

Commander's Message



For the last couple of months Catherine and I have hardly been visible in Alabama. Firstly, we attended and celebrated the Christening of our new grandson Sam, in England. We had also traveled to Ireland to visit Catherine's mother and to try, unsuccessfully, to obtain a more than a three month USA entry visa for my 88 year-old mother. Then we were off for a long anticipated trip to Canada and Alaska where we got to experience some wonderful sailing, views and weather.

The first portion of our trip was a twelve day motor/sailing trip on "First Morning" from Victoria (Vancouver Island) to Desolation Sound via the Strait of Georgia and Gabriola Passage. (Desolation sound was delightful and I can only assume that Captain Vancouver must have named it when he was in one of his deep depressions).

My services were employed to work under water — on this occasion it was to replace a missing "sacrificial zinc" on the prop shaft. Fortunately, the water in Desolation Sound was not too cold and I was quite regularly seen partaking of a somewhat foreshortened swim in the Sound. On the last occasion, when I plunged into the water in early in the morning mists, I saw four startled sea otters jump out of the water and run into the woods.

We anchored, and stern-tied, in many delightful-sounding places such as: Pirate's Cove, Refuge Cove, Prideaux Haven and Octopus Island. Each had its own unique charm and beauty.

Too soon it was time to return to Vancouver and attend a 35-year reunion of Catherine's medical graduation class. While in Vancouver we were entertained by our youngest son who now lives there. He took us wine tasting at a local vine-

yard, fine dining in Stanley Park, and up a seemingly vertical hike on "Stawamus Chief Mountain" where we all collapsed and enjoyed the magnificent views.

The final part of our trip was a cruise to Alaska on the Volendam. Our cabin went by the glorious title "State Room" and had a balcony that would be lovely in the Caribbean but was a little chilly for Alaska. We visited Tracy Arm, Juno, Skagway, Ketchikan, and Glacier Bay. We went on the "White Pass & Yukon Route Railroad" and returned to Skagway by bicycle.

Ketchikan was washed out by rain. But we were able to wander around the tourist shops which were preparing to close for the season. We saw hundreds, perhaps thousands, of red salmon readying themselves for their upstream swim and spawning.

We were fortunate to get quite close to the glaciers and saw lots of small icebergs. The presence of these and some fog lead to an unusual sighting; a big brown bear swimming right beside us as we steamed down Glacier Bay miles from shore. In my imagination it looked stunned to see us but it also seemed to swim on just fine after we had passed. The captain was most upset as we are not supposed to get that close to wild life.

Back home I was delighted to find that your Bridge had been keeping a good eye on all our Vulcan affairs and that Liz, Dan and Jim had put together a great issue of the Nimbus. Thank you to all of you. I know you put a lot of hard work into getting the issue together. Thank you also to Allan who for many years has singlehandedly held the Nimbus together. And thank you Dan for your entertaining and instructive talk at the last Vulcan General Meeting about your trip to Florida.



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2009 District 17 Fall Conference

By John Lonsdale-Eccles, Commander

Friday, 23 October – Sunday, 25 October 2009



Six members of Vulcan Power Squadron (Jim and Martha Nye, Bert and Bonita Burford and John and Catherine Lonsdale-Eccles) attended the 2009 District 17 Fall Conference, held in Oak Ridge, Tennessee. In addition to the discussion of routine matters, other business items covered included the changes in the rules of family membership (and the need to change our by-laws accordingly); the use of District funds to encourage USPS public boating course students to join a Squadron — a disputatious issue; a request for submissions and articles about women and the USPS; notification that the United States Coast Guard has given USPS \$200,000 to set up an on-the-water training program; and, the need to stop the downward trend of USPS membership by perhaps using approaches used by the Canadian Sail and Power Squadrons — they have 32,000 members whereas we, with a much larger population base, have only 45,000 members.

The breakout sessions on Saturday afternoon and Sunday morning, included Boat Operator Certification Classes, Instructor Development Re-certification, and seminars on Basic Coastal Navigation and using GPS. These were all well attended and appreciated.

