

HEAD LINES

Marblehead Sail & Power Squadron -- District 18
A Unit of the United States Power Squadrons®

Volume 27 Issue 5
January 2010

From the Helm Cdr Dan Himes, AP

The fierce and frigid wind outside does nothing for my mood. The boat is put away. Not that there aren't still chores to be performed- you understand, I know- but in the off-season my mind turns to other things.

Other things, like preparation. And lore. Two of my favorite winter and holiday stories are set, in fact, on our local waters.

Folklore has it that when a Salem sailor dies the Ghost Ship of Salem brings his soul home. In the particular version of the story I've read to my family over the years, the Neptune had completed a sixteen month trading voyage and was returning to Salem Harbor. They rounded Kettlebottom sometime after dark on the winter solstice. Nearing the Triangles, to the horror of the young lad telling the tale, they were being quickly overtaken by a vessel four times larger, bearing down quickly, heavily, and silently. Just when their destruction seemed imminent, the ghost ship passed close to starboard, caused no damage, and slowly faded from sight as though surrounded by fog. The captain remained calm through it all, explaining afterward that the ship was bringing a soul home for Christmas.

While the fictional tale of the return of the Neptune is fun, the true story of the return of the Putnam is truly inspiring. After a 13 month stint at sea, Nathaniel Bowditch found himself returning to Salem Harbor during during a terrible blizzard in 1803. The storm had closed the port, and most returning ships were sitting out the storm at sea, not wanting to risk cargo and crew attempting to

navigate our shore in near zero visibility and angry seas.

During a slight let-up in the weather on 24 December he managed a sun sight, which allowed him to determine his position. A full day later, as he approached the channel on the 25th, he had a quick glimpse of Eastern Point (Gloucester). This was all he needed to navigate his vessel by dead reckoning safely to Derby Wharf, on a very foggy Christmas Day evening. It was 7:00 PM, and we all know how dark it is at 7:00 PM here on Christmas.

These stories are particularly satisfying to me at the moment as I am enrolled in our excellent JN class, taught by Tim McCaffrey and Dave Shaw. Joined by Art Capstaff and Alan Therrien, I am thoroughly enjoying this aspect of off-season preparation. We have all decided that we are going to continue to plow right on through N as well, so if taking that N class is something you've been putting off, send our Squadron Education Officer Gin Osman an email and come on in.

Our member courses offer excellent preparation for us, but we can help non-members prepare in the off-season as well. We're planning our Safe Boating Course (America's Boating Course 3/e) for a late- February start, so tell your friends (especially if they have children coming of age). And if you can, give us a hand.

There are a couple of points that are partly political in nature that I need for you to keep an eye on. One is the increase of ethanol in gasoline fuel to



15%. On 3 December the EPA issued a reprieve in order to study its effects in automobiles. While they are to be applauded for wanting to study the issue before making a ruling, we would hope that they would also consider the effect on other engines besides automobile.

(continued on page 4)



What's Inside

| | |
|---|---|
| SEO Message | 2 |
| Upcoming Courses | 3 |
| Using GPS Seminar a Success | 3 |
| Upcoming Meetings/Change of Watch | 4 |
| Saltwater Fishing Licenses | 4 |
| New Government Structure to Protect Marine Ecosystems | 5 |
| About the Beaufort Scale | 6 |

2009 Executive Committee

Commander Dan Himes, AP
781-990-3001 danhimes@comcast.net

Executive Officer Robert Hirschcron, AP
781 631 0152 rhtrails@comcast.net

Administrative Officer Louis Schoenthal, AP
978-745-9746 Louis_Schoenthal@mksinst.com

Educational Officer Gin Osman, SN
781-631-1327 ginonrocks@hotmail.com

Treasurer Mark Peters, P
781-639-2874 mpeters66@comcast.net

Secretary Beth Wolfe, AP
978-744-1575 emswolfe@gmail.com

Member at Large Mark Sedgwick, AP
978-337-1453 mark.sedgwick.FEB@fmr.com

Member at Large Rand Folta, S
781-581-2108 rfolta@b-l.com

Past Commander Dan Shea, AP
781-631-1716 dshea.hrps@comcast.net

Head Lines

Janet Merriman, S, Managing Editor

Copy deadline is the 15th of the month preceding the issue date. Send articles, ideas and comments to janetm@theatriumdesign.com

