



The Yardarm

February 2010

A Publication of *THE NEW LONDON POWER SQUADRON*
a Unit of District 1, United States Power Squadrons®.

SAIL AND POWER BOATING
Chartered 14 April, 1939



The Cdr's View

Chris Jordan, AP

Greetings Everyone!



This month is a little sad for me. This month I have to say farewell to an old friend—my faithful backup navigator, who I have depended on for years. This month I have to say good bye to LORAN. The LORAN signal will be terminated on February 8, 2010.

Often when I would talk about my offshore exploits, people would ask what I would do and how I would navigate if my GPS failed (and it has). I would then respond by saying that I am fully competent in navigating by the “old school way”. Someone would then say “oh, so you would navigate with a plotter and dividers”. I would then say “oh no, that takes too long, I use my LORAN”. A chuckle would then be shared by all.

I have taken great comfort in glancing at the faint glow on my LORAN and watching the TDs click “down” while everyone else slept, as we embarked on yet another offshore adventure to distant fishing grounds at 0200. I have never stopped using LORAN because of the redundancy it offered my GPS. I always took great comfort in toggling my LORAN between TDs and LAT/LON just to confirm that my GPS is on the money. I have also enjoyed the fact that I could easily turn on my LORAN after 8 hours of drifting offshore, look at the TDs and then point to my position on my trusty Captain Seagull fisherman’s LORAN overlay chart. I might ask a fellow fisherman “how far down did you go”, if he said “down past the 600 line, 450X600 to be exact” I can visualize that in my head. I don’t need to consult a chart to see where he went.

I am going to miss the secret message I get from “command 69” on my Northstar 800. There are many commands you can input into the unit. However, in the manual,

there is a mysterious gap between command 68 and command 70. If you enter the command 69 in a Northstar 800, the message returned is “Help, I am being held prisoner in a LORAN factory”. I would take great amusement from seeing people laugh at that when I showed them. My Northstar is circa 1984. I hope they find the poor fellow when the system is completely shut down.

I navigate on GPS and fish on LORAN. All my important navigational waypoints are GPS Lat/Lon. All my fishing waypoints are in TDs. Very few people will understand this. I can buy another GPS as a backup, but it’s not the same. I can also get my GPS to display LORAN TDs, but it’s not the same. I can get a chart plotter, but the biggest screen size is 10 or 12 inches. My charts are much bigger, so it’s not the same.

Good bye old friend. You have served me well. I will surely miss you. You will not be forgotten. The next time I go running offshore chasing Tuna dreams down off the “Horns”, “Gully”, or the “Dump”, I’ll think of you and remember, and it won’t be the same.

Fair Winds and Fair Tides,

Chris Jordan

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Visit us at: <http://www.newlondonpowersquadron.org>

2009- 2010 Bridge of the NLPS

Commander	Cdr. Christopher Jordan, P	pelagic104@sbcglobal.net	(860) 908-0688
Executive Officer	vacant		
Administrative Officer	Lt/C Truxton Brodhead	Marybrodhead@sbcglobal.net	(860) 460-5081
Secretary	Lt/C Eleanor Mariani, AP	eleanor_c_mari8123@sbcglobal.net	(860) 442-8007
Treasurer	Lt/C Jon. D. Peterson, AP	guide@rental_guide.com	(860) 444-2808
Educational Officer	Lt/C Harrison L. Jewett, SN	ht_juet@sbcglobal.net	(860) 443-6499
Asst. Educ. Officer	1st Lt Christopher Wick, JN	mischief@snet.net	(860)536-1840
Asst. Treasurer			
Membership	vacant		
Past Commander	P/C Anthony Salzarulo	Salzarulo@comcast.net	(860) 267-7073

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THE PUBLICATION OF THE NEW LONDON POWER SQUADRON, A UNIT OF THE UNITED STATES POWER SQUADRONS®

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THE YARDARM IS PUBLISHED MONTHLY WITH THE EXCEPTION OF THE MONTH OF JULY. JUNE AND JULY ARE PUBLISHED AS A COMBINED SUMMER ISSUE.