Finally, we were surprised and delighted to hear that Vulcan Power Squadron, along with the other squadrons in District 17, had won the Bowsprit Award, in recognition of District 17's achievement and accomplishments in the promotion of the interests and objectives of the United States Power Squadrons. In helping to contribute to this award, special thanks are attributed to our immediate Past Commander, Lee Harrison, and of course, our ever industrious and energetic Education Officer, Jim Nye. This award is calculated on a complex formula assessing such activities as Education, Cooperative Charting, Boating and Boat Smart Registrations, Total Active Membership etc. For this, every active member should feel a sense of achievement. Thank you all.



From the Webmaster

The VPS website (www.vulcanonline.org) has lots of content, but we can always use more. Seen a link that you'd like to share with other boaters? Let us know about it. Maybe you've read a book that you think other boaters would enjoy. We've got a page just for that.

The website is a great way to share photos of on-the-water activities. It doesn't even have to be a squadron

event. New photos also help us keep the website more current — a very important task for the webmaster!

Check out the website at vulcanonline.org. If you know of something we should add or maybe something we should change to improve the website, you're encouraged to submit it to our webmaster at webmaster@vulcanonline.org.



Education Officer

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The Squadron Boating Course

Congratulations to Grady and Connie Sparks, who just completed The Squadron Boating Course, and are new members of the United States Power Squadrons (USPS)! In their quest to become safe and knowledgeable boaters, they are continuing their boating education with the Seamanship course, followed by the Piloting course, which they plan to complete by the Spring, of 2010. See pictures of Grady and Connie, and their new boat, the Lori Lee, on page 7.

Seamanship Course

The next offering of the Seamanship course may be as early as December. If you're interested, please contact Jim Nye, VPS SEO, as soon as possible.

Advanced Piloting Course

At the request of the recent Piloting Course graduates, the Advanced Piloting course will be offered in January, 2010. A start date has not yet been established. Contact Jim Nye, VPS SEO, by 1 Dec 09, if you're interested in registering for the AP course.

Junior Navigation Course

The JN course was previously planned to begin in October. The start date has been delayed. For those qualified and interested in taking the course, please notify Jim Nye, VPS SEO.

Boating Education Courses

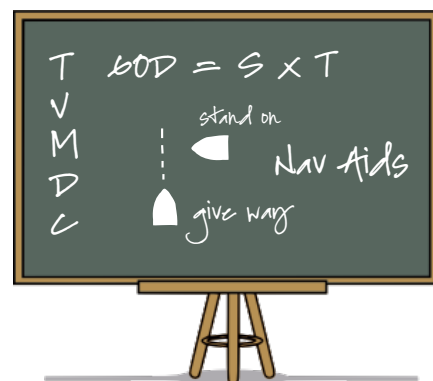
One of the incentives and special benefits of membership in the United States Power Squadrons, is access to the rich set of advanced boating education courses and seminars. Every squadron member is encouraged to expand his/her boating knowledge by taking advantage of the USPS courses available. Expand your boating skills by exploring the variety of available courses. You can find descriptions of each of the USPS boating courses and seminars on line at the USPS web site: www.usps.org. Let your Squadron Education Officer know what your boating course interests are, and he will help you get started. Don't grow stagnant! Remember, "Boating IS Fun... We'll show you how!"

USPS Members:

"Educate yourself and learn boating skills and win!"

The United States Power Squadrons Educational Department has received a grant from the USPS Educational Fund that rewards squadron members for taking advanced courses. A competition in each of several course categories is being offered and prizes will be awarded via a drawing of all students that successfully complete the course by passing the final exam. The contest began July 1, 2009 and ends June 30, 2010. The awards will be announced and presented at the Seattle Governing Board, August 30 - September 4, 2010.

All squadrons are urged to schedule these courses in the next year and encourage all members to enroll. Squadrons can "team up" by offering the courses at centralized locations. (4 Aug 09) See the attached flyer for more information about the contest and awards.



Take a USPS Course!

