

The Seahorse



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The Hydrographic Society
of America



U.S. Branch of
The Hydrographic Society

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Fall 1996

NEW OFFICERS SLATED TO LEAD THSOA

Jack Wallace remains as executive secretary

Pat Sanders, founder and president of Coastal Oceanographics, Inc., heads the slate of nominees for officers of The Hydrographic Society of America (THSOA) and the U.S. Branch of The Hydrographic Society. Other nominees in addition to Pat, who has been nominated for president, include Jerry Mills of NOAA's Hydrographic Surveys Division (secretary), Brian Apsley of Odom Offshore (trustee), Ken Burke of the National Imagery and Mapping Agency (trustee), Jim Cain of Western Geophysical (trustee), and Ed Hallquist of the U.S. Army Corps of Engineers (trustee). Karl Kieninger of Simrad has one year remaining in his position of treasurer and has also been re-nominated to be the Branch-elected Member of the Society's International Headquarters Council. Due to administrative "overload", this year's election of officers will be held using British rules which stipulate that formal ballots need not be distributed unless more than one nomination is received for any vacant position. Given that no additional names were received prior

to the Sept. 30, 1996, deadline, the Nominating Committee's slate of officers will be formally elected at the Annual General Meeting (AGM), expected to take place in late Nov. or early Dec. in Silver Spring, Maryland.

In one of the non-elected positions, Dale Westbrook has agreed to continue as editor of THSOA's newsletter, *The Seahorse*. Candidates were sought for the position of executive secretary which Jack Wallace has held since the inception of THSOA (16 years). Noel Zinn of Western Geophysical has offered to assist with the membership data base, but no others have stepped forward to take on the other duties, leaving most of this job in Jack's capable but tired hands. It is hoped that through some innovative uses of the Internet much of the administrative overhead can be significantly reduced. Formalities (we're sure) could be relaxed if someone has a change of heart and would like to contribute to his/her professional organization by volunteering for this position.

Departing from the position of president is Captain Tom Richards, NOAA, who is currently on-site coordinator of the National Ocean Service's San Francisco Bay Project

Management Team. This project team was created last year in partnership with numerous federal, state and local agencies to support safe and efficient maritime navigation in San Francisco Bay. Tom's extensive duties in San Francisco and his great distance from the east coast/gulf coast have prevented him from being as active as he would like in the affairs of the Society. Nevertheless, we would like to thank him for his contributions and wish him well in his future endeavors. ✪

State of THS seen as critical

by Secretary Gerald B. Mills, THSOA

The May 10, 1996, Meeting of Council included several items regarding the financial status of The Hydrographic Society. Of particular concern was the unexpected shortfall of income (£8,900) and excess expenditure (£5,500) which compounded an expected deficit of £19,700 for fiscal year 1995/96. The shortfall in income was the result of decreased individual and corporate membership subscrip-

(See **State**, page 2)



THSOA OFFICERS

President CAPT Tom Richards, NOAA
 Secretary Jerry Mills
 Treasurer Karl Kieninger
 Trustees: Brian Apsey
 Ken Burke
 Pat Sanders (Corporate members)
 (Vacant)
 Branch-elected Member Karl Kieninger
 of IHQ Council



Executive Secretary Jack Wallace
 Editor "The Seahorse" Dale Westbrook
 e-mail: DWestbr@aol.com

CHAPTERS

GULF COAST

President Jeff Lilycrop
 Vice President Maria Kalcic
 Secretary Marry Pyles
 Treasurer Larry Gronmeyer
 At Large Richard Byrd

HOUSTON

Chairman Shorty Ship
 Vice Chairman Michael Barnes
 Secretary Phil Summerfield
 Treasurer Larry Buchanan
 At Large L.K.McNeil
 At Large Alex White

TEXAS A&M UNIV. STUDENT CHAPTER

President Kendra Kowitz
 Secretary Frank Gonzalez
 Faculty Advisor Dr.Ernie Estes

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Mention in *The Seahorse* of commercial companies or products does not constitute an endorsement or recommendation by The Hydrographic Society. ✪

State (from page 1)

tions and the excess expenditure derived from a 35 percent decrease in the projected advertising in *The Hydrographic Journal* and *Diary*. Before anyone panics at the prospects of a bankrupt Society, it should be pointed out that through the mysteries of financial bookkeeping, the Society's treasurer noted that the "central cash holding (i.e. IHQ accounts) was only some £5,000 less at March 31, 1996, than at the same date in 1995."

Several suggestions to decrease future deficits were discussed. The two which had the greatest potential impact on members were the proposal to decrease the number of issues of *The Hydrographic Journal* per annum from 4 to 3 (which was defeated) and the proposal to eliminate the *Diary* for 1998 and presumably subsequent years (which was approved).

An editorial in the Sept. issue of *Soundings*, the newsletter of The Hydrographic Society UK, Mike Wright questioned the wisdom of these decisions, particularly in light of the recent increase in dues. Mike contends that approximately 70 percent of the content of the average *Journal* consists of industry news, comment and society information which could more efficiently be distributed via branch newsletters. The *Journal* then could be more focussed on technical papers and comment and could quite conceivably be published twice per year, saving both postage and production costs. The present *Journal* blue pages and other such copy could be e-mailed to branches for local publication, with or without additional local news.

