jane Paine. It's the Kydds' 60th wedding anniversary.

Happy Anniversary!

Many thanks to Trent Milliken, our staff photographer. Wish we could display all his photos.

ADMINISTRATIVE OFFICER'S REPORT

Hopefully, the worst of the dog days of Summer are behind us. Many thanks to Lt's. Agnes Bond, Ann McCandless (Johnny was in California signing up for Governor), and Gary Kingrea for planning and setting up for the wonderful Italian dinner night in conjunction with our last meeting. A good time was had by all. Also, the event at the BCC Planetarium was very successful as over 70 members and guests attended. I learned several things at this event; Don't sit in the front row for the Legends of the Sky Show, don't be the smallest shark in a shark feeding frenzy, and follow the arc to Arcturus and speed on to Spica. Actually, the latter is covered in the JN class.

Please mark your calendars for two other future events. On Saturday, October 18, the squadron will have its first ever Octoberfest at the Cocoa Beach Sports Complex at the end of Minuteman Causeway. Also, Saturday, December 6, is the date for the Holiday dinner dance. It will be held at the beautiful Radisson Hotel in Cape Canaveral, and we have lined up a really good band with some outstanding musicians. Details on all of these events will appear in other sections of the Soundings.

We are fast approaching the annual CBPS auction which will be held on November 3, 2003 at the Comfort Inn in Cocoa Beach. Lt John Lynn, P has done an excellent job organizing this important event. Although he has a good team of volunteers to help with solicitation for donations, others are needed to help as well. If you would like to join this team and help make it a success, please contact

John Lynn at 537-8438

The latest news is that the Miller's are back in boating after a two month hiatus. We bought a 2000 Sea Ray 215 express cruiser with only 60 hours. We're ready for some small boat cruising. (Do you hear that Randy?). This is the first In-board- Outboard I have ever owned. No name yet!

In concluding this report I would like to close with a short story I recently heard at the Florida Dietetic Association Convention while attending with my wife, Judy (she is the Dietician). I believe it is appropriate, as our organization is about making a difference. The story is entitled " Making a Difference One Member at a Time" and goes like this:

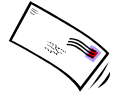
" One day a man was walking along the beach when he noticed a boy was picking up something and gently throwing it back into the ocean. Approaching the boy the man asked, " What are you doing?" " The youth replied, "Throwing a starfish back into the ocean. The tide is going out and if I don't throw it back, it will die." The man looked puzzled and said, "Son, don't you realize that there are miles of beach and hundreds of starfish all over? You can't possibly make a difference!"

After listening politely, the young boy bent down, picked up another starfish, and threw it back into the surf. Then smiling he said " I made a difference for that one".



Lt/C Bud, JN

A LETTER TO THE EDITOR



Denise Stone writes: As an idea.....It would be really nice to do a monthly article highlighting a boat....we are a boating group and sometimes that fact alludes us! I take a lot of pics on the water of others boats and it would be nice to enclose the pic with an article....just answering a few questions....

1. Why did you buy this particular boat?
2. What is the funniest story that has happened to you on this vessel?
3. What has been your favorite cruise on this vessel?
4. Where does the vessel reside?
5. What is the record for the number of people you have had aboard? What was the occasion?

Thanks,
Denise

Editor's Response

Thanks, Denise. Your thought is very good. As you know, getting information is very difficult. I am dealing with volunteers of whom I am one. I do ask members to write stories about boating experiences they have had.. If you would care to act as a reporter for the Soundings and submit new members' pictures, boat pictures and the information you described to the Soundings, rest assured, it would appear and be appreciated by all.

Rhoda

If anyone has boating stories they would like to contribute, your editor would be most happy to publish them.

The Chaplain's Report

Since Jan of this year we have had 8 deaths in CBPS. They were:

MATES Marie Olin, PP of the Cocoonauts DOD 2/03
Patricia Schwichtenberg, mate of Alan DOD 3/29/03

MEMBERS James Manzella, AP DOD 4/15/03
Lt George Brewster DOD 4/19/03
James Jackson, P DOD 5/03
P/C Durant Thompson, JN DOD 5/16/03
P/C James Kneeland, SN DOD 6/24/03
Michael Thames, S DOD 7/13/0

We will sorely miss them and offer our condolences to their families.