- Expand your boating knowledge & skills.
- Become a safe and knowledgeable boater.
- Boating is FUN...we'll show you how!



WIN!

*Educate
yourself and
Learn boating
skills and win!*



Boating is fun...

We'll show you how!®

United States Power Squadrons®
P.O. Box 30423
Raleigh, NC 27622
1-888-FOR-USPS
1-888-367-8777

Win Valuable Prizes!

Take and complete a USPS Course
between July 1, 2009 and June 30, 2010!

United States Power Squadron members can take any one or more of the following courses between July 1, 2009 and June 30, 2010 to be eligible for the following prizes:

Seamanship:	WIN A HANDHELD VHF RADIO
Piloting:	WIN A HANDHELD GPS
Advanced Piloting:	WIN A SET OF NAVIGATIONAL SOFTWARE
JN:	WIN A CHARTPLOTTER
Weather:	WIN A BAROMETER
Marine Electrical Systems:	WIN A MULTIMETER
Engine Maintenance:	WIN A MULTIMETER

To enter the drawing, all you need to do is the following:

1. Take and complete the qualifying course or courses between July 1, 2009 and June 30, 2010
2. Successfully pass the examination before June 30, 2010
3. You will be automatically entered in the drawing

The Available Prizes:

- | | |
|----------------------------------|-----------------------------------|
| 1. For Seamanship | (3) Handheld VHF Radios |
| 2. For Piloting | (3) Handheld GPS |
| 3. For Advanced Piloting | (3) Sets of Navigational Software |
| 4. For JN | (1) Chart Plotter |
| 5. For Weather | (3) Barometers |
| 6. For Marine Electrical Systems | (3) Multimeters |
| 7. For Engine Maintenance | (3) Multimeters |

The winner's names will be drawn at the 2010 Governing Board held in Seattle from August 30th through September 4th, 2010.



Social Waypoints (Drowned Rats)

If you missed our inaugural Vulcan Power Squadron Cahaba River Educational Float, what you missed was a good time.

What you didn't miss was our inaugural Cahaba River Float!

The week preceding the planned afternoon trek down the Little Cahaba with our scientist friends from the Cahaba River Society did not look promising. This fall, as you are I'm sure keenly aware, has been beset by rainy weather. The week prior to our scheduled event was no exception. Gordon Black, Education Director for the Cahaba River Society, who heads up their CLEAN youth river field trip program, had been monitoring the flow of the Little Cahaba continuously.

Gordon, a longtime fan of the USPS, and a boating safety expert in his own right, refuses to take folks down that part of the river when the flow gets above about 190 GPS. Saturday the week before our outing, the flow had been in the neighborhood of 2400 GPS. Needless to say, we had been keeping close tabs with Gordon leading right up to our trip. The afternoon before, Gordon confirmed that everything looked good for the VPS to hit the river the next day. (By the way, if you're ever in need of water flow information for the Cahaba, visit www.cahabariversociety.org, click on RESOURCES, then click on MORE, and look for the listing of USGS sites. The meters are strategically located all along the Cahaba.)

Saturday, September 26th, dawned overcast and warm. Our trip was supposed to start with a congregation at the launch point at 1:00 PM. Our intrepid group consisted of Jim Nye, John and Catherine Eccles, Steve Langston, Dan Gonder, Dan Monroe and Bert Burford. Upon our arrival at the launch point, the skies proceeded to open up and dump water on us in quantities heavy enough to have us looking for an ark to board. Rivulets of water running down the dirt road at the launch point portended rising volume in the river, and the deluge thoroughly soaked all of us. Gordon Black and Randy Haddock, Field Director for the Cahaba River Society, joined us in a meeting of the minds in the pouring rain.



Gordon had been watching the weather all morning and was particularly concerned about a strong line of electrically charged storms headed our way. The extra water, at that point was not the issue. Being zapped on the river was. Upon his advice we relocated our expedition to the Superior Grill on Highway 280, where we replaced a wet canoe trip with chips, salsa, enchiladas, hot tortilla soup and good Mexican beer.

