



# The Yardarm

October 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*



**T**he meeting of the governing board was recently held in Detroit. Ellen Barbour and I were in attendance representing New London. My overall impression was similar to the prior year in Norfolk. There are new and exciting things happening with USPS and our organization is moving forward with new products and services designed to keep USPS the leader in boating education. Yet, I have to admit, at times some of the things I heard would make me shake my head and think that these guys are really off course. I would like to take a moment to share with you some things I brought home from Detroit.

Effective 1 July 2008, a comprehensive insurance plan went into effect covering all of our boats when we are engaged in sanctioned squadron activities. It covers our boats, personal injury, and personal liability including classroom liability. Additionally, the coverage extends to people volunteering themselves or their boats to take part in a sanctioned squadron activity. The coverage is paid for by USPS and no Squadron contribution is required. For example, suppose I took my boat out with some students for some on the water training. Further suppose we had an accident while we're on the water caused by my own negligence or by a stu-

dent's misunderstanding of something that occurred in one of our classroom sessions. Further suppose that my hull is damaged, a student is injured, I am injured, and some innocent boater who happened to get in our way also has injuries and hull damage. This new comprehensive insurance becomes the primary insurance replacing our individual yacht policies. All of our liability issues including personal injury, personal malpractice liability, and hull damage are all covered under this new comprehensive policy. My own injuries are even covered under a Worker's Compensation type provision in the policy.

What this means in the short run is that we no longer have to worry about these liability type issues when we are engaged in squadron activities or on the water training. In the long run, it indicates a real direction in where USPS is going. We are moving from the classroom to the water. Now that this insurance is in place we can be involved in more on the water training. Also, our own members can rest assured if they volunteer their time or their boat these liability areas have been covered. I view this as an important first step in expanding our classroom activities to the dock.

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

## 2007- 2008 Bridge of the NLPS

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## The Yardarm

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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

<http://www.newlondonpowersquadron.org>



### NLPS Events

15 Oct . — Executive Board Meeting, at home of Ellen Barbour, 7pm

### D1 Events

25 Oct — Fall Conference, Marriott, Shelton (see page 5)

13 Dec — Western Holiday Party! (see page 4)

## Boating Class Update

The educational department of the New London Power Squadron is trying to determine if there is sufficient interest in offering the *Seamanship* course as well as a *Piloting* course this fall and winter/spring. *Seamanship* and *Piloting* are the first courses after the basic boating course. They may be taken in either order.

The *Seamanship* course deals with boat handling and maneuvering, anchoring mooring, rafting, working with lines, knots and emergencies on the water. It is an expansion of the basic boating course. For more information on the *Seamanship* course there is a description on our website as well as additional materials at the national site.

(Continued on page 3)

## New State Laws Go Into Effect October 1:

- ◆ Kids **12** and under must wear life jackets when vessel is underway, unless below deck
- ◆ Kids under 16 don't need a boating certificate to operate a boat (other than PWC) if directly supervised by a person at least 18 that has had a certificate for 2 years
- ◆ No bell is required on boats under 39.4 feet

For more information visit [www.ct.gov/dep/boating](http://www.ct.gov/dep/boating)



(Continued from page 2)

The *Piloting* course covers the use of charts, navigational tools, plotting courses, position determination and integration with GPS. It is a course in coastal navigation. Additional course descriptions can be found on the web.

The dates and locations for these potential offerings has not been determined in as much as we're waiting to see what kind of interest there is in these programs. It might be possible to offer the *Seamanship* course partially self-study by using the Internet for online communications between students and instructors.

To take either *Seamanship* or *Piloting* you must be a member of the Power Squadron. For more information on membership in the Power Squadron go to our website [www.newlondonpowersquadron.org](http://www.newlondonpowersquadron.org) under the "join us" tab. The courses are free to members but there is a charge (around \$35) for books and materials.

Please let me know if there is any interest in these programs. You can e-mail me or Lea Jewett.

