

UNITED STATES POWER SQUADRONS



Mark 4

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USPS Governing Board **Meeting** **12 September 2009** **Kansas City, Missouri**

This will be just a quick overview of the meetings I attended. There are many meetings that take place during the Governing Board and it is impossible to attend all of them. They cover every aspect of USPS and most are now designated as open meetings. This means any member can attend and see the work that goes on behind the scene although they do not have the privilege of the floor. If you are interested in seeing for yourself what takes place join us at the Annual Meeting in February in Orlando, Florida or at the next Governing Board meeting in Bellevue , Washington next September. That would be the State of Washington not the District of Columbia.

There were changes to our national by Laws that were voted upon and passed without discussion by a vote of over 400 to 4.

Most of the changes had to do with transferring the responsibilities of the Operating Committee to a Board of Directors and were of a housekeeping nature.

Another change was to make all Merit Marks equal no matter the type of membership held by the individual performing the work.

Dues- Some procedures were clarified in regard to headquarters anniversary Billing. Also regarding dues there was a vote, as per our By Laws, to

increase the National dues by \$1.80 for an active Member.

The Educational requirement exemption for membership has been extended until December 2012.

There were representatives there from "Sail Angle" and they gave a presentation on what this is and how it will help all USPS. Don't know what it is or never heard of it? Come to the Fall District Conference and there will be a workshop devoted exclusively to this subject that will be presented by the people from Sail Angle.

Captain Rizzo of the US Coast Guard was a keynote speaker and talked about the "Waterway Watch" program. This program is designed to take advantage of the fact that we as members are able to cover a lot more territory and be the eyes of the USCG to report any activities we deem suspicious. I believe many of us have become complacent and think nothing will happen here as it did on 9/11. After listening to Capt. Rizzo that viewpoint changed. This program should be taken very seriously by all of us.

A suggestion to all squadrons as to how to be more successful with your course attendance and attracting new membership was put forward after some studies of squadrons that were having a great deal of success. It was found that they were setting up, as an example, one day a week at a certain time and in a particular location to teach a seminar or a class to the public. The key is they did not change the day or time or location but they would

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change the content and advertise that fact. Seems people liked the idea they could take different courses on a regular basis and know in advance where, when and what was offered. Sometimes it's the simple ideas that are the best.

Well that is a quick synopsis of some of the things that went on. There will be more information at the D4 Council meeting on October 7th and at the D4 Fall Conference on November 7th.

Just one further point of interest---Kansas City has some REALLY GREAT STEAKS! Oh and Lidia's, of TV fame, was good too!

Dick Fiorentini
Cdr. D4

IT IS ALL ABOUT PRIDE

EDITORIAL

By P/C/D David J. Meshulam, AP

One of the advantages of being the sole editor of this publication is that I have full control over its content and can, when I need to voice my gripes about our organization (USPS, District 4, or squadron), do so on these pages. I need to voice my opinion now.

When I first joined USPS in 1976 (I dropped out in 1977 and rejoined in 1986) we had over 60,000 members. There was a feeling of camaraderie and pride in the organization. Advanced classes flourished and the public boating courses were well attended and, more importantly well staffed. When out in my boat, whether on Lake Hopatcong or Long Island Sound, the USPS ensign was flown by many boats, including my own, with pride.

Sadly much has changed since then. This year Gail and I once again sailed our boat from Monmouth Beach to Buzzard's Bay in Massachusetts, with stops on Long Island, Block Island, and Connecticut. Guess what. In 17 days

on the water we saw only 2 ensigns. When I gave a hearty welcome to the boat flying an ensign in Block Island, I was nicely advised by the boat owner that he was not a member of USPS but the ensign belonged to his grandfather. The second ensign we ran across was in Stonington, Connecticut and the boat was captained by a member in District 2.

Long Island sound and New York Harbor are the bases of 3 USPS districts with well over 4000 members. Where were they during those 17 days? Have they given up boating or have we lost pride in our organization and are therefore no longer wishing to show our colors?

In the last 3 years District 4 has lost 2 of its squadrons by merger or dissolution. Our membership has dropped, at least to some extent due to deaths brought on by aging. Many of our members are worn out and it is starting to affect our willingness and ability to continue our efforts on behalf of our squadrons and thus of USPS. Are we willing to see the demise of the organization that has kept us together for all these years? Can we be complacent about what is happening to USPS and how it affects us individually? What can we do to reverse the trend and save USPS, our squadrons and district?

