

HEAD LINES

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

Volume 27 Issue 3
September 2009

From the Helm Cdr Dan Himes, AP

Another Nature managed to delay the start of summer here in New England and, as I write this, most of us have had precious little boating activity so far. June and July combined to drop nearly 13 inches of rain on us; that's over twice the amount we get on average. Even Marblehead Race Week was not immune to the weather this year as a Nor'easter canceled races on Friday. So if you are like me, you are going to try to extend summer this year for as long as you can.

Despite the slow start to the boating season, the Squadron has been busy. It was our intention to maintain visibility this summer, and with the selfless help of some of our members we succeeded.

We kicked off Safe Boating Week with an appearance at the State Street Landing on 16 May and offered a seminar series in early June.

At the Landing, we offered Vessel Safety Checks and had a table set up with information for the public. Barry High was joined by Jim Curran and Walter Riley (both of the Beverly Sail and Power Squadron) for the Vessel Safety Checks. I was joined by Gin Osman, Steve Jerome, Beth Wolfe, and John Bedrosian at the table. In addition to our own literature, we gave out information supplied by Salem Sound Coastwatch (www.salemsound.org) concerning the new no-discharge regulations.

Our display was aided by two local merchants. Fair Wind Outboard at Devereaux Beach lent us a boat as a prop, and Lynn Marine Supply (www.lynnmarinesupply.com) provided safety

equipment for display. The display caught a lot of people's attention and helped us break the ice with passers-by.

We taught seminars in Marine Radar (presented by Beth Wolfe), Knots (Steve Jerome and Dan Himes), and GPS (Brian Schanning). As an experiment, we offered them a little later in the season than we typically do. We continue to receive excellent comments and evaluations for our seminars.

Continuing our effort at improved visibility we set up a table at the Salem Maritime Festival (www.nps.gov/sama/planyourvisit/maritimefestival.htm). For those of us who staffed the table, it was bittersweet to miss one of the first really good boating days of the season. But our mission is an important one and I wasn't going to let this opportunity get away. Squadron members Steve Jerome, Gin Osman, Bob Hirschkron, and Beth Wolfe helped me spread the good word of our squadron and ensure that our banner was visible for all to see. Sometimes these activities don't directly translate into new members, but they are important nevertheless because they help keep our name in front of the public.

Public visibility is certainly important, but so is doing things together as a squadron. We kicked off the boating season with a fabulous spring dinner at the Corinthian Yacht Club where Dave Graham arranged for Peter Toppan and his wife Nancy to talk about the Friendship Sloop Society. We tried to follow this with a cookout on 23 June, but unfortunately it was rained out (the chill in the air that evening at Devereaux was



actually worse than the rain). We made up for our loss, however, with a tour of Hospital Point lighthouse in Beverly. Over a dozen members took this very interesting and informative tour, and many of us retired to Salem BeerWorks in order to ponder the significance of what we learned and how it applies to our own boating.

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2009 Executive Committee

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

Executive Officer Robert Hirschkron, 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

Spring MSPS wrapped up several courses/seminars ... Marine Electronics 103, Seamanship, GPS Seminar, Marine RADAR Seminar, and Knots, Bends & Hitches Seminar,. GREAT job by all involved with MSPS educational program ... thanks! Special thanks to Dale Smith for all his work with web-based registrations (seminars) and Brian Schanning, Skip Whittaker, Beth Wolfe, Dan Himes, and Steve Jerome for their efforts with these courses and seminars!!

John Bedrossian, SN is MSPS's Chapman Award Nominee. He has demonstrated "excellence in teaching" over the years and is a terrific contributor to our Education program. Congratulations John!!

Need some helpers for the first night of our Squadron Boating class (Wednesday, 23 September) ... typically there's "walk-in students" for registration. So to make things run smoothly, I need four or five people working the tables. Please give me a call or email. Thanks!

What do you want to take ... here's the current course/seminar offerings:

Public Courses:

ABC3 (Fall & Winter)

Adv.Grade:

Seamanship (Fall & Spring)
Piloting (Fall & Spring)
Adv.Piloting (Fall)
J.Navigation (as requested)
Navigation (as requested)

Electives:

Cruise Planning
Engine Maintenance
Instructor Development
Marine Electronics
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	

IF you're interested in teaching a public course, then you'll need to become a "certified instructor" ... contact me for more information. More seminars are being planned ... let us know of your interests (see above list). Perhaps you're interested in creating training aids or developing power point presentations; how about chairing a board (Public, Advanced or Elective) or chairing the Boating Course? Let me know.

As you inspect your equipment at the end of this boating season ... before tossing, give me a call; need items for teaching ... like longer lines for coiling/tossing demo, old compasses, old charts, etc.