Tony Salzarulo

# Welcome Aboard!

The NLPS is pleased to welcome the following new members!!!

**Andrew DiCostanzo, Colchester**  
(inadvertently omitted in last month's Yardarm)

**Matthew Orwat, West Springfield , MA**

**Christopher Jordan, Jewett City**  
(reinstated member)

# Happy Birthday!

October



Name	Town	Day
Bernie Baker, JN	New London	11
Henry Curtis, AP	Waterford	29
Donald Dimmock, P	Waterford	29
Leo MacDonald, P	Lisbon	21
Joseph Marone, AP	N Franklin	28
Brae Rafferty, Jr., AP	Mystic	29
Anthony Salzarulo, Cdr	Colchester	28
W. Frederic Wilson, P	Stonington	28



(Continued from page 1)

Many educational programs and seminars can now be expanded without concern of liability issues.

On another matter, the national website gets about one hundred hits each month from people interested in becoming a member of USPS. The old system took that potential member information and forwarded it to a Squadron that matched the zip code of the potential member. Many local Squadrons were not following up and the potential new member was lost. The Governing Board voted to now allow this potential member to actually join USPS online without being assigned to a Squadron. They will belong to District 99 and be an unaffiliated member. The local Squadron would be notified that they had a new unaffiliated member in their area and it would be up to the local squadron to contact the new member. This certainly seems like a better system.

The marketing and public relations department has created a marketing and public relations handbook called "pro-log". This is an interactive Internet magazine that is accessible through the USPS website. It pops up as soon as you get to the USPS homepage. I would encourage each of you to visit the site and take a look at this informative public relations resource that can be used by all of our members. Because it's an Internet-based magazine, it contains links, files, photographs and artwork, and other resources that can be used by anyone who is working on any aspect of marketing and public relations. Its technology is state-of-the-art, easy to use and fun. On our own New London website, under the news and publications tab, we have posted several popular online magazine sites. This method of online magazines seems to

be the way we will be getting our information in the future.

The educational department is again coming up with new and improved courses and seminars. Navigation has been rewritten and is now being offered in beta form. The Weather program and Marine Electronics have been rewritten. There is no doubt in my mind that USPS materials and education programs are among the finest that are offered on the market today.

One final thought from Detroit. The Chief Commandant of the United States Coast Guard Auxiliary was addressing our group and complementing us in USPS for the work we do. He said "you will never know how many lives you have saved... how many injuries you have prevented". Let's keep up the good work!

Tony

Save the Date:

**D1 Western-Themed Holiday Party**



**When:** December 13, 2008  
Starts 1800 with a cash bar

**Where:** Manchester Country Club

Uniform is cowboy/cowgirl attire or other comfortable clothing.

**Cost:** \$30.00 per person includes dinner and dancing.

Tony Salzarulo has tickets. Give him a call!!!



## Membership Meeting Summary September 22, 2008

A good time was had by all that attended the Fall Membership Meeting at the Seahorse Restaurant, Noank.

**Cmdr. Tony Salzarulo, AP** recognized **P/C Joseph Marone, AP**, of North Franklin, **Lt/C Trux Brodhead, P**, Niantic, and **Daneen Roth, P**, New London, for 25 years in the US Power Squadron.

**Tony** discussed updates on the National level and noted that contrary to some of the other squadron's NLPS is growing.

**Lea Jewett, SN** reported that JN is being offered and that he wants to offer Seamanship and Piloting if there is interest.

The minutes of the March Membership Meeting were passed as well as the Treasurer's Report.

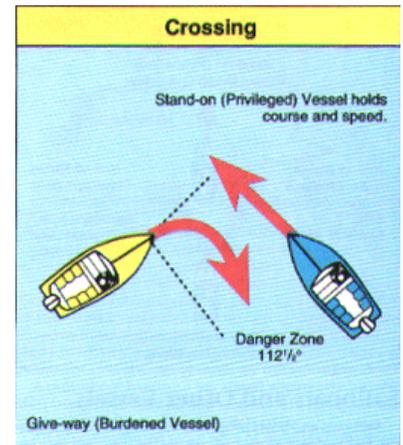
**Tony** encouraged members to get involved with teaching classes. He noted that people could get certified at the National Meeting on October 25.