Plans are already in the works to reschedule the ill-fated trip, and our friends from the Huntsville Power Squadron have expressed an interest in joining us in the adventure. Bottom line – if you missed this one, you missed good Mexican food. If you miss the next one, you very likely will miss a much talked about, exciting and informative float down the Little Cahaba River!

A Sailor's Glossary

A history of current and not-so-current nautical words and phrases

Knot - The standard nautical measure of speed equivalent to 1 nautical mile (6080 ft) per hour. The term comes from the knots on a chip log. These knots were placed in the chip's log line at intervals of 47 feet 3 inches. The number of knots that ran out as a 28 second sand glass measured the time gave the ship's speed in nautical miles per hour.

Starboard - The right side of a ship as seen from aft. It is generally accepted that this term comes from a corruption of the Old English "sterboard", the board or oar projected into the water to steer older ships before the advent of the hanging rudder.

Devil - Caulker's name for the seam in the upper deck planking next to a ship's waterways. It was also used to refer to a ship's garboard seam. Both were extremely difficult to get to for servicing (typically by paying in hot oakum pitch) and gave rise to expressions like "Between the Devil and the deep blue sea" and "Devil to pay and no pitch hot".

Social Waypoints (continued)



Poker Ran

The almost-annual, joint VPS/Huntsville Power Squadron Poker Run, set to go off on October 17th met with a weather fate similar to that of our Cahaba River Float. This time, instead of portentous rain, the culprit was an icy wind out of the Northeast.

Some twenty hearty souls gathered at 9:00 on the morning of October 17th, prepared to brave the cold. Hot coffee, pastries, bagels and the like were in the offing as we all gathered in the Willow Room at Joe Wheeler State Park. In attendance from VPS were: Jim and Martha Nye, Bert and Bonita Burford, John and Catherine Eccles, Pat and Linda Smith, Dan Gonder and Dan Monroe. From Huntsville were: Commander, Tom Hamilton and his wife Nancy, Executive Officer, John Miller and his wife, Administrative Officer, Debbie Miller, David and Sandy Fuller, Ruth Ann Burton, Doug Stephens and David and Ella Montgomery.

As we sipped hot coffee in the warmth of the lodge, and looked out at the winds blowing across the Tennessee River, gusting sometimes upwards of 20 knots, we gathered the minds and determined that our poker run might be a lot more enjoyable if we kept it dry. So, with plenty of things to eat, we spent the day holed up, enjoying the company of one another, playing some

sometimes very competitive board and card games and simply enjoying the down time. Cards were drawn in the comfort of the lodge instead of out on the whitecapping mighty Tennessee.

While the Poker Run that wasn't didn't live up to our expectations as an on-the-water event, it greatly exceeded our expectations as a chance to share in fellowship with our counterparts from Huntsville. We had many constructive conversations about ways we can make our respective squadrons more successful and more relevant to younger generations. We talked of activities we want to do together (in fact, they would like to join us in our rescheduled Cahaba River Float). We talked about on-the-water classes, our Web presence, the use of sailangle.com, and the challenge of planning events when the weather was unpredictable.

In all everyone had a wonderful time.

The following people had a particularly wonderful time:

David Fuller (Huntsville) – first prize winner - \$85.00
Jim Nye (Vulcan) – second prize winner - \$42.50
Sandy Fuller (Huntsville) - third prize winner - \$21.10



Current Events:

Dr. Randy Haddock Speaks to the Squadron about the Cahaba River

If you missed our most recent gathering at Mr. Wang's you missed a good talk. Granted, the Wang's buffet is getting a bit old (we are looking into much better alternative locations for our meetings). But our speaker more than made up for what might be considered ho-hum eats.