SUBMIT ARTICLES TO: EDITOR AT ABOVE ADDRESS OR, VIA EMAIL TO ELEANOR_C_MARI8123@SBCGLOBAL.NET



CALENDAR

www.newlondonpowersquadron.org



NLPS Events

8 March — Executive Board Meeting; home of LT/ C Jon Peterson, 17 Leary Drive, Waterford

13 March— Sign up to help at the 23rd Annual Saltwater Sportsman Conference (see page 6)

22 March— Annual Membership Meeting—(vote for new commander) - Italian American Club, 6pm (see page 3 for details)

12 April — Executive Board Meeting; homes of Jack Kurrus and Ellen Barbour, Stone Ridge, Jerry Browne Drive, Stonington

25 April— Change of Watch—Groton Motor Inn (See March Yardarm for details!)

Other Events

26 February— D/1 Council Meeting, Northeast Utilities, 107 Selden Street, Berlin, CT 1900

19—21 March— New England Saltwater Fishing Show, Providence Convention Center

20 March— Water, Wings and Fire—Family oriented paddle safety demonstrations (see page 5)

27 March — D/1 Spring Conference, Groton Motor Inn. NLPS is HOST

10 April— Canyon Offshore Fishing Series, Mohegan Sun

MEMBERS NEEDED:

NLPS will host the D/1 Spring Conference on **March 27**. We need lots of help from volunteers to make it a success.....Come on out and get involved. It promises to be FUN!!! Please contact Cmdr. Chris Jordan or Trux Brodhead to help.

February Birthdays

Name	Day	Town
Mary Brodhead,S	16	Niantic
Truxton Brodhead, P	27	Niantic
William Gaynor, JN	20	Noank
Dolores Loprinze, AP	14	Waterford



**Happy Birthday to you!!!!
May 2010 be the best year yet!!**



SEO News

Lea Jewett, SEO



SEO Report February 2010

Americas Boating Course 3rd Edition starts Feb 23 at 7pm at the Waterford High School. Registrations on line or by calling or emailing the SEO. I would like to plan an elective course, any suggestions would be welcome. Planning a seminar on 'Using VHF & VHF/DSC Marine Radio' for sometime in late April or early May. Also there are plans for a class on Vessel Safety Examiner instruction for late April or early May.

Annual Membership Meeting Election of Officers

When?: Monday, March 22

Where?: Italian American Club
322 Mitchell Street, Groton

What Time?: 1800 Cash Bar Available
1830 Dinner
1915 Guest Speaker: Bob Sampson
2000 Business Meeting & Elections

What Up?: Come hear Bob Sampson talk about saltwater and inland fishing. He knows all the local stops and will offer tips on catching your favorite species.



www.bobsmpson.com

Business Meeting and Election of Officers

How Much?: \$14.00 per person
Ziti and Chicken
Salad
Bread, Butter
Coffee
Dessert

Call Trux Brodhead 860 739-2029
by March 15 to register

See page 6 for Nominating Committee's Slate of officers

PADDLE SMART PRESENTS WATER, WINGS & FIRE



FREE ADMISSION

**MARCH 20, 2010 9:00am – 5:00pm
AT THE CONNECTICUT FIRE ACADEMY**

34 PERIMETER RD, WINDSOR LOCKS CT 06096

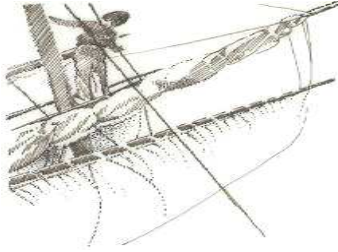
**LEARN ABOUT WATER & FIRE SAFETY,
CANOE & KAYAK SELF RESCUE, PADDLING STROKES,
DEMO LIFE JACKETS IN THE POOL,**

**ATTENDEES WILL RECEIVE A DISCOUNTED
ADMISSION TO THE NEW ENGLAND AIR MUSEUM**



FOR MORE INFORMATION CONTACT
CONNECTICUT DEP BOATING DIVISION
860-434-8638 or www.ct.gov/dep/boating





Looking Back



OVER THE YARDARM

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25 YEARS AGO

February 1985

The Cdr report in this issue of the Yardarm was very timely and still very appropriate for this issue and at this time. The Cdr then was the venerable John Robinson.

