



UNITED STATES POWER SQUADRONS

Mark 4

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2011, A BANNER YEAR FOR D-4

In 2014 USPS will celebrate its 100th anniversary as an organization, a feat not many boating organization can claim. This year 2 D-4 squadrons celebrated their birthdays, New Jersey Sail and Power Squadron's 75th anniversary and Barnegat Bay Sail and Power Squadron 50th anniversary. Both squadrons were cited for their achievement in a presentation by the USPS Commander's representative, R/C Jeff Hamilton, AP (USPS Planning Committee) at the district conference, 22 October, 2011. Also honored were 5 fellow members who earned their 50 year membership pins, Irwin Buck (Barnegat), William Grub, P (Lake Hopatcong), Neil Becker, SN (New York), Larry Silverstein N (North River) and Donald A. Farrell, AP (Staten Island).

As those of you who have attended a district conference in the past know, the Commander's representative delivers a message from the commander, answers complaints of members and generally takes back any suggestions given for consideration by our national organization. The highlight of his

presentation was the fact that for the first time in years USPS membership has shown an increase. The reason for increase were new cyber memberships. In other words, while many have joined through the internet, retaining these members depends on the follow up required by individual squadrons in contacting cyber members in their area and asking them to join the local squadron. USPS and your squadron needs you to retain these members as we go into the future.

Of course there was a lot of partying at the conference. A good time was had by all. Special thanks to the Staten Island Sail and Power Squadron for their cocktail hour on Saturday.



I WILL DRINK TO THAT
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Administration Workshop Seminar

AROUND THE SQUADRONS

Congratulations to Raritan Bay and Staten Island Sail and Power Squadrons both of which were cited (with appropriate pictures) in the Fall 2011 issue of The Ensign". Raritan Bay's project was an appearance at the Metuchen Country Fair with a well equipped and manned stand promoting USPS material and classes. Their success was in the fact that they got 10 students for a class. Staten Island's submission was for their "Kids Don't Float" presentation at the Great Kills Yacht Club. GREAT JOB BY BOTH SQUADRONS. KEEP UP THE GOOD WORK. We need the exposure.



'Tis the time for partying again. Are you ready? All are invited and welcome to the following holiday parties.

Northern NJ, 16 Dec, Essex Fells Country Club, \$75 per person, open bar, contact Cdr. Joel Stoesser, joelstoe@optonline.com

Barnegat Bay, 10 Dec, Jack Bakers Lobster Shanty, \$40 per person. Contact Lt Ron Dornau, 6 Bailey Court, Brielle, NJ

Staten Island PS 10 Dec., Corner House Restaurant \$7 per person {hors d'oeuvres) and cost of dinner if interested. Contact P/C Joe David

Raritan Bay 15 Dec. Keyport Yacht Club, \$25 per person. Contact Caryn Rapp, 44 Eldorado Way, Monroe Township.

Watchung Power Squadron

Robert O'Brien, President and one of the founders of the New Jersey Museum of Boating, presented an illustrated talk on the History of Boating in New Jersey at the General Membership Meeting of the Watchung Sail and Power Squadron on Tuesday, June 14 at Snuffy's Pantagis Restaurant.

The talk began with the discovery of New Jersey and Barnegat Inlet by Henry Hudson while he was searching for a northwest passage to India.

New Jersey is almost entirely surrounded by water with only about 46 miles of land border with New York State. O'Brien also explained the origins of the Sea Bright Skiff and how its lapstrake construction is the legacy of the Viking heritage of the Swedish Quakers, who originally had settled in Swedesboro but moved on to Sea Bright.

The speaker also regaled the group with the history of the establishment of the New Jersey Life Saving Stations which were the precursor of the United States Coast Guard. He informed the group that at the time of the naming of New Jersey as the Garden State, there was actually more income in New Jersey being derived from boatbuilding than from growing produce.

O'Brien is also a past President of the New Jersey Historical Society. The New Jersey Museum of Boating is located in

Point Pleasant at Johnson Brothers Boat Works, Buildings 12 and 13.

The Commander of Watchung Sail and Power Squadron is Tracy Swackhamer of Westfield.

(Can your squadron use a good program? Contact Cdr Swackhamer for information on this speaker).



