

THE TRIDENT

Voice of the Balboa Sail and Power Squadron, District 28
A Unit of United States Power Squadrons® *Sail and Power Boating*

March 2012

Volume 72, No. 3

Commander's Log

Cdr Boris Buzan, AP

WE HELD OUR 2012 CHANGE OF WATCH General Membership Meeting at the Bahia Corinthian Yacht Club on Friday, 20 January with 36 members and guests in attendance. We had just two changes to the Bridge from last year: Dave Thomas took up the vacant XO office and Denise Erwin replaced Dave as AO.



Cdr Boris Buzan, AP

There will be some changes this year in our operations, the biggest being the Trident's becoming a quarterly publication.

The Educational Department is off to a fast start this year; a Basic Boating Class is already in progress with about 25 students. We will be starting the Junior Navigation class in early March and I

encourage any one who is interested to contact Peter Barbour or Wes Heusser from our Educational Department.

Once again we will have planned an active cruise schedule. New member Eric Gritzmacher has volunteered to coordinate our cruises this year and I anticipate a schedule similar to last year with the addition of a cruise to Long Beach or Catalina Island.

Dave Thomas will be coordinating our Boat Show activities this year. This is a great event to meet fellow boaters and to have the opportunity to see the latest and greatest in sail and power up close. Volunteers are always needed to sit our booth so give Dave a call if you are interested.

Denise Erwin has scheduled the first two GMMs at Coco's, Fashion Island; the first of these will have a raffle and she tells me she is planning to have a speaker at the March meeting. If you haven't been to a GMM in a while I encourage you to attend, our speakers are always very informative. In this issue I have included for your review my remarks to the membership at the Change of Watch.

I look forward to seeing you at our activities this year.

Sea Scout News

Denise Erwin, AO

ON FEBRUARY 8 WOLFGANG KUTTER started an ABC class at the Newport Sea Base for Sea Scouts and adults. He taught to a full house of 22 eager participants and a good time was had by all. It was good to see so many youth interested in increasing their boating education and good to see them being supported by their adult leaders. Thanks to Wolfgang's expertise they are off to a good start on this four-week course.



Lt/C Denise Erwin, AO

See SEA SCOUTS, page 2

A Word from the XO

Lt/C Dave Thomas

2012 . . . LOOKING AHEAD! That's our motto for this year. As I try my hand at the Executive Officer position I find the biggest problem is in recruiting NEW MEMBERS. This year we MUST get membership increased. I pledge I will recruit ten new people this year. The first is Mr. Edward Hunter, attorney at law, who joined us at the GMM on the 16th. I propose that each member take the pledge to recruit one new member this year. I met this week with the L.A. Times in hopes of getting them to help us with the Daily Pilot to get better response to our need in the community to advertise our GMM meetings, our classes and our membership drive.

The squadron has applied for assistance from West Marine for \$2,500 for five of our projects this year, we should here soon. This will help us in recruiting, classes, our Sea Scout projects and our boat shows.

If we have anyone out there that would like to serve on one of our committees please call me. Also if you have anyone you need help in recruiting just give me a call at (949) 288-8987 and I will try some friendly persuasion.

The Orange County Fleet of Sea Scouts is proud to announce the addition of another Quartermaster candidate to their ranks. Sarah Wyman, an Able scout from ship 936 *Mariners* in Dana Point, had her Bridge of Review on February 7 at the Newport Sea Base. Representatives from ship 711 *Del Mar*, ship 90 *Renegades* and ship 1767 *Triton* comprised the review board in which Sarah was a shining star. She passed her Bridge of Review with flying colors and has been recommended to the Boy Scouts of America National office in Irving, Texas to be awarded the rank of Quartermaster Sea Scout. *Bravo zulu Sarah.*

Our own *Del Mar* is deeply involved in training for the Long Beach Invitational Regatta at the Long Beach Sea Base on March 10. This is a fun, one-day event attended by Sea Scouts from Orange County, Long Beach, San Fernando Valley, Inland Empire and Redondo Beach area. *Del Mar* has been brushing up on basic rules of the road, navigation, knots, Sea Scout trivia and at the same time moving the boys toward earning their next rank. After a day of competition, fellowship with other Sea Scouts and a BBQ lunch, the crew usually joins other Sea Scouts for pizza at a local restaurant before heading south to Orange County. Good luck *Del Mar.*