SEO Message

Gin Osman, SN

Thanks to many for supporting our Fall public Boating Course. Great job by Steve Jerome, Dan Himes, Lou Schoenthal, Mike Merriman, Skip Whittaker, Beth Wolfe, Brian Schanning, Dale Smith, John Bedrossian, Dan Shea, Mark Cohen, Mark Peters, Dave Walker, Jerry Zanni and especially Merrell Feldman. THANKS so much!!

Please advise me of your interest in any of the USPS courses and seminars (when you would like to take it: spring/fall/winter, day of week, time of day, etc). Need your input for the planning (see the list below)! ALSO, if you're interested in teaching a public course, then you'll need to become a "certified instructor." Contact me for more information. We could use MORE instructors. Perhaps you're interested in taking an online course? See what USPS is offering at the following link: www.usps.org/national/eddept/ or www.usps.org/national/eddept/s/online_sea.htm for information on "online Seamanship course".

What do you want to take? Here's the current course/seminar offerings:

| Public Courses: | Adv.Grade: | Electives: |
|----------------------|-----------------------------|------------------------|
| ABC3 (Fall & Winter) | Seamanship (Fall & Spring) | Cruise Planning |
| | Piloting (Fall & Spring) | Engine Maintenance |
| | Adv.Piloting (Fall) | Instructor Development |
| | J.Navigation (as requested) | Marine Electronics |
| | Navigation (as requested) | Sail |
| | | Weather |

Seminars:

| | |
|----------------------------|---------------------------|
| Anchoring | Paddle Smart |
| Boat Handling under power | Boat Handling under power |
| Knots, Bends, & Hitches | How to Use a Chart |
| Hurricanes & Boats | Onboard Weather |
| Marine RADAR | Sail Trim |
| Trailing | Using GPS |
| Using VHF/DSC Marine Radio | |

"And if a man is a born sailor, and has gone to the school of the sea, never in all his life can he get away from the sea again. The salt of it is in his bones as well as his nostrils, and the sea will call to him until he dies."

From Jack London's "Small Boat Sailing"

Upcoming Courses

Gin Osman, SN

Here's some 2010 courses being scheduled.

Advanced Grade:

| Start Date | Course | Instructor | Location |
|--------------|-------------------|----------------|-------------|
| Jan. 6 | Advanced Piloting | Art Capstaff | Gin's House |
| Mar. | Piloting | Gin Osman | Gin's House |
| late spring* | Seamanship | Skip Whittaker | ???* |

Public Classes:

| Start Date | Course | Instructor | Location |
|------------|---------------------|---------------|-----------------|
| Feb. | Sqd Boating (ABC-3) | Gin Osman, Ch | ???* |
| May | Sqd Boating (ABC-3) | Gin Osman, Ch | Salem Willow YC |
| ???* | Seminars* | Gin Osman | ???* |

*still working on this class

Here's how USPS describes these courses.

Advanced Piloting (AP) builds on student's coastal & inland navigation skills, allowing the student to take on more challenging conditions (unfamiliar waters, limited visibility, & extended cruises). GPS is primary navigation tool while adding RADAR, chartplotters, & other electronic navigation tools. Topics covered: advancing line of position, electronics (likeGPS, RADAR, depth sounders, autopilots, laptop computer software), hazard avoidance techniques, working with tides & currents, and more "Seaman's Eye".
[10 sessions; open & closed book exams]

To register for AP class, contact SEO (webpage or phone) ... payment will be collected at first class meeting. Student materials will be ordered PRIOR to class ... so there will be a limited number of students. IF you want to take a particular course, then contact me ... otherwise it may NOT happen.

Using GPS seminar a success

Mike Merriman, JN

On Nov 11 I taught the Using GPS seminar. We had 10 students total, and I think I recognized all of them from our recent public class.