Guest speaker **Erik Klockars** gave a very thought provoking recounting of his experience sailing on the trimaran, *Ocean Gypsy*, and trying to get to Belize through a Class 5 hurricane, which unfortunately, resulted in a loss of a crew member.

(Continued from page 7)

### Rule 15 Crossing

**Situation** *Note: The first paragraph of this Rule is exactly the same in International and Inland. Inland Rules however include a second paragraph. Which will be included and highlighted.*



from <http://www.sas.usace.army.mil/images/navrl2.gif>

(a) When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if circumstances of the case admit, avoid crossing ahead of the other vessel.

(b) **Applies to Inland Rules Only.** Notwithstanding paragraph (a), on the Great Lakes, Western Rivers, or waters specified by the Secretary, a vessel crossing a river shall keep out of the Way of a power-driven vessel ascending or descending the river.

Note: Sources for this article were:

- (a) Handbook of the Nautical Rules of the Road – Llana & Wisnesky
- (b) Farwell's Rules of the Nautical Road – Craig H. Allen

### District 1 Fall Conference

DATE: Saturday, 25 October 2008

HOST: Milford Power Squadron

TIME: 0830—1630

PLACE: Courtyard by Marriott

780 Bridgeport Ave., Shelton, CT 06484

203-929-1500

For Agenda and Information see the D1 Website.



# Looking Back

Jack Kurrus, SN

## OVER THE YARDARM



### 25 YEARS AGO

#### Oct 1983

*In the Squadron Cdr's column Cdr Dave Ferrell reported:* The Tri-Squadron Hauling-Out Party held at the Morton House was a real success. We had a good turnout and the New London Power Squadron Managed to capture all the prizes. Bernie Rogers received the trophy for 1st place in the Tri-Squadron Predicted Log Contest and your truly managed to acquire the 2nd place Cup and the Boner Award. I won't say why I got the Boner Award ; however , a good time was had by all. *OK Dave how about fessing up to that long ago winning blunder? Also in this column;* The District 1 Fall Conference was held at the Stratford Motor Inn in Stratford. New London Squadron had a good showing with six members of the Executive group and their spouses. Several topics were bridged and the best news was that New London Squadron is still No.1 in the membership race, along with the fact that we have doubled our membership over a three year period.

### 50 YEARS AGO

#### Oct 1958    **A New Idea**

In the sport section of the New York Times on 5 Oct there was a write up on a new system of visual signals called Destination Pennants. This idea originated in the Saugatuck River Power Squadron. This is how it works:

They have prepared a set of 21 pennants and two steamers. They have designated the Westchester-Connecticut shore by white pennants and Long Island's North Shore with yellow pennants and streamers. Each pennant bears a six inch black letter for each group.

The groups mostly have three possible destinations. There are two groups of only one destination and one group of four. This is where the streamers come in.

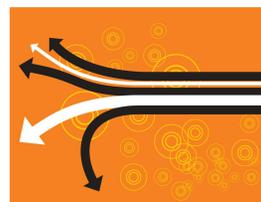
Take for instance the group with four destinations— it has the letter "C" - Portchester, Rye, Greenwich and Cos Cob. This group is in the Westchester—Conn. Shore area which uses the White Pennants. If your boat is heading for Portchester you would fly the white pennant with a streamer over it. If headed for Rye, you would fly only the pennant. If headed for Greenwich you would fly one streamer under the pennant. Lastly, if you were heading for Cos Cob you would fly two streamers under the pennant.

In the groups of one destination you only fly the pennant.

