

The High Point Pook

HPC strives to guide, educate, encourage, and support

March 2020

Volume 30



Chart Your Course

In my early twenties, I worked for about six months on a sailing tv show called *American Sailors*. I had an amazing time riding on huge 90-foot monsters, and also darting back and forth across the water on smaller 20-foot schooners. I learned a lot about long hours, hard work, navigation, and charting a course.

The Mac was (and still is) the longest freshwater sailing race in the world, going from Chicago, IL, to the tip of the lower peninsula of Michigan at Mackinac Island. We were filming the 100th anniversary of this historic race. Not many people believe me when I tell them, but the Great Lakes are the largest freshwater bodies in the world, and when weather hits, it can be just as dangerous as a squall in the middle of the ocean. While some competitors relied on fancy technology and GPS, others opted for maps and a compass.

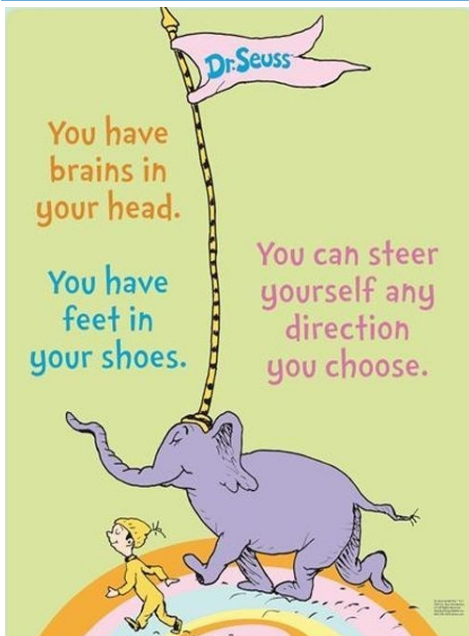
About a day into the race, heavy, summer June storms hit and would last for the remainder of the three-day journey. A floating compass was hard to read on smaller boats as waves swelled and smashed the sides. Following charted courses to a straight line was incredibly difficult as tides pulled harder with the storm. Over the course of the 333-mile journey, if a boat was wrong by just 1 degree, it would put them 6 miles off course from Mackinac Island; wrong by 5 degrees, and they'd be 29 miles off course; wrong by 10 degrees, and they'd be 59 miles off course! It's easy to see how a small change early on could have a huge impact down the road.

I often wonder about applying the same concept to navigation in life. What happens when we have a course charted of where we think life is going or should go, but a storm hits and throws us off that course? Maybe the compass is incredibly hard to read because the waves of life keep hitting our boat. Maybe a storm has soaked through our map and it's not easy to read now. What happens when we look back and realize we're dozens of miles off from where we thought we would be?

To be a good sailor, I learned there's a few things that are key to succeeding. One, follow directions and follow them quick. Two, communicate, and do it loud and clear. Three, work as a team and always lean on your shipmates. And finally, constantly check your bearings and re-direct.

The inevitability of storms while sailing or in life means we have no choice but to continue navigating and re-directing. It takes a whole crew to get a boat back on course. I say all this, because I like to think of High Point Clinic and everyone here as your crew. Sometimes we'll be the ones doing the heavy work of hoisting the sail. Other times, we're there to help figure out how to get back on course after a storm has passed. Through calm or stormy waters, I'm a firm believer there's no boat that can't be brought back, no matter how far out to sea. Lean on your crew. Communicate. And most importantly, always check your bearings.

- Dr. Josh Wienczkowski, MD



Carry Your Compass

Compass— an instrument for determining directions, as by means of a freely rotating needle that indicates magnetic north (true north)

Moral Compass - an internal set of values and objectives that guide a person with regard to ethical behavior and decision making

As Dr. Josh says in the article above, it takes a whole crew to stay on course. Our counselors are here to work with you and help you determine what your true north is—what is/are the goal(s) that you want to focus your life on? If you can work with us, being honest about exactly where you are now, and set your internal compass on where you want to be, our counselors, doctors and staff would be excited to work alongside you to make it happen.

Don't get discouraged when there are set backs. The compass needle rotates freely, but with helping hands and determination, it will swing back around to your true north. You can reach your goals and change your direction. With perseverance, you can make it to safe harbor.





**A SHIP IN PORT
IS SAFE**

but

THAT IS NOT

what

**SHIPS ARE
RISKY**

**The pessimist
complains about the
wind; the optimist
expects it to change;
the realist adjusts the
sails.**

— William Arthur Ward

www.marineinsight.com

**A SMOOTH SEA
NEVER MADE A SKILLED SAILOR.**



Did You Know?

Above Board - Pirates would often hide crew below the deck. Ships that displayed crew openly on the deck were thought to be honest merchant ships known as "above board."

As the Crow Flies - The most direct route from one place to another without detours. Before modern navigational systems existed, British vessels customarily carried a cage of crows. These birds fly straight to the nearest land when released at sea, thus indicating where the nearest land was.

Footloose, and Footloose and Fancy-Free - The word comes from the name of the bottom of a sail – the foot – which must be attached to the boom. If it is not properly attached, it may become "footloose" causing the vessel not to sail properly. Footloose and fancy-free have come to mean someone acting without commitment.

Freeze the Balls Off a Brass Monkey - Cannon balls were piled on deck beside the cannon, pyramid fashion, and retained in a ring called a brass monkey. If the weather was very cold the brass ring would contract faster than the iron cannon balls, thus causing some of them to topple. From this, the expression was, and is today, used to describe something which is very cold.

In the Doldrums - Doldrums is the name of an area of the ocean on either side of the equator. This area is known to have unstable and light wind conditions. A sailing ship caught in the Doldrums can be stranded due to lack of wind. Today the term is used to describe someone as being in low spirits, stagnated or depressed.

Mind your P's and Q's - Sailors would get credit at the taverns in port until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "P" for pint or "Q" for quart. On payday, the sailors were liable for each mark next to his name, and forced to "mind his P's and Q's." Today the term means to remain well behaved.

Pipe Down - This originally nautical term was used as an officer's whistle sound, denoting the completion of an above-deck work shift, and thereby giving permission to go below. This expression is now used to mean "be quiet" or keep quiet."

Posh - Today this word means superior or fashionable and expensive. The word originated in colonial Boston where the trunks of wealthy passengers would carry the label "POSH," which stood for "Portside Out Starboard Home." This instructed the luggage handlers where to place the luggage to avoid intense sun exposure.

Skyscraper - This word is most commonly used to describe a tall building. It originates from the term for a small, triangular-shaped sail that was set above the other sails on the old square-rigged vessels. They were so tall they seemed to scrape the sky.

Square Meal - This is an expression synonymous with a proper or substantial meal. It originated from the square platters that were used to serve meals aboard ships.

Three Sheets to the Wind - This expression meant that one did not have control of the vessel because one had lost control of the sheets or lines. Today the expression is used to refer to someone who is drunk or does not have control of himself or herself.

Newsletter edited by—Larae Thompson, Office Manager & Administrative Assistant to the Executive Director