The seminar covered the basics of GPS use, waypoint creation and navigation. Each student received the USPS GPS Guide and a waterproof McGraw-Hill Captain's Quick Guide Using GPS. We had 4 Garmin GPS76 units for all to practice with. We had a good mix of experience in the class and all seemed to walk away with at least a tidbit of new knowledge.

For those of you that use your marine GPS regularly – is the base software up to date? Some units allow you to update it easily yourself, others require you to ship it the manufacturer. What about your charts? If you've got a unit with a built in basemap – those need updating also periodically.

The winter is a great time to plan next summer's trip. Creating new waypoints and routes, dreaming of the warm sunny summer sail to your destination, and researching the best restaurant there are great ways to spend a snowy evening this winter.

Boat Show

Sunday, 28 February, is District 18's day at the USPS booth of the New England Boat show. If you'd like to be there, send the commander an email by the first week in February. Thank you.

Saltwater Fishing Licenses

Louis Schoenthal, AP

The licenses are coming, the licenses are coming! That's for sure! When and how to obtain one is anyone's guess at this point. The following link to the Massachusetts fisheries web site has some information at:

www.mass.gov/dfwele/dmf/recreational-fishing/rec_license.htm#license.

What I glean from this web site is that all saltwater anglers will be required to be licensed in 2010 and that if the state does not take action on licensing, the federal government will issue the licenses. Federal license fees would go to the general federal tax fund rather than to any specific fisheries program. State license fees could be earmarked specifically for fishing programs. The other implication from the article is that as of December 2009, the Commonwealth has no specific program to issue a saltwater license.

If you find any information or hear about the Massachusetts program, please share it with the members. Stay tuned!

Elected Officer Candidates

The nomination committee is submitting the following slate as candidates for elected officers for the 2010 Change of Watch. Further nominations will be made from the floor at the Change of Watch meeting.

Elected officers:

Cdr: Dan Himes

SEO: Gin Osman

Treasurer: Tim Mouradian

Secretary: Beth Wolfe

Audit Committee: Bill Griffin (Chair)

Holiday Party

Louis Schoenthal, AP

Our annual Holiday Party at Gerry 5 on Beacon Street in Marblehead on Friday, December 4. was attended by a small but enthusiastic group of members

The speaker, Mr. Bruce Bateman, a life long local resident and diver, spoke on The Lore of Shipwreck Legends in New England. The talk covered wrecks that were visible during his lifetime and was complete with pictures of many of the wrecks both above and below water. I never realized so many ships and boats were wrecked in the last several decades! Bruce also brought many "show and tell" items salvaged from shipwrecks and even German submarines! Several of us discussed getting Bruce back to speak about Sable Island, the graveyard of the Atlantic at a future meeting.

Thanks to all who attended and helped put the evening together.

Change of Watch -- Annual Meeting

Louis Schoenthal, AP

The squadron year is almost over and it's time for the annual Change of Watch on Sunday, February 7 at 1100 at Marblehead Yacht Club. This is also our mandatory annual business meeting and a quorum is required to conduct the election.

Please plan on attending to vote for the members of the new bridge and wish them well for the 2010 season. We promise to keep the "official business" to a minimum and the "social business" to the maximum.

The menu consists of bagels, cream cheese, Danish, sweet buns, juice and coffee. We are working on several speakers at this point so watch out for the postcard and email blast which you will receive in January.

From the Helm *Dan Himes, AP*

(cont. from page 1)

The second point is perhaps a little more urgent. As I briefly (and crudely) summarize elsewhere in this newsletter, the White House Council on Environmental Quality has issued two reports that outline a new plan for waterway (ecological) management. If the plan is enacted, there could be a very efficient means for a malevolent administration to wreak havoc with virtually every aspect of maritime life.

But don't let these political turns spoil your mood. Join us at the Salem Beer Works for our January outing and we can discuss it in the way of time-honored tradition: over a couple of beers!

Night at Salem Beerworks

Louis Schoenthal, AP

Join us to shake the winter blues on Thursday, January 14th, Salem Beer Works, 278 Derby Street in Salem, 6:30 p.m. Smart boat talk and wearing funny hats is encouraged. Good cheer, relaxation, and conviviality are mandatory.

