



The Yardarm

Aug/Sep/Oct 2007

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

<http://www.usps.org/localusps/newlondon/>

The Cdr's View

Tony Salzarulo



"It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness..."

What do the words of 19th-century British author have to do with the New London Power Squadron? The passage came to my mind on the flight home from the USPS annual Governing Board meeting in Norfolk, VA. This was my first USPS national meeting and I wanted to share with you some of my thoughts and observations in Norfolk.

I saw an organization that impressed me as an organization that spends an awful lot of time, money and resources taking care of itself. From the first day to the last, someone, somewhere, was giving out an award for something. At my very first meeting they were giving out awards to squadrons who achieved a more than one percent growth rate in membership. This seemed odd amidst our national declining membership. While I appreciate that an award can be used to reward and motivate, I think this is setting the bar a little too low.

I saw an organization that was predomi-

nantly male controlled. I learned that a woman has yet to be elected to the national bridge. I saw an organization that was predominantly older. One of the speakers commented that a non-renewing member had written that "the USPS is made up of a bunch of old men... and their fathers". I saw an organization where many members took the position that tradition should rule. "We have always done it that way in the past, and we should continue to do it that way in the future."

But that's only half of the story. There seems to be a growing faction in the organization that is pushing for change and making it happen. The partnerships that USPS has forged with government and other private foundations seem to be yielding dividends. I heard reports from the U.S. Coast Guard, NOAA, Sea Tow, and other marine suppliers and organizations that are partnering with USPS to provide mutually beneficial relationships. Currently, USPS is negotiating with Brunswick, the manufacturer of Sea Ray, Cabo, Trophy, and a variety of other boats, in developing a partnership where USPS educational programs would be utilized for their new owners.

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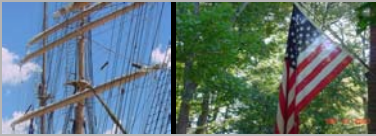
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Visit us at: <http://www.usps.org/localusps/newlondon/>

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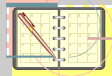
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For a complete listing of NLPS office holders and committee assignments, go to "The Bridge" page on our website.



CALENDAR NLPS Events



<http://www.usps.org>



- 11 Oct.** — Marine Electronics 101. Register on-line or call Ellen Barbour directly.
- 26 Nov.** — Membership Meeting, location TBA.
- 13 Nov.** — Executive Board Meeting at home of Jon Peterson, 17 Leary Drive, Waterford

District 1 Events

- 28 Sep.** — D/1 Council Meeting, Northeast Utilities, 107 Selden Street, Berlin, 1900.
- 3 Nov.** — D/1 Fall Conference, Courtyard Marriott, Cromwell, CT.

Contact Lt/C Robert Leete, AP (860) 691-1236 for more information on any event.



Lots of Courses to be Had!

October 2007

Marine Electronics 101 – Thursdays, Starting October 11—November 15. Basic Wiring

January 2008

Marine Electronics 102 – Begins Jan 3 for 6 wks
Marine Radio Communications

Piloting Course – Begins Jan 9 for 8 weeks

Junior Navigation – Begins Jan 15 for 12 weeks

February 2008

Basic Weather– Begins Feb 26 for 5 weeks

March 2008

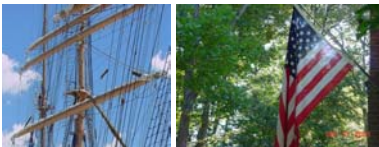
Marine Electronics 103 – Begins March 6 for 6 weeks
Marine Electronics for Navigation -**Qualifies for DEP's new Coastal Boater Endorsement Program**

May 2008

Squadron Boating Course - Begins May 6 for 6 weeks

July 2008

Squadron Boating Course- Begins Jul 9 for 6 weeks



Congratulations!

Daneen Roth, P, is now certified vessel examiner.

P/C Henry Curtis had his article "Be Skeptical About Depths Shown in Current Charts" from the Dec, 2006 Yardarm, reprinted in the August edition of the "Outer Light", the newsletter of Saybrook P.S.

Welcome Aboard!

A warm welcome to our latest Additional Active Member!

Doreen A. Sharkey, wife and first mate of our Squadron Commander Tony Salzarulo, has signed on as an Additional Active Member of the New London Power Squadron.

Doreen and Tony sail their 31 ft Catalina Sloop "Aria" out of Spicer's Marina in Noank.

Look for them on the water!

Lt/C Bob Leete, AP
Membership Chair

Happy Birthday!

