



UNITED STATES POWER SQUADRONS

Mark 4

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Commander's Message

I want to thank the members of District 4 for electing me to serve as District Commander for the 2013-14 watch. It is an honor and I will do my best to live up to their expectations. We owe our thanks to Ray for the hard work he has done for the District during the past year.

We are still recovering from the devastation caused by Sandy. Many of our members have just started returning to their homes and some are still not in them. Many vessels were lost to the storm but in time we will come through this. Cleanup of the waterways as well as land areas is in full swing and hopefully, we will be able to salvage most of the boating season afterward.

Sandy and the storm predicted for the weekend put a bit of a damper on the proceedings of the Annual Meeting but we did the best we could and weathered it well. Those that attended had a good time. We were visited by members of Districts

2 and 3 as well as the Chief Commander's representative R/C Kay Simkins, AP of the Patuxent River Sail & Power Squadron (Maryland, D/5) escorted by her husband D/Lt/C Al Simkins, JN. Kay and Al drove up from their home in Maryland in spite of the storm warnings. I guess they've heard about D4.

On the heels of the Annual Meeting came the D4 Memorial Service. It was well attended and everyone enjoyed the reception after. Thanks to all that came and contributed to the delicious fare.

Businesswise, there are many changes that are taking place in the USPS, with a high priority being put on branding. The intent is to do what many companies do, by having all units use the same identity. The Coast Guard Auxiliary uses that name with a Flotilla number added. This should allow USPS to be recognized on more widespread

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plane by adopting the organization name “United States Sail and Power Squadrons” and an individual identity “*Ponte Bay Squadron*”. *Marketing, marketing, marketing.*

We have also partnered with Brunswick Corporation. Brunswick dealers are signing up (slowly) to have USPS run classes and seminars at their facilities. Squadrons with an interest in using these dealers as a venue for their classes and seminars should make their intentions known to the District. We in turn, will direct the squadron nearest the requesting dealership that an opportunity exists for

D/C James Ulrich, SN

2013 Cruise Bulletin Board

The May issue of Mark 4 promised to run a bulletin board for use by members in getting together to cruise this summer. Unfortunately the response has not been overwhelming. I am uncertain as to whether this was due to the problems created by Hurricane Sandy, the price of fuel, or the aging of our membership. In the hope it is none of these, but rather a hesitancy to make plans due to concerns regarding the condition of our waterways, we are going to post inquiries in Mark 4 and will follow up with updates as summer approaches. If interested in posting your plans, contact P/C/D David Meshulam, AP, at djmgem@aol.com.

To date the following notices have come in.

1) R/C Chris Windeler lost his sail boat in the hurricane. Experienced with power and sail boats. Happy to crew on either power or sail boats. Ideal opportunity especially for a novice boater. cwindeler@mac.com.

2) D/Lt/C Robert Phillips has a power boat and is looking forward to cruising this summer from his marina at Haverstraw. Suggests keeping to the western end of Long Island Sound, both the Connecticut and Long Island shores where there are many good marinas and where gas consumption won't make the trip too expensive. Dates are flexible and subject to repair of damage to the boat due to Sandy. rphillips18@verizon.net.

3) P/D/C David Meshulam has a sail boat and has cruised extensively. Planning a cruise from Atlantic Highlands, NJ, to Block Island, Martha's Vineyard, and beyond. Dates are flexible other than last week in July and first week of August. . Also will make frequent trips through east river to Port Washington and its free moorings. Happy to join up with other boats, sail or power. djmgem@aol.com

4) P/D/C Mike Sangiorgio is planning to cruise by sail from Barnegat Bay with Staten Island, Port Jefferson, Mattituck and then the Connecticut River as destinations.

Do you have any plans or suggestions? If so contact me, Dave Meshulam, at djmgem@aol.com and we can use the email distribution list to add your input to the above.

P/D/C David Meshulam

D/4 Memorial Service

By Cdr. Robert Rafano, AP

On March 17, 2013 I had the distinct pleasure and honor to attend the 32nd District/4 Memorial Service to commemorate our departed D/4 shipmates. The service took place in the St. Alban's Episcopal Church located in the village of Eltingville, near the southern tip of Staten Island. The church is a mid-19th century wooden structure built on a historic site. The church has been fully restored, and its interior is a delight to see.