SSS *Triton* is preparing for a long weekend cruise over the President's Day holiday to Catalina on their 41-foot ketch, *Windward Spirit*. The sails, taken down in December and repaired, have been rehung, a new macerator (always important on a long cruise!) has been installed and the crew has menu plans well underway. The float plan starts on Friday night on the dock at the Newport Sea Base, getting underway at the crack of dawn on Saturday morning. The crossing to Avalon is an all-day journey and shore leave in Avalon is always a treat for the scouts. Sunday morning the crew plans to pull off the mooring and head to the Isthmus for the night, and the Isthmus always includes playing volleyball and eating lots of ice cream. Monday morning *Windward Spirit* will start the crossing back to the Newport Sea Base. Bon voyage *Triton.*

The 2012 Border Run is coming up on March 10 and SSS *Renegades* will be defending its 2011 title of First in its class on their program boat *Dare*, a 60-foot custom racing yacht. *Renegades* is no stranger to winning as it was also 1st in its class in 2009. Under direction of boat owner Bob Kettenhofen and other adult leaders, the scouts handle every aspect of the race, from start to finish. In addition to their "sea" duties, the scouts also work on rank advancement while underway. Fair winds and following seas *Renegades.*

The Balboa Sail and Power Squadron should be proud to know that its own Wes Heusser has accepted the position of Commodore for the Sea Scout District of Orange County Council Boy Scouts of America. As Commodore he will chair the Skippers and Mates monthly meetings for the four Sea Scout ships in the council and be a liaison between the ships and the Boy Scouts as well as a resource for the skippers and committee chairman of each ship. We cannot thank him enough. Welcome aboard Wes!

March 4 marks the first annual Jeffrey Adam Memorial Regatta in Dana Point. Jeff, a member of both Sea Scout ship 936 *Mariners* and Sea Scout ship 711 *Del Mar*, was a collegiate level sailor, sailing instructor, BSPS member and friend to many, many Sea Scouts, passed away very suddenly of a rare blood infection at just 22 years of age in June 2011. This memorial regatta is the first of many to come honoring the life of Jeff. You are encouraged to come to the Dana Point Harbor on March 4 to be part of this event sharing the zest for life this young man had for everything he did.

Historian's Log

Lt Robert L. Faley, AP

IN PAST COLUMNS WE HAVE REPORTED on early day items from the Boston Yacht Club. Here is another interesting item that played heavily in the formation of the USPS.

During the summer of 1912, twenty power boat vessels of the Power Boat Division of the Club were invited to go with forty windjammers on the annual Boston Yacht Club cruise to Portland, Maine. The power boats cruised in squadron formation with an elaborate system of maneuvers executed by means of flag signals. During the cruise a screeching nor'wester blew up. Many of the sailing yachts were dismasted or otherwise disabled. The power yachts, (under the command of Roger Upton) went to their rescue, towing disabled craft to port. No losses were reported.



Lt Robert Faley, AP

In a subsequent issue of *Motor Boating* magazine, this rescue was dramatized with a six-page photo story "*The fellows of the Powerboat Division provided meritorious service and emerged from the ordeal crowned with glory.*" In 1913, the Powerboat Division was renamed the "Power Squadron" and thus became the Club-within-a-club!

Cruising North America's Great Circle

P/C Richard Banks, AP

[This is part I of a reprint of an article first published in 2009. Ed.]

Getting Started

On July 10, 2001 my wife Linda and I guided our 42-foot Grand Banks into the anchorage at Liberty Park, behind the Statue of Liberty, to complete our 6000-mile cruise around North America's Great Circle Route. It had been a year to the day since we weighed anchor from the same location to start the first leg of this circumnavigation up the Hudson River. At the beginning it seemed like such a daunting endeavor. At other times it seemed like little more than 136 day-trips spread out over the course of a year. The truth probably lies somewhere in between. But for us it was the cruise of a lifetime that brought out the best and worst in us. It was also the highlight of our lives together that produced experiences, memories and friends we will never forget.



