



UNITED STATES POWER SQUADRONS

Mark 4

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MESSAGE FROM DISTRICT COMMANDER

Being elected, at our spring conference, district commander was truly an honor and I look forward to serving the district. As I look prospectively at my calendar, I see approximately two months filled with attending squadron changes of watch. These are always fun events, where new acquaintances are made, tradition is repeated and a new bridge takes the helm.

Indeed, the new bridge year offers many opportunities along with challenges. This bridge year will not be any different than those in the recent past. We must focus on attracting new members and retaining current members. Both are challenges, which require a workable plan, against which success can be measured and where, if necessary, adjustments can be made.

Education remains to be our strength and I believe we must plan to play that strength. I am hoping that district can provide squadrons with guidance as we move through the bridge year.

District has planned an event filled six months from May to October. Please consider attending some or all of the events, where you can share with shipmates some conversation and laughter. I look forward to seeing you at these events.

Your commitment and association is critical to the future of our district and our organization as we move forward.

Fraternally yours,

**Ray Nylander, JN
District 4 Commander**

(Editors Note):

Congratulations and many thanks to Commander Nylander and his wife, Sonya, on their participation in the Change of Watch of all D-4 squadrons. It is a tough grind but well worth it. It is also certainly appreciated by the squadron members) .

ON THE EDUCATION FRONT

With the 2012 Boating season getting started it is a great time to put the knowledge that we have gained by putting the USPS courses to good use. An integral component of our boats is the engine and if you have attended the Engine Maintenance course you have the tools to assure that the engine has been properly prepared for the leisurely trips on the waterways. Has the oil and coolant been refreshed and tested? Have the hoses and clamps been checked and tightened?

Having assured that the engine is ready have you looked at the electrical systems? Is the wiring adequate? Have you made any upgrades and are they done according to the standards that we have been taught during the Marine Electrical course? A VHF/DSC radio can be a life saver if it is interfaced with your GPS unit and a MMSI number obtained and input into the unit. I certainly remember that from the Marine Communications course. Do you?

Now that we are confident that the mechanical and electrical components are checked and we are satisfied that they will serve us well it is time to plan our summer trips. Having taken the Cruise Planning course we know to watch out for the pitfalls of cruising and have the knowledge

to provision our vessels adequately. Having obtained the necessary documents and reservations for our adventures we stow all the appropriate charts and tide and current manuals. Because we took the Piloting and Advanced Piloting courses we assured that the charts we are taking along have the courses plotted and we have assured that the waterway is safe and navigable. For the sailors in our group have you checked that the current will be favorable when you head up the river that may have a four knot current heading directly into your course heading. Maybe it is prudent to wait a couple hours before casting off?

No trip should be started without checking the weather forecast, a weather student learns how to interpret a weather map, recognize low and high pressure systems and the effect they have on your journey . After completing the weather course the student learns how to read the sky and what those cloud formations mean.

The off-shore navigator taking an extended cruise to foreign shores needs to additionally learn the skills of celestial navigation to double check his GPS position. No off-shore navigator should

(continued on page 3)

(continued from page 2)

leave port without a sextant, nautical almanac and sight reduction forms. These tools give the navigator the ability to have a back up system to when Murphy goes to sea . The off-shore navigator is better equipped for his adventure after taking the Junior Navigation and Navigation courses.

If some of this information is a mystery to you, it can be cleared up by attending the USPS Advanced Grade and Elective Courses. If you are short on time at the moment why not consider attending a seminar on the subject of interest. Information on what courses or seminars are available are posted on the USPS web site on the Education pages. Your SEO can be helpful in assisting your registration for a course or seminar. Should your squadron not presently offer your choice of study, consider taking the class with another squadron. Your membership entitles your taking the class and lends an opportunity to meet new people that can eventually become friends. Hope this convinces you to continue your boating education through the summer season.