NAME	TOWN	SPECIAL DAY	MEMBER SINCE
August			
Joseph A. Allen	Groton	30	1998
David Ferrell, AP	Groton	1	1977
September			
Edmund T. Cleary, AP	Niantic	17	1992
Domenick DeGaetano, P	Niantic	16	1983
Alexandra H. Hall	Hebron	29	2007
Ruth E. MacDonald, S	Lisbon	8	1997
Ron Murallo, S	Quaker Hill	20	2003
Todd L. Nechamen, S	Salem	25	1992
Nicholas M. Orobello, S	East Lyme	22	1998
Daneen L. Roth, P	New London	17	1985
October			
Bernard F. Baker, JN	New London	11	1981
P/C Henry Curtis, AP	Waterford	29	1995
P/Lt/C Donald J. Dimmock, P	Waterford	29	1994
Leo A. MacDonald, P	Lisbon	21	1997
P/C Joseph G. Marone, AP	N Franklin	28	1984
Brae Rafferty Jr., AP	Mystic	29	1972
Cdr Anthony Salzarulo, AP	Colchester	28	1988
W. Frederic Wilson, P	Stonington,	28	1973

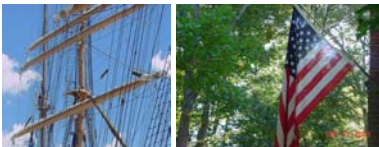
Math You Can Use: Converting Decimal Degrees into Degrees, Minutes, Seconds

By Eleanor Mariani

Many times you find degrees given in decimal degrees (121.135°) instead of the more common degrees, minutes and seconds (121°8'6"). In order to plot your position on a chart you will need minutes and seconds. Luckily, it is easy to convert!

- The whole units of degrees will remain the same (ie. In 121.135° longitude, start with 121°.
- Multiply the decimal by 60 (i.e. .135*60 = 8.1)
- The whole number becomes the minutes (8').
- Take the remaining decimal and multiply by 60 (ie. .1 * 60 = 6)
- The resulting number becomes the seconds (6"). Seconds can remain as a decimal.
- Take your three sets of numbers and put them together, using the symbols for degrees (°), minutes (') and seconds (") (ie. 121°8'6" longitude)

You can choose between decimal degrees and degrees, minutes and seconds on your GPS.



(Continued from page 1)

But wait... there's more. Our national education department is awesome! They impressed me as being extremely progressive and hard at work rewriting existing courses as well as coming up with many new titles for both the general public and members. The USPS University series has now released two more seminar items. *Sail Trim* and *Boat Handling* are now available. Soon to be released are *Anchoring*, *Heavy Weather Sailing*, *PaddleSmart*, & *Marine Knots*. Many other titles are currently in the works. These are two hour mini seminars that are both fun to take and also fun to teach.

The education department is also rewriting existing elective courses and grade courses to be relevant to the way today's boater enjoys recreational boating. The *Seamanship* course has been completely rewritten. The *Seamanship* course is also the first course to be made available online through the University of West Florida as a continuing education program. The *Junior Navigation* course has also been rewritten and the new *Navigation* course will be released next year. At the education meeting one member asked "I hope you didn't dumb down JN". The speaker responded that JN no longer requires the extensive sextant work that was required in the old version of JN. There is merely an introduction to the sextant with sight reductions from the sun. The speaker explained that the sextant is no longer the primary tool for offshore navigation. The new JN course uses electronics as the primary navigational tool.

But wait... there's more. The education department reports that sales from educational materials have doubled over the prior year due primarily to the USPS University series. This means that there's more money coming into the

organization from the sale of these materials and that the public is embracing these programs. While we're on the subject of money, a new spin off company was formed this past year. Simply put, it is USPS, LLC, a profit-making company that will be an Internet sales organization similar to eBay. USPS members will be able to use the service for free to sell or buy marine items. Other individuals and businesses can use the service but they must become affiliated members with USPS. The concept is still in its fledgling state, but the national bridge recognizes that membership dues can no longer be the sole funding of our organization.

I came away from Norfolk energized and convinced that the USPS was on the right path. It is an exciting time to be a member of USPS and to be part of the revolution. USPS change for some of us is welcome and needed. For others, it might just scare the Dickens out of you. (Sorry, I couldn't resist.)

Tony



District 1 Conference

Saturday, 3 November 2007 *Courtyard*
by Marriot

4 Sebethe Drive, Cromwell, CT
0830-1630

Host: Meriden Power Squadron

Luncheon: Cost \$20 per person for reservations received before October 22; \$22 thereafter (Contact Bob Leete for more information)



Report from the SEO

Lt/C Ellen Barbour, SN



There are 2 more seminars available now from Headquarters— **Boat Handling Under Power** and **Sail Trim**. Very soon **Anchoring** and **Paddle Smart** will be on the shelves, hopefully by the end of the month. **Basic Radar** is to be released later this winter. **Diesel Engine Maintenance & Repair** should be available in early 2008. **Knots, Bends, and Hitches** will be available from headquarters in October.