Mike also suggests that advertising revenue could possibly be increased with a more concerted effort than the present ad hoc methods. However, the council meeting minutes contain several examples of declining advertising revenue for other hydro-

graphy/marine-related publications including those published by the International Hydrographic Bureau, the Canadian Hydrographic Association and the UK Nautical Institute. Presumably, less frequent publication of the *Journal* will result in a decrease of advertising, perhaps at a greater rate than the cost savings from production/ mailing costs.

This discussion of financial matters is undoubtedly boring to many members. Unfortunately, the Society is approaching a critical juncture in its nearly 25-year history. The decline in membership internationally, particularly corporate, is certainly a cause for concern if not alarm. In an attempt to better understand the U.S. Branch members' motivation for belonging/not belonging to The Hydrographic Society and to identify those areas of greatest concern, a questionnaire has been developed and is included in this *issue of The Seahorse*. The contents are very similar to questions distributed to members of the Australasian Branch of the Society via their local newsletter, *Hippocampus* (for the curious, this is derived from the Greek word hippocampus meaning "sea horse"). Please take time to complete this form and return it to The Hydrographic Society of America's postal box. Any additional comments that you would like to submit on the Society in general or THSOA in particular would be most welcome. It would also be most useful if you could have non-THSOA members in your workplace complete the questionnaire. The reasons for *not* being a member would also be of interest. ✪

**Please fill out the
 questionnaire
 inserted in this
 issue, and return it!**

Dues to go up — again!

by Executive Secretary Jack Wallace,
THSOA

The Hydrographic Society's International Council has voted to raise the dues — again! At the Nov. 7, 1995, Meeting of Council it was voted to raise the Corporate Member Dues by £10, effective Jan. 1, 1997, and the Individual Dues by £ 6, effective April 1, 1996. We (THSOA) did not raise the Individual dues in April of this year, because we had a large number of membership letters outstanding for which we would have had to go back and ask for more money. However, we did have to send the increase in amount owed to the UK.

At the Sept. 27, 1996, Meeting of Council in Rotterdam, the council voted to raise the Corporate and Individual dues again by £10 and £2, respectively. As a result of the £20 increase and an unfavorable swing in the exchange rate due to high interest rates in the UK, Corporate Members will experience an increase in the Corporate rate from \$225 to \$270, effective Jan. 1, 1997. At the present time, it appears that Individual dues will go from \$55 to \$60 (due on April 1, 1997), but they might be higher depending on what happens to the rate of exchange in the next few months. THSOA (only) dues will remain at \$15. ✱

The deadline for
submission of
articles for
The Seahorse
is January 17, 1997

INCIDENTS AT SEA

from "Hippocampus," the newsletter of the Australasian Branch, Ron Furness, Ed. To wit — We acknowledge our source of the following letter which came to our desk from "Alfred's Navigation Notebook" via Peter Barr.

Dear Sirs:

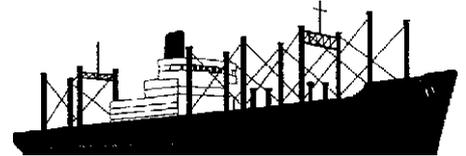
It is with deep regret and haste that I write this letter to you. Regret that such a small understanding could lead to the following circumstances and in haste in order that you receive this report before you form any preconceived notions and opinions from reports in the British Press. I am sure that the Press tend to over-dramatise in their reports on such casualties.

We had just embarked the Pilot and the Deck Cadet had returned to the Wheelhouse after changing over the G flag ("I require a Pilot") to the H flag ("I have a Pilot on board"). This being his first trip, he was having difficulty in rolling up the G flag before stowing it. I therefore proceeded to instruct him on the correct method of rolling up a signal flag. Coming to the last part of this instruction I told him to "let go". The lad, although willing enough, was not too bright and this necessitated my having to repeat the order in a somewhat loud and sharper tone: "Let go".

At this moment the Chief Officer appeared from the chartroom, having been plotting the vessel's progress and, thinking that it was the anchors which were being referred to, repeated the "let go" to the Third Officer who was on the forecable. The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting go the anchor whilst the vessel was proceeding at full harbour speed proved too much for the windlass brake. The entire length of the port cable was thus pulled out by the roots, depositing the anchor and thirteen shackles of cable on the harbour bed.

Whilst this was happening, the braking effect of the port anchor naturally caused a sheer to port — right towards a swing bridge which spanned a tributary to the river on which we were navigating.

The swing bridge operator showed great presence of mind by promptly opening the bridge to my vessel. Unfortunately, he did not think to stop the vehicular traffic. The result was that the bridge opened and deposited a Volkswagen, two cyclists and a cattle truck on the foredeck. My ship's company are, at present, rounding up the contents of the cattle truck which, I gather from the noise outside, are pigs. In his efforts to stop the progress of the vessel, the Third Mate dropped the starboard anchor, too late to be of any practical use as it fell directly onto the swing bridge operator's control cabin, a poor reward, I fear, for his quick action in opening the bridge.