DID YOU KNOW? **GPS Unreliable**

In a previous article in Relative Bearings information was reported about periodic GPS maintenance that results in unusable signals. This is why we should always have a chart on hand for the areas where we boat. Imagine not

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having a chart of Raritan Bay, for instance, when a dense fog sweeps in and GPS signals aren't usable. If you subscribe to the free Coast Guard Local Notice to Mariners for District 1 that covers Main to Shark River, you will know in advance of maintenance outages. Once subscribed, it appears in your e-mail inbox each week. You can do so through our squadron's web site under the LINKS tab. Here's an example of an outage in the Annapolis area.

Unusable time is approved for the Annapolis, MD DGPS site for preventive maintenance on the following dates and times:

- A. Primary- 25 Oct. 2011 from 1300Z to 1500Z (0900-100 EDT).
- B. Alternate- 26Oct. 2011 from 1300Z to 1500Z (0900-100 EDT).

D/Lt/C Don Baker, Raritan Bay

Sea Tow's Automated Radio Check Service Expands

First launched in select cities in 2010, Sea Tow is expanding its free Automated Radio Check service (ARC) to communities nationwide that are served by Sea Tow. The service provides an easy way to ensure your VHF radio is working properly. It also helps clear unnecessary communications from VHF 16, the hailing and distress channel.

Using ARC is easy:

1. Locate the service on VHF radio channel 26/27 (also 24/28 in certain communities)
2. Key the mic & ask for a radio check, just as you would normally.
3. The system will respond with an automated reply and replay your original radio transmission, letting you know exactly how well your radio is working.

Lurking Below The Surface

BoatUS Safety Tip: Beware of Flood Debris

ALEXANDRIA, Va., September 15, 2011 - Normally this time of year, boaters have to be concerned about cooler water temperatures, rapid temperature swings, and being more self-reliant as fewer boaters are on the water to help in a potential emergency. With the recent storms, however, you can add one more to the list: a dramatic increase in the number of submerged objects lurking on or just below the surface of rain swollen rivers, lakes and bays.

Bob Adriance of the [BoatUS Damage Avoidance Program](#) says, "The fact is that small boats moving at high speeds can be sunk easily by striking a submerged object, whether it's a tree, parts of buildings, fences, landscape

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timbers or other debris washed down in recent storms."

What's the best precaution? Slow down after significant rain events and post extra lookouts - the more eyes the better. "It's really a problem for any boat as running gear and outdrives can be damaged and lead to water coming in," says Adriance.

BoatUS has these four tips:

Before you go: Have all of the safety and communications gear aboard and ensure the bilge pumps are working and there is no debris in the bilge. It's always a good idea to have an extra bailer or two aboard, such as a bucket, emergency hand pump or even a cut-off detergent bottle. Also understand that navigational aids may have shifted.

Stop for any "thud": If you hear a thud, always stop the boat immediately and inspect the bilge or storage compartments for damage - then check again a short while later. BoatUS Marine insurance claims files show that a crack can open up after a boat has bounced around a while. Another sign of damage is the boat may feel "funny" or less responsive, a sign that water is coming aboard.

Put on life jackets: If you find water coming aboard - even if it's just a trickle - immediately put on your life jacket and notify the Coast Guard as you could lose the power and the ability to send a

distress call on your VHF. It takes only seconds for a trickle to get worse.

Be prepared to improvise: If you do find a hole in the hull, bilge pumps alone may not stem the tide. Use anything you may have aboard such as towels, wooden bungs (keep them handy for plugging round holes such as prop shaft logs), or other gear to wedge into holes or cracks.

ON THE LIGHT SIDE Children Are Quick

TEACHER: Why are you late?

STUDENT: Class started before I got here.

TEACHER: Kathy, go to the map and find North America ..

Kathy: Here it is.

TEACHER: Correct. Now class, who discovered America ?

CLASS: Kathy.

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

TEACHER: Glenn, how do you spell 'crocodile?'

GLENN: K-R-O-K-O-D-I-A-L'

TEACHER: No, that's wrong

GLENN: Maybe it is wrong, but you asked me how *I* spell it.

(I Love this child)

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TEACHER: Adela, what is the chemical formula for water?

Adela: H I J K L M N O.

TEACHER: What are you talking about?

Adela: Yesterday you said it's H to O.

TEACHER: Winnie, name one important thing we have today that we didn't have ten years ago.

WINNIE: Me!

TEACHER: Glenn, why do you always get so dirty?

GLENN: Well, I'm a lot closer to the ground than you are.

TEACHER: George Washington not only chopped down his father's cherry tree, but also admitted it. Now, Louie, do you know why his father didn't punish him?

