



THE

DAYMARK

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Tulsa Meteorologist to speak at Spring Conference

Dick Faurot's Oklahoma roots run deep, as he was raised on the same farm that his great-grandfather homesteaded near Waynoka during the 1893 Cherokee Strip Land Run. It was watching a simple farm pond, dug around the turn of the century by his great-grandfather, that influenced his love of weather. As he watched the pond dry up some years, and then dangerously flood the next, he wondered how rainfall could be so different from year to year and how the weatherman could predict if and when it would rain next.

Faurot received a bachelor's degree in mathematics from Northwestern State University in Alva, and a master's degree in meteorology from the University of Oklahoma. He focused his master's degree thesis around the April 3, 1974 severe weather outbreak, the most extensive tornado outbreak on record.

Faurot is an Air Force veteran having served as an ICBM launch officer at Ellsworth Air Force Base, South Dakota during the four-year interval between his days at Northwestern and OU.

Before joining News On 6 in July 1993, Faurot served as Chief Meteorologist in Lafayette, Louisiana for 18 years. With more than 35 years experience in the weather industry, he currently anchors the weekend weather casts on News On 6, as well as the noon show three days a week.

A member of the American Meteorological Society and the National Weather Association, Faurot received the AMS Seal of Approval for Television Broadcasting in 1978. He is also the recipient of a 1993 special service award from the National Weather Service as well as a Governor's Award from the governor of Louisiana. Faurot has authored several weather-related articles and has served as a consulting meteorologist for industry, attorneys, and the media. He also makes numerous weather presentations to schools, civic groups and companies throughout the year.

Faurot is currently an officer of the Tulakogee Baptist Conference Center Board located on Fort Gibson Lake.

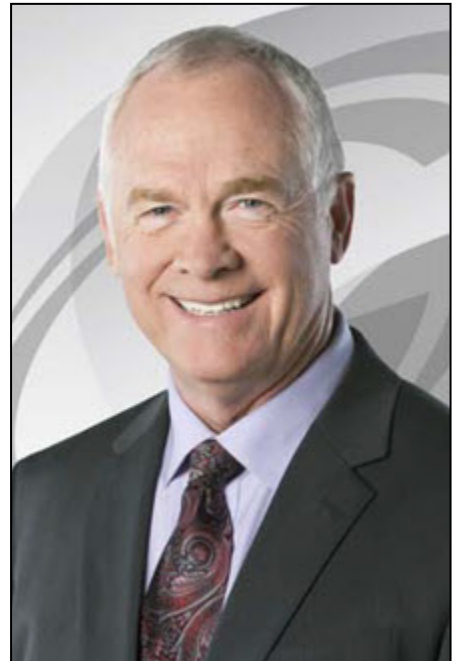
For years he has remained actively involved in the community and today serves both local charities and Tulsa Public Schools. He and his wife, Connie, are active members of their local church where he is a teacher and his wife is Minister of Families with Children.

The Faurots have two grown children and two grandchildren.

Other than the weather,

Faurot's interests include hunting fishing. Proven very popular were fishing and hunting segments which aired on News On 6, and currently, Faurot enjoys sharing viewer's fishing photos during weekend broadcasts.

Faurot will speak at 1330.



**News on 6
Dick Faurot**



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THE DAYMARK

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Editor

P/D/C Denise I Winn, P



CALL TO MEETING



Spring Conference

6 April 2013

**Bass Pro Shop
Uncle Buck's Private
Dining Room
Broken Arrow, OK**

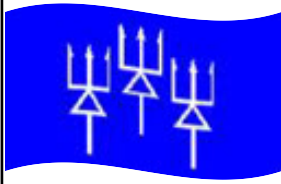
Purpose

Discuss D/31 Business

**Uniform - USPS or
Squadron Polo Shirts
OR**

"Just Show Up"

**By order of the
District Commander
D/31 Secretary
D/Lt/C Marilyn Goss, P**



Come, join us for the Conference

District Commander, D/C Danny Goss, JN

Oklahoma City Sail & Power Squadron

Dear D-31 Members,

Hopefully you are considering attending the Spring Conference in Broken Arrow at the Bass Pro Uncle Buck's location on April 6, 2013. We plan to begin at 0900 with lunch there on your own to be followed by a weather presentation by Dick Faurot of Channel 6, KOTV at 1330.

