



# The Yardarm

March, 2008

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 *Tony Salzarulo*

New London Power Squadron  
Forges Ahead!



**A**t the last District 1 Council meeting a presentation was made by The Commander of the Hartford Power Squadron, Cliff McKibben. Each year, the Hartford Power Squadron has a booth at the Hartford boat show. When he wasn't busy talking to boaters who happen to come by their booth, Cliff and his comrades did some research. He took an inventory of all of the vendors who were offering boating education programs. He found that there were some commercial operations that were offering a one day eight hour program to obtain a Connecticut boaters license. These operations charged a rather hefty fee when compared to what we charge which is only the cost of the materials.

Cliff found that on average, 40% of boating certificates issued by the Department of Environmental Protection (DEP) were issued directly from courses taught by the DEP. I have been told that approximately 5,000 new boater certificates were issued last year from these courses. Clearly a person who is buying a boat for the first time and needs a certificate is more likely to opt for one of these courses than one of the courses offered by the Power Squadron.

Squadron. These courses are given frequently and in multiple locations to make it easy for someone to get their boating certificate through DEP.

From a membership recruitment perspective, prospects for new members have traditionally come from the Squadron Boating Course. We give our course two or three times a year. If you add up all of the basic boating courses offered by our entire district it would probably add up to 20 or 30 a year. This dwarfs the approximately 200 courses offered by DEP. Cliff's idea, and I think it's a good one, is to work with the DEP and have the DEP instructors hand out a District 1 flyer of how these newly certified boaters can continue their boating education through USPS. The flyer would have the names and websites of all the squadrons in the state and a brief description of the courses and seminars we offer. Preliminary reports from DEP officials seem promising. I'll keep you posted.

On another matter I'm happy to report that the grant money (\$3,935) from BoatUS Foundation has been received and deposited into our squadron account. Our T-shirt design team is coming up with some great ideas as well as vendors and prices.

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Events;  
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3—Annual Member-  
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4— Birthdays

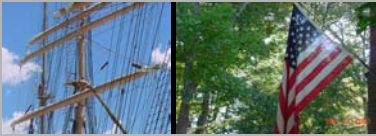
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date





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

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## The Yardarm

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



### CALENDAR

<http://www.newlondonpowersquadron.org>

### NLPS Events

**11 Mar.** — Executive Board Meeting, home of Lt/C Jon Peterson.

**24 Mar.** — Membership Meeting, Seahorse Restaurant, Noank, 6:30pm (see page 3).

**27 Apr.** — Change of Watch, Unk's on the Bay, Niantic

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



## Sign Up Today for a Class!

### May 2008

**Squadron Boating Course** - Begins May 6 for 6 weeks

**Junior Navigation**— Begins May 12 for 6 weeks

### July 2008

**Squadron Boating Course**- Begins Jul 9 for 6 weeks

Contact Ellen Barbour to sign up.



March 17  
HAPPY ST. PATRICK'S  
DAY!!



## Annual Meeting at the Seahorse Restaurant Monday, March 24, 2008, 6:30 pm



Come on out! Enjoy Spring! See what is happening with the New London Power Squadron

By popular demand, we will return to the Seahorse Restaurant, 65 Marsh Rd., Noank, CT. Phone (860) 536-1670.

- ◆ Meeting will be in the dining area to the right of the main entrance.
- ◆ Election of 2008 Bridge

**Menu:** House Special includes two entrees and bottle of wine for \$21.99, plus tax, tip, and any extras.

- ◆ **Reservations not required, but please let Bob Leete know if you are planning to attend so we can give restaurant a head-count.**

(Email: [robert\\_b\\_leete@sbcglobal.net](mailto:robert_b_leete@sbcglobal.net), or (860) 691-1236.)

**Program:** NLPS member Leo MacDonald will talk on "**Cruising Down East, 2007.**" Leo has offered to share his experiences on a sailing cruise to Maine and Nova Scotia in 2007. He'll give us some feel for the joys, challenges and frustrations of the journey. Useful background for any of us who are inspired to plan a similar undertaking!

**Directions** to the Seahorse Restaurant, Noank:

From I-95, take Exit 88, to Route 117 Noank/Groton Long Point.

Follow Route 117 South 9/10 mile to Route 1 at light. Turn left (North) on Route 1.

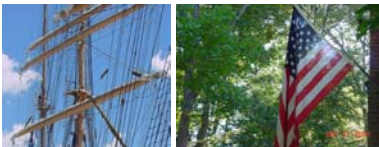
Go one mile to Route 215, turn South on Route 215 towards Noank, down hill 1 1/2 miles, then turn left with Route 215.

Go 1/2 mile, then turn right at Stop sign on Mosher Ave.

Go over bridge 1/10 mile, bear right for one block.

Turn right at stop sign onto Main Street; go one block, then turn left onto Terrace Ave.; one block, then turn right onto Marsh Road/boat yard area.