The revised Squadron Boating Course is nearing completion and will be available in April 08.

We had 7 students complete and pass the Squadron Boating Course and one additional person sat for and passed the exam. To date, no new memberships were acquired from this class. Although several of the students live near the Manchester & Hartford squadrons and may join them. They were living here on the coast during the summer.

We have started the Marine Electronics 101 module. It should be noted that all three of the modules must be successfully completed to receive credit for Marine Electronics. It should also be noted that **Marine Electronics will satisfy the requirement for the DEP Coastal Endorsement Program** for those that have obtained their boating education classes prior to January 1, 2006, which I can bet includes most of us. It's not too late to sign up for Modules 2 and 3.

Junior Navigation will begin January 15 and run for 12 weeks. This course has been overhauled and has a lot of useful information

Following is a summary of the courses being offered:

Junior Navigation (JN)

The Junior Navigation course gives students a working knowledge of dead-reckoning principles and introduces them to determining position at sea by celestial observation. This introductory celestial navigation work includes lessons on: time, the Nautical Almanac, the coordination of celestial bodies, star identification, the solution of the astronomical triangle for azimuth and intercept by one method, and the practical use of the sextant. In short, you learn how to know your position.

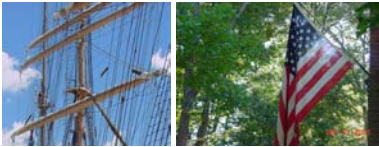
Marine Electronics (ME)

This course instructs boat operators about the correct, legal and most effective uses of marine communications. The course teaches how to make boating safer using VHF radio, radar, loran-C and GPS.

Weather (W)

This course fosters a safety awareness of weather phenomena, equips students to read the weather map and the sky, and enables them to understand and anticipate weather developments. This knowledge will help them decide whether or not to go boating.





Looking Back



50 YEARS AGO

1957

As reported earlier I have no Yardarms for the latter part of 1957. I have however some Historical notes from the year 1957 which I'll include here. You may be interested to know that in 1957 our Squadron Bridge included the following cast of characters:

Squadron Cdr Paul S. Wolcott,	Executive Officer Sanford Glassman
SEO Sanford Glassman	Secretary Thurston Brown
Treasurer Ray Stearns	

The Education Department planed to hold to classes for the Squadron and Public in the spring time. On May 14th, at Harbor School there was a lectures on Rules of the Road and Outboard Engine Maintenance. Seamanship classes were going along fine.

25 YEARS AGO

September 1982

There are many items of interest to report on or repeat from the September 1982 issue of the Yardarm but the Report from the Fall Conference in San Antonio, Texas, Held September 10, 11, 12, 1982 is undoubtedly the most interesting and exciting thing that happened in the 42 years the USPS has been in existence.

From the Fall Conference—San Antonio Texas

1. Amendment to Constitution By-Laws passed so Women may now become members. The vote was 616 Yes to 67 No.
2. Family membership plan approved by vote.
3. Dues will be increased \$0.60 to \$16.20. Family membership will be \$22.00 (additional family member \$6.00) Unattached member \$24.00 (does not live near a Squadron)
4. Membership now at 52,742, expected to increase now that women are allowed to become members.
5. Local Squadron By-Laws are to be changed to eliminate word "male" as this change goes into effect immediately.

These weren't the only changes made at the Fall conference but are the ones that had a most profound effect on the United States Power Squadrons. This change permitted our members Dolores Loprinze and Ellen Barbour to join. Dolores became Sqd Cdr. In four years, 1986 and Ellen in became Sqd Cdr in 1989. Way to go Ladies!



Rules to Live By

Jack Kurrus, SN



Last month we looked at Rule 1 which deals with the application of Rules of the Road. This month I will discuss Rules 2 which together with Rule 1 & 3 make up the General Rules. In future issues I will address all the rules. Rules 4 thru 19 are the Steering and Sailing Rules while Rules 20 thru 31 are Lights and Shapes. Next Rules 32 thru 37 describe the requirements for Sound and Light Signals and lastly Rule 38 deals with Exemptions.

Rule 2- Responsibility

International /Inland *Note that both International and Inland Rule 2 are worded exactly the same.*

2(a) Nothing in these Rules exonerate any vessel, or the owner, Master or crew thereof, from the consequences of any neglect to comply with these Rules or the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

2(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make any departure from these Rules necessary to avoid immediate danger.

Rule 2 In its entirety is a very powerful rule and should be well understood by all who take boats to sea. It is largely drawn from old Rule 29 of the 1960 International Rules of the Road and was known as "The Rule of Good Seamanship". Rule 2(a) can be parsed into three elements. It warns that **nothing** in the collision regulations will excuse a mariner or vessel owner who fails to:

a. Comply with the regulations

b. Take any additional precautions that a reasonable and prudent seamen would take under the circumstances.

c. Take into account any special circumstance, which may require additional precautions.