I would like to thank the USPS members for their cards of condolence as well as their thoughts and prayers during the days following Jim's passage.

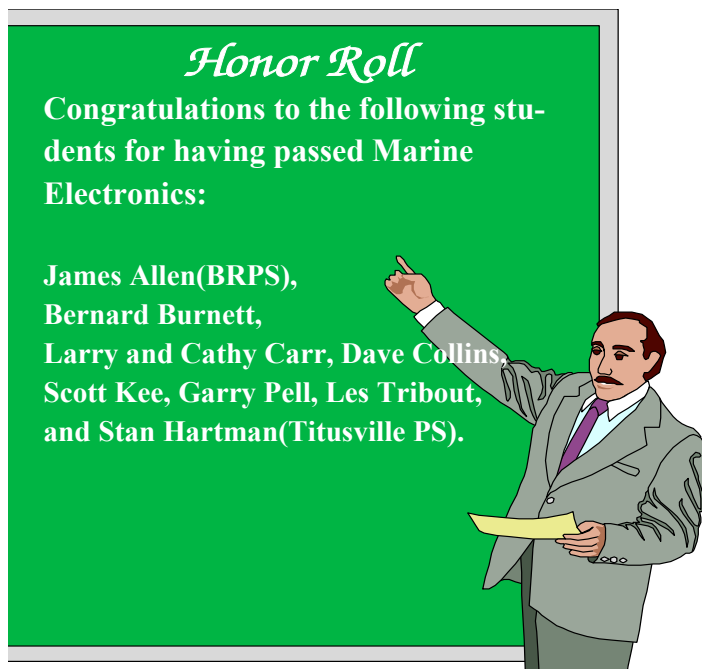
Thanks,
Susan Kneeland

SEO REPORT

Lt/C Howard Bernbaum, SN

Well, summer is over, the kids are back in school, and hopefully our north visiting members have returned safely and in good health. Now is the time to settle in and add some classes to your agenda. Remember, the more you know about boating the more you will enjoy it.

Since the August issue of the Soundings we are pleased to announce that the Marine Electronics course was completed and all who sat for the exam passed.



WE HAVE THE CLASSES- YOU PROVIDE THE BODIES

We are planning to offer classes in Cruise Planning, Sail, IQ, Weather and even Piloting if there is enough interest. Jane and Dick Schnoor are set to begin Seamanship starting October 2 so those of you who haven't taken Seamanship, plan to jump in. All courses start at 1900 hours(7:00 pm) at the Veteran's Center. Les had sign up sheets at the last General Meeting and they will be available at the September 2nd meeting.

VESSEL SAFETY CHECK- IMPORTANT To YOUR BOAT HEALTH

According to the USPS Web Site

"A Vessel Safety Check is a courtesy examination of your boat (Vessel) to verify the presence and condition of certain Safety Equipment required by State and the Federal regulations. The Vessel Examiner is a trained specialist and is a member of the United States Power Squadrons or the US Coast Guard Auxiliary. They will also make certain recommendations and discuss certain safety issues that will make you a safer boater.

This is not boarding or a law enforcement issue. No citations will be given as a result of this encounter. We will supply you with a copy of our evaluation so that you may follow some of the suggestions given. Vessels that pass will be able to display our distinctive VSC decal. This does not exempt you from law enforcement boarding, but you can be prepared to make this a positive encounter."

The following are CBPS Certified Vessel Check examiners. They perform this valuable service to the public . CBPS is proud of them :

Lt David COLLINS, AP
Charles L. DODDS, Jr., SN
Lt Robert F. FLANIGAN, SN
William HOWARD, AP
PIC Edward M. KYDD, SN
John H. LYNN, P
Lt/C Marion A. (Bud) MILLER, AP
Lt Eugene B. MILLNER, AP
Lt Gary J. MONAI, P
Joan R. MONAI, P
P/C Albert J. PAPPAS, SN
P/ R/C Mary Jane SCHNOOR, SN
P/R/C Richard H. SCHNOOR, SN
Lt Richard SCHOONMAKER, SN
Sandy SCHOONMAKER, SN
P/D/Lt/C Franklin L. SEBREE, SN
P/C Lester R. TRIBOUT, AP
P/C John B. VALENTINE, AP
Margaret WOEBER, AP

The VSC Crew as of 8-5-03 has done 201 Vessel Safety Checks. We have done well so far this year but there is a lot of year left. It would be nice if we could break 300. Any members who still need their boats checked call me at **321-452-4602** and I will make sure one of our vessel checkers will contact you.