After the vessel had started to sheer through the accidental letting go of the port anchor, I gave a "Double Ring" of Full Astern on the telegraph. I also personally rang the Engine Room to verbally order maximum astern revolutions. I was thus informed by the duty Engineer that the sea temperature was 53 degrees Fahrenheit and asked if there was going to be a movie on that night. My reply, whilst colourful, would not add constructively to this report.

It is strange, but at the same time exactly the port anchor was dropped there was a power cut ashore. The fact that we were passing over a cable area at the time may suggest that we might have touched something on the river bed. It is perhaps lucky that the high tension cables which were brought down by our foremast and landed on the foredeck and bridge were not "live", otherwise I might not be now writing this report. Possibly the cables had been replaced by an underwater cable. Owing to a blackout ashore, it is impossible to ascertain where the electric cable pylon fell.

(See **Incidents**, page 4)

SPEED BUMP DAVE COVERLY

[used by permission]

Incidents (from page 3)

Up to now I have confined my report to the activities at the forward end of my vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the Second Mate was supervising the making fast of the after tug. The sudden braking effect of the port anchor caused the tug to run under the stern of my vessel—just at the very moment the propeller was answering my double ring of Full Astern. The prompt action of the Second Mate in securing the inboard end of the towing spring delayed the sinking of the tug by several minutes, thereby allowing the safe abandonment of that vessel by her crew.

It never falls to amaze me—the actions and behaviours of foreigners during a moment of crisis. The Pilot is huddled in the corner of my day room crooning to himself after having drunk a bottle of whisky in a time worthy of inclusion in the Guinness Book of Records. The Tug Master, on the other hand, reacted quite violently and had to be forcibly restrained by the steward. He is presently handcuffed in the ship's hospital where he is telling me to do impossible things with my ship.

Enclosed with this report are the names and addresses of the driver, the details of their insurance companies, of the

vehicles and cyclists that fell onto my foredeck. These particulars will enable you to claim for the damage they caused to the railings, coamings and deck around No.1 hatch when they landed there from the swing bridge.

To conclude this report I wish to point out that, had the Cadet not been a "First Tripper" and had more experience, he would have realised that it is not necessary to fly the Pilot Flag in the dark and none of this would have occurred.

Yours faithfully,

Master

✱

Short course to be offered on nautical charting

by Gerald B. Mills, NOAA, Coast Survey, Silver Spring, Md.

Old Dominion University's Center for Coastal Physical Oceanography will present a short course on Hydrographic Surveying for Nautical Charting, February 24-28, 1996, in Norfolk, Virginia. Originally scheduled for the last week in Jan. and advertised as such in *Sea Technology*, the course dates were revised to avoid conflict with the HYPACK '97 seminar. This course has been developed in response to the federal government's increased emphasis on contracting for hydrographic surveys to support nautical charting and the economic importance of such surveys in maximizing the draft of transiting vessels.

The five-day course will focus on the equipment and procedures necessary to satisfy the more rigorous survey specifications that are required for nautical chart application and will include one-half day aboard the NOAA survey vessel BAY HYDROGRAPHER. Topics will include horizontal and vertical datums, multibeam

and side scan sonar operations, corrections to echo soundings with a special emphasis on sound velocity corrections and survey vessel dynamics, tide and water-level measurements and hydrographic survey contract issues including specifications and deliverables.

The course will be offered in cooperation with NOAA's Office of Coast Survey which will provide several instructors. For more information, contact Dr. Larry Atkinson, ODU:

Tel: (757)683-4926

e-mail: atkinson@ccpo.odu.edu, or Commander Nick Perugini, NOAA, at (757)441-6746, e-mail: neperugini@rdc.noaa.gov. ✱

USACE/NOAA conference set for St. Louis

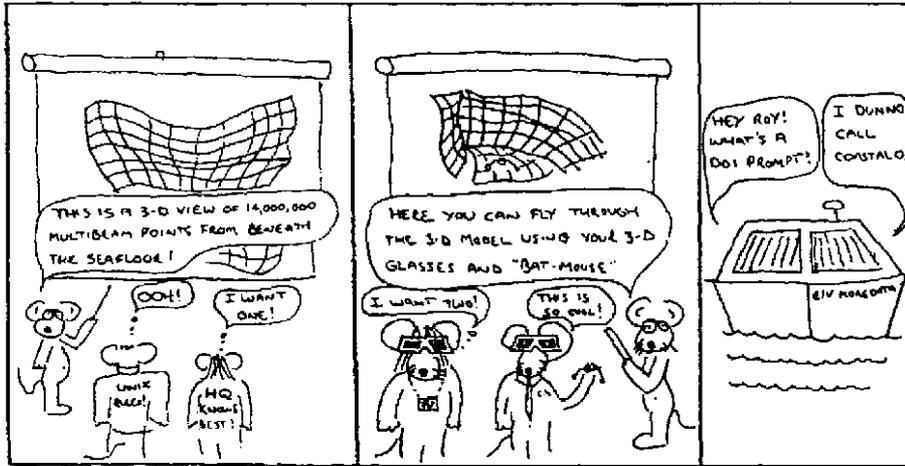
by Executive Secretary Jack Wallace, THSOA