Dr. Randy Haddock, Field Director of the Cahaba River Society, has forgotten more about this beautiful river right in our own back yard than many of us will ever know. Randy (pictured here holding two mussel shells he found in the Cahaba) regaled us with information about the flora and fauna of the Cahaba, peppered by asides detailing his adventures and misadventures during the 20 years or so he has spent on the river. We all left realizing there had been much we didn't know about this beautiful waterway that graces the central part of our state. For example, did you know that the Cahaba sports more fish species per mile than any other river in the country? Or that certain mussel shells create a sort of "bait" that they use to attract fish to them, and when the fish take the "bait" the mussels fill their gills with mussel polyps ("babies") that are the deposited upstream? Or did you know that the Cahaba has been singled out for its biodiversity in National Geographic magazine? Or that a recent edition of Smithsonian magazine devoted a cover story to the Cahaba River? Or that the Cahaba watershed provides most of the drinking water to Central Alabama?



Yep. We learned a bunch.

Dr. Haddock spoke to a small, spellbound group of us for about an hour. And we all walked away smarter and better for it. If you have an interest in the Cahaba or in supporting the folks who help look after it, or if you missed the meeting but would still like to learn more about the river, visit www.cahabariversociety.org. You'll find a wealth of information and ways you can help out.

Welcome to Vulcan Power Squadron!

Vulcan Power Squadron is proud to welcome three new members!

Past District 17 Commander, Glenn Cowham, SN, recently relocated to the Birmingham area, and has transferred his USPS squadron membership from the Muscogee Power Squadron in Columbus, Georgia, to Vulcan Power Squadron. Glenn is a sailboater, and keeps a 37-foot Beneteau sail boat in Panama City, Florida. An active sail boater and sail instructor, Glenn also teaches Piloting and Advanced Piloting, and has offered to help teach those courses to VPS members. Look forward to meeting him at our January VPS Membership Meeting.



Grady and Connie Sparks, recently moved back to the Birmingham area from California, and have just completed (with flying colors!) The Squadron Boating Course. They have become new members of the United States Power Squadrons and Vulcan Power Squadron, and are already beginning the Seamanship Course. Their objective is to complete both the Seamanship and Piloting courses before they head out to the west coast in the Spring, to cruise the San Juan Islands, north of Seattle, and then the Inside Passage up the west coast towards Alaska. They are proud owners of a new 34-foot American Tug trawler, which they are currently keeping in the vicinity of Anacortes, Washington. We hope to see them also, at our January VPS Membership Meeting.





Haul your Decks with Boughs of Holly!

You are hereby cordially invited to the
Annual Vulcan Power Squadron Christmas Party

Let us come together in fellowship
to celebrate The Season

Thursday, December 3rd, 2009
From 6:00 - 9:00 pm
in the The Garden Café
at the Birmingham Botanical Gardens
2612 Lane Park Rd.
Birmingham, AL 35213
(205) 414-3900



semi-formal attire

An Exceptional Christmas Dinner in the Offing

Our annual squadron Holiday dinner looks to be a truly fine exquisite this year. Mark your calendars for Thursday evening, December 3rd when we will all gather at The Gardens Café at the Birmingham Botanical Gardens for a scrumptious buffet dinner catered by renowned Birmingham chef, Kathy G. On the menu for the evening are: Chicken & Andouille Strudel with Plum Sauce, Flash Fried Shrimp Cakes with Remoulade, Twice Baked New Potatoes with Cheese, Chives, & Crème Fresh, Mushroom Caps stuffed with homemade sausage and pecans, Hot Spinach & Gruyere Dip with Tortilla Chips, and assorted irresistible Mini Holiday Sweets. (Is your mouth watering yet?)

Make sure you RSVP right away by sending a check (\$35/person) to Bert Burford at 106 Windwood Circle, Gardendale AL 35071.

Directions to the Birmingham Botanical Gardens



Directions from Gadsden/Trussville/Atlanta area:

Traveling in on I-20 west (from Atlanta) or I-59 south (from Gadsden) continue traveling and the two interstates will unite. Continue on I-59/20 until the Hwy. 280 E/31 S/Carraway exit (exit will be on the right then loops to the left). Continue on 280/31 until exiting at the 280 E exit to Sylacauga (on your right). After descending the ramp look to your right and you will see a sign that says Mountain Brook Zoo/Garden; come off at that exit. At the end of the exit at your 1st traffic light make a left & you will see a fork in the road, take the right fork. This will be Lane Park Road. Travel 1/4 mile and you will see the entrance to The Gardens on your left.