From the Bridge:

The next three months, February, March, and April will host the three most important meetings of the year.

- ◆ February - Founders Day Meeting celebrates the founding of the United States Power Squadron.
- ◆ March - Annual Meeting. All Bridge Officer Bare their souls and give their annual reports for the year. Come see what makes an award winning squadron.
- ◆ April - our Change of Command. All Bridge Officers are thanked and our new Bridge is welcomed. Come see one award winning bridge leave and another in the making.

If you have ever wondered what makes USPS tick, come to see us in February, March and April. We can't do it without membership participation. Not only do you count, but you are needed to keep us healthy and an award winning organization.

John Robinson, P
Commander

EPITAPH

Here lies the body of Phileas Gray, He died Asserting
his right - of - way !
His claim was good and his right was strong, But he is
just as dead as if he was wrong !

50 YEARS AGO

February 1960

The then Cdr Thurston A. Brown started off his February remarks as follows:

It was a pleasure to welcome the group of students from our new Piloting class (Basic Boating) to our January meeting. Everyone had had a most enjoyable evening. The Piloting class was concluded this month, 54 new pilots took the examination with 52 of them making their landfall by obtaining passing marks, 20 of these have already expressed their desire to join our ranks..

(Maybe we should invite the basic Boating Course to our next meeting??)

On 12 March, New London is host for the District Spring Conference. This will be held at the Roof Garden of the Mohican Hotel. A Cocktail Hour and Dinner Dance has been planned for the evening at the Lighthouse Inn for Chief Cmdr. Richard S. Weber, of Detroit. I respectfully request that all officers and members who can possibly do so please attend. It is up to us to show the Chief Cmdr. That New London Squadron is right up in front.

Cordially Yours,
Cmdr. Thurston A. Brown
New London Power Squadron



Highlights of Membership Meeting, Jan.25

The bad weather didn't keep us away from an evening at the planetarium.

Ruth MacDonald put out a spread to remember with hot chili, tortellini soup, chicken wings and lots of other scrumptious temptations. The brownies and blondies weren't bad either.



We were treated to a short presentation on how to use a sextant, the importance of a good timepiece in determining where you are and got to browse through the site reduction tables.

Then we viewed the night sky as it is this time of year and learned simple methods to orient ourselves using the knowledge of where the common constellations are.

Using Orion and then the Big Dipper as guides, we were shown how to find many of the other useful stars used in navigation.



We witnessed first hand how the North star stays relatively in the same position as the other stars seem to move across the sky



Members can expect to see this event again on the agenda—as we view the sky as the season's change!!



REPORT OF THE NOMINATION COMMITTEE

In accordance with the By-laws of the New London Power Squadron Inc., Section 6.8, the Nominating Committee submits the following candidates for the election at the annual meeting, Monday March 23, 2010. All candidates have agreed to serve if elected.

<u>OFFICE</u>	<u>CANDIDATE</u>
Commander	Lt/C Eleanor Mariani; AP
Executive Officer	Mark Chanski; P
Educational Officer	Cdr Christopher Jordan; AP
Administrative Officer	Kim Boswell
Secretary	Vacant
Treasurer	Vacant
Ass't Education Officer	P/C Anthony Salzarulo; JN
Ass't Secretary	Vacant
Ass't Treasurer	Vacant
Executive Committee (1 yr. term)	P/C M. Ellen Barbour; SN P/C Henry F. Curtis; JN Truxtun E. Brodhead; P Lt/C Jon Peterson; AP Ruth E. MacDonald; S
Auditing Committee (3 yrs.)	P/Lt/C Kevin Murphy; AP
(2 yrs.)	Albert Schober; AP
(1 Yr.)	Nicholas M. Orobello; S
Nominating Committee (3 yrs.)	Cdr. Christopher Jordan; AP
(2 yrs.)	P/C Anthony Salzarulo; JN
(1 yr.)	P/C Henry F. Curtis; JN
Rules Committee (3 yrs.)	P/C Bernard Baker; JN
(2 yrs.)	P/C Gregory Roth; JN
(1 yr.)	Ruth E. MacDonald; S

As required by Section 11.2 of the New London Power Squadron By-Laws, the names of the candidates for Squadron Educational Officer and Assistant Educational Officer have been submitted and approved by the District Educational Officer acting for the National Educational Officer.