That is the challenge we face and must meet. I say start by bringing back the pride and making the effort to bring in new and younger members. Teach new members about pride in the organization by example. Plan and attend squadron and district functions with enthusiasm and thus restore the pride. The feeling of pride is catching and it is up to us to instill it in our new members and future leaders.

It is not too late. Let us do it. Let us help rebuild USPS back to its deserved glory.

**MARK YOUR CALENDAR,
DO NOT MISS THE DISTRICT 4
CONFERENCE SCHEDULED FOR 6
AND 7 NOVEMBER. SEE PROGRAM
ATTACHED.**

ON THE LIGHT SIDE

ALEXANDRIA, Va., July 1, 2009 - While the U.S. Senate passed a resolution declaring July 1 as National Boating Day, Boat Owners Association of The United States (BoatU.S.) took a humorous look at boating and sailing and wants every American to know they cannot be considered a "real" boater until they have:

Forgotten to install the drain plug before launching the boat: Suddenly realizing you're ankle deep in water, scrambling to contort over the transom to install the plug, or rushing to get the boat back on the trailer faster than a NASCAR pit crew really means "you've arrived" in recreational boating.

Contracted a case of "raccoon eyes": Caused by permanently attached sunglasses and the sun's rays waves reflecting off the water, the "raccoon eyes" look is characterized by a mask-like whiteness around the eyes surrounded by sunburned cheeks, nose and forehead. Cold, rainy weather is the only known cure.

Purchased a Jimmy Buffet CD: A favorite of sailboaters, usually accompanied by a blender and a shaker of salt attached to a tether so it does not get lost.

Started shopping for a bigger boat the day after you buy your first one: Also known in the psychological field as "three-feet-i-tis," this

disease is characterized by irrational and envious thoughts of larger vessel ownership. Most health plans do not provide for its treatment.

Sanded the boat's bottom, varnished the hull, replaced a plank and enjoyed every minute of it: For old boat lovers, nothing gives a better sense of pride knowing you made your classic look more wonderful than a fine piece of antique furniture.

Seen a sunrise over a glassy waterway and realized you are in Heaven: Most "real" boaters understand that boating and sailing are medically proven to lower blood pressure, whiten teeth, lower cholesterol and delay the aging process.

BoatU.S. - Boat Owners Association of The United States - is the nation's leading advocate for recreational boaters providing its 600,000 members with government representation, programs and money saving services (and a strong supporter of USPS). For membership information visit www.BoatUS.com or call 800-395-2628.

USPS TEAMS WITH CITIZEN CORPS

USPS to help shore up hometown security

Since 9/11, Americans have become more aware of national security and better prepared to

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respond to national emergencies and other crises.

As the nation’s volunteer “eyes and ears” on the water, USPS members can help make America’s waterways safer and more secure.

At its February 2009 Annual Meeting in Anaheim, Calif., USPS became an affiliate of Citizen Corps, the Federal Emergency Management **Agency’s alliance of government, community leaders and citizens working toward emergency preparedness.**

As a Citizen Corps Affiliate, USPS joins 26 other national organizations in a unified structure of organized preparedness.

Our agreement requires us to

- raise awareness among USPS members about actions to take regarding disaster preparedness and response, public health, life supporting first aid, and volunteer service;
- promote district and squadron **leaders’ participation on state** and local Citizen Corps councils;
- promote participation in the **America’s Waterway Watch** and Waterway Awareness programs;
- help promote education, training and exercises, and volunteer opportunities that support first responders, disaster relief, and community safety, including Community

Emergency Response Team training and other safety courses;

- coordinate national activities, including participation in National Preparedness Month, to further shared goals; and more.

The USPS Government and Partner Relations Committee has developed initial plans to help carry out the Citizen Corps mission and implement the agreement. Click go to the USPS website for details of the agreement. **Please bookmark the committee’s website, and visit it regularly as plan details unfold.**

In the meantime, we urge district and squadron commanders or their homeland security designees to inform local emergency management officials of the affiliate agreement and obtain information about local Citizen Corps activities. Be sure to **emphasize USPS members’ unique** ability to recognize the vulnerabilities of ports, harbors, marinas and waterways. Commanders also should assess individual member skills, abilities and knowledge, as well as whether they would be willing to join their local Citizen Corps Council.