The benefit of having your boat checked is knowing it is equipped properly and is safe to operate.

Like to join the VSC crew? Call me and training will be arranged.

Lt. Robert Flanigan, SN
VSC Chairman, CBPS

FROM THE DISTRICT BRIDGE

D/C Robert C. Flint, AP



Now that the summer is over and we've run through a cruise or two with family and friends, its time to think about the business of the organization.

First on the agenda should be a review of our renewal procedures. We as a District have lost almost 200 members this year. In these fast-paced times many organizations and activities are vying for our participation and support. In order to retain our members we must demonstrate in our meetings, in our activities and in our newsletters that we are not just a boating club that meets for social dinners and cruises. We play a very important role in our society by encouraging safety on the waterways through education and other activities.

We must organize and encourage participation in the many public activities we conduct such as Vessel Safety Checks, Boat Shows and Coop Charting. We must continue to work closely with our local Coast Guard and Coast Guard Auxiliaries in such programs as Operation On Guard in support of Homeland Security and on-the-water safety. Statistics show that involvement and education greatly increase retention.

With involvement must come recognition. It is that time of year when the Squadron Commanders are required to recognize the participation of members by submitting Merit Mark recommendations for National approval. If you're not sure your Commander knows what you have done, drop him a note detailing your activities. I know he will appreciate your input.

Now let's put business together with pleasure by participating in the D23 Fall Conference. Daytona Beach and Titusville are putting together a great weekend in October the theme revolving around swashbuckling pirates. Reap the treasures of the inner workings of the organization as well as those monetary ones provided by our hosting squadrons. See detailed information on the Conference elsewhere in this newsletter or on the D23 website.

One other activity coming up that involves both business and pleasure is the Fall Governing Board being held in Reno, Nevada. I'll be going representing you and those Commanders that are unable to attend. If you have questions or input regarding the Governing Board drop me an e-mail at POETBOB@AOL.COM or give me a call. It is at these meetings that the future policies and procedures of USPS are established and shipmates renew old acquaintances. See the latest ENSIGN magazine for details.

As you can imagine, to make the organization run as smoothly as possible we need interested and active participants, which brings me to my last topic. Your Nominating Committee should be getting into high gear as we pass the halfway mark of the Bridge year. They are out looking for active, involved members who believe in the merits of the organization; these will be next year's Bridge and committees who will stimulate and direct the activities of your squadrons. Help them in their task by volunteering for an office or committee seat.

This can be your first step towards involvement by being a "Full Time Member" instead of a "Part Time Temp".

SAFETY REPORT Devastating Marina Fire

Recently there were reports of a devastating marina fire near Deland. Fortunately, no one died in the blaze but several live-aboards were left homeless and many others lost their treasured boats. This fire was caused when someone left a pot on the small stove and fell asleep. When he awoke, it was too late to put out the fire or to save his or the other boats. He suffered extensive burns during his attempt to extinguish the fire.

The July issue of BOAT U.S. listed the sources of fires as reported to the Boat U.S. Insurance company. Here they are:

55% - AC and DC wiring/appliances.

Have you taken a good look at your boat's wiring lately?

24% - engine/transmission overheat.

Have you checked your fluids and oil recently?

8% fuel leak.

Have you checked your fuel fittings lately?

Remember a small fuel leak pumped overboard can get

you a hefty fine and even have more serious consequences.

7% - miscellaneous.

I guess this is a combination of the above or, e.g.,

careless smoking. 5% - unknown. Sounds fishy to me???

1% - stove.

Stoves and the fuels they use need to be handled with care.

Do you have a fire extinguisher in the galley and have you checked the pressure lately?

Fire on board is to be feared. So be a smart skipper and take the simple but necessary steps to avoid it.

P/R/C Jane Schnoor, SN

The purpose of USPS is "To promote recreational boating safety through education and civic activities while providing fellowship for our members."