The USACE/NOAA Surveying, Mapping and Remote Sensing Conference is scheduled for St. Louis, Missouri, Aug. 18-22, 1997. NOAA has been invited by the U.S. Army Corps of Engineers (USACE) to co-sponsor their triennial surveying, mapping, and remote sensing conference. The host will be the St. Louis District of the USACE and the venue will be the "five-star" Mark Adams Hotel. The surveying and mapping conference will be held jointly and concurrently with the Tri-Service CADD Symposium. As in other Corps conferences, in-water demonstrations as well as approximately 100 hotel exhibit spaces will be featured. A "call for papers" is being prepared, and a web page will be constructed. In the meantime, any member wishing further information may contact The

(See **USACE**, page 5)

RAT-PACK

[With thanx to Coastal Oceanographics, Inc.]



cloak and shared it with a beggar, later thought to be Christ. The garment became the sacred banner of French kings, and the officer who carried it into battle was called the cloak carrier or chaplain from the French word *chapele*, meaning short cloak.

Priests later assumed responsibility for the cloak. In time, the term chaplain came to be used for a minister, priest or rabbi serving in a religious capacity with the armed services. Besides holding divine services, chaplains serving in the Navy were charged with the instruction and moral guidance of the ship's officers and crew. ✧

USACE (from page 4)

Hydrographic Society of America by e-mail, thsoa@aol.com, or by fax. The NOAA representative on the conference committee is THSOA Executive Secretary, Jack Wallace. ✧

The only recorded instance of a person being struck by a meteorite was in Alabama in 1954. The meteorite, weighing about nine pounds, came through the roof of a house and hit its female occupant. Although she suffered severe bruises on her hip, where the meteorite struck, there was no permanent injury.

1997 Australasian Branch Symposium dates set

by Hon. Secretary Lindsay Gee, Australasian Branch, THS

Please note that the date for the next Australasian Branch Symposium as published in the Oct. *Hydrographic Journal* is incorrect. The symposium will be held in Dec. 1997, not this year as published. The organising Committee was formed earlier this month and will be publishing full details shortly, with a call for papers and exhibitors. The initial details are as follows:

THIRD AUSTRALASIAN BRANCH SYMPOSIUM "MARITIME RESOURCE DEVELOPMENT"

Mon. to Wed., Dec. 1-3, 1997
Freemantle, Western Australia

The symposium will be followed by the Second Asia Pacific Multibeam Training Course. An announcement for the course will also be circulated before the end of this month (Oct.) ✧



from "Naval Meteorology and Oceanography Command News," Cathy L. Willis, Ed.

Every day, three or four baseball-size meteoroids each weighing a few pounds enter the Earth's atmosphere. Fortunately, most burn up as they fall. Those that survive to reach the surface are usually fairly large. Upon reaching the Earth's surface they become known as meteorites.

Very large meteorites—50,000 tons or so—hit the Earth about every 100,000 years. The Inuit people of Greenland have used tools made from iron for hundreds of years. They obtained the iron, in nearly pure form, from large meteorites that had fallen centuries ago.

BOATSWAIN'S PIPE

This pipe, which is the emblem of the boatswain and his mates, has an ancient and interesting history. On the ancient row-galleys, the boatswain used his pipe to "call the stroke." Later, because its shrill tune could be heard above most of the activity on board, it was used to signal various happenings such as knock-off and the boarding of officials.

So essential was this signaling device to the well-being of the ship that it became a badge of office and honor in the British and American navies.

CHAPLAINS

Military men of the cloth are named according to a French legend in which St. Martin of Tours split his

NEWS FROM THE CHAPTERS



HOUSTON

Phil Summerfield writes that the speaker for June's meeting was Michael Barnes of Racal who presented a paper titled "Shallow Water Integrated Survey Services."

At the July meeting, Mike Tuohy of Syntron presented a very thorough introduction to our series on Ocean Bottom Cable (OBC) seismic operations. Mike also brought along samples including cable sections, gimballed geophones and hydrophones. Even though the presentation remained very generic, they did hear about the Syntron 24-bit digitizing module's specifications.

Mike discussed how the cable sections are manufactured and tested, and highlighted that one of the current constraints to deeper exploration is hydrophone construction; the current limit is 150 meters but this is expected to be considerably increased to 1000 meters by the end of the year. The different techniques of acquiring data (swath versus patch) were presented along with a brief discussion on the methods available for cable positioning (acoustics versus seismic first break). Cable positioning will be a subject of a future meeting.

Advantages of OBC over conventional deep water seismic include the recovery of higher order frequencies and the benefits in 4D seismic processing, and area of rapidly growing exploration. After extensive use of OBC in the Gulf of Mexico, several seismic contractors are beginning to acquire data worldwide, especially in the North Sea.

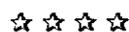
To acknowledge the different religions within their membership, the Houston Chapter's "Christmas Party"

will be called the "End of The Year Party." It will be held on Friday, Dec. 13, 1996.