LOUIS: Because George still had the axe in his hand.....

TEACHER: Now, Simon, tell me frankly, do you say prayers before eating?

SIMON: No sir, I don't have to, my Mom is a good cook. (LOL!)

TEACHER: Diane, what do you call a person who keeps on talking when people are no longer interested?

Diane: A teacher

**PASS IT AROUND AND
MAKE SOMEONE LAUGH!
LAUGHTER IS THE SOUL'S
MEDICINE!!**

The Legal Side of Boating

Admiralty and Maritime Law

By
D/Lt Don Baker, JN

(This article was reviewed by a former squadron member who once practiced Admiralty and Maritime law).

There is nothing more enjoyable than spending time on the water in a boat. There are, however, legal matters that should be considered when purchasing a boat, obtaining financing and insurance among other things. Let's touch on another-- Admiralty or Maritime Law.

What is Admiralty or Maritime Law? It is a body of law and custom dating back thousands of years and evolved because of the need of merchant ship owners to have some method of settling disputes outside their country of origin. Ship owners recognized the desirability of reciprocal agreements between countries for protection of their ships, cargoes and seamen. The body of Admiralty Law evolved from that need, and is in force today, and could affect pleasure boat owners.

What about the laws we learned about in the USPS Boating course, COLREGS, and those outlined in the

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New Jersey State Police Boating Safety booklet given to each student? You may recall that in the Boating course, there was discussion of inland and international rules. The international rules are those that apply in international waters, and spring from Admiralty. Inland rules are in most part identical to international rules, and state courts resolve most problems arising in inland waters. For instance, if you have a dispute with a person or company from whom you purchased a boat, a suit is likely to be brought in a state court.

In the last sentence of the second paragraph I said that Admiralty Law could affect pleasure boat owners. Depending on the nature of a contract or the location of a wrongful act, a resulting dispute may be resolved in Admiralty Court. As a practical matter, however, both parties will likely seek resolution in a court that is both convenient and most likely favorable to the party.

If Admiralty Law is invoked, for the non-payment for work performed by a marina, for instance, a claim is made against the boat itself. Such claim is called a “maritime lien”. The lien will remain against the boat until it is removed through payment or settlement. There can also be a lien resulting from an accident with that boat. Therefore, the title to the boat is encumbered by the lien and the owner can not deliver a clear title.

If a boat is not documented, mere registration in the state does not prove ownership or lack of liens. Due diligence is needed in purchasing the boat (check state records, boatyard where boat is found, etc.).

With Admiralty Law, if a lien is granted against a boat, the lien need not be recorded to be enforceable. Therefore, one could purchase a boat only to discover years later that there is a lien against it that will not be removed until the debt is satisfied. A change of ownership does not change the lien. If you satisfy the lien, you could then sue the seller. But if the lien has not been satisfied, you have bought a boat for which there is not clear title.

In the world of pleasure boats, could this really happen?. Yes. Suppose that a builder has not paid for materials with which the boat was built. The materials supplier might be able to obtain a maritime lien against the boat, even though you bought it from a broker. And since such liens need not be recorded, the broker might not even be aware that the lien exists. If the boat is a multi-million dollar yacht with large amounts of money involved, the supplier could take his case to Admiralty Court to seek to enforce the lien against the boat itself. On the other hand, if the supplier does not choose to enforce the lien in Admiralty Court, and if the builder subsequently files for bankruptcy, the supplier typically would

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be merely a creditor of the bankrupt estate, but the boat's title remains encumbered. The creditor might ask the court to direct the sale of the boat, and its proceeds distributed to creditors.

If you purchase a used boat, unless you have checked the title of a boat being offered for sale by an individual to ensure that there are no liens, you could have a problem. Now that most states have boat-titling laws, including New Jersey, it's not difficult to check for liens.

Larger boats may be documented (many banks will insist on documentation before granting a loan). If purchasing a new boat, the documentation process is a simple one, and the Coast Guard will provide the necessary forms and instructions. If a boat is already documented, any lien against it will be recorded, and transfer of the document can not be made until all liens are satisfied. This is a wonderful protection for the lender as well as the purchaser. Documentation is a must for people visiting and returning from foreign countries. Documentation will greatly expedite your entry into a foreign port, since it is proof of ownership. Northern New Jersey Sail & Power Squadron.....75th Anniversary Celebration.