D/Lt/C Rich Woznicki,SN , DEO

OPSAIL 2012

Thanks to Kim O'Connell and North River Power Squadron we received details regarding the 2012 OPSAIL in New York Harbor. 17 tall ships will visit the harbor from 23 May through 29 May and will be open to the public at various locations along the New York, Brooklyn and Staten Island waterfronts. The ships, representing various nations, will be anchored off the Verazano Bridge prior to 23 May and will on that date, commencing at 8:30AM sail under the bridge, sailing to the George Washington Bridge before proceeding to their individual dock assignments. Those of us who were fortunate to attend prior OPSAILS in New York Harbor can attest to the spectacular opportunity this event will be. The ships will be under sail, sailors on many will be standing on the rigging and flags will be flying. Why not arrange to visit New York Harbor during the event and make sure you display the USPS Ensign. It is great PR for our organization. If you visit any of the ships, also wear USPS shirts or jackets.

OpSail Executive Director Chris O'Brien promises it'll be a sight to behold when on the morning of May 23 a "majestic flotilla" of 17

(continued on page 4)

(continued from page 3)

international tall ships and war ships will sail under the Verrazano-Narrows Bridge and proceed up to the George Washington Bridge.

“New York has always been our base and New York has always welcomed sailors and their great ships,” O’Brien said.

The event will kick off on that same day as the start of Fleet Week.

Tall ships are large vessels rigged with traditional sails. The participating ships hail from countries including Indonesia, Spain, Brazil and France.

The ships will be open to for public visitation through May 30 in Manhattan near Pier 86, in Brooklyn at the Port Authority Piers and on Staten Island at the Sullivans Pier at Stapleton.

The PARADE OF BOATS WILL TAKE PLACE ON WEDNESDAY, MAY 23RD.

P/D/C Dave Meshulam,

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.



D/C Nylander presents Frank Hoppe, SN, of the Bronx Power Squadron, with the life member award for 25 merit marks.



D/C Nylander presents the award given to Shrewsbury Power Squadron, which was accepted by Cdr Anthony Santoro, AP. The award was presented at the USPS Conference in February for 1st place in the teaching aid competition. The aid was to demonstrate what a range was.

SAFE BOATING WEEK AND USPS

As the 100th Anniversary of the United States Power Squadron approaches it is important to escalate squadron community events. National Safe Boating Week is a golden opportunity to begin and to let your community know that your squadron is a valuable resource. The National Safe Boating Council has set this year's theme: "Ready, Set, Wear It!" and declared Saturday, 19 May 2012 as "Life Jacket World Record Day" The week of 19 May will be a great time around which to build important public boating skills activities. Many squadrons work with their community leaders to prepare a proclamation announcing "Safe Boating Week" which is presented to the squadron in a public ceremony. Other programs include:

Squadron informational booths, Vessel Safety Check rallies, radio and TV interviews, along with ABC Courses and seminars. Several squadrons present well publicized boat safety equipment demonstration programs including using flares, operating fire extinguishers and tossing boat lines. A good plan involves the area fire department and a location.

(Article furnished by the USPS marketing and public relations committee. Other articles and information available to all squadrons in KEEPING UP on the USPS website)

MOST BOATERS HAVE BEEN THERE

It's night time, but channel markers are there to guide you back to your marina or boat ramp. The only obstacle, of course, is the large number of buoys marking No Wake zones that dot the path between the open bay and home port.

On a busy summer weekend, the buoys can sometimes cause stress as boaters try to navigate skinny channels in the nation's most densely populated state.

Boaters who equate the proliferation of buoy markers in waterways such as Barnegat Bay to a minefield of anchored obstacles will see some relief this summer, however, as the state will reduce the number of No Wake warning buoys up and down the coast.

The total number of buoys, which mark areas in which boaters must slow to near-idle speed and not create a wake, have risen from just 35 statewide in 1988 to more than 750 in Barnegat Bay alone during the summer of 2011.