Go 3/10 mile, past first Spicer building on right. Seahorse Restaurant and a Spicer building are on the left.



(Continued from page 1)

ing for our 300 T-shirt giveaway this spring. The display tables and panel displays are being ordered and we should have an impressive presentation for our springtime safety and vessel safety examination days. We have scheduled three Saturdays in June thus far. On June 7 we will hold our first safety and vessel safety examination day at Crocker's Boatyard in New London. June 14 we will hold a similar event at Burr Marina and on June 21 at Spicer's Marina in Noank.

On yet another matter, I have set up a contact list with the e-mail addresses of everyone in the Squadron. I have sent out several e-mails inviting members to join in teaching our Squadron Boating Course. If you have not received these e-mails, it might mean that your e-mail address is either outdated or nonexistent in our database. It is important for us to have a correct e-mail address for you so that we can keep you informed of squadron developments. Please take a moment to send me your correct e-mail address at [salzarulo@comcast.net](mailto:salzarulo@comcast.net) so that we can update our records.

Looking forward to seeing you at our annual meeting this March!

Tony

# Happy Birthday!

NAME	SPECIAL TOWN	MEMBER DAY	SINCE
<b>March</b>			
Christopher Hall	Hebron	21	2007
Carlton Saari	Waterford	04	1987
Doreen Sharkey	Colchester	28	2007
Robert Tennant, Jr,	S Norwich	24	1988

Your Executive Board is dynamic!!!!

Executive Board Meetings will return to the SECOND TUESDAY of the month!.

Next Executive Board meeting is  
Tuesday March 11.



Don't forget!....Daylight Savings Time Begins March 9

Yahoo!!! Spring is right behind!

You are in luck!!! The JN Course has been postponed till May 12th.

We have six students so far. Call Ellen Barbour or Chris Wick to sign up!!



## **Rules to Live By**

**By Jack Kurrus, SN**



In this issue of the Yardarm we will look at Rule 7 “Risk of Collision.” In most US Power Squadron Class materials we generally confine the study of Risk of Collision to being able to confirm by taking continuous bearings to another vessel, and if the bearings are steady then assuming we have a collision situation developing. While this is essentially true there are other considerations as we shall see from a closer look at Rule 7. In both Inland and International Rules, Rule 7 is worded exactly the same.

### **Rules 7 Risk of Collision**

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk will be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
  - (i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
  - (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel at close range.

*It is interesting to note that the phrase “Risk of Collision” first appears in Rule 5, then in Rule 7 and later in Rules 8,12,14, 15, 18 and 19. However, nowhere in the regulations is the term “Risk of Collision” defined. Before COLREGS 72 were adopted Rule 7 didn’t exist as a stand alone rule but was found as annexes to several portions of the old “Inland and Pilot Rules.” This is all very interesting as on July 25, 1956 the SS Andrea Doria going West in heavy fog at 21.8 knots collided with the MS Stockholm going East at 18 knots, this is a closing speed of forty knots. Stockholm was in clear air while the Andrea Doria was in heavy fog. The collision occurred as the Andrea Doria broke out of the fog. Just as the Doria came out of the fog she saw Stockholm in a sharp left turn heading right for her. Very late evasive action by the Andrea Doria didn’t prevent the collision which killed 26 passengers. It was later determined thru several inquiries that the 1<sup>st</sup> and 2<sup>nd</sup> Mates on the Stockholm had likely misread their radar and assumed the Doria was on their right hand approaching head and head and had decided to make a turn to the left to open the distance to the Doria’s track. Many rules were broken to create this collision including speed in fog. This collision in all probability was a major cause of Rule 7 being included in the COLREGS 72 and the requirement that all Mates be certified in how to use radar equipment.*



# Looking Back



## 25 YEARS AGO

### March 1983

*This issue of the Yardarm had several great great articles worth repeating, here are a couple that are still timely and appropriate.*

#### MORE ARCADE NAVIGATION—PACMAN AIN'T NO NAVIGATOR

We are grateful to Cdr. Melvin N. Lash of Fall River Power Squadron, Massachusetts, for a press cutting on the sinking of a beautiful million dollar 76 foot yacht when it went on the rocks off Westport Harbor in September last. The skipper who was 26 years young, reported "When the radar failed, we had no idea where we were." On a voyage from Port Washington, Long Island to New Hampshire !!! Please pass this on to the instructors as another example of the folly of relying on electronics alone.

#### COLD FACTS

*This is taken from a lengthy article on hypothermia and 29 cold water deaths by duck hunters in 1975 in Pennsylvania.*

A St Louis Globe Democrat reporter allowed himself to be tossed out of a boat into 4 deg above freezing water. This is what he reported. "The sudden shock of that cold water knocked the wind out of me. Even though I knew the boat was just a few feet away, I was in a complete state panic. My heart raced faster than if I had run a mile. I flailed the wter helplessly for ten to fifteen seconds. I thought I was having a heart attack. I panted desperately, trying to get my breath back, and the harder I flailed the colder I got. Some people never pass the shock of immersion in cold water. For those who do, the second hazard which awaits them is the ever present risk of hypothermia.