For more information on the USPS Citizen Corps Affiliate agreement, contact Citizen Corps-USPS liaison Howard Manly or me. –William E. Husted.



Mark 4 is the official publication of District 4, USPS. Published 4 times a year. P/D/C David J. Meshulam, AP, Editor.

Articles and announcements from squadron officers and members are welcome by email at DJMGEM@AOL.COM

Our thanks to all the contributors to this issue whose names appear with their articles or releases. Please help by contributing your story.

FROM THE EDUCATION DEPARTMENT

(D/L/C Chris Windeler SN, DEO, and D/Lt Don Baker attended the State Police orientation at their headquarters recently, and here are a few notes that Don Baker made):

There is a new SP421 (Rev.08/09) to be used effective immediately. It is similar to the small form we have been using, except that it is now 8 1/2x11" and contains additional information. The top box is like the old form except it indicates a line for a home address and another line for a PO box. As you know, the MSB's system requires a street address, but there is also a box for a Post Office box number, but if applicable it is in addition to the required street address. This section also has a e-mail address box. If you are using the USPS online registration, the e-mail address is, of course, part of the registration. Trooper Rich Brown said that this is for our

convenience for responding to students. Bear in mind that whereas USPS has an online registration system, other providers probably do not. The Marine Service Bureau will not maintain e-mail addresses. You might want to explain this to your students.

There are three paragraphs on the new form explaining a one day, multiple day and Internet course with the applicable one to be checked. These paragraphs explain the state requirements for each course. The bottom boxes are self explanatory.

The new form is, as was the old one, in three parts, white, yellow and pink. They are handled as in the past with the pink copy retained by successful students.

Trooper Brown has asked that the old forms be returned to him. D/4 please bring to the District Educational Meeting on September 16.

D/5 should make arrangements with Trooper Brown to pick up a supply of the new forms for its instructors.

Trooper Brown said that four NJ instructors are being prosecuted for fraudulent courses, and that they sent undercover officers to suspected courses. Several months ago I sent him a flyer that I picked up advertising a 4 hours course, which, of course is illegal.

We were advised that the MSB will be instituting a newsletter in the near future that will be sent to all course providers with various information to keep us up-to-date.

There are now a bit over 180,000 registered boats in NJ, down from 2007.

For USPS, there are no changes from past

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(MSB procedure. However, when completing a class and entering it in the MSB computer system, it is important that we follow procedure, especially by a e-mail to Judy Robb requesting her to "process Class ID #..... " in the subject line. She needs this to quickly identify a class from the over 800 e-mails in her computer. I suggested that the MSB set up a separate e-mail address to be given only to course providers to alert Judy to a class entered in their system. He is going to look into this. He reminded us that we can request Judy Robb to open a closed class to make additions. And, a class can contain as little as one student.

This is a reminder that USPS instructors must have a current USPS Instructor Certification that we obtain through our Instructor Development course. I have asked Trooper Brown to provide me with a list of all NJ USPS instructors in his database to make sure that all of us have current certificates. When received, I will send it to D/5.

The Administrative code dealing with the law is accessible through their web site, [New Jersey State Police - Marine Services](#). The sections applicable are [Title 12. Chapter 7 \[pdf-73kb\]](#)
[New Jersey Boating Regulations](#)
[Title 13. Chapter 64 \[pdf-14kb\]](#)
[Title 13. Chapter 82 \[pdf-93kb\]](#)
[Title 13. Chapter 61 \[pdf-67kb\]](#)

Chriss and I were provided with a printed copy, but it would be wise for everyone to read them again to ensure that we are all complying. Chiss and I maintain a copy in our computers for reference, and you also might want to do so.

He also distributed a portion of the Coast Guard's 2008 Boating Statistics, that I

recently sent to everyone. Drowning still is the largest cause of fatalities, and 70% of drownings revealed that PFD's were not worn.

