

HEAD LINES

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

Volume 26 Issue 4
November 2008

From the Helm

Cdr Daniel W. Shea, AP

As I am sure many of our members recall, Salem Sound was filled with boats over the Columbus Day weekend as skippers and their crews of all sizes and types of boats enjoyed the relative warmth of mid-October in picture-perfect weather conditions.

It seems that the 4th of July was not too long ago, and Labor Day was just last week! Well, the season isn't over yet, and I am looking forward to captaining a Ribcraft rescue boat at the upcoming Head of the Charles Regatta over the coming weekend. Let's hope that the weather holds – It could be a long couple of days in an open boat and cold rain!

Looking further ahead, there are a couple of events outlined in this issue which I recommend that you put on your calendars and plan to attend:

On Thursday evening, November 13, there will be a social meeting and a meal at the Marblehead Yacht Club, with a focus on discussing the various elements of chartering a boat in the Caribbean.

The following month, we will hold our annual Holiday Dinner Meeting on Thursday evening, December 4 at the Boston Yacht Club. Our speaker will be Eric Dolin of Marblehead, author of "Leviathan," a fascinating and well-received narrative of the history of whaling in this country and around the world from its early origins until the advent of factory whale ships.

Both occasions present an opportunity to join with other Squadron members and guests in a congenial social atmosphere, to share some sea stories about the boating season now coming to an end, and perhaps to develop some new ideas for next year.

On a hugely less pleasant subject, the Commandant of the Coast Guard, Admiral Thad Allen has written an article which appears in the current (October, '08) issue of "Proceedings," published by the U.S. Naval Institute.

Basically, he states that we need a new approach to counter the risks of the small vessel threat in our ports and on our waterways. He cites the "needle-in-a-haystack" difficulties presented by the sheer magnitude of trying to identify one or a few terrorists seeking to use a small vessel of the type that nearly sank the USS Cole in 2000 among the 13 million registered and up to 8 million non-registered recreational vessels in this country, plus some 100,000 fishing boats and thousands of other miscellaneous commercial craft operating somewhere along our 95,000 miles of coastline.

Admiral Allen's article goes on to outline in considerable detail what he terms the Small Vessel Security Strategy, which uses a risk-based approach to identify likely vulnerabilities, allocate resources and implement security measures. An important element of the strategy is "To develop a strong partnership with the small vessel community to enhance maritime domain awareness."

As I said at the outset, this is not a pleasant topic, but it is one in which the recreational boating community can help to identify potential threats. Taking the time to read the full article, entitled "Friend or Foe? Tough to Tell," will be informative and useful. The U.S. Naval Institute Proceedings website is www.usni.org.



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

Upcoming Courses

Here's our current 2008/2009 member course schedule.

Advanced Grade Courses

Start Date		Course	Cost	Location
Jan 6	Tues nights	Piloting	\$55	TBA
April 22	Wed nights	Seamanship	\$30	TBA

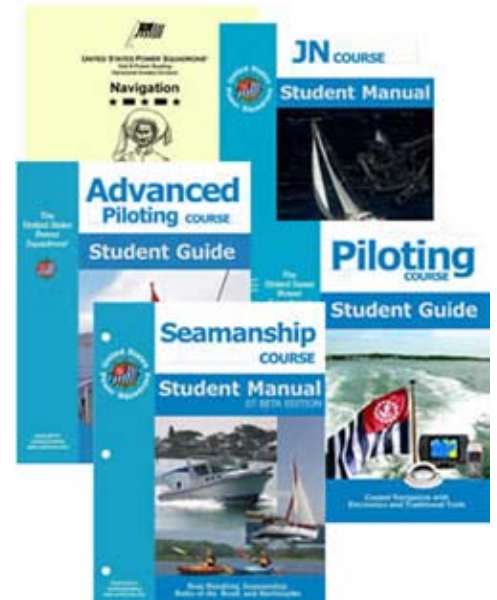
Elective courses

Jan 13	Tues nights	Marine Electronics	\$40	TBA
Jan 15	Thurs nights	Sail 102	\$30	TBA
Feb 2	Mon nights	Cruise Planning	\$40	TBA

Marine Electronics will be offered starting January 13. The course covers installation and maintenance of both boat electrical systems (AC and DC) and marine electronics (VHF radio, radar, GPS, etc). Seawater and electronics do not mix and this course will provide you with worthwhile knowledge on how to keep the two separated!