Respectfully submitted by:

/s/ John B. Kurrus

P/C John B. Kurrus; SN

MARCH 13.....NLPS has a booth at:

THE NATION'S MOST POPULAR AND LONGEST-RUNNING SALTWATER FISHING SEMINAR!

THE 2010 SALT WATER SPORTSMAN NATIONAL SEMINAR SERIES



WE NEED MEMBERS TO STAFF THE BOOTH.....IT'S ONE WAY TO GET INTO THIS GREAT SHOW!!

Make no mistake about it. This is not your ordinary run-of-the-mill fishing clinic at a local tackle shop. As the nation's premier educational seminar on salt water fishing tactics, the National Seminar Series is an elaborate production that's held in some of the most prestigious and luxurious auditoriums in the country. Covering in explicit detail the how-to's and where-to's of locating and catching inshore, nearshore and offshore game fish within the respective seminar region, each Seminar Series session is supported by informative slides, diagrams, video bytes and on-stage demonstrations; These specifically tailored visuals help reinforce the critical points being discussed on stage by our nationally- and regionally acclaimed teaching teams. Furthermore, image-magnification technology allows the audience to view detailed fishing charts, step-by-step rigging instructions, lures, baits, knots and much more on a pair of huge 10-by-10- foot screens which flank the instructors on stage.

CONTACT COMMANDER CHRIS JORDAN TO HELP OUT. ANOTHER FUN EVENT.....DON'T MISS IT!



Rules to Live By

By Jack Kurrus, S



In the last Rules to Live By column I opened with a short discussion of the infamous “Karen E” tragedy out near Plum Island. One of our sharp eyed readers reminded me that that collision occurred in 1983 versus 1987 as my somewhat demented memory recalled. He also went on to remind me of another important fact that I had long ago forgotten; that fact was that prior to the tragic collision the Owner/ Skipper of the Karen E. had come along side the tug and tried to hail it all to no avail. Our reader went on to say how much more helpful a good working radar would have been on the Karen E so the skipper could have picked up the closely following towed barge. Well maybe, but I doubt it for the following reasons: First it was a clear night and the barge was required to have its own running lights which consisted of 12 point red and green sidelights at the bow plus a 20 point white overtaking light. So even though the Karen E. had made a safe turn, away from the Tug, she was trying to hail, she failed to observe the barge in tow running lights. Secondly, had the Karen E. had a working radar I doubt if it would have effected the final outcome. She, the Karen E. was trying to cross under the tug’s stern and did so apparently at a safe distance from the tug but obviously too close to the barge as the tow line catenary sliced deeply into the Karen E. hull. Note: A catenary is that portion of a tow line that because of its weight hangs below the surface of the water. That said a well working radar on the Karen E. would not have been able see the submerged portion of the tow line.

Beyond the Rules of the Road I’d like to offer a thought concerning hailing Commercial vessels of any kind. I have had the pleasure of sailing in Merchant vessels for 16 plus years and know from ex-

perience that unless you’re hailing a commercial vessel by radio you’ll probably not make positive contact even in the clear light of day. The reason is primarily because the machinery noises are so loud even shouting thru a loudhailer will generally not be heard in the pilot house of a large ship. It is even worse on a large tug boat where it is almost impossible to get away from the continuous rumble of the engine. Also, unlike Naval ships, commercial ships are very sparsely manned hence it is likely that any given time there is no more than two crewmen in the pilot house who are watching the road ahead and closely watching the radar presentation. On tug boats it is may only be one man in the pilothouse. In my humble opinion if I needed to hail or get aid from a commercial vessel of any kind and could not raise them on the radio, I would shoot a flare right in front of them on their track projected track and continue to do so until I got their attention. Lastly, and possibly most importantly, never try to get close to large commercial vessels or large tug boats. They have huge engines that are putting an awful lot of energy into the water and a yacht can easily be flipped/capsized by their wakes.