Dick & Linda Banks

Actually, the great circle route consists of several alternative waterway choices that allow boaters to completely circumnavigate the eastern third of North America. Since we purchased our boat in eastern Connecticut, New York City was the closest point on the Great Circle Route (or "Loop" as it's often called) from which to start the trip. A counterclockwise cruise direction is the most common in order to go with the southerly flow of rivers in the Midwest. Not too far up the Hudson River was our first alternate waterway decision. We were getting off to a bit of a late start, so we opted to take the shorter route via the Erie Canal to Oswego, NY and across Lake Ontario to Kingston, Ontario, Canada. From there we traveled Canada's Trent-Severn waterway and through the Georgian Bay and North Channel areas of Lake Huron. Then it was through the Straits of Mackinac and down the eastern shore of Lake Michigan to Chicago. After that we cruised down the Illinois, Mississippi and Tenn-Tom waterways to Mobile, AL. From there we took the Gulf Intracoastal Waterway (ICW) to Apalachicola in the Florida panhandle. It was a 19-hour over-nighter from there across the Gulf to Clearwater, FL. Next it was on to the Florida Keys and back to New York via the Atlantic ICW.

It's important to recognize that this article is not intended to be a complete planning guide to cruising the Loop. The information presented here is based on our approach to planning, preparation and training, including some cruising experiences along the way. As West Coast boaters, we had much to learn about cruising in the Eastern US and Canada so we may have gone a bit overboard on preparation. One of the things that has kept us involved in boating long after the initial novelty wore off is the wealth of knowledge still to be learned from every new boating experience and advance in technology.

Learning the Ropes Together

Most people we met along the Great Circle Loop were retired couples that had been together for some time. Many had years of boating experience, but others had come to it recently. And, in most cases, one of the crew was much more experienced than the other. We were no exception. I had grown up on boats in the Midwest, and Linda had almost no experience at all. We had recognized years before starting our trip that we would both need to develop a comfort level in our abilities to boat in a wide variety of waterways and conditions. And, we needed to be able to work seamlessly together if we were to have a safe, comfortable and enjoyable trip.

When we first talked of cruising the Loop, we still had several years before retirement would allow that to happen. That gave us plenty of time to develop the skills and confidence we'd need to complete the trip. It was time to buy a boat and join the local US Power Squadron. We immediately enrolled in a Seamanship class with the Balboa Power Squadron in Newport Beach, CA and over the next few years took every class they offered short of advanced celestial navigation.

Although I had always been interested in trawlers, we ultimately bought an aging but unique 30-foot Sea Ray Weekender that had been custom built with direct drive TMD 40A Volvo diesel engines. It became our on-the-water classroom. We were forced to learn how to repair, maintain, manage and install systems that were prone to failure in a 15-year-old boat. Luckily, we developed enough skill in these tasks to put over 1000 hours on the boat in the 5 years we owned it. And many of these cruises involved overnight trips of up to a week duration that gave us the chance to gain some live-aboard experi-

See CRUISE, page 6

GPS Interference?