Northern New Jersey Sail & Power Squadron.....75th Anniversary Celebration

Northern New Jersey Sail & Power Squadron celebrated its 75th Anniversary 25 September 2011, at the Chart House in Weehawken, overlooking the Hudson River .

A pictorial history of Northern New Jersey was displayed with many photos of past memorable events including the Changes of Watch, social gatherings, parades, meetings, dinners and educational classes. Also on display were copies of past Squadron newsletters which depicted a great deal of the Squadron's history. Awards received by the Squadron itself and individual members including educational, civic, national, district and Squadron honors, were on view set under nautical flags and burgees that were hung along the walls.

NNJS&P Commander of Joel Stroesser , welcomed all guests and extended a special welcome to V/C Robert Sweet, SN, National's Education Officer and D/C Florence Smith, SN, for taking the time and making the effort to be with us to help celebrate this special anniversary. In addition to these distinguished USPS members, we had with us one P/R/C, four past D/Cs and twelve past and current Squadron Commanders.

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V/C Robert J. Sweet, SN addressed the audience followed by D/C Florence Smith, SN. Each expressed their delight in attending the celebration, congratulated NNJ members for their dedication, and shared with us the many attributes it takes for a group of individuals such as those who make up one of USPS's many Squadron's, to be so successful for such a long period of time.

P/C Joan Mullin, SN, spoke about "Saddle River Power Squadron and its own and long and storied history. It would have celebrated its 50th anniversary the year after the merger with Northern NJ. Through the years Saddle River educated numerous boating course students at four venues and its own members in advanced grades and electives . "We will always remember the many fine social events especially the famous spaghetti dinners and the picnics at Minesceongo Yacht Club among them. Saddle River is pleased to be a part of Northern NJ and is honored to celebrate this 75th Anniversary."

P/C Bob Rosselot, SN, thanked Cdr Joel Stoesser for the opportunity to share some thoughts with everyone and for everything that he had done in planning and organizing the 75th Anniversary celebration. Bob went on to emphasize that, "It is the individual who is the backbone of any organization and NNJ is certainly no exception. Our members are the reason why we have prevailed

for 75 years. They are the reason for all our successes, contributions made, accomplishments realized, and for many of us, the special friendships that have developed over the years, and which we would never have made, if it were not for the organization."

Bob continued by recognizing and "thanking," on behalf of the Squadron, over forty members who have made a significant contribution and a difference since 1936. "It all began with Cdrs. Edward L. Nelson and later with Robert Cowen who our Educational Awards are named after and continues today, with the Squadron's current Bridge officers. ."

P/C Robert Semple, SN who traveled from East Hampton, LI was introduced as the evening's keynote speaker. Bob was NNJ's Squadron Commander at its 50th Anniversary. Bob spoke on various aspects of the Squadron's illustrious history dating back to when he became a member in 1978 and also the perspectives of other members, both past and present which ultimately shaped the Squadron as we know it today.

In 1936, United States Power Squadrons consisted of twenty one (21) active squadrons with a combined membership of about 1,500. The only units in the New York Metropolitan Area were the New York, Brooklyn and Staten Island Squadrons The Adult Education class movement was just

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beginning to gather momentum. Officials of the Maplewood-South Orange Adult Education School approached Harlan S. DeVoe, a neighbor and a boatman, and asked if he would assist in organizing a boating course that could be offered.

“Dee” DeVoe recruited the New York Squadron whose entire faculty of that Squadron came to Maplewood and delivered their regular Pilot Course lectures. This staff included 3 Past Chief Commanders, Chapman, Horenburger and Funk, and 5 Past Squadron Commanders. From this class of seventy five (75) students, and other NJ residents already members of out-of-state squadrons, came the thirty two (32) members that formed the Northern New Jersey Power Squadron whose charter was granted on 8 December 1936, 22nd active squadron in the country.

Inspired by our first Squadron Commander, Edward L. Nelson, N, the growth and expansion of Northern New Jersey more than kept pace with the National Organization. In repayment for our debt to the New York Squadron, NNPS assisted in the formation of Shrewsbury (1940), Watchung (1956), Lackawanna (1958) and Newark Bay (1962) (now Liberty Harbor since 1986) Squadrons. Later, Shrewsbury sponsored Barnegat Bay (1961), and Lackawanna sponsored Lake Hopatcong (1966), thus making Northern NNJPS a grandparent .