Many of us will be staying Friday night at the Broken Arrow Clarion on Aspen just off the freeway (918 258-7085). If you wish to join us, they have given a special rate of \$69.99 for USPS D-31. The schedule has been changed from previous years. Friday evening will only be committee meetings as determined by the committees and friendly get-togethers. Hopefully our "Fun quota" will be higher and more people will really enjoy the weekend.

Saturday morning will initially be a combined Council and Conference with the Council adjourned after meeting the requirements for having a meeting for the records.

Then we will continue the customary conference meeting to conduct district business. We must have a council meeting for the record because our winter council was about six days too early. Our summer council has been moved to September 21, 2013 to correct the schedule next time. This later date will also allow discussion of issues from the Governing Board in San Antonio.

Everyone will be receiving a draft conference agenda and schedule. Please note the number of volunteer openings. If you wish to contribute some of your time to USPS for boating safety, we need you! None of the 800 boating fatalities from last year had credit for a boating safety course. Boating education does work!

To help spread the word, it would be great if we had more squadrons in our District. As you know, we all owe a debt to the people that help start our squadrons. This would be a good time for us to repay that debt and work to develop new squadrons. Since squadrons around lakes seems to result in good, strong squadrons (think Grand Lake and Beaver Lake), we should look around Tenkiller in Oklahoma and anywhere along the Arkansas River. If we do it right, we should be able to develop some squadrons to rebuild interest in helping people be safe around the water and boating.

Now, after the conference, let's present classes and go boating! Remember the D-31/21 Rendezvous at Lake Texoma in August! Safe boating is more fun!

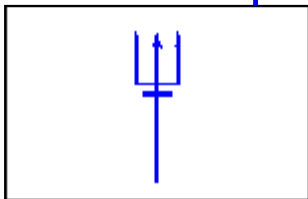


Just Show Up!
Come join in!
Danny



Uncle Buck's Grill Lodge Room, Bass Pro Broken Arrow, OK

Chief Commander's Representative



R/C Bruce Albertson, SN Oklahoma City Sail & Power Squadron

The representative of the Chief Commander at our Spring Conference in Broken Arrow, OK will be R/C Bruce Albertson, SN from our own District 31.

R/C Albertson joined the Oklahoma City Power Squadron (*now Sail and Power*) in 1981 so as to become a better sailor and learn safe boating skills. His first involvement was the knowledge that he gained by taking a number of the squadron courses. He then was asked to join the leadership of the Oklahoma City Squadron where he served as Administrative, and Executive Officers and served as Commander in 1989.



R/C Bruce Albertson, SN

He then continued taking courses and sailing. He joined the District 31 Bridge and served as Administrative and Executive Officer and District Commander in 2003-2004. He was asked to finish a second tour as District 31 Commander in 2010 after the passing of District Commander Louis Persons, AP.

Currently R/C Commander Albertson is the Committee Chairman of the National Ship's Store Committee. He is a Life Member with 30 Merit Marks.

Albertson's wife, Stf/C Susan Albertson, S also of the Ship's Store Committee will be able to attend the Conference since their Greyhound sitter will be able to watch their 4 Greyhounds!



Visit <http://www.shopusps.org/>
to get your 100th Anniversary apparel now!



Grand Lake has had a busy year...

Report from Grand Lake
Cdr Susie Holden, P

Our Education Officer, Lt/C David Sloan, has had a successful 1st quarter with two members getting their piloting grade, 4 members completing Instructor Certification, 9 currently taking Marine Electronics, a new Navigator, and another member currently taking Navigation. We also have ABC3, Seamanship and First Aid scheduled for spring.

Grand Lake recently had 6 members' complete operations training.

February for Grand Lake was busy working with the GRDA doing our part to help get the Lake ready for the BassMaster Classic 2013. We participated in two shoreline cleanup opportunities.