The Squadron will provide hors d'oeuvres for our members. At the cash bar, don't forget to enjoy the brewery's award-winning microbrews. And feel free to stay and enjoy their excellent fare for dinner.

New Government Structure to Protect Marine Ecosystems

Dan Himes, AP

There is word that recreational boating fishing may be targeted by a new marine ecology protection initiative that is going to put in place a new government structure for managing these resources. Naturally, this is something we all need to pay attention to, and, indeed, some are sounding the alarm on these new changes. I'll give a brief, as non-biased as I can make it, overview of what I see starting to happen. Your job is to pay attention to this as it unfolds, and talk to your representatives in government to ensure that your point of view is heard.

The White House Council on Environmental Quality has issued two reports of interest to the marine community. One is an early planning-stage report (www.whitehouse.gov/administration/eop/ceq/initiatives/oceans) calling for something they term Coastal and Marine Spatial Planning (CMSP). The Council's recommendation is to create planning jurisdictions that are based on ecosystems rather than political jurisdictions, and create a management plan with all of the stakeholders participating in the discussion. This strategy can work very well under good leadership, as conflicts between stakeholders are identified and resolved when the plan is formed rather than letting everything come to a head when the plan is executed. Planning structures like this are sometimes called "round tables."

The important point about round tables is that the people with the authority to implement change must be sitting at them. They are not nearly as effective if the people sitting at them are merely reporting to the authorities, and don't have the ability to negotiate and make decisions. The Council recognizes this and gets it right in their plan.

We can envision this approach to give us a more holistic approach to resource management. The regions of regulation are referred to as Regional Planning

Areas, and are indicated in the figure.

The goals of changing the planning strategy to CMSP are straightforward and reasonable, and are reproduced below:

1. Support sustainable, safe, secure, efficient, and productive uses of the ocean, our coasts, and the Great Lakes, including those that contribute to the economy, commerce, recreation, conservation, homeland and national security, human health, safety, and welfare;
2. Protect, maintain, and restore the Nation's ocean, coastal, and Great Lakes resources and ensure resilient ecosystems and their ability to provide sustained delivery of ecosystem services;
3. Provide for and maintain public access to the ocean, coasts, and Great Lakes;
4. Promote compatibility among uses and reduce user conflicts and environmental impacts;
5. Streamline and improve the rigor, coherence, and consistency of decision-making and regulatory processes;
6. Increase certainty and predictability in planning for and implementing new investments for ocean, coastal, and Great Lakes uses; and
7. Enhance interagency, intergovernmental, and international communication and collaboration.

These make good sense as a foundation for establishing a framework for intelligent resource management. As always, however, the Devil is in the details.

The details we have to be mindful of in this case are in the establishment of something called the National Ocean Council (NOC).

continued on page 7

Thank you to our Friends of MSPS

Green's Ace Hardware
70 Atlantic Ave.
Marblehead, MA 01945
Phone: (781) 639-2257
Fax: (781) 639-1053

Green's Ace Hardware
14 Forest Ridge Dr.
Rowley, MA 01969
Phone: (978) 948-7333
timgreen@rowleyhardware.com



WILLIAM C. BURKE, JR.
INSURANCE AGENCY, INC.

Personal and Business Insurance
18 Brown Street
Salem, Massachusetts 01970-3830

CLAIRE M. GERRISH
claire@burkenagency.com

Work (978) 741-7810
Fax (978) 741-7800



95 Ocean Avenue
at Devereux Beach
Marblehead, Ma. 01945
(781) 631-3388

Frank A. Lord

MAINE STORE
EVENING
AQUASPORT
JOHNSON
PRAMS,
LOAD RITE TRAILERS

Jory Berkwits, CFP®
First Vice President - Investments
International Financial Advisor

Global Wealth Management
125 High Street
High Street Tower, 19th Floor
Boston, MA 02110
T 617 946 4249
T 800 695 2251
F 617 946 4376
jory_berkwits@ml.com



Jerry A. Zanni, D.D.S.