From its inception in 1936, Northern New Jersey , known as Northern New Jersey Sail and Power Squadron since 1999, has been a leader among the Squadrons and has enjoyed much success in a variety of civic and educational endeavors. Saddle River Power Squadron joined Northern New Jersey in 2006, in a very successful merger of the two squadrons. The two squadrons have contributed numerous officers and committee members at the District 4 level. During the many years of their existence, the squadrons have given the National Organization a Chief Commander, five Vice Commanders, (six V/Cs including Saddle River), nine Rear Commanders and fifteen Commanders to the District Organization.

P/C Robert H. Rosselot, Sr., SN



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 Mark 4 was awarded excellence in journalism award for 2010 at the USPS Conference in Orlando, Florida. Special thanks to D/Lt Don Baker for his continued support and input.

Barnegat Bay Sail & Power Squadron 50th

On November, 12, 2011, Barnegat Bay Sail and Power Squadron celebrated its Golden Anniversary at the Crystal Point Yacht Club, Point Pleasant, NJ. The gala event was a celebration of 50 years of education, friendship, and community service. The event was attended by 101 members from all over District 4, including members from Watchung, Somerset, Northern NJ, Shrewsbury, Staten Island, Raritan Bay, and Lackawanna. Several members from the D4 Bridge, including District Commander Florence Smith SN and five past District Commanders were in attendance.

The event Masters of Ceremonies were Tom Simonton and Joyce Barkalow, who opened the evening with the flag salute and Invocation. Then we all

enjoyed the music of a bag piper from the Washington,DC Fire Department, who played a medley of patriotic songs. Then came the introduction of the many honored guest, followed by a video of squadron activities from 1989.

The rest of the evening was for dinner and dancing. We danced and visited with friends, until 11 pm. We ended the evening with everyone standing in a large circle on the now empty dance floor, and holding hands singing “God Bless America,” (a Barnegat Bay tradition).

Many thanks to Joyce Barkalow and her 23 member committee for their year long efforts putting together this wonderful event.

**P/D/C Richard D Zucchi, SN
Commander Barnegat Bay Sail and Power Squadron.**



**D-4 Commander Florence Smith
Congratulating Barnegat Bay on their anniversary.**

Aren't we all The United States Power Squadrons®?
Abridged from an article by Stf/C Glen Sherman

What is our biggest Marketing & Public Relations challenge within USPS? We have no national identity. Most people don't know what a power squadron is, what we do, and how much experience we have as boating educators. Building a respected and easily recognized identity or brand takes many years and a unified effort with a consistent message.

When my squadron advertisements say: "Peconic Bay Power Squadron presents America's Boating Course" and a neighboring squadron does the same using their unique squadron name, we appear to be two small local groups in competition and local groups will generally be less noticed and respected than a large national organization with many local chapters.

How do other organizations with local groups maintain national identity? They keep that identity first: "United States Coast Guard Auxiliary Flotilla 18-02", "Knights of Columbus Sacred Heart Council #4402", and "American Legion Post 803 Southold?" National chains like Marriott Hotels, Holiday Inn and 7-11 are good examples where local affiliates not corporately owned, display only the national brand.

What can be done differently to improve OUR identity/brand? My squadron number in Peconic Bay is 4260; we could be known as "The United States Power Squadrons # 4260 Peconic Bay", or "The United States Power Squadrons, Peconic

Bay Squadron" Do we need to rename all the squadrons? Suddenly renaming squadrons would cause quite a stir, so this isn't an option. There are things we can do now while transitioning for the future: new squadrons could be added using a new naming format and squadrons celebrating landmark anniversaries could use a name change combined with the anniversary as part of a marketing campaign. Immediately, all squadrons could promote classes adapting our national name as their primary identity: "The United States Power Squadrons/ Peconic Bay Power Squadron presents...." From a local perspective, changing our naming convention may seem radical, but from a national marketing perspective there are good reasons. If we improve the recognition and respect of the USPS brand nationally, ALL squadrons will benefit.

Such a national identity will come by placing ONE name and logo in front of the nationwide public, millions of times. Are we ready to think bigger: to think national when it comes to marketing

(Editors' Note: Glenn is a member of PeconicBay, in District 3. Many thanks for this article. Hopefully squadrons will consider making the changes, flying the ensign, and telling boaters who USPS we are).

SEASON GREETINGS AND HAPPY NEW YEAR FROM COMMANDER FLORENCE SMITH AND THE D-4 BRIDGE. HAVE A GREAT 2012.