Upcoming Courses

Gin Osman, SN

Here's our 2009 Fall member course schedule.

Advanced Grade:

Start Date	Course	Instructor	Location
Oct ???	Advanced Piloting	Art Capstaff	???
Oct 19	Junior Navigation	Tim McCaffrey	???

Public Classes:

Start Date	Course	Instructor	Location
Sept 23	Sqd Boating (ABC-3)	Gin Osman, Ch	Marblehead High School
Fall	Seminar Series	John Bedrossian, Ch	???
Dec 2	Seminar (TBD)	John Bedrossian, Ch	Marblehead High School

For topics covered in the above course, see the MSPS webpage. 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 (like GPS, 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]

Junior Navigation (JN) is the first of a 2-part program of the study in offshore navigation. It is designed as a practical "how to" course with topics covering: precise time determination, using Nautical Almanac, using sextant sights of the sun, establishing lines of position with a sun sighting, and offshore navigational routes for recreational craft.

(15 sessions; sight folder, open & closed book exams]

To register for these classes, 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 register early ... otherwise it may NOT happen.

Please advise me of your interest in any of the course(s) and when you would like to take it (spring/fall/winter, day of week, time of day, etc).

From the Helm *Dan Himes, AP,*
(cont. from page 1)

Headquarters is also working on inter-member visibility. A USPS member named Randy White has a web site called Sail Angle (<http://www.sailangle.com/>) which is a community forum for boaters. You should go to USPS.org, log in, and click the button for "Access Sailangle.com." You'll automatically be placed in the proper groups for your squadron, district, and so on, and have one-click access to USPS communications and other boating news. You should do this soon, as the USPS is going to use this forum as its "standard communication platform."

As you know, our squadron's most important communication platform with the public is our Safe Boating class. The Coast Guard boating statistics for 2008 indicate that the national fatality rate (number of deaths per 100000 registered boats) is up a bit from 2007, bringing to front-and-center the importance of what we do. (If you want evidence of the effectiveness of what we do, glance at the pie chart accompanying the It Makes a Difference article elsewhere in this issue.) This fall we are switching to the America's Boating Course (third edition) curriculum. It's an updated and more visually appealing presentation of our safe boating content that will certainly improve our professional appearance in the eyes of our students. And getting them to believe in us is half the battle.

As always, we could use your help. Whether it be teaching, advertising, or just saying nice things about us to boaters you know, increasing our public visibility is vital to our success as an organization. So, please enjoy the rest of the boating season and give us a hand!

Spring/Summer Activities Report

Louis Schoenthal, AP

The last two social events, the May 15-spring dinner meeting at Corinthian Yacht Club was well attended and a success. The speakers from the Friendship Sloop Society were excellent and the meal catered by the Corinthian was excellent. Our thanks to Dave Graham for putting this together.

I really wanted to visit a lighthouse! So on August 2 we were invited to join in on the semi-annual opening-to-the-public of the Hospital Point Lighthouse in Beverly. I expected larger grounds and more security. It's right at the end of a city street with private residences right next door and now big security fence.

As with everything in our "reuse and recycle" era, the lighthouse and its grounds have had many uses over the years.

Originally a watch tower in 1711, the J-shaped fort protecting Salem and Beverly harbors was added in 1775. Then a smallpox hospital (hence "Hospital Point") was erected in 1801 which was converted to barracks in 1812. The existing lighthouse tower was erected in 1872 and with the automation of the light in 1947, the lighthouse keepers house became the home of the admiral of the First Coast Guard District.

Several of our members retired to the Salem Beerworks (a favorite of our squadron) for dinner.

Thanks to Bob and Anne Olenio from CG Auxiliary (and Beverly Squadron) for arranging our visit with Coast Guard officials.



Photos by Jack Connelly

Fall Social Meeting

Louis Schoenthal, AP

Please plan to join us on Thursday October 8, 1900 at Marblehead Yacht Club at 1900 for our next social meeting. Cocktail half-hour will be followed by an Italian dinner catered by Santoro's in Peabody (and served by your officers). Following will be a talk by Capt Bob Blair.

Captain Blair is one of the harbor pilots in Gloucester and Salem. I heard him speak several years ago and he is held our attention for an hour with his stories of suggesting speed and courses to the

captains commercial ships going into Salem and Gloucester. I especially liked the story about the freighter approaching the pier in Gloucester at 10 knots without enough air pressure to put the engine into reverse! And the liquid outcome!

So we can get a count for food, as always, please RSVP to quiltedsailor@verizon.net or 978-745-9746 and leave a message.

We hope to see many members there.