Joanna Stone, Parts & Services
Sales-Service
Accessories
Brevard's Largest Complete
Boating Service

BREVARD MARINE SERVICE

2200 West King Street (Highway 520) Cocoa, FL 32926
321-636-5111
www.brevardmarine.com

CBPS is happy to have you aboard as our newest advertiser.

CBPS CALENDAR OF EVENTS

September

02 Tuesday 1900 hours
Scott Chandler-guest speaker
Veterans Memorial Center

04 -06 Thu-Sat
USPS Governing Board, Reno. NY

10 Wed. 900-1100 hours
Blood Mobile
Veterans Memorial Center



10 Wed. 1130 hours
Cocoa-Nauts Auxiliary
Brown bag luncheon at M.I. Library

23 Tuesday 1900 hours
Board of Directors Meeting
Veterans Memorial Center

October

01 Wednesday 1900 hours
Start Boat Smart Course
Cape Canaveral Hospital

03- 05 Friday -Sunday
District 23 Fall Conference
Daytona Beach Shores -Daytona
Beach Power Sq-Titusville Power Sq.

07 Tuesday 1900 hours
CBPS General Meeting
Veterans Memorial Center

10-13 Friday -Monday
Palm Coast Resort/Marina
Rendezvous

18 Saturday 1300-1600 hrs
Octoberfest-Lots of food-lots of fun!
See ad to the right.

22 Wednesday 1900 hours
Boat Smart Final Exam

28 Tuesday 1900 hours
CBPS executive board meeting
Veterans Memorial Center

Many Squadron members meet for lunch on each Wednesday at 1130 hours at the Moon Hut Restaurant for lunch and fellowship. The restaurant is located on AIA in Cape Canaveral. All Squadron members and their guests are welcome.



The Coco-Nauts have taken the summer off, but the group will meet September 10th at 11:30 for a brown bag lunch.. Come to the library for lunch and friendship.

We welcome all Power Squadron members to join us.

The Coco- raise funds to help the Squadron and to provide gifts for those in nursing homes. It is a chance to know each other, so if you'd like to join us, please call **Pam Johnson : 783-0560**

The Blood Mobile needed to be repaired so no donations could be made last month. However, all you donors are in luck! Donations will be accepted Wednesday, September 10, at the Veterans Memorial Center from 900 - 1100 hours

**The Boat Smart Course Is Beginning
Wednesday, October 1**

Tell everyone you know who has not taken this course to sign up.

Course begins Wednesday October 1 at Cape Canaveral Hospital at 1900 hours. Every boater should take this valuable course.

**October 18
2003**

**1300 to
1600 hours**



**Cocoa Beach
Sports
Complex
Pavillion
At the end of
Minuteman
Causeway**

Food provided. Bring your favorite German beverage to share with others.

Cost is \$7/person.

Family and guests are welcome.

Contact Lt. Agnes Bond, AP, at 452-6865 for further information, or let her know if you would like to help. Come by boat or auto, but come and have fun!

**DAYTONA BEACH SAIL & POWER SQUADRON AND TITUSVILLE
POWER SQUADRON**

**INVITE YOU TO AN EVENING WITH THE
PIRATES OF THE CARRIBEAN**

At the District 23

Fall 2003 Conference

3-5 October 2003

at the

Holiday Inn Daytona Beach Shores
3209 south Atlantic avenue
Daytona beach shores, Florida 32118

386-761-2050 800-722-3297
fax: 386-761-3922

Friday, 3 Oct

registration 1500 - 1800
hospitality suite 1600 - 1800
Pre dinner cash bar 1830
Pirates bounty bash 1900 - 2300

Come dressed as a pirate or any other period costume.

There will be a costume party, pictures with a pirate for a small fee so you can have a great memory of your evening!

We will have a few games and lots of door prizes.

And we'll also have some great raffle items!