Also in February in conjunction with the fishing tournament our Boat Sport and Travel show was the same weekend. We had lots of interest in our education classes and have now added an additional class to accommodate all of the interest.

Our Administrative Officer, Lt/C Larry Toigo, has done a terrific job in planning our dinner meetings and speakers offered. Recently the "Blue Thumb" presented a very interesting program concerning the conservation of wildlife and land resources in our streams and rivers. We would highly recommend this as a program resource for your local squadrons.





"Paying It Forward" Our History Gives Us a Path

By: D/Lt/C Bob Hunt, N



As USPS District 31 starts a new year and the new Bridge develops goals for the year, the question of our shrinking membership and squadron footprint inevitably enters the conversation. District 31 now has four active squadrons, Norman, Oklahoma City, Grand Lake and Beaver Lake. Commander Danny Goss, JN has challenged D31 to look for ways to not only increase squadron membership, but to look for the potential of forming new squadrons, wherever the need may exist.

One only needs to look back at history a bit to see how a few folks made a difference in the success of the USPS in our area. Sure, early D-31 squadrons like Twin Lakes, Pine Bluff, Little Rock, and now even Tulsa have disbanded, but their experiences along the way give us a path forwardcould it happen again? The following is taken from the history on the D-31 website. Let's take a step back in time.....

Where did we come from? To whom do we owe the very foundation of our squadrons? Let's start with the beginning ... In November, 1962, there were a number of unattached members living in the Oklahoma area. The District 50 Commander wrote those unattached members in 1964 and asked if they would be interested in forming a new squadron. In September of 1964, the Tulsa World carried a notice of a class in Piloting. A former Austin Power Squadron member, Seth Henderson, a former St. Louis Power Squadron member, Robert Baker, and a former Wilmington Squadron member, Ray Brady, served as instructors for eight Tulsa area students. A year later in March, 1965, the Tulsa Power Squadron was formed with a membership of 19. These three men, squadron members who relocated to Oklahoma, really made a difference.

In 1969, six individuals of various squadrons who now lived in the Bull Shoals/Norfolk Lakes Area wanted to form a squadron. Again, a Public Boating Course was held in Mountain Home, Arkansas with 14 students taking the course. Soon afterward, the Twin Lakes Squadron was formed with 6 members from other squadrons, 18 new members, and 4 women Certificate Holders. Again, the six members of other squadrons who pushed for the new squadron made a difference.

The Oklahoma City Squadron got its start in 1971 as the first Division of the Tulsa Power Squadron, receiving its charter on October 8, 1971 with 68 members. Individuals like Will Dyer, Bob Baker, Hub Hubbell and Jack Owens traveled weekly to act as Public Boating Course instructors for the new Divisions of Tulsa Power Squadron. Once again, a few individuals willing to make

a difference resulted in the formation of three additional squadrons...Oklahoma City, Pine Bluff and Little Rock squadrons.

Later on, in 1987, the Tulsa Power Squadron gave birth to another division which eventually became Beaver Lake Power Squadron. who received their charter in May of that year. Beaver Lake owes its start to Al Honeywell and Bill Wanamaker-- 6 March 1984, they rescued a man in 40 degree water in Missouri. Al realized a need for boating education in this area. Tulsa members traveled by air & car to instruct courses. Early leaders include: Al Honeywell, Max and Elizabeth Wiviott, Reed Near, William Highburger, Jan (Hyson) Muetzel, and Julian Rolandelli. A few dedicated individuals made a difference....

In June, 1998, the Grand Lake Squadron, another Division of Tulsa Power Squadron, held their first organizational meeting. The squadron received their charter in January, 2000. Earl and Marilyn Rose and Doug Gaither were the Tulsa Power Squadron members who pushed to form the new Squadron. Tulsa Squadron members Bob Fast and Baxter Thorman, both Grand Lake residents, as well as Dave Rieden, who moved to Grove from Washington State where he was a Squadron member, formed the nucleus of the new Grand Lake Sail and Power Squadron. Without a few individuals "Paying it Forward", would there be a Grand Lake Squadron?