Sail will be offered starting Jan 15. This course covers everything from how a sailboat works to sail trim, rig tuning, and racing. Perhaps the high cost of fuel has given you thoughts of sail as not only a renewable source of energy, but very green!

We cannot predict how hard a winter it will be, but by the time February arrives we look anxiously to launching. On Feb 2 we will offer Cruise Planning, a course guaranteed to chase the winter blues away. This course covers planning a cruise – whether just a weekend or for a year – it includes preparation, anchoring, security, chartering, and cruising outside U.S. territorial waters.



Registration and payment for course materials will be required at least 2 weeks prior to the course or seminar. Because Education is a major cornerstone of the USPS we will entertain any class or seminar that you might be interested in but is not scheduled above. Send your ideas to SEO Robere Sant Fournier at seafriendship1@verizon.net.

SEO Message

Robère Sant Fournier, P



The fall Safe Boating Course at Marblehead High School had its final session on the 15th of October. We had 24 students. The spring course has already been set for February 25, 2009 and confirmed with Marblehead High School.

The Power Squadron prides itself on boating education and as such, we offer a variety of classes and seminars all designed to improve our chances of survival at sea. However, nothing beats

experience, time spent on the water and putting into practice what we have learned in the classroom.

There is also another way to learn: the hard way. The hard way can be at the expense of somebody else, which means you can comfortably sit in your favorite chair and almost experience the hard way done by studying accident reports. There is of course a website that I would like to direct you to which provides all of the above.

The site is www.maib.gov.uk. OK so you might have guessed that this site is located in England, and it stands for Marine Accident Investigation Branch. This site covers merchant vessels, fishing vessels, and yes, private boats, the kind you and I would be guiding off our coast line. These accidents not only occur in British waters but around the world. The most popular form of grief is collisions followed by groundings.

The most valuable part of these incidents is the findings of the Marine Accident Investigation Branch. Their reports are available on this web site for all to read – and interesting reading it is. As members of the Power Squadron, because we have had classes and seminars, I am willing to bet that once you start reading these reports you will be a Monday night quarter back. And more, you will begin to realize that you too could have experienced this accident.

I am certain that you will learn a lot from the misfortunes of other mariners. It is amazing how an incident at sea starts out very innocently, but often is compounded by more mistakes that result in a collision, grounding or worse – a vessel that has gone to the bottom. Give the site a try. Remember though a lot of metric measurements are used, plus a few odd expressions.

Salem Ferry Trip Oct. 3, 2008

Elizabeth Wolfe, AP

The mid-afternoon downpour dampened my enthusiasm for a Squadron evening aboard the Salem Ferry. Add to that my exhaustion from the work week.

I referenced www.weather.gov, figured that the rain was over, and planned to join the excursion. I headed to Blaney Street Landing. There I shook hands with an also-reticent Squadron group. Finally someone said, “Go for it,” and we did.

On the way to Boston, we took in the views of Marblehead and Sunset over Boston. We tried to identify the lighthouses in our view. It was a glorious evening, where the wind pierced our faces along the upper deck.

In ‘town,’ our restaurant choices were

driven by the 10% coupon on the Ferry ticket. We decided to take a long table in the upstairs dining room at Durgin Park. Remember when?

The turkey dinner was ‘just like mom’s,’ including the lumps in the mashed potato. That’s what I really like in a restaurant: comfort food. The portion was enough to have a second meal at home. The Haddock, Steak Tips, and Pot Roast were also well-received. The ultimate, however, was the Boston Creme Pie. (You won’t share that, will you?)

Conversation ranged from Gulf Sailing to Steve Fossett, to 401Ks, and Paul Newman. We were able to convince one of our companions to purchase a handheld VHF. How do you pronounce

“Portage”? Before re-embarking the Ferry we enjoyed a visit with Red Auerbach and a fresh Oatmeal cookie from Quincy Market.

The return trip gave us an opportunity to review our N-R-C-F-S-P-S-O Nav Rules and to identify the lights of the Boston water traffic. Was that a 6,000 HP Tug that just crossed our Bow? Did you see a Red light?

At the Salem dock, we shook hands happily before going our separate ways. I even got a ride home, thank you!