USPS District 23 Fall 2003 Conference
Meal Reservations Form

Meal Reservations must be received by 15 September

Make checks out to 'Daytona Beach Sail and Power Squadron' and mail to:

1/Lt Jeanette Bray, S 341 Aleatha Drive Daytona Beach, FL 32114-7312

Last Name: _____ First _____ Rank: _____ Grade: _____
 Last Name: _____ First _____ Rank: _____ Grade: _____
 Address _____
 City: _____ State: _____ Zip _____
 Phone _____ e-mail _____ Squadron _____

Friday Dinner Buffet: _____ @ \$22.00 = \$ _____
 Broiled Filet of Mahi Mahi, Baked Chicken,
 Red Bliss Potatoes, Watermelon Basket, Rice Corn, Whole Green Beans,
Saturday Lunch: _____ @ \$13.50 = \$ _____
 Deli Buffet, Slaw, Vegetable Tray, Potato Salad, Rolls, Apple Pie
Saturday Dinner:
 Shrimp w/Crabmeat Stuffing _____ @ \$25.00 = \$ _____
 or
 Grilled Basil Chicken _____ @ \$25.00 = \$ _____
 or
 Roasted Prime Rib of Beef au Jus _____ @ \$25.00 = \$ _____
 Sunday N-Club Breakfast:
 All Conference Attendees are invited _____ @ \$13.00 = \$ _____
 Check enclosed for Total: \$ _____

Special diets available upon request

Hotel Reservation Form

I plan to attend the USPS D/23 Fall Conference 3-5 October 2003
Please tell the hotel you are a Squadron reservation

Arrival date: _____ Departure date: _____

of People attending _____

Rates per night \$ 68.95 plus tax reservations must be received
by Wednesday, 3 September 2003

_____ Non-smoking _____ Smoking

Name: _____

Address: _____

Phone: _____

City: _____ State: _____ Zip: _____

Reservations received after 3 September will be accepted on a
space available basis

**WHAT HAPPENS AT A
CONFERENCE MEETING?**

From the poster it looks like a lot of fun, and it will be. But before the fun there's a sharing of ideas and information that enables the officers and membership to better coordinate Power Squadron activities at the local level.

You can come for a day or for the entire weekend. It will be an enlightening and enjoyable experience.



The pirates of old might have used a bark as seen at Mystic Seaport, Conn.



**FOR GUARANTEED
RESERVATIONS ONLY:**

I understand that I am liable for one night's room and tax which will be submitted through my credit card in the event that I do not arrive or cancel this reservation 72 hours in advance.

Cards _____

Type _____ Exp. Date _____

Signed _____

Reservations not guaranteed will be held until 1600 only on day of arrival.

Phone 1-800-722 -3297 or mail reservations directly
to Holiday Inn Daytona Beach Shores 3209 South Atlantic Avenue
Daytona Beach Shores, FL 32118

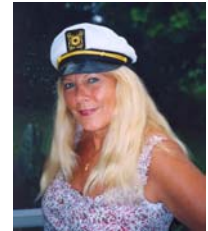


The Fulfillment of a Dream

By Lt Michelle Anderson, AP



*We wish you
The best of luck*



Mark and Michele joined the USPS in 1998 not only because we enjoyed boating, and wanted to meet other boaters, but because we felt that, eventually, we wanted to make a change in our lives. We didn't know when, what or how ! But we understood, that we would need more knowledge than what we already had about sailing and the sea. So we both took many courses together: Seamanship, Sail, Piloting, Advance Piloting, Cruise Planning etc... which we enjoyed tremendously because of the care and devotion given from each squadron teacher towards their students and the great sea stories shared in class.

The year 2000, the beginning of a whole new Century, came sailing in. It was then that we went to Montauk, NY - located at the very point of Long Island, for Christmas and the New Year. This trip would be the key to our new future!

A friend had just opened a Tour Boat business in Lake Montauk, was very successful, and loved it. It was then that I tried to convince Mark to do the same thing in Port Canaveral, FL. Upon returning to Florida, the search for a boat and finances began. It wasn't until 2 years later that I found our dreamboat, on the Internet, in Michigan - the price was right but she needed a lot of TLC. The boat, nicknamed "the Beast" (she was that ugly) was a 39' x 10' Pontoon boat that had been neglected for years. A year later she would turn into a beautiful swan and be christened the "Blue Dolphin". Mark, who is a machinist and a mechanical genius, was able (with the help and encouragement of his lovely wife and his best friend Paul Sharples) to design, create, weld and build for this boat a new retractable roof for shuttle launches and star gazing, a new comfortable head, new seats, new gas tank, put in a new engine, higher rails, new deflector, new console etc... Captain Bligh (Mark) was cracking the whip for a whole year!