In August, Phil Howells of Racal-NCS was the speaker for the second presentation of the series on Ocean Bottom Cable (OCS) seismic operations. Phil discussed the various navigation issues related to OBC operations, including the roles of the cable lay vessels, recording vessel and shooting vessel, followed by the potential dual capability of a suitable vessel. The main thrust of Phil's presentation was not that the navigation is complex, but the quantity, handling and management of the data are.

Mike Briggs of EnSoCo, in September, continued the series on Ocean Bottom Cable (OCS) seismic operations with a presentation on OBC receiver positioning using seismic data or acoustic ranges. Mike discussed the history and current status of OBC's methodology and technology. Mike then covered the issues for both seismic and acoustic positioning techniques as well as the advantages and disadvantages afforded by both.

The October meeting will be devoted to Hydrographic Society business. Shorty Shipp of Trimble Navigation and Alex White of Product Assurance Real-Time have completed their two-year posts as committee members. L. K. McNeil of Vastar Resources, Inc. has stepped down from the committee due to continued business commitments. The chapter's thanks were extended to these members for their continued contributions and often unacknowledged hard work.



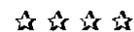
GULF COAST

As we were going to press with this issue of *The Seahorse*, we received two reports on activities from the

Gulf Coast Chapter.

The Feb. meeting was highlighted by a presentation by Art Kleiner of C&C Technologies entitled "Multi-beam Survey of the Panama Canal" otherwise referred to as the "Trials and Tribulations of Cajuns in Middle America." Undoubtedly, the sea stories associated with the latter title would have been most entertaining.

The Gulf Coast Chapter's Fall Symposium was held at the Waterways Experiment Station in Vicksburg, Mississippi, on Oct. 25, 1996. The one-day symposium covered a wide range of hydrographically-related topics including the latest in nearshore and coastal measurement technology as it applied to Hurricane Opal's impact on Florida. There were also presentations on GIS applications to coastal problems and the impacts of navigation channel deepening.



No report was received from the Texas A & M Univ. Student Chapter.



SPEED BUMP DAVE COVERLY



[used by permission]

Florida Tech establishes master's degree program in Hydrographic Engineering

by Secretary Gerald B. Mills, THSOA

Florida Institute of Technology's College of Engineering has recently established a Master of Science degree program in Hydrographic Engineering. It has been developed as an interdisciplinary graduate program in ocean engineering and oceanography and includes course work in nautical charting, harbor dredging control, marine geophysical surveys, deep-sea bathymetry, survey vessel design, law of the sea, geographic information systems (GIS), marine geodesy, sediment transport and coastline evolution.

This program was developed with the encouragement of the Naval Oceanographic Office and is receiving support from NOAA's Office of Coast Survey in the form of equipment loans and student internships. Discussions have also been held between FIT and Coastal Oceanographics regarding possible guest lecturers and equipment loans. Corporate members of THSOA are encouraged to support this program as it is the only one of its kind in the United States that is open to non-military individuals. This is not intended to ignore the fine work that is being done in establishing hydrographic surveying courses at Texas A&M University and Old Dominion University which are also deserving of corporate member support.

The Hydrographic Society of America hopes to gain approval to support all three universities with free subscriptions to *The Hydrographic Journal* and easy access to an archive of past *Journal* articles via proposed CD-ROM. The support of these educational institutions is part of

THSOA's Partners in Education proposal which is currently under review by the Society's Educational Fund Management Committee.

The development of Florida Tech's program is especially encouraging at this time of ever increasing complexity in the technology used in the hydrographic surveying profession. A thorough understanding of multibeam and side scan sonar, survey vessel dynamics, geographic information systems and the Global Positioning System (GPS), especially in differential and OTF mode, will be critical to the hydrographic surveyors of the future. For further information on Florida Tech's program contact Dr. George Maul at (407) 768-8000, ext. 7453, or via e-mail at:

george@pelican.marine.fit.edu. ✨

THSOA WEB PAGE UPDATE

Pat Sanders, our president-elect, has offered the services of his company to design and build a web presence for The Hydrographic Society of America. One of the features we have decided to include are hot links to member web pages. So, if you have a web presence . . . please send us your address, and we will include it as a member benefit. ✨

The Survey Wife's Lament (Part II)

Thanx to "Soundings," newsletter of The Hydrographic Society UK, Mike Wright, Ed.

[Back in 1992, we reproduced a poem by Brenda Bizzell from issue number 2 of *Soundings* lamenting the continuing absence of her husband working offshore. How things have changed—the freelance surveyor today, it seems, has difficulty in finding work. — Ed.]

A while back I wrote in complaining
My 'beloved' had been gone far too long
Someone up there thought I meant it
And it seems that my pleadings went wrong.

He's been 'resting' for several months now
While winter winds blow and storms roar
And this life of domestic normality
Is getting to be quite a bore.