Norman Power Squadron was next to receive its charter in November of 2000. Norman got its start with help from the Oklahoma City Squadron and the District 31 Bridge. The Lake Thunderbird Education Foundation was very supportive in getting enough members to receive the charter. Now, we see squadrons receiving help from squadrons who received help (Oklahoma City from Tulsa, now Norman from Oklahoma City)....again, a few can make a difference!

As we can all see, there is a very common thread to our history of forming new squadrons. A few individuals interested in forming a new squadron to promote boating activities and boating safety engage other like-minded individuals....a boating safety course is offered and a core group is signed up as potential members. Active members from nearby squadrons help with the classes and forming the new squadrons. It wasn't rocket science, but it worked.

We got our chance ... now, can we "Pay it Forward"? If you can help with this effort, contact Commander Danny Goss (email: dannygoss@earthlink.net) or one of your District 31 Bridge members.

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America's Boating Club™
Boating Is Fun... We'll Show You How!

What do Mark Twain and your depth sounder have in common?

A story from Capt Matt at www.boatsafe.com/nauticalknowhow/marktwain.htm

Mark Twain came into the world as Samuel Clemens on 30 November 1835 in Florida, Missouri. His parents moved to Hannibal, Missouri while he was a young'un, and he spent his youth experiencing the adventures that shaped his life and colored his writings. At 24, he realized a boyhood dream when he was finally entrusted with the powers and duties of a steamboat pilot on 9 April 1859 in St. Louis.

Twain loved the paddlewheel steamboat and he loved the river. As a matter of fact, it was during his years on the river that he chose his pen name. "*Mark Twain*" was a frequent call of the leadsman. It meant that the water was 2 fathoms (*12 feet*) deep and indicated safe water.

A leadline is used to determine water depth and the type of material which makes up the bottom or riverbed. A 30-foot-long line is attached to a pipe filled with lead, except for the bottom 2 inches. Modern leadlines are simply a solid round pipe-shaped piece of lead with a concave bottom. Material from the riverbed...mud, sand or potentially hazardous rock ... collects in the lower, hollow end of the pipe.

The line itself, in the "*Ol days*", was probably made of manila, hemp or sisal, and had markings woven into the strands which represented various depths. Today's lead lines generally have polyester strands and bright colored plastic tags with actual numbers are woven into the strands

The leadsman is the person who "*heaves the lead*" and "sings the mark". In the days of Mark Twain, the mark meanings were actually sung as the paddle boat cautiously made its way along the river in potentially shallow water.

Meaning of the Marks on the Leadline:

➤ "*Quarter Less*" = minus 1-1/2 feet

- "*Quarter*" = 1-1/2 feet
- "*Half*" = 3 feet
- "*One*" = 6 feet
- "*Mark One*" = 6 feet above the lead, one strip of leather is woven in
- "*Quarter One*" = 7-1/2 feet above the lead, a white piece of cloth is woven in
- "*Half One*" = 9 feet above the lead, a red piece of cloth is woven in
- "*Quarter Less Twain*" = 10-1/2 feet above the lead, a black piece of cloth is woven in
- "*Mark Twain*" (*safe water*) = 12 feet above the lead, two leather strips are woven in
- "*Quarter Twain*" = 13-1/2 feet above the lead, a white piece of cloth is woven in
- "*Half Twain*" = 15 feet above the lead, a red piece of cloth is woven in
- "*Quarter Less Ta-Ree*" = 16-1/2 feet above the lead, a black piece of cloth is woven in
- "*Mark Ta-Ree*" = 18 feet above the lead, 3 leather strips are woven in
- "*Quarter Ta-Ree*" = 19-1/2 feet above the lead, a white piece of cloth is woven in
- "*Half Ta-Ree*" = 21 feet above the lead, a red piece of cloth is woven in
- "*Quarter Less Four*" = 22-1/2 feet above the lead, a black piece of cloth is woven in
- "*Mark Four*" = 24 feet above the lead, one leather strip, with a hole in it is woven in
- "*No Bottom*" = Any depth over 24 feet