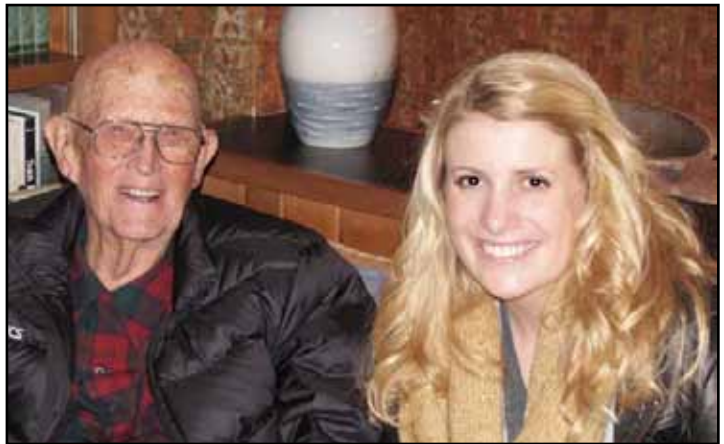
P/C Wolfgang Kutter, SN

A RECENT COMMUNICATION from USPS Headquarters informed us that a permit application to install a terrestrial-based wireless broadband transmission network by LightSquared Company was denied by the FCC on 14 February, 2012. This denial was due to the fact the LightSquare system could interfere with satellite-based GPS signals. At this time no practical way was deemed available to eliminate this potential problem. This whole issue might lead to interference standards for GPS receivers, standards which do not exist at this moment outside of the aviation community. For further details go to: www.insidegnss.com.



P/C Wolfgang Kutter, SN

Christmas Party Photographs



Balboa Sail & Power Squadron

2012 BRIDGE

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News from the SEO

Lt/C Peter Barbour, JN

AS YOUR SQUADRON EDUCATION OFFICER for 2012 I'm looking forward to a year of continued educational opportunities for our members and the boating public. The squadron will be offering several types of classes this year: America's Boating Course is our entry-level class, and our first one for the year is already underway with the help of our instructor Wolfgang Kutter.



Lt/C Peter Barbour, JN

Junior Navigation will begin on Tuesday, 6 March at 1900 at our headquarters building. Rick Honey will be instructing the JN class this year and we hope to have an exceptional group of students for him to work with. Junior Navigation is the first in a two-part program of study in offshore navigation, followed by the Navigation course. It is designed as a practical "how to" course. Subject matter includes: Precise time determination; use of the Nautical Almanac; taking sextant sights of the sun; reducing sights to establish lines of position; special charts and plotting sheets for offshore navigation and offshore navigational routines for recreational craft. Contact Wes Heusser at (714) 651-4328 for more information.

We'll also be offering some shorter style seminars and talks this year as we try to provide educational opportunities to fit in with everyone's schedules. A single day morning/afternoon radar seminar is being planned as well as interesting speakers for our monthly dinner meetings. Join your squadron members at our educational events this year or mention them to a friend. Nearly all of our squadron members began their affiliation with BSPS by taking a boating course. Pass along the gift of knowledge by mentioning our classes to your boating friends and encourage them to pursue boating education.

I look forward to a great year of education with you.

New Award for the Trident

Lt Peter Redwood, SN - Trident Editor

A NEW USPS award of *Distinctive Communicator* (shown at the right) has been given to the Trident. Thank you for all the articles and contributions that made this possible.

Keep up the good work!



At right: Pictures from the Change of Watch 📷

We're on the web at:
www.balboapowersquadron.org



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CRUISE, from page 3

ence. This was a real confidence builder for both of us, since we had not previously cruised offshore.

To learn more about the cruising conditions and tourist attractions along the Loop, we subscribed to several magazines and cut out relevant articles over a period of several years. We also bought a couple of guidebooks that provided some additional insight. But there is one resource we only learned about after we already completed half the Loop. That's an organization that was established in 1999 by "Loopers", Ron and Eva Staub, called America's Great Loop Cruisers Association or AGLCA. Their approach to cruising the Loop was quite different from ours, as was related in the book they later wrote called "Honey, Let's Get A Boat". But, the organization they founded publishes a semi-monthly newsletter and sponsors several rendezvous. These provide an educational conduit between members that are planning to do the cruise, currently doing it or have already completed the trip one or more times. It also provides a forum for members who have completed the trip to sell charts, books and boats they longer need. We sold all 56 pounds of our charts and guide books through the newsletter to someone planning to cruise the Loop from southern Florida. We threw in the 22 pounds of magazine files we had accumulated. A map of all the Great Circle Loop waterways and other cruise related items are also available from AGLCA. The group's membership growth mirrors the growth of interest in cruising the Loop. I was the 384th member to join in early 2001. Current membership is around 1500 people, most of whom have not yet started their cruise. The Staubs can be contacted at (865) 856-7888 or at www.greatloop.com.

[To be continued in the next issue of the Trident]