I went to sleep relaxed and happy, knowing that I had topped off a tempestuous week with a thoroughly congenial evening. G’night.

November Social Meeting-Chartering

Louis Schoenthal, AP

Thinking of doing a Caribbean or other yacht charter? Do you have experiences to share about a past charter, good or bad? Are you thinking about doing it again? Then please plan on attending our fall social meeting on Thursday, November 13 at 7:00 at Marblehead Yacht Club.

The evening will begin with refreshments and a meal provided by the squadron. The brief formal presentation by your AO and members of the Marblehead and Beverly squadrons will actually be more of a list of items for group discussion.

I'm sure members have many more experiences to share with the group than the discussion leaders do, so please bring your pictures and memories with you. If you would like to have some pictures included in the presentation, you can email them to the AO at agfarose@aol.com with a cover email.

Also in attendance will be Angela Connery of Angela Connery Yacht charters. Angela is based in Salem and arranges yacht charters all over the world. Please check out her web site at <http://www.acyachtcharters.com>. She will provide insights into chartering.

Don't have an interest in chartering? Then just come to enjoy a good meal, refreshments, and the opportunity to socialize with other Marblehead Sail & Power Squadron members and guests. There will also be the usual door prizes. And the whole event is being hosted by the Squadron in recognition of your loyal membership!

Very important: Please respond promptly to the invitation card you will be receiving by mail very soon so that we can prepare well for this interesting event!

December Holiday Dinner Meeting

Louis Schoenthal, AP

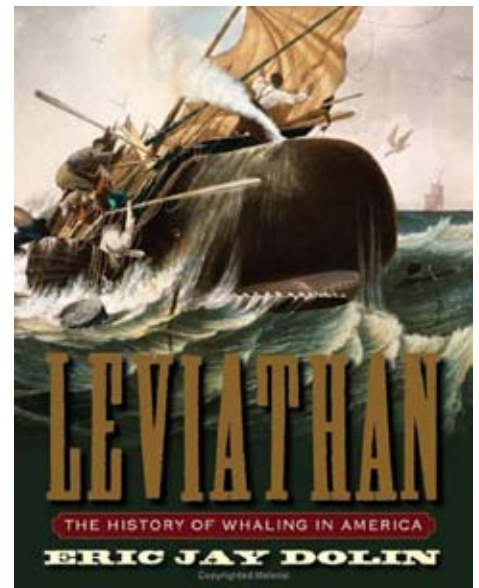
Our annual Holiday Dinner will be on Thursday December 4 at 6:30 this year at a historic and well-known Marblehead institution, the Gerry 5 V.F.A., a club and function hall located at 210 Beacon Street in Marblehead (Yes this is a change from our original plan.) This address is easy to find, since Beacon Street is simply an extension of West Shore Drive.

Dinner will provide a choice of entrees, priced attractively at under \$30 per person. The price is not firmed up at this point but it will cover the entire cost of the meal. A cash bar will be provided. Look for a postcard in the mail early next month with final information.

The speaker will be Eric Dolin. Eric lives in Marblehead with his family and holds a MS from Yale and a PHD from MIT in environmental policy/planning. He has worked as a fisheries policy analyst, a program manager for the EPA and an environmental consultant in the USA and London.

His books include *Smithsonian Book of National Wildlife Refuges*, *Snakehead*, *A Fish Out of Water*, and of course *Leviathan, The History of Whaling In America*. At least one of our members has read *Leviathan* and was intrigued. I'm sure Eric will have copies available for your holiday giving consideration.

Please save the day and watch for the postcard in the mail in early November.



Why Your Friends Should Join the Power Squadron

Dan Himes, AP



In these difficult economic times, it's important to become involved in and foster a sense of community. One of the best ways to do this is through a charitable contribution of your time to help others. There are many ways to do this, but my personal rule is that I give to something I have a passion about. It's a way of ensuring that the organization gets my best work.

For boating enthusiasts, a local chapter of the United States Power Squadrons is an excellent choice. Not only are you giving to the community, but you are a member of an organization with a rich and patriotic tradition. And there are tangible financial benefits as well.

A community is always devastated by the loss of a member at sea, yet it happens nearly every year. The most important thing we do at Marblehead Sail and Power Squadron is teach and practice safe boating. By becoming a member of the Squadron, and actively participating, we can help create a culture of safe boating. This is important to everybody, but those of us with kids who are starting to venture out on the water should pay particular attention to this. Your friends can help save lives by contributing to our cause.