For the groups of three—for the first named you fly the streamer over the pennant and for the second you just fly the pennant, while for the third you fly a streamer under the pennant. (the more you write about this the more mixed up it sounds) *The last is part of the original article.*

This simple, inexpensive system promises effectiveness, and is being regarded as a significant advance in yachting by the skippers' best safety friend, the Coast Guard. The new Destination Pennant helps narrow the search for a boat in any given area. It indicates to all who may see the craft and who know the code where the yacht is headed. It has other advantages. It leads to a rendezvous among friends whose paths and courses are crossed.

*Note: I did not make this up, and I have no idea what it says !*





## Rules to Live By

By Jack Kurrus, SN



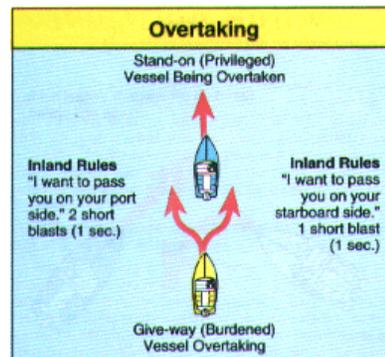
In the last issue we looked at the first two Rules, 11 & 12 in Subpart II dealing with Conduct of Vessels in Sight of One Another. Rule 11 Described the application of the Rules in this Subpart while Rule 12 dealt with the Special Rule governing Sailing Vessels in sight of one another. In this Issue we will look at the Rules for all Vessels in Sight of one another.

You'll notice in reading Rules 13, 14 & 15 the familiar designation "Stand on Vessel" and "Give way vessel are not used or defined. These designations are provided for in Rules 16 & 17.

### Rule 13 – Overtaking

*Note: International and Inland Rule 13 are exactly the same.*

- (a) Notwithstanding anything contained in the Rules of Part B Sections I & II any vessel overtaking any other shall keep out of the way of the vessel being overtaken.
- (b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that but neither of her sidelights.
- (c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.
- (d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her from the duty of keeping clear of the overtaken vessel until she is finally past and clear.



from <http://www.sas.usace.army.mil/images/navrl3.gif>

### Rule 14 – Head on Situation

*Note: International & Inland Rule 14 are exactly the same except only the Inland Rules includes paragraph (d).*

- (a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter course to Starboard so that each shall pass on the port side of the other.
- (b) Such a situation will be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the mast-head lights of the other in line or nearly in line and/or both sidelights and by day she observes the corresponding aspects of the other vessel.
- (c) When a vessel is in any doubt as to whether such a situation exists she shall assume it does exist and act accordingly.
- (d) **Applies to Inland Rules only.** Notwithstanding paragraph (a) of this Rule, a power driven vessel operating on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over the up-bound vessel, shall propose the manner of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(1), as appropriate.

*(Continued on page 5)*

**WE Need YOUR HELP!**

We are looking for volunteers to help run the Squadron and have some fun along the way.

Contact Henry Curtis, Lea Jewett, or Eleanor Mariani for information, (see page 2 for contact information)

**The Pledge of the United States Power Squadrons:**

Render assistance whenever possible; and

Conduct myself in a manner that will add prestige, honor,

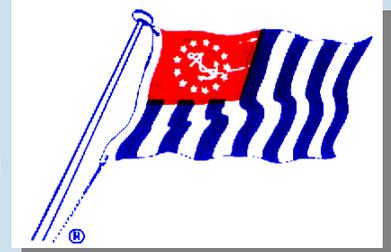
and respect to the United States Power Squadrons.

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;



Members are encouraged to submit articles. 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 to accommodate space needs.* 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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From:

**The Yardarm**

The Publication of The New London Power Squadron, a Unit of United States Power Squadrons®.

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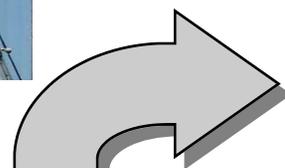
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**October 2008**



**TO:**



**OUR ON-LINE READERS**

Thank you !!!



Visit us at:

**[www.newlondonpowersquadron.org](http://www.newlondonpowersquadron.org)**