Directions from Tuscaloosa/Bessemer area:

Traveling in on I-20/I-59 north from Tuscaloosa continue traveling until you get to the Hwy. 280 E/31 S/Carraway exit (exit on right). Continue on 280/31 until exiting at the 280 E exit to Sylacauga. After descending the ramp look to your right and you will see a sign that says Mountain Brook Zoo/Garden; come off at that exit. At the end of the ramp turn left at the 1st traffic light & make an immediate right at the fork. This will be Lane Park Road. Travel 1/4 mile and you will see the entrance to The Gardens on your left.

Directions from downtown Birmingham area:

Take University Blvd (8th Ave S) to Hwy. 280/31 and travel East/South.

Continue on 280/31 until exiting at the 280 E exit to Sylacauga. After descending the ramp look to your right and you will see a sign that says Mountain Brook Zoo/Garden; come off at that exit. At the 1st traffic light make a left and take an immediate right at the fork in the road onto Lane Park Road. Travel 1/4 mile and you will see the entrance to The Gardens on your left.

Directions from North Alabama:

Travel south on I-65 until exiting at the I-20/I-59 E (towards Downtown Birmingham/Atlanta/Gadsden). Take the Hwy. 280 E/31 S/Carraway exit (exit on right). Continue on 280/31 until exiting at the 280 E exit to Sylacauga. After descending the ramp look to your right and you will see a sign that says Mountain Brook Zoo/Garden; come off at that exit. At the 1st traffic light make a left and then an immediate right at fork onto Lane Park Road. Travel 1/4 mile and you will see the entrance to The Gardens on your left.

Directions from Montgomery/Hoover/Inverness area:

Traveling north on I-65 from Montgomery, take the I-459 exit toward Atlanta/Gadsden. After 6 miles, take exit 19 (Inverness/Mountain Brook) and turn left at the traffic light onto 280 W. Travel for 3.5 miles on 280 until exiting at the Zoo/Garden exit. At the 1st traffic light make a left and then an immediate right at the fork onto Lane Park Road. Travel 1/4 mile and you will see the entrance to The Gardens on your left.



Edward Teach a.k.a. Blackbeard, the Pirate

Ruthless Pirate or Public Relations Genius?

(the first of a series of articles on the man and the myth)

While much has been written about the pirate, Edward Teach, a.k.a. Blackbeard, remarkably little of it is factual. Even works written in his time sensationalized Teach's deeds. One of the most prevalent and cited books of the time, *A General History of the Robberies and Murders of the Most Notorious Pyrates*, was penned by a Captain Charles Johnson, a nom de plume used by Daniel Defoe, whose own agenda most certainly included selling his book, *Robinson Crusoe*. In other words, the more sensational and gruesome he could make the stories of these pirates, the more likely he was to sell his own work! The result of such sensationalism is the depiction of a very complex human being reduced to a two-dimensional caricature. Arrrrgh, matey!

The more we know of the real Edward Teach, the more interesting and puzzling, and less two-dimensional he becomes. Edward Teach rose to notoriety in a time when piracy was, depending upon the political climate, alternately reviled and forgiven by the British Crown. At least twice during Teach's meteoric 18-month career (yes you read that correctly, Teach was only a pirate for 18 months), the Crown issued an "Act of Grace," a sweeping amnesty for pirates (privateers/freebooters). Both times, Teach signed it. And, though he was a fierce fighter, there's no evidence, anecdotal or otherwise, that he ever murdered anyone except during his final battle at Ocracoke Island.

How did Teach become so notorious? After all, here we have a man so reportedly evil it was said his headless body swam around his sloop several times after he was killed, looking for its head! His reputation is partly the natural result of his physical appearance and partly the manufactured result of deliberate efforts to appear frightful.