On August 5th, 2003 our beautiful "Blue Dolphin" got off the hard and was launched at Cape Marina, and on August 7th we had our Stability Test with the Coast Guard and passed with flying colors. We are awaiting the Safety Feature Tests - Man overboard drill, etc...Then we should be good to go by the end of the month!

During this time, we went for our Captains' licenses too! We both hold our 50 Ton Master Captain's Licenses. We would both like to thank the USPS for the wonderful courses that we have taken throughout the years because without the knowledge we gained from these classes, we feel that it would have been a real struggle to get their Captain's licenses. Yes, it is that hard!!! (the Captain's Course is like taking both Piloting and Advance Piloting in 3 days, crazy!). We appreciate all the knowledge that we have gained from the USPS. Thanks USPS!!!!

This has been a very hard year for us - working toward our goal everyday, 7 days a week, rain or shine, doing work on this boat. Mark, especially, has been very brave for he continued to labor with great back pain and finally had an operation on July 30, 2003 for his ruptured disk. But there are no regrets. Quite the contrary, we are looking forward to starting our River Tour Business soon and we hope you and your guests and family will cruise with us on the beautiful Blue Dolphin.

Our Company name is Space Coast River Tours, Inc. Our boat name again is the Blue Dolphin.

She is a 39' X 10' Pontoon Boat – with a 42 Passenger seating capacity.

There's a Head on board – she is USCG inspected – and has comfortable seating.

Tours: to start at the end of August, we hope, but we'll advise you of when we'll begin

Times: 10 AM - 12PM, 1PM - 3PM, 5PM - 7PM - (3 Tours per day) all depending on weather, sunset times, shuttle launches.

Price: \$ 15.00 per person

Music on board - beverage included

Location - Slip # 2 at Cape Marina in Port Canaveral

We'll cater special events: weddings, birthdays, Island hopping, and you name it party, we'll cater it. Call for prices.

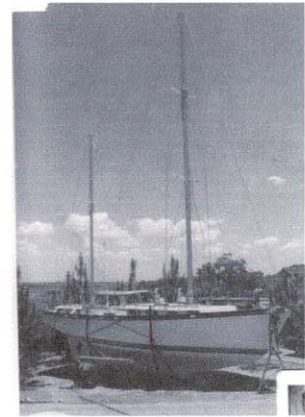
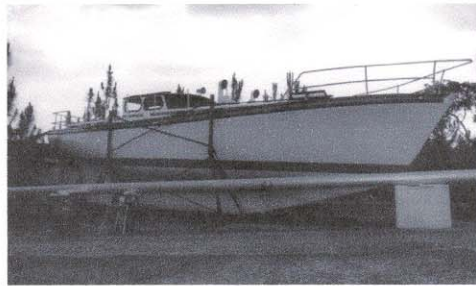
The Blue Dolphin will begin in Port Canaveral, and will then go through the Locks. We will continue on and past Ski Island and NASA towards the barge Canal to the Indian River and back.

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SAILING FROM SOUTH AFRICA TO FLORIDA

Many years ago, my husband, Peter, woke me up at 5 a.m. one morning to tell me he was going to build a sailboat and we would go off sailing around the world! This rather surprised me - we lived in a landlocked country right in the middle of Africa, and we had never sailed in our lives before! And we had two young children. Anyway, I went back to sleep, and when I woke up again at a more respectable hour, I wondered if I had dreamed all this. So now it was my turn to wake him up and question him! In fact, I had many questions! He took about two weeks to convince me that this was a way to get out of Africa. We were living in what was then called Rhodesia, later to become Zimbabwe, and if we wanted to leave the country we were not allowed to take any money or possessions with us. Pete said we needed to convince the government that this had been our lifelong dream. However, that was just one of many huge challenges that lay ahead. He sent off to New Zealand for the plans for a 50 ft. ferro-cement ketch-rigged sailboat, and then proceeded to start building it.