More importantly, the memorial service itself was deeply touching and wonderful to behold. The program consisted of prayers, scripture readings, songs and poetry. During the traditional roll call of squadrons, the names of those members who died in the previous year are commemorated. We had the sad duty to call out the name of our dear comrade, Don Baker. Several of the other squadron lost many more members.

I thought the following poem was appropriate for the passing of our fellow member Don Baker, especially in view of his love of sailing. I present it here for your reading.

Gone From My Sight

I am standing upon the seashore. A ship, at my side,
spreads her white sails to the moving breeze
and starts
for the blue ocean. She is an object of beauty
and strength.

I stand and watch her until, at length, she
hangs like a speck
of white cloud just where the sea and sky come
to mingle with each other.

Then someone at my side says, "There. She is
gone."

Gone where?

Gone from my sight. That is all. She is just as
large in mast,
hull and spar as she was when she left my side.
And, she is just as able to bear her load of
living freight to her destined port.
Her diminished size is in me- not in her.

And, just at the moment when someone says,
"There. She is gone."
there are other eyes watching her coming, and
other voices
ready to take up the glad shout, "Here she
comes!"
And that is dying...

***Editor's Note. The memorial service
is an annual affair which takes place
a week after the D-4 spring
conference. Why not attend the 2014
Memorial Service?***

Hurricane Sandy Alert

Superstorm Sandy Last October a disaster.
Worst storm in history in this area surpassing
Hurricane Irene, The Perfect Storm, and the
1992 Nor'easter.

For information on the status of navigational
channels from the Army Corps of Engineers
and the Coast Guard go to
[www,BoatUS/cruising/Tom Neale](http://www.BoatUS/cruising/Tom%20Neale). To help
members of BoatUS determine the status of
marinas and other facilities, BoatUS is
cooperating with Waterway Guide to provide
updated information for a page they are
maintain
)www.waterwayguide.com/superstormsandy or
Google "waterway guide sandy". You can help.
Send updated reports about your marina's
facilities and any navigational hazards in your
home waters to
superstormsandy@waterwayguide.com.

District 4 ia a cooperating group with Boat US.
Thank you to BoatUS , Seaworthy, for the
above release.

ON THE LIGHT SIDE

Four brothers left home for college, and eventually, they became successful doctors, and lawyers -- and prospered. Some years later, they chatted after having dinner together. They discussed the gifts that they were able to give to their elderly mother, who lived far away in another city. The first said, 'I had a big house built for Mama'.

The second said, I had a hundred thousand dollar theatre built in the house. The third said, 'I had my Mercedes dealer deliver her a SL 600 with a chauffeur.' The fourth said, 'Listen to this. You know how Mama loved reading the bible and you know she can't anymore because she can't see very well. I met this priest who told me about a parrot that can recite the entire bible. It took twenty rabbis 12 years to teach him. I had to pledge to contribute \$100,000 a year for twenty years to the church, but it was worth it. Mama just has to name the chapter and verse and the parrot will recite it.' The other brothers were impressed.

After the holidays Mama sent out her Thank You notes.

She wrote:

Milton – my darling, the house you built is so huge, I live in only one room, but I have to clean the whole house. Thanks anyway.

John – my love, I am too old to travel. I stay home. I have my groceries delivered, so I never use the Mercedes and the driver you hired is a Nazi. The thought was good. Thanks.

George dear, you give me an expensive theatre with Dolby sound, it could hold 50 people, but all my friends are dead. I've lost my hearing and I'm nearly blind. I'll never use it.. Thank you for the gesture just the same.

Dearest Melvin --you were the only son to have the good sense to give a little thought to your gift. The Chicken was delicious.

WHAT IS A PREDICTED LOG CONTEST???