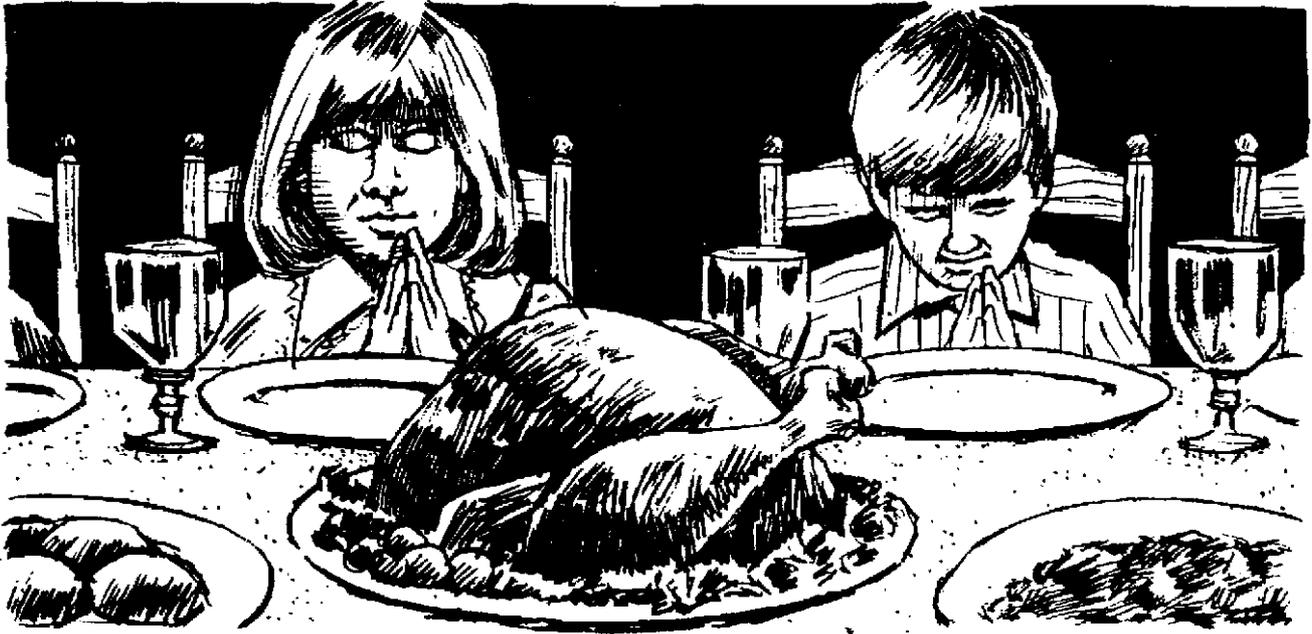


His extensive maritime training
Means the house must of course be ship-shape
The towels must be placed most precisely
Gawd forbid that the curtains should gape!

Each ruler, each pen and each pencil
Has its own special place in his life
There's been times when I thought that I had
But then, I'm only his wife.

I can't lie in late in the morning
He thinks it a terrible sin
He expects all our meals to have puddings
How shall I ever get thin?

(See **Lament**, page 8)



Lament (from page 7)

He objects when I slob around in T-shirts

He much prefers stockings and frocks
He expects me to iron his Y-fronts
And darn the big holes in his socks.

Being apart has kept us together
Twenty years I've been wearing this band

It's really quite hard to keep fighting
When your husband's in some foreign land.

Please find him a berth on your ship sir
Can't you get this man out of my hair
All this unalloyed marital bliss sir
Is more than this female can bear!

Brenda Bizzell ✧

HYPACK'97 scheduled for Jan.

by Gerald B. Mills, NOAA Coast Survey, Silver Spring, Md.

Coastal Oceanographics' annual seminar on hydrographic surveying will be held this winter at the

Westin Resort Hotel on Hilton Head Island, South Carolina, January 27-30, 1997. This will be the fifth annual HYPACK seminar and will provide in-depth training in all aspects of the HYPACK software package. Specific topics will include kinematic DGPS techniques, real-time bottom mapping and color coding, and multibeam sonar applications. Familiarization with the HYPACK software and the Windows operating system are recommended but not necessary.

The modest registration fee of \$100 also includes a Super Bowl party on January 26, a reception on Monday evening, January 27, and admission to the hydrographic exhibit area where equipment manufacturers and suppliers will display the latest in survey technology. The preliminary list of HYPACK'97 exhibitors includes over 35 companies. For those who enjoy golf, the Fourth HYPACK Open Tournament will be held at the Port Royal Golf Club on Sunday, January 26.

For more information, write to Coastal Oceanographics, Inc., at 11-G Old Indian Trail, Middlefield, CT

06455, send a fax to (860) 349-1982 or visit Coastal O's Internet home page at <http://www.coastalo.com>. ✧

WANTED

INTERNATIONAL PROJECT MANAGER based in Houston needed to oversee survey projects from award through completion; prepare bids and calculations; oversee field work; prepare report; invoice client. Required: BS in Survey Engineering or related field; 5-years experience in offshore surveying/project management including locations in Central and South America. Contact: Human Resources, 200 Dulles Dr., Lafayette, LA 70506. FAX: (318) 268-3272. EOE/M/F/D/V. ✧

**HAPPY
HOLIDAYS!**

[from ideas unlimited, with permission]

Make the Most of Meetings

If you work in an office, you might be shocked to learn that it's been estimated that 10 percent of your life is spent sitting in meetings. How can you ensure that this is time well-spent? Try these strategies before, during, and after your next meeting.