Of course, building an ocean-going sailboat in our backyard in the middle of Africa aroused the curiosity and many comments of our friends and neighbors! The terrorist war in the country was escalating rapidly and what was going to be a 3 year project was speeded up to be completed in 18 months. Pete arranged with the British Board of Trade in England for a local marine engineer and surveyor to be commissioned to survey our boat and we were able to get insured with Lloyds of London, which was quite an accomplishment. It took many months of haggling to get an export permit to leave Rhodesia and we had to cede over the deeds of our house and all our assets to the government as “collateral” and that we would return, either with the boat or with the foreign currency from the sale of it.

Transporting it down to the Indian Ocean port city of Durban, in South Africa, was an 8 day ordeal. At that time, all vehicles in Rhodesia had to travel in a military escorted convoy, to avoid being shot at by terrorists, but the low-loader carrying our 30-ton boat couldn't travel fast enough to keep up with the convoy, so Pete arranged for several of his friends to ride “shotgun” on top of the boat until we were out of the country. We had to travel on a permitted route for oversized loads, off the main highways, which took us through some mountainous areas.

Marilyn and Peter Schmidt



Transporting through South Africa



Hazards encountered

At one place we had to deflate the tires on the low-loader in order to get under a bridge. Then a few miles ahead was another bridge, even lower! Pete and I had to contact the police in the town to “hold” the traffic while we made a painstaking 180 degree turn on a very narrow road and had to find another route! We had 8 blowouts before we eventually arrived in Durban. Watching it get launched was very exciting. A huge crane lifted it off the low-loader and as it was lowered into the water, all the boats in the harbor sounded their horns!



Launch day in Durban



Finally in the water.

We quickly learned how to sail and handle the boat before setting off. I had studied astronomical navigation while the boat was being built and knew the theory well enough - but now having to put in into practice made me a little apprehensive!! Our first landfall after leaving Cape Town was going to be St Helena, a tiny dot of an island in the middle of the South Atlantic. Our only navigational tools were our compass, sextant, watch, and a book of navigational tables. I was worried in case I “missed” St Helena, but my ever so optimistic husband told me not to worry because even I could not miss South America! For the first four days after leaving Cape Town, we were in 40 ft swells and to say I was pretty nervous, was an understatement! But after a few days we settled down into the routine of sailing, doing astronomical and dead-reckoning navigation, preparing meals, and “home schooling” our two children who were 10 and 12 at the time. On the tenth day, we sighted a tanker in the distance, and I radioed them for a position check. We had done this numerous times before, without any response. But on this occasion they did call back,

and I was so excited to see that the position they gave me was exactly the same as we had logged. So I radioed them back and said, "Your position must be right because it is exactly the same as mine!" Pete's comment was "Oh, I'm sure you have filled them with confidence, Maril!!" They, of course, were getting their position from Sat-Nav! We worked out we would be able to sight St. Helena in another 4 days - and it was wonderful to see land again! Walking on land again felt quite strange after 14 days on the high, rolling seas - I felt I had quite a "wobble" to my walk!



St Helena

St Helena was a very interesting little island, the place to where Napoleon had been exiled. At the time of our visit the islanders' only contact with the outside world was through the occasional passing sailboat. We stayed there about 5 days and when we left, the islanders asked if we would take their letters on to our next destination for mailing - that being Ascension Island, about a 7 day sail to the north - and leaving this time, I felt a lot more confident about our navigation!

Several hours away from Ascension, our children who were sitting on the bow of the boat at the time, yelled that they could see the bottom of the ocean. I immediately checked the depth finder (which only registered to 80 ft) but informed Pete it couldn't be working as it wouldn't give me a depth reading. Pete, of course, doubted that information and came to check for himself, but came to the same conclusion. According to our chart we were in 200 ft of water! But the water was so incredibly clear, we could actually see the bottom! It was the most beautiful water we have ever seen anywhere - and it was like being in a giant aquarium as there were fish everywhere. We were fortunate to be able to visit Ascension. As it's a military tracking station, one has to be sponsored to be able to stay there. Our contact was the radio operator on the island. The U.S. Air Force occupies one-half of the island and get fresh supplies flown in every day (from Patrick Air Force Base) and the British occupy the other half but their supply ship only comes in once a month!! We were allowed to buy supplies from the American base. We were also allowed to eat in their canteen and the meals were wonderful! This was the first time I'd ever eaten American ice cream - and I think that's when I first decided I'd like to come and live in the USA!! The island itself is very barren, no vegetation and large craters everywhere - but the Americans still had a golf course and baseball field!