COSMETIC DENTISTRY • TMJ • GENERAL DENTISTRY

"EXCEPTIONAL DENTAL CARE WITH NO EXCEPTION"

277 WASHINGTON STREET
MARBLEHEAD, MA 01945
TELEPHONE (781) 631-2044

www.jerryzannidds.com

Want to become a friend of MSPS?

See back page for details!

A bit of spindrift regarding the useful Beaufort Scale

Mark Peters, P

Now that the cold is here to stay and storms are blowing through, it is a great time to throw a log on the fire, sit back, put your feet up, and ponder the strength of wind.

According to Wikipedia, the source of all random gossip, the Beaufort scale for describing wind strength was created in 1806 by Sir Francis Beaufort, an Irish-born British admiral. Prior to Beaufort's scale, sailors would argue in long-winded debates, often about the wind.

Beaufort developed a scale of thirteen classes, from zero to twelve, which described the wind's impact and the ship's best response at each of the various levels. As you can imagine, a zero is a calm environment, whereas a 12 is a hurricane force wind that could roll your mobile home (get into that root cellar quickly).

Here are the twelve classes of the Beaufort scale. Feel free to translate the imagery into your own reference points before laminating it onto your nav station. I have included a few of my own observations which you can feel free to adopt as your own.

ZERO Calm. Flat sea. A good day for power boating.

ONE Light Air. Ripples without crests. Wind motion visible in smoke. Even with a only a slight wind, hairpiece wearers get twitchy.

TWO Light breeze. Large wavelets. Crests begin to break; scattered white-caps. Leaves and smaller twigs in constant motion. Beachgoers in motion after runaway inner tubes.

THREE Gentle breeze. Small waves with breaking crests. Fairly frequent white horses. Dust and loose paper raised. Small branches begin to move. Great day to take the mother-in-law for a sail.

FOUR Fresh breeze. Moderate waves of some length. Many white horses. Small amounts of spray. Branches of a moderate size move. Small trees begin to sway. What most wives would refer to as "a bad hair day".

SIX Strong breeze. Long waves begin to form. White foam crests are very frequent. Some airborne spray is present. Large branches in motion. Whistling heard in overhead wires. Umbrella use becomes difficult. Empty plastic garbage cans tip over. Great day to take the mother-in-law for a sail and scare the daylight out of her.

SEVEN High wind, Moderate gale, Near gale. Sea heaps up. Some foam from breaking waves is blown into streaks along wind direction. Moderate amounts of airborne spray. Whole trees in motion. Effort needed to walk against the wind. Swaying of skyscrapers may be felt, especially by people on upper floors. Trapeze artists and tightrope walkers begin to hold on for dear life.

EIGHT Gale, Fresh gale. Moderately high waves with breaking crests forming spindrift. Well-marked streaks of foam are blown along wind direction. Considerable airborne spray. Some twigs broken from trees. Cars veer on road. Progress on foot is seriously impeded. Weathermen and women appear on TV, braving the storm to display their carefully coifed (and yet so windblown) vanity.

NINE Strong gale. High waves whose crests sometimes roll over. Dense foam is blown along wind direction. Large amounts of airborne spray may begin to reduce visibility. Some branches break off trees, and some small trees blow over. Construction/temporary signs and barricades blow over. Having given up on their performance, the trapeze artists and tightrope artists are now just trying to repair their damaged circus tents and canopies.

TEN Storm, Whole gale. Very high waves with overhanging crests. Large patches of foam from wave crests give the sea a white appearance. Considerable tumbling of waves with heavy impact. Large amounts of airborne spray reduce visibility. Trees are broken off or uprooted, saplings bent and deformed. Poorly attached asphalt shingles and shingles in poor condition peel off roofs. Hairpieces are flying everywhere.

ELEVEN Violent storm. Exceptionally high waves. Very large patches of foam, driven before the wind, cover much of the sea surface. Very large amounts of airborne spray severely reduce visibility. Widespread damage to vegetation. Many roofing surfaces are damaged; asphalt tiles that have curled up and/or fractured due to age may break away completely. It becomes a crapshoot as to whether you wind up in a better neighborhood in your (now truly) mobile home.