State officials say the buoys have become so ubiquitous that they litter the state's waterways, and often mark off areas where existing laws already dictate that

(continued on page 6)

(continued from page 5)

boats must slow down, such as bridge openings and areas very close to land.

Personnel from the New Jersey State Police Marine Services Bureau in Point Pleasant Borough are currently evaluating the areas where regulatory buoys have historically been placed in an effort to determine which buoys are no longer needed, said Trooper Christopher Kay in a statement released Friday.

"The buoys that will undergo the closest scrutiny are, for the most part, slow speed/no wake buoys that had been placed in the bay to warn mariners of a temporary slow speed/no wake area and are no longer required, and buoys that are placed in locations where it is clear, based on the existing laws and regulations that all mariners are expected to know, that vessels are required to slow down to no wake speed," Kay said.

Once identified, "unnecessary" buoys will not be placed in the bay for the 2012 boating season. The final determination as to whether a buoy will be eliminated or retained will be based on public safety and quality-of-life, officials said.

The state is currently investigating alternative markings for areas where extra notifications are needed. Such markings could include fixed signs informing

boaters they are entering or exiting a No Wake zone.

The presence - or lack thereof - of buoys does not change existing state laws on boat speed. New Jersey law requires the speed of every vessel to be regulated so as to not cause danger or injury to persons or property, either directly or by the effect of the vessel's wake.

Additionally, there are several situations where state law requires all boats to be slowed to "slow speed/no wake" when passing. They include:

- A marina, pier, dock, wharf or abutment at a distance of 200 feet or less.
- Work barges, platforms or floats while actually engaged in work related activity.
- Through bridge openings of 400 feet or less.
- Through lagoons, canals and confined areas of less than 200 feet in width.
- Vessels not under command.
- Emergency vessels displaying sequential flashing or rotating blue lights.
- Vessels engaged in activities recognized by the Coast Guard displaying rotating or sequential flashing red and yellow lights.

(continued on page 7)

(continued from page 6)

Though state police officials say the reduction in the number of buoys is not a cost-savings measure, the state stands to save some cash this summer. The cost of each regulatory buoy with its corresponding anchor and chain is approximately \$350, a figure which does not include the costs associated with placing and removing the buoy, relocating a buoy in the event that it is moved, and the annual maintenance cost associated with the upkeep of the buoy and its related gear.

BY DANIEL NEE

(THANKS TO TOM HENDERSHOT,
LACKAWANA SAIL & POWER
SQUADRON FOR THIS ARTICLE)

ON THE LIGHT SIDE

A man was sitting reading his papers when his wife hit him round the head with a frying pan. 'What was that for?' the man asked. The wife replied 'That was for the piece of paper with the name Jenny on it that I found in your pants pocket'.. The man then said 'When I was at the races last week Jenny was the name of the horse I bet on' the wife apologized and went on with the housework.. Three days later the man is watching TV when his wife bashes him on the head with an even bigger frying pan, knocking him unconscious. Upon re-gaining consciousness

the man asked why she had hit again.

Wife replied.. 'Your horse phoned'

IT IS CRUISING TIME

Are you ready to cruise but have no cruise planned with your squadron this summer? Power or sail, Raritan Bay Power Squadron can take care of that problem. Why not join them for all or part of a 2 week cruise starting on 28 June? Itinerary includes City Island, Greenwich, Stamford, Port Jefferson NY, Westport, Mystic Seaport, Stonington, Guilford and Manhasset Bay LI. (subject to change as decided by participants, including you).

Contact Pat Greer at
spgreer37@optonline.net or
phone (732) 203-2236

District 4 Rendezvous

Plan to join District 4 at the rendezvous at Haverstraw Marina (Hudson River) 27 to 29 July. Come by boat or car. For reservations at the marina call (845) 429-2001. For full details as to program costs, etc., see flyer on District 4 website or contact

Joe David 917-968-7794
Tony Santoro 732-406-5166
Mike Fabrizi 718-823-1974

Great time guaranteed to all.