One of the most important ways to contribute to our cause is to help us deliver our safe boating course (which has taken various incarnations, such as "Boat Smart," the "Squadron Boating Course"). There is plenty of work to do besides speaking to an audience, so tell them not to worry if they are shy:

we're not going to throw them in front of a class.

Educating boaters is part of our organization's rich history. Briefly, in the early 1900s, recreational boaters were overwhelmingly sailors and the new breed of boaters operating gasoline powered boats were seen as outsiders and hacks. Moreover, they were all but ignored when it came to boating activities organized by yacht clubs. Roger Upton of Marblehead sought to change all that.

He organized the Powerboat Division of the Boston Yacht Club with three goals:

1. to increase the operational skill and navigation ability of the power boat mariners;
2. to provide an organization to foster the discussion of knowledge and ideas among power boaters; and
3. to have men capable of volunteering assistance to the U.S. Navy if necessary in a time of war.

In 1912, boats from the Power Division were invited along on the annual BYC sailing cruise to Maine. During the cruise, a vicious storm devastated the fleet of sailing boats, but the Power Division members were able to safely tow all of the disabled yachts to port. None was lost.

Having proved its worth, the United States Power Squadron was officially formed as a national body in February of 1914 linking 20 different yacht clubs. Their reputation as capable and knowledgeable seamen was such that by World War I, the USPS was training men for positions in the U.S. armed services – a role they repeated in World War II.

While its roots were in making a community of power boaters, its leadership and competence was so strong that a Sail course was introduced in 1953.

Today, the Squadron has nearly 50,000 members comprising both sailing and power boat operators.

Having proved its worth, the United States Power Squadron was officially formed as a national body in February of 1914 linking 20 different yacht clubs.

If community virtue and historical pride aren't enough to convince your friends to join, there are very real financial benefits to joining the squadron. First of all, being a member entitles them to a discount on your boat insurance with any insurance company deserving of their business.

Also, locally, members get an excellent 15% discount off of your marine supplies at Lynn Marine Supply (they also honor the 20% MapTech discount, so you don't have to buy your charts and software online). These discounts alone paid for my membership this year.

Just as importantly, they have access to first-rate training at remarkably low prices. For comparison, learning QuickBooks at the community college (community education division) cost from \$91 to \$249, depending on which version of QuickBooks you selected, in the fall of 2008. Our courses are normally \$45-\$55, with the most expensive being perhaps as much as \$85.

In short, tell your friends that joining the Marblehead Sail and Power Squadron is an excellent use of their time and talent. They can help us foster a culture of safe boating, become a part of a rich tradition, and be deservedly recognized for their contribution by organizations whose livelihood depends on safe, enthusiastic boaters.

Live and Learn

Mike Merriman, JN

This past summer was a great learning experience for me. We launched Finesse, our 32' Sabre sailboat, on May 20. It was a warm sunny morning when Marblehead Trading arrived to truck the boat to Front Street. Launching, stepping the mast, and tuning the rig went without a hitch, and I was underway to my mooring in Salem Harbor after lunch.

After motoring for about 10 minutes I was in front of the Dolphin Yacht Club when the engine alarm sounded. I quickly grabbed a mooring and shut it down while noticing that my water temp and oil pressure were off the scale!

I let her cool down, but the engine wouldn't start, there was no power to the ignition panel. I arranged a tow to my mooring and went about the business of determining what went wrong.

Long story short, the engine belt was too tight causing a chain reaction of overheating, excess oil pressure, and tripping the engine breaker. **Lesson 1: check to ensure the belt is spinning every time I start the engine, and warm up on the mooring.**

Assuming my issues were behind me we had some great sails, usually motoring for 10 minutes max just to get on and off the mooring. One day 15 knots of wind was in our face on the approach to Salem from Marblehead through the narrow channel off the Endeavors when the engine coughed, surged, shuddered and died. "OH CRAP, NOT NOW, NOT HERE," Janet reported I shouted (profanity omitted for our readers).

Since the sails were up we fell off to safer waters and I contemplated changing the fuel filters and bleeding the fuel system of air, but was concerned it was too rough and dangerous in our present position.