Before the meeting:

- Determine if the meeting is really necessary. Can your purpose be accomplished with short conversations, a memo, or an article in the company publication?
- If possible, schedule meetings for the morning. You'll catch people when they are fresh and full of energy. Set specific starting and ending times.
- Write an agenda and distribute it ahead of time. Identify the meeting's purpose and allocate time slots for each topic to be discussed. List the decisions that need to be made. Give people a day or two to collect necessary information or evaluate any advance materials.
- Make sure the meeting room is well-equipped with the proper number of chairs, paper, flip charts, audio-visual equipment, etc.
- Check to see that air conditioning is working properly and that glare from the sun can be blocked.
- Eliminate distractions. Ask that all phone calls and messages be held until after the meeting.

During the meeting.

- Start on time, even if some participants are late.
- Discuss the most important business first.
- Take notes on all important information, including follow-up directions. Don't trust your memory.
- When appropriate, use visuals to make your point — they help increase retention of information.
- Keep the discussion on track and on time. Brainstorming is often very affective, but keep tangents to a minimum and set time limits. Remind people to be concise.
- Keep the meeting positive. Encourage and compliment any contributions; restate negative comments in a positive way. Protect participants from personal attacks.
- End the meeting on time with a brief summary and in an upbeat manner. Thanking participants for their time is always appreciated.

After the meeting.,

- Write and distribute a summary of the meeting. Be sure and note any actions that need to be taken and set specific deadlines for follow-up.

Beating The Monday Blues

Monday. We can count on seeing it 52 times a year. Back to school, back to work, back to the grind. Do you suffer from the Monday morning blahs?

While some optimistic types look at Monday as a refreshing beginning to another week, most of us start dreading it as early as Sunday afternoon. Why? Partly because we're tired! We often, try to cram an entire week's worth of chores, appointments, social commitments, and "relaxation" into the two-day weekend.

Take a closer look at your routines and schedules and try to start pacing yourself. For example, do you go to the grocery store every Saturday morning? Why not try going one evening during the week; it'll be less crowded and should save you time and energy. If you bring home work every weekend, consider instead getting to work 15 minutes earlier and leaving 15 minutes later every day. Spread out your household chores — doing only one or two every night.

Pacing yourself throughout the week will help you enjoy your weekend and come to work on Monday refreshed and raring to go!

"It takes less time to do something right than to explain why you did it wrong. Quality is never an accident, but the result of intelligent effort."

— Author unknown

The Dog Ate My Homework

What's your excuse for being late to work? A survey from Accountemps asked executives from 1,000 large companies to list the most unusual excuses they have ever heard. Here are a few.

- "My dog carried away the car keys."
- "I just forgot to come to work."
- "A plane landed on the highway and blocked cars."
- "I backed up through my garage door."
- "I thought Monday was Sunday."
- "My best friend stole my car."
- "The dog ate the popcorn on the Christmas tree and got sick."

These reasons notwithstanding, most of the time tardiness is simply a bad habit. Is it time to change yours?

Tip of the Month

We all know how tempting gossip can be. And sometimes, it seems that the only way to learn what's happening in your organization is through the rumor mill. But like the children's game, *Telephone*, when a story is passed from person to person, it becomes increasingly distorted — and potentially damaging. Next time a rumor makes its way to you, don't be so quick to pass it along. Try and substantiate the information by checking with your supervisor first.

[from *ideas unlimited*, with permission]

Don't take a holiday from safety

The holiday season can be the most hazardous time of the year. From injuries caused by new toys to home fires the result of faulty Christmas lights, accidents are just waiting to happen. Don't let your holiday become a disaster. Be aware, stay alert, and take sensible precautions.

Beautiful But Deadly

Christmas plants can add a gorgeous touch to your holiday decorations. But many have leaves, flowers, or berries that are poisonous, and should be kept away from young children and pets. Watch out for these popular seasonal plants:

- Poinsettia
- Christmas Rose
- Mistletoe
- Holly
- Azalea
- English Ivy
- Amaryllis
- Boxwood

Toys For Tots

Santa Mom and Dad need to choose toys with care. The Consumer Product Safety Commission (CPSC) estimates that about 150,000 children are treated for toy-related injuries each year. The CPSC recommends that parents think "big," when buying toys for young children — solid and sturdy toys that have no sharp edges, pointed surfaces, or small parts that can be broken off. With toys for older children, parents should supervise play and watch that younger siblings don't get a hold of toys beyond their capabilities.

It's also important to ensure that your children understand how to play safely. They should, for example, learn that projectile toys should never be pointed at people or pets. Children who get new bikes, scooters, or skateboards should also be given protective helmets and knee and elbow pads.

Finally, the CPSC urges caution with gift wrapping. Long cords or ribbons and plastic bags are a suffocation hazard to the young.

Six Strategies For Shopping Safely This Season

Sadly, there are those who take advantage of the relaxed attitudes of shoppers in high holiday spirits. Be extra vigilant and protect yourself from thieves this holiday season. These tips can help.