Blackbeard was a huge man for his day – standing 6'4". He grew his thick, black beard long, (a style considered frightful in that day and time) and, when he accosted other ships, he braided and tied his beard with black ribbons. Under his three-cornered fur cap, he tucked lengths of cannon fuse, which he had soaked in a mixture of limewater and saltpeter so that it smoldered. These he lit as he approached his prey allowing tendrils of smoke to swirl about his frightening visage. Upon his chest, he wore 3 braces of 2 pistols each, and at his side was a cutlass. He wore a long coat with turned up sleeves and tall boots. So fearsome was this massive man, captains of vessels spotting his distinctive flag (see the image)

routinely struck their colors and gave over to his will, rather than face him in battle. The bottom line: Edward Teach was a master of managing his public image, and he made good use of it in acquiring material wealth without having to physically fight his foes!

Teach was politically assassinated in 1718. Alexander Spotswoode, governor of Virginia, in bad need of both capital and political cache, built a powerful propaganda campaign against the feared pirate, and invaded the autonomous colony of North Carolina with a small force (two sloops) and killed him. The accounts of the battle, unlike the murky reporting of the rest of Teach's life, are well documented – blow-by-blow. Even so, as was the case with his life, the account of Teach's death was sensationalized with the stories of his beheaded body swimming around his ship in Ocracoke Inlet.

There's an interesting footnote to the story of Edward Teach. Captain Maynard, commander of the Virginian force sent to kill Teach, reportedly took his head back to Virginia, partly as proof to Spotswoode that he had accomplished his mission. He would also have to inform Spotswoode that there was no plunder to speak of – no massive treasure as Spotswoode must have surely hoped. Subsequently, the head was hung from a post at the entrance to the Hampton River at what is now Hampton Roads. There it hung for a long while until it was reportedly retrieved by an unknown ally of Teach – one of his "brethren of the seas." The unknown friend sawed off the crown of the skull just at the top of the eye sockets and silver-plated it creating a "drinking bowl." Engraved along edge of this macabre vessel were the words "deth to spotswoode" (sic). This bowl was seen as late as the early 1920's when it was reportedly used in initiation ceremonies by a fraternity at The College of William and Mary.

It has since disappeared.



VPS Calendar of Events

	October	
	15 October	Executive Committee Meeting
	17 October	Joint Poker Run <i>Joe Wheeler State Park</i>
	22 October	General Membership Meeting
	23-25 October	District 17 Fall Conference <i>Oak Ridge, Tennessee</i> www.usps-d17.org
25-28 October	AGLCA Fall Rendezvous <i>Joe Wheeler State Park</i> www.greatloop.org	
	November	
	19 November	Executive Committee Meeting
	December	
	3 December	Squadron Christmas Party - 1800 <i>The Garden Cafe</i> <i>at the Birmingham Botanical Gardens</i>
	January	
	21 January	Executive Committee Meeting
	28 January	Annual Business Meeting
	February	
	18 February	Executive Committee Meeting
	25 February	Change of Watch Dinner Meeting Details TBA

Trivia Questions...

- 1) The word "dead" in "dead reckoning" evolved from the abbreviation of another word. What word was that?
- 2) What is an "ash breeze"?



Trivia Question Answers:
 1) "Dead" evolved from "ded," an abbreviation for "deduced."
 2) No breeze or wind.. calm. (A condition which necessitated breaking out the oars which were traditionally constructed of ashwood.)



The United States Power Squadrons (www.usps.org), America's largest non-profit boating organization, with over 60,000 members, is comprised of 450 squadrons, organized into 33 regional districts. Vulcan Power Squadron (www.vulcanonline.org) is part of District 17 (www.usps-d17.org), which serves the inland areas of Tennessee, North Carolina, Alabama, Georgia, and South Carolina. The activities of the thirteen squadrons in D-17, include a wide variety of boating and sailing adventures in water areas ranging from the massive and beautiful rivers and reservoirs of the Tennessee Valley to peaceful mountain lakes and whitewater rapids, to the mighty Mississippi.

Vulcan Power Squadron
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Southside, Alabama 35907