Many of you may have heard me refer to or noticed in our roster that we have a Predicted Log Contest in fact we have 2 of them. One is for those who boat in Raritan Bay and will be held on September 28th; the other is for those who boat in Barnegat Bay and will be held on October 5th. It can be summed up as a boat ride the old fashion way, that is no GPS, no course plotter, no radar, no speedometer, and no RDF (radio direction finder for you younger folks). The only things you have are a compass, a chart and your engine or engines tachometer. That's the way boaters used to get from one place to another before we had all these modern day electronic gizmos that are fine and helpful as long as they are working or the satellites that send the information to them are working and they do go out every once in a while for maintenance or other reasons.

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The object of the contest is to show how well you know your boat. How fast is it going at a certain RPM of the engine, how well you can keep it on the course you plotted on your chart.

Our contests are about 12 miles long so you won't burn a lot of fuel and are not a contest of speed, but rather a contest accuracy combined with the comradery of others on your boat and a fun event on the water followed by a dinner afterward to celebrate. The contest is open to all boats 16feet and above, power or sail under power. If you can do the basic formula $60D=ST$ that you were taught in the first squadron course, then you have the knowledge to participate in this event. The committee will have a two hour one night free class to explain more and we'll even help you do the simple paper work. If you do not have a boat but would like to participate, we need an observer for each boat to keep the captain honest. We'll show you how to do everything.

This is not a difficult event to do and will amaze you how well you know your boat. If you are or think you might be interested, please contact P/C Alan R. Brown, AP of Raritan Bay Power Squadron at (609) 242-7067 or Bgrandmaval@aol.com . This event is open to all members of all District 4 Squadrons; we need to do things together!!! This is FUN!!!

P/C Alan R. Brown, AP
Raritan Bay Power Squadron

WHY IS THE STARBOARD LIGHT GREEN?

Hopefully, every boater knows that the port side running light is red and that the starboard side light is green. The standard of having the red light on the left and the green on the right comes in handy after dark when boaters can determine the

movements of other vessels based on the visibility of these lights.

In addition, the green light also indicates which boat has the right of way over the other. Anyone that has ever participated in a sailboat regatta is familiar with the resounding calls of "Starboard" as the skippers declare that they have the "right of way" due to being on a starboard tack.

To understand how these terms evolved, one must delve deeply into the boating days of yore. Viking vessels were steered by a paddle or board inserted in the water called a "styra." Most folks being right-handed, the steering board was always located on the right side of the ship and the term "styra" became associated with the right side. Norsemen later used the same term for a board steering larger vessels. The word styra evolved into today's English term "starboard."

Because the steering was located on the right side of the vessel, captains tied the left side to a dock to avoid damaging steering mechanisms. Thus, the left side became known, in English, as the port side, because beyond the dock was a port town. surface of the water which can become dislodged and do damage to your boat.

Now, about those lights ... The practice of assigning vessel priority in crossing situations grew from the fact that vessels often had items in the ship's center that blocked the helmsman's view. Because the boat's steering was controlled from the right side, he could see vessels on the right; therefore vessels on that side were given a green light - both figuratively and actually. Those vessels could safely pass in front of the steering person's vessel.

Conversely, the left side was assigned a

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red light – again, both figuratively and actually. This evolved from an understanding that helmsman’s view of the left side from his right side station, were often blocked from his view by deck hands, cargo, and sails. So, these “out of sight vessels” gave way to the helmsman’s vessel. Much of maritime traditions about the right of way are the same today, with the addition of colored lighting to assist in identification.

It’s always interesting to delve into maritime history to discover the traditional reasons behind our modern practices. These little tidbits of information can help us remember the red and green lighting conventions and which vessel is “stand on” and which is “give way” between approaching boats.

To learn more about those important “Rules of the Road”, seek information from the members of the United States Power Squadrons® who tell us: “Boating is fun... We’ll show you how”. Go to their website at www.USPS.org for courses and seminars in your area.

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Lt. Bill Hempel
Senior Feature Writer
Marketing/Public relations Committee
United States Power Squadrons®

National Safe Boating Week is May 18- 24, 2013

Due to the recent Hurricane Sandy, I don’t know how many

People will be boating this year. I do know that there is a lot of cleaning up being done. But we need to be very careful if you plan on doing any boating. Watch out for floating objects and objects well below the surface of the water which can become dislodged and do damage to your boat.