1. Park in brightly lit, well-traveled areas.
2. Keep your purchases in your trunk, out of sight, and out of temptation.
3. Get out your car keys before you pick up your packages and head for the parking lot.
4. Carry only as much money as you plan to spend.
5. Take care that cashiers return credit cards to you.
6. Avoid shopping alone. Pairs or groups of people are less likely to be mugged.

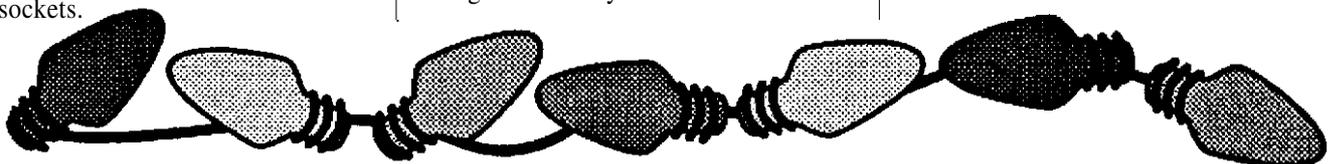
Shed a Little Light

Each year, Christmas tree lights are the cause of devastating home fires. You can keep your holidays from going up in smoke by taking these simple precautions:

- Make sure all lights carry the Underwriters' Laboratories (UL) label.
- Examine and discard cords that are frayed, worn, or otherwise damaged. Check also for broken plugs and loose sockets.

- Check the label to determine if lights are for inside or outside use.
- When using outdoor lights, cover plugs and connector joints with plastic wraps to protect them from water or snow; avoid running light cords across sidewalks and driveways; and point light bulbs down, so that moisture doesn't run into the socket.
- Don't overload extension cords. You should run no more than three sets of lights from any extension cord.

- Never leave lights on while you are out or overnight while you sleep.
- Make sure that your Christmas tree is fresh, because hot lights can ignite a dry tree. Shake the tree before buying — needles should not fall to the ground. Place the tree away from heat sources (such as vents, radiators, fireplaces, electrical appliances, and hot lights) and add water in the base container frequently.



Application for Membership



**The Hydrographic Society
of America
and the
U.S. Branch of The Hydrographic
Society**

Membership in The Hydrographic Society is open to any individual or organization with an interest in surveying afloat. No formal qualifications are required.

The Hydrographic Society of America (THSOA) serves as the focal point for activities in America. Members of THSOA receive *The Seahorse* newsletter, are eligible for membership in local chapters, and receive a discount on registration at THSOA sponsored events. Local chapters have been formed in Houston, Tx., Seattle, Wash., and Bay St. Louis, Miss. THSOA also provides administrative support to the U.S. Branch of The Hydrographic Society.

The Hydrographic Society (THS) was founded in 1972 at the Northeast London Polytechnic in London, England. Membership numbers over 1800 individual and 270 corporate members from 66 countries. For those members interested in the international aspects of the organization, the U.S. Branch provides a convenient way to pay dues directly in U.S. dollars. Members of the U.S. Branch receive all the benefits of THS, including quarterly issues of *The Hydrographic Journal*, an annual *Diary*, and a discount on registration at sponsored international events.

The dues structure allows individual and retired members to opt for THSOA alone or both THSOA and THS. Individual, Retired, and Student Memberships begin on entry and are renewed on April 1. Corporate Memberships are renewed on January 1. Dues are not prorated, but members joining in the middle of the year receive all copies of the publications for that year.

Corporate Members receive two copies of *The Hydrographic Journal*, reduced rates for advertising in the *Journal* and *Diary*, a listing in the October issue of the *Journal*, and access to the mailing list of those members who have consented to have their names included.

NAME: Title (Mr, Ms, CAPT, Dr, etc.)			First	MI.	Last
ADDRESS (for mailing and correspondence)					
CITY		STATE		ZIP	
EMPLOYER			EMPLOYER CITY and STATE		
TEL:		FAX:			
e-mail address:					
YEAR (From which membership is to be effective):					199
<input type="checkbox"/> Check box if name may be included on mailing list provided to Corporate Members					

ANNUAL DUES

(Check appropriate box)

INDIVIDUAL	<input type="checkbox"/> THSOA \$15	<input type="checkbox"/> THSOA/THS \$55
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STUDENT full-time undergraduate or graduate	<input type="checkbox"/> THSOA/THS \$15	_____ Name of Institution
CORPORATE	<input type="checkbox"/> THSOA/THS \$270	
ASSOCIATE CORPORATE available to a different location or unit of a parent Corporate Member	<input type="checkbox"/> THSOA/THS \$150	_____ Name of Parent Corporate Member

STATEMENT: I wish to make application for membership in The Hydrographic Society. I agree to abide by the Articles of Association and to further its aims and objectives. I declare that the answers to the above are accurate to the best of my knowledge and belief I agree that the decision of The Hydrographic Society Executive in regard to this application is final.

SIGNATURE _____ DATE _____

Please return with payment to,
The Hydrographic Society
P.O. Box 732
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