## 50 YEARS AGO

### March 1958

*In trying to find material, to report on for March 1958, I found an interesting note from the November 24, 1952 meeting that I think you'll enjoy.*

At the November 24th meeting, with 54 members present, of these 35 members from the Norwich area, George Shattuck, AP of Norwich on behalf of 42 members from the Norwich area, submitted a resolution with petition, requesting a vote of confidence in organizing a Norwich Power Squadron. A motion was made, seconded, and passed by a majority to proceed. *Now you know where the Norwich Power Squadron Came from.*

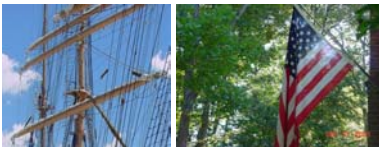
In March The D-1 spring conference was held in New London at the Mohican Hotel. Dinner will be \$4.50. It also noted that The March 21 (Membership meeting) had 46 members present with a roster set at 141 active members.

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**This Day in History:**

- March 1: First Census Authorized (1790)
- March 5: Boston Massacre (1770)
- March 8: 1st Troops Sent to Vietnam (1965)
- March 13: Uranus Discovered (1791)

\*\*\*\*\*



**NEW LONDON POWER SQUADRON  
TO HOLD ITS  
CHANGE OF WATCH CEREMONY**

**SUNDAY, APRIL 27**

**UNKS ON THE BAY  
NIANTIC**

**SAVE THE DATE**

# NLPS Safety Days

We now have three firm Saturday dates to hold our safety demonstration and Vessel Safety Examination days.

- ◆ June 7 Crocker's boatyard, New London
- ◆ June 14 Burr's Yacht Haven, New London
- ◆ June 21 Spicer's Marina, Noank

Other bills of interest:

**HB 5032—AN ACT CONCERNING OPERATION OF A VESSEL WHILE UNDER THE INFLUENCE OF INTOXICATING LIQUOR OR DRUG.**

This is a Governor's Bill to make it manslaughter in the second degree if the death of a person is caused by Boating Under the Influence.

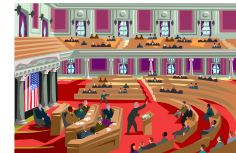
**Raised Bill No. 5828—An Act Concerning Candlewood Lake Boat use Permits**

Raised by the Environment Committee, the bill would require any boat on Candlewood lake with a 10 hp engine or greater and sailboats over 19 1/2 feet to pay for a sticker. Fees from the sticker would be used for law enforcement, boating safety and environmental education.

For more information on proposed bills go to [www.cga.ct.gov](http://www.cga.ct.gov).

## State Legislative Update

By Eleanor Mariani, DEP  
State Boating Law Administrator



The legislature is back in session as of February 6. Since it is an even-numbered year, this is a short session for them. The only bills that will make it to the floor are those that are raised in committee. (On odd-numbered years, the session is longer and bills can be raised by legislators.

The last day that a bill can be raised by a committee is Friday, March 7. If a bill is not raised, which means given a bill number, the bill is for all intents and purpose considered dead. However, even "dead" bills can be seen again if it is amended into, or tagged onto a viable bill.

There are some interesting bills out there this year that could affect recreational boating.

**R.B. No. 5806—An Act Concerning Boating Safety**

This bill was raised by the Environment Committee and sponsored by DEP. It seeks to:

- ◆ Adopt by Federal reference safety and equipment and lighting requirements.
- ◆ Allow children under 16 to operate a vessel, other than personal watercraft, without a certificate, if supervised by a person at least 18 that has had a certificate for at least 2 yrs.
- ◆ To make the owner of a vessel responsible for allowing a child under 16 to operate a vessel without a certificate, if one is needed.
- ◆ To define boat livery.
- ◆ To create a penalty for a person to teach boating safety classes, leading to certification, if the course is not approved by the DEP Commissioner.
- ◆ To reduce the temporary certificate for the Safe Boating Certificate and Certificate of Personal Watercraft Operation (which may be issued to owners of a vessel new to them) from six to three months.
- ◆ To promote on-water boating courses, by allowing a person supervised by an instructor approved by the Commissioner to operate without a certificate.

## The Squadron is only as good as its members

Come to the *Seahorse* on March 24 and SEE what the Squadron is doing...come meet people that share your love of boating!!

See page 3 for more details.

### 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** for publication the following 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.

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## The Yardarm

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### SAIL AND POWER BOATING

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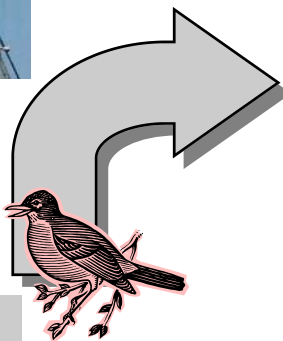
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