WEAR IT

WEAR IT

National Safe Boating week is a great way to kick off what will be a fun and safe summer on the water. National is asking boaters to pay Extra attention to their boating safety behaviors, and to always wear their life jackets.

From the National Safe Boating Campaign: this includes informing boaters that they have the options when it comes to today’s life jackets. Such as the new inflatable versions that offer comfort and a complete range of movement. So now you have NO reason not to wear a life jacket.

Enjoy the Summer
Bernice Fiorentini
Safety Officer

MAKE NATIONAL SAFE BOATING WEEK

A USPS ANNIVERSARY EVENT

More than ever before, this year is your squadron’s time to shout the proud history of USPS. One critical opportunity is National Safe Boating Week. Use every chance to get out the WORD! Plan to celebrate in multiple ways from 18May to 24 May.

Items to place in that multi-tasking agenda might include many items, perhaps: an ABC course, a seminar series, radio and TV interviews, a community boating safety equipment

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day in cooperation with the local fire department, VSC rallies, a joint program with your Brunswick partner and the ever important municipal proclamation honoring your squadron and Safe Boating Week. Everything done should be linked to local media coverage.

**UNITED STATES POWER
SQUADRONS:
100 YEARS OF SHOWING
BOATERS HOW**



JERSEY SHORE OPEN FOR BOATING

New Jersey waterways are open to recreational boating, fishing and hunting. Marinas are cleaning up, slip rentals are available, charter boats and party boats are booking customers, and kayak liveries and sail schools are gearing up for paddlers and sailors. The State is committed to ensuring that coastal communities are open for tourism and recreation this summer. The State is removing storm-related debris and sand from its waterways throughout coastal New Jersey and its storm-impacted bays. Cleanup likely will continue into the fall. Superstorm Sandy was extremely

destructive and you may encounter hazards in the water, so use caution.

Be a responsible boater:

Stay in the navigation channels or deeper water

Proceed at lower speeds and use a lookout as if piloting in uncharted waters

If you see an area to stay away from, stay away. Keep your eyes out for debris.

Always wear a life jacket

Stay clear of debris removal and dredging operation.

Be aware of potential changes in waterway conditions since Sandy:

Existing navigation charts and GPS data may not reflect actual conditions.

Shifting channels, new shoals, altered bottom contours and changes in waterway depths.

Floating or submerged debris and vegetation.

To report debris in the water, call the New Jersey Department of Environmental Protection at 1-877-WARN-DEP

For more information and updates visit www.nj.gov/dep/special/hurricane-sandy/wwdebris.htm.

For the latest "Local Notice to Mariners" information, visit www.navcen.uscg.gov.

Be a good boater and report adverse conditions for the safety of all

OUR 100TH ANNIVERSARY FLAG

Commander Ulrich had the distinct honor and privilege of attending and officiating at change of watch ceremonies at all but 3 of our squadrons (there were conflicts on 3 occasions and he was unable to be in two places at once)

At each of the changes of watch the commander brought with him the new national ensign commemorating our 100th anniversary. The pictures bellow are from th Lackawana Sail and Power Squadron Change of Watch (the only pictures submitted for publication).



Mark 4 is the official publication of District 4, USPS. Published 4 times a year. P/D/C David J. Meshulam, AP, Editor, Gail Merson, Assistant Editor, with the help of many loyal members. Articles and announcements from squadron officers and members are welcome by email at DJMGEM@AOL.COM

Editor's Note:

My sincere thanks to all contributors of articles as they appear in this issue, The success of an organization is fully dependent on its members and the members always rely on communication. Mark 4 is one of the view opportunities the district has to report to our members but can only be accomplished by feedback and submission od articles by members of our squadrons. All contributors to this issue are noted in each article. Also included are articles gathered from "KEEPING UP", the publication of the USPS Marketing Committee. All Squadron newsletter editors are urged to use articles in that publication for their newsletters.

My thanks for all contributors. It makes my job much easier. In fact with the help I am getting, I fully intend to waive asking for a raise in my pay as editor.