A quick call to Tow Boat and 45 minutes later we were back on the mooring. Since we were members we avoided the large tow charge. Safely at the mooring I changed filters and thought all was well.

Lesson 2: towing coverage is CHEAP insurance.

A few weeks later we did a weekend cruise to Rockport with some guests. The sail up was great and we contemplated going down the Annisquam on the return, but decided to sail down the coast due to the height of the tide.

The winds died around Eastern Point light and we were making 1.5 knots. Since our guests had evening plans we fired up the engine and began to make good time when it happened again.

For the next hour I changed filters, bled the system, scraped knuckles and explored new chapters of the profanisaurus (believe it or not, its available on amazon.com) while while Janet made use of whatever wind was available.

By the time we were off Baker's Island light the wind picked up and we decided to attempt to sail her into the harbor and onto the mooring. The wind shifted into our face, but many tacks later we landed the mooring (not prettily, but adequately). **Lesson 3: never blindly trust the engine - trust the sails and learn to land the boat with them.**

With the help of a trusted mechanic we traced the problem to the electric fuel pump. I assisted the replacement operation so I know how to replace it should it ever happen again and carry a spare (which guarantees it will never fail).

Final Lesson: call a pro when you're over your head.

With new found trust in the engine we undertook a fantastic 2 week sail to Newport and Block Island with Cassie,

our 9 month old Golden Retriever, and friends, as well as a weekend overnighter to Provincetown. The engine performed flawlessly. The trip to Ptown was a bit more eventful, but that's another story.



Dark & Stormy

The Dark & Stormy embodies two great tastes of the tropics and is darker than most tropical drinks, but is just as refreshing.

Ingredients:

- 2 oz Gosling's Black Seal rum
- 3 oz Barrit's ginger beer
- lime wedge for garnish if desired
- serve over ice

It was a Dark and Stormy Night...

Mike Merriman, JN

No, I'm not referring to the drink. We decided to undertake a challenging cruise mid September. The plan was to sail overnight to Provincetown from Salem Friday night, stay the day in Ptown to celebrate my birthday, and return early on Sunday.

Figuring 50 nm, and an average of 4kn, the plan would be to leave the mooring at 6pm giving us an hour of light for the new crew to learn the boat. I figured we'd see Provincetown as the sun came up. Only 2 of the crew of 6, plus puppy, had ever sailed overnight.

As the weekend approached I watched the weather forecast which called for 10-15 kn winds and 2-3 foot seas with showers. I decided it was OK to go, and we made our way out of the harbor as scheduled. We passed the Fifteen Foot Rock "FR" buoy and saw gusts to 20 kn,

and very choppy waves. We were close hauled with a reefed main and jib and pounding through what I estimate to be 6 foot chop on a direct close hauled course to Provincetown.

Soon the rain began in earnest and the winds headed us off to port. We made a steady 6.5 kn and at times we were hitting 8. The bow would bury in the waves illuminating the white caps an eerie red and green, then she'd rise and point at the sky.


Virtually no one could sleep let alone get out of the cockpit. Waves began to wash over the dodger and the water in the cockpit was over my ankles, coming in faster than it could drain. At 0200 hours (2am for some of you) we were 5 miles off Race Point in Ptown. That was fast. We needed to tack lest we head to Portugal.

Now on port tack we were fighting waves and current. We were making 2 kn at best. At that point I realized most of the crew had had enough and we began to motor. We dropped the sails (after blowing out a lazy jack) just outside of the harbor and motored in to a waiting slip at Provincetown Marina at 0400 – thankfully someone is there 24 hrs/day. We slept until 0800 to awaken to a beautiful sunny day.

The return on Sunday saw a return of Friday's weather, but from our stern. We made a direct downwind run home in 8 foot swells, rain, and 20+ kn wind, this time with a double reefed main. Eight hours later we were safely at the mooring and headed home to a few REAL "Dark and Stormys!"

Thank you to our Friends of MSPS:

To all our friends and shipmates in MSPS,
We wish you all --
Fair winds,
Calm seas,
Safe passages, and endless
Warm and Rose-colored sunsets.
Cathy Mae Tomasello and Al Goldstein, P



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

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November 2008

Upcoming Events: Mark your calendar

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15	Sail 102		
Feb			
2	Cruise Planning		

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