From there we left to sail almost due west past Fernando de Noronha, a few tiny, uninhabited islands off the coast of South America, and then on to Fortaleza, a huge, densely populated city in Brazil - and one of the few places we've ever been to where nobody spoke a word of English. The forms we were given on arrival at the port were all in Portuguese and I had to guess what information went where - but we decided they wouldn't be able to read anything I put on the forms anyway, so it didn't matter!! Our children were both very blonde haired, especially after so many weeks at sea, and everywhere we went the locals were fascinated and couldn't keep their hands off their little heads! As we sailed north up the coast of Brazil, we were fascinated one night to see several little lights, rather close to the boat, we were at least 100 miles offshore. As we got closer,

Many thanks to Marilyn and Peter Schmidt, new members, who authored a most interesting article about their journey from South Africa to Florida. Look for more of the Schmidt family journey in the next Soundings.

A VISIT TO MYSTIC SEAPORT by Lt/C Howard Bernbaum, SN and Lt Rhoda Bernbaum

Rhoda and I started out to tour the New England seacoast and ended up at Mystic Seaport which turned out to be the highlight of our trip. Actually, we stayed in Groton, Connecticut, and drove to the various attractions in the area. Groton is flanked by New London to the east and Mystic to the West with most of the activity around Mystic.

Heading towards New London we found the Nautilus Museum and since Howard had been an design engineer in Admiral Rickover's nuclear navy, we found the Nautilus museum to be particularly interesting. There are several mini submarines outside and the Nautilus itself is docked behind the main building. Visitors are allowed to take a self guided tour through the Nautilus although the reactor compartment is not part of the tour. Inside the museum the visitor is given an excellent review of the history of U.S. Navy submarines via films, models and pictorials. Al Pappas, a submariner, was in our minds as we toured the museum.

The next day we visited Mystic



Nautilus Sub docked on the river behind the Museum.

Seaport. If you can stand the walking, this place deserves at least two or three days and in fact, the price of a ticket is good for two days. Mystic Seaport is not only a tourist attraction but houses a lot of research and history. The facility is a replica of nineteenth century life in a maritime community. One can visit homes of the time and watch people demonstrate a variety of things common to that era, such as cooking and clothes washing. We visited a printing press and saw how printing was done two hundred years ago. Likewise we visited a foundry and saw metal being formed by hand into useful household items. We visited one exhibit, that through models and paintings, described the history in the USA of cargo transport both at sea and in the inland rivers. Fascinating. Additionally, there is even a planetarium on the grounds. Sailors used to navigate by the stars and the planetarium shows the way. Besides snack stands located around the grounds there are two large restaurants, one mostly for lunch and The Seamen's Inn Restaurant and Pub for those who prefer something other than fast food. His and her facilities are located throughout the grounds.



Bark Charles Morgan -the last wooden whaling ship in existence

A short walk took us to the shores of the Mystic River and a march back into time as we looked at two hundred year old ships including the schooner *L. A. Danton*, the bark *Charles W. Morgan* (The last wooden whaling vessel left in the world), The tall ship *Joseph Conrad*, and many other smaller wooden vessels. Real whaleboats (remember the picture *Moby Dick*) that visitors can row themselves under the auspices of a salty helmsman. There are cruises available for those interested in a variety of boats ranging from sailing dinghies to the schooner *Argia*. Along the waterfront one can visit replicas of old storage sheds, chandleries, ship-building barns, and so forth. We found a 21 foot wooden sailboat under construction using the tools of the time. We also found ourselves watching a radio controlled model sailboat regatta.

All in all Mystic Seaport was the highlight of this trip and we wish now that we had spent more time there. It is well worth a visit by anybody interested in maritime life and history.



Radio controlled model sailboat being prepared to enter competition.

If Howard and I were to plan this trip again, because of the time element, we would have stayed at Mystic and explored the many interesting places that we didn't have time to visit. There is much to tell and too little space to tell it, so now we'll bid you farewell, mates.

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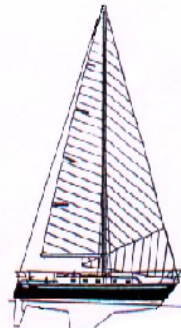
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