Rule 2(b) Similarly mirrors old Rule 27 of the former International Regulations, it was first added to the Rules in 1890. It was known as the "General Prudential Rule." These two paragraphs are also known as Rule of Special Circumstance. It must be understood that Rule 2(b) is far from being carte blanche to avoid the rules when they are deemed inconvenient.

Note; Material sources for this article were taken from:

(a) Naval Institute Press – Handbook of the Nautical Rules of the Road

(b) U.S. Department. of Transportation – Navigation Rules

(c) Farwell's Rules of the Nautical Road



Action Alert!

By Eleanor Mariani

The Issue:

A ruling from the 9th Circuit Court has mandated that the Federal Environmental Protection Agency (EPA) develop a permit to regulate the normal discharge of water from boats. Included in the "normal discharge" is grey water (water from on-board showers and sinks), bilge water, and deck runoff. As of September, 2008, boaters will need to get National Pollution Discharge Elimination System (NPDES) permits for every boat they own, including non-registered boats. In Connecticut, NPDES permits are regulated by the Connecticut Department of Environmental Protection (DEP). But, boaters will be required to get a NPDES permit from every state whose waters they enter. Obviously, this will be an onerous task both for boaters and regulators. The permit requirement is a result of Environmental Groups that sued EPA for stronger laws regarding aquatic nuisance species in ballast water from commercial ships. When the Court gave its ruling, it included all runoff from the normal operation of boats and ended a 34 year exemption that was given to recreational boats.

What's Being Done?

Some lawmakers in Congress are trying to remedy the situation. Consequently, HR 2550, introduced in May, and S 2067, introduced in September, both titled "Recreational Boating Act of 2007" seek remedies by putting the waiver back into the Clean Water Act. It is important to note that these bills will not be a step back for environmental protection.

As a Boater, What Can I Do?

Write to your legislators to support this important bill! Log onto www.blueboat.org for more information and to let your voice be heard!

Jared Silva, son of recently deceased, long-time NLPS member Bob Silva, passed away Friday, October 12 due to an untimely death.

We are sad to report that Bob Silva's 46 year old son was killed due to an untimely death. Those of us who met Jared knew him as a kind and gentle person. He was quick to mention the NLPS and his dad's involvement with the Squadron. Jared was the owner of Jared's Packy on Ocean Avenue.

Arrangements for a funeral are forthcoming. Thomas L. Neilan and Sons Funeral Home will be handling the funeral.

Our thoughts and prayers are with Jared's family.





September Membership Meeting at Seahorse Restaurant in Groton Proves to Be a Great Time



Leo MacDonald making his point about his Cape Dory



Jack Kurrus entertained us with his adventures beneath the ice aboard the first atomic submarine, the Nautilus

Eleanor Mariani is all smiles as Lea Jewett gives her a commemorative Vessel Safety Check Decal after her boat successfully passed inspection



Commander Salzarulo, at end of table, shares a good time.



New London Power Squadron Looking for Volunteers

NLPS is looking for an “in” at marinas and yacht clubs. If you are a patron or member, consider mentioning to the facility operators that the NLPS would be happy to arrange for a day to come in and provide Vessel Safety Checks to its boaters!

The following NLPS members have stepped up to serve as liaisons:

Spicer’s Marina and West Cove Yacht Club, Noank -
Cmdr. Tony Salzarulo

Burrs Yacht Haven, New London –Lea Jewett

Shennecossett Yacht Club, Groton–Ellen Barbour

Crocker’s Boat Yard, New London–Greg Roth

New London Sub Base, Groton–Jon Peterson

Challenge Yourself.....Take a Boating Course

Enjoy some Camaraderie.....Take a Boating Course

Earn the DEP Coastal Endorsement Decal....Take Marine Electronics

See pages 2 and 5 for more information on advanced grade and elective courses being offered this year!

The Pledge of the United States Power Squadrons:

I do solemnly pledge to:

Abide by the bylaws of the United States Power Squadrons;

Promote high standards of navigation and seamanship;

Maintain my boat and operate it legally;

Render assistance

whenever possible; and
Conduct myself in a manner that will add prestige, honor, and respect to the United States Power Squadrons.



Deadlines for submission of Articles for publication in **THE YARDARM** is the **15th day of the month**. *We reserve the right to edit any and all material submitted for publication.* All opinions expressed are those of the author and not necessarily those of The New London Power Squadron or The United States Power Squadrons, or the Editor of this publication. Other NLPS publications have permission to use articles and photo's from this publication **with proper attribution to *The Yardarm*** and or the author of the article.

Please contact the Editor directly at **860 442-8007** or **eleanor_c_mari8123@sbcglobal.net** for further information.

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