TWELVE Hurricane-force. Huge waves. Sea is completely white with foam and spray. Air is filled with driving spray, greatly reducing visibility. Very widespread damage to vegetation. Some windows may break; mobile homes and poorly constructed sheds and barns are damaged. Debris may be hurled about. You are not in Kansas anymore.

M. Peters [With thanks to Wikipedia.]

New Government Structure to Protect Marine Ecosystems

Dan Himes, AP (cont. from page 5)

The NOC is to have oversight of the management plan, and as such has final review authority of the regional planning area strategies. This is articulated in the second report by the Council, which presents a framework for how the new authority would work (http://www.whitehouse.gov/assets/documents/09_17_09_Interim_Report_of_Task_Force_FINAL2.pdf).

In quick summary, the process would look like this:

1. the administration devises ecosystem goals
2. the NOC is charged with achieving them
3. a committee from each regional planning area presents a plan for how its area will achieve these goals
4. the plan is approved, or sent back for more work until it is approved
5. the (finally) approved plan is implemented and enforced.

What is good about this plan:

- At the top levels of government the affected groups are all in on the conversation. Stewards of the national defense, economy, and ecology will all be sitting at the table in order to produce a strategy that isn't at odds with other national goals. They are all members of the NOC, which also appears to be a "round table."
- It takes a sensible approach to the problem of implementing change. Regions are defined by the fact that they share common interests and problems even if they are in different political jurisdictions.
- The plan is to take economic factors into account.
- All stakeholders are to be

involved, including recreational boaters and recreational fishermen.

- Science will drive the decisions. Each region will consult regional scientific advisors who will weigh in. Data will be collected; effects will be measured.
- The people making the regional plan are people with the authority to take action. This component is essential for this plan to work. Otherwise, it just becomes another "planning commission."

What's bad about the plan:

- If done in the best fashion, it could be expensive, at least in the near term. Just collecting the necessary data could be a real burden depending on the specific requirements. Not collecting the necessary data makes the science-driven component meaningless.
- The goals are completely top-down; ideally we would want the regional ideas to flow upward and influence the policy. With good leadership that will happen. However, with malevolent administration in place, the goals could be stated so that the regional options are quite limited and there is no real input from the stakeholders in policy.
- In a mature science, the answer you get depends on how you ask the question. "What is the best way to have the population of X recover?" is a different question than, "what should be the fishing limit for X?" or, "to where should we restrict the fishing of X?" Again, how this affects the integrity of the process depends on how the process is implemented.
- The report describes the scientific data to be collected: it's all about measuring the impact of activities and the impact that implementing the plan have on ecological health. The implica-

tion in the report is that adaptations to the management plans will be made based on measured effects. However, while economic impact is tangentially mentioned, nowhere does the report mention adapting policy due to measured economic impact.

We all have a stake in this, so I encourage you to visit the government web sites indicated in this article. You can comment on the policy until 20 February.



Large Marine Ecosystems and Regional Planning Areas



www.marblehead-usps.org

HEAD LINES

Marblehead Sail & Power Squadron – District 18
a Unit of the United States Power Squadrons

Volume 27 Issue 5
January 2010

Upcoming Events: Mark your calendar

January

- 6 Advanced Piloting
- 14 Salem Beerworks Social

February

- 7 Change of Watch

If you are a business owner or manager, please consider supporting MSPS through a partnership. The "Friends of MSPS" program allows you to place an ad in our newsletter "Head Lines" for an entire year and it only costs \$150 – this program has been vital in paying for the newsletter, and MSPS depends on your support going forward.

If you are willing to extend discounts to MSPS members, we are also interested in featuring your business on the MSPS website – please contact Dan Shea at dshea.hrps@comcast.net for more details and to renew your "Friends" status or become a new Friend.

Head Lines Boosters

Mark Cohen
Alexander Falk
Robert Sant Fournier
Howard M. Knight
Susan & Brian Schanning
Joan Thayer
Skip Whittaker

Show support for our Safe Boating Courses! Your \$10 contribution goes toward the cost of Head Lines for our SBC students. Checks, payable to MSPS, can be sent to the editor.