Since I follow NJ legislation weekly, there is a New York bill in the hopper requiring all boaters to wear a life jacket between November and May. If you examine the CG boating statistics, you will find that November is the month with a large number of fatalities nationally. Seems that hunters don't consider themselves boaters, and some time ago I read about two in a small wooden boat. The gun discharged, blew a hole in the bottom of the boat, and, of course, it sank.

As always, as I learn anything it will be passed on to you.

Don Baker

TIPS TO MAKE BOATING LESS "FUELISH"

At \$3.00 per gallon, many boaters are finding it much too costly to enjoy a day on the water. At two hours each way, a run to a nice marina restaurant can cost a twin engine boater upwards of \$400.00. That makes for one very expensive hamburger. Following are ten helpful tips that will help you increase your fuel economy, save a few dollars and maybe increase the time you can afford to be on the water.

1. If you keep the boat on a lift, make certain your hull is clean and well waxed. If you keep your boat in the water, be sure to maintain a good coat of bottom paint. A slippery boat has less drag.
 2. Proper size, pitch and number of
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propeller blades are important. Select the optimal combination for your boat. Sacrificing a little top end speed can give you a 10% increase in fuel economy.

3. Nicks, dings or bends in a propeller can increase fuel consumption by up to 15%. Check your prop regularly.

4. Clean your carburetor, injectors and flame arrestor to maximize air fuel blend and optimal performance. Commercial gasoline additives are fine to clean your fuel systems and be sure to use a non flammable cleaner on the flame arrestor.

5. Remove all unnecessary weight to minimize the amount of hull being pushed through the water. Every pound of weight creates the need for one more pound of displacement.

6. Trim your tabs, outboards and stern drives to keep your bow up and out of the water to minimize drag.

7. Whenever conditions allow, keep the boat up on plane. (Be certain to adhere to all speed and wildlife control zones).

8. Conduct some control runs and create an RPM vs. fuel consumption curve. This will help you pick your optimum cruising speed.

9. Pick your boating days with care. Rough seas and headwinds can decrease your fuel economy by over 25%.

10. Lastly, but most importantly; tell your friends the days of the free boat trips are over. At \$4.00 per gallon it isn't unreasonable to tell guests up front the approximate cost of the days gas bill and that "we will be splitting the cost amongst us" Just do so up front so

they have a chance to opt out of paying \$100.00 each for their burger.

The United States Power Squadrons® has 45,000 members in over 450 squadrons throughout the United States and abroad. Its members are men, women, and young adults who volunteer and give freely of their time and energy to teach boating safety courses and seminars, provide vessel safety checks, assist the National Ocean Service in updating our nation's over 1000 nautical charts, and in other ways contribute to making boating on our waterways safer. For further information please visit the USPS Web site at www.usps.org or call (toll free) 888-367-8777.

"Boating is fun...we'll show you how"

() Bill Hempel is a year round resident of Punta Gorda, Florida and a regular writer for the Waterline in the Charlotte Sun. His articles have appeared in publications throughout the recreational boating world. He is a recipient of the United States Power Squadrons' "Ship's Bell Award" which is the organization's highest accolade for the promotion of boating safety.

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DO NOT FORGET THE D-4 COUNCIL MEETING ON 7 OCTOBER, 2009, AT SAN CARLOS IN LYNDHURST. ALL ARE WELCOME. SEE WHAT D-4 IS DOING. CONTACT JOEL AND DENISE JONES AT (732) 281-5602



“On July 4 Staten Island PS participated in the Travis Parade. We had the Staten Island Yankees Mascot Scooter the “Holy Cow” marching in front of us. I asked him if he would like to ride in the boat. He accepted the invitation. Every one on Staten Island knew him even if they didn't know who Staten Island PS was. We certainly got everyone to notice our sign and our mission”.

Cdr Jim DiMeo
Staten Island Power Squadron

(NOW THAT IS SHOWING OUR PRIDE)



Our congratulations and thanks to the Staten Island Power Squadron for their great efforts in promoting their squadron and USPS.

On Oct. 3, 2009 Staten Island PS. will be holding a Gala Celebration of their 75th Anniversary. It will be held at the Staten catering hall on Forest Ave in Staten Island . The price of the tickets is \$75. It starts at 7:00 PM with a Cocktail hour, a Dinner, an Open Bar and Live Entertainment. If you wish to attend please call Don Heap at 718-356-5952.