Holiday Party

Louis Schoenthal, AP

Our annual Holiday Party will be at Gerry 5 on Beacon Street in Marblehead on Friday, December 4. The dinner choices, exact time and cost are not firmed up as this writing.

The speaker will be Mr. Bruce Bateman. He will give his excellent presentation on "The Lore of Shipwreck Legends"

Bateman grew up swimming in Danversport and was "underwater all the time."

He has been a Banner Tow Pilot, a Glider Tow Pilot, an Ultra light Aircraft Examiner and a test pilot of experimental aircraft. He was co-founder and president of the Plattsburgh Air Force Diving Club and co-founder of the Air

Force Diving Team, where he set up procedures for jumping out of helicopters and rescuing downed airmen. He dove under the ice for body and aircraft recovery and trained police and firemen for rescue teams.

He started lecturing on history while he was in the Air Force in 1957 on Lake Champlain. He was also a member of the U.S. Air Force Bobsled Team, which brought yet another new adventure to his life.

More information specific to the meal will be forthcoming in future issues of Headlines but mark your calendar now for this interesting and informative evening.

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Salem Maritime Festival

Cdr Dan Himes, AP

On Saturday, 1 August, on the best sailing day we had seen all year (as luck would have it!) the Marblehead Sail and Power Squadron set up a table at the Salem Maritime Festival.



We shared a tent with a young woman representing the Ernestina, a canoe club, and Bruce Bateman ("Lore of Shipwreck Legends"). There were groups who wore period pieces and demonstrated the goings-on of days gone by. The main attraction of the festival, however, was the Kalmar Nyckel.



Known as "The Tall Ship of Delaware," The Kalmar Nyckel (www.kalmarnyckel.org) is an absolutely stunning beauty, a replica of the original pride of Sweden which sailed across the Atlantic in 1638. In fact, the original Kalmar Nyckel sailed round-trip across the Atlantic four times, more than any other ship of its era (she apparently held the record until the American Revolution). She is maintained by the Kalmar Nyckel Foundation, and is used for education, public outreach, recreational, and governmental functions as an ambassador ship of Delaware.

How to Clean Your Boat

We all want clean, beautiful water to play in, safe fish to eat, and a naturally sustaining marine ecosystem. But we also want our boats to be clean. What's the best way to have both?

Now, to be clear, I'm not talking about powerwashing, or sanding and polishing, or any of the heavy cleaning that needs to occur from time to time. There are pretty strict guidelines for that. I'm talking about a simple, mid-season hosing down of the grime that accumulates over the course of the summer.

Barbara Warren from Salem Sound Coastwatch helped me answer this question. So when you pull your boat up to a hose, here's what you want to do:

1. Get as much off as you can with just water and a brush. You might be surprised how effective this is. In fact, it may be good enough for a mid-season cleaning.
2. If you need to do more, try borax, baking soda, or even lime juice.
3. Whatever is left gets a non-phosphorous, non-toxic, biodegradable soap, like the type sold by Star Brite. But use it sparingly, as even this stuff is not without impact.

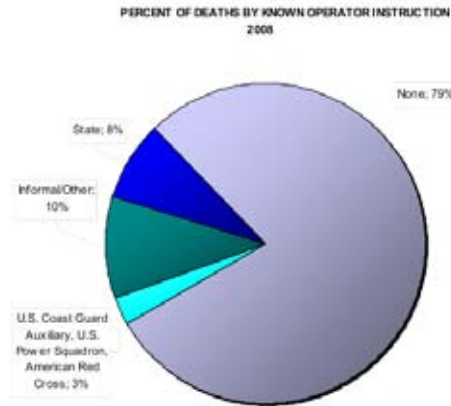
If you are cleaning anything that requires a solvent, please don't let it wash into the harbor!

On a related note, the Ocean Conservancy has selected 19 September as International Coastal Cleanup day. We are not going to participate as a squadron this year, but if you would like to participate anyway you can sign up on their website (www.oceanconservancy.org/site/PageServer?pagename=icc_home).

It Makes a Difference

Cdr Dan Himes, AP

What we do makes boating safer. The US Coast Guard has released the Recreational Boating Statistics 2008 report (www.uscgboating.org/statistics/Boating_Statistics_2008.pdf).



Look at the pie chart: To my mind, the most likely cause of that result is that the boating education we provide does an excellent job of keeping people out of trouble. Having knowledgeable, experienced boaters imparting practical knowledge to new boaters saves lives and enables more people to responsibly enjoy boating.

Here is an excerpt from the Executive Summary of the report:

- Over two-thirds of all fatal boating accident victims drowned, and of those, ninety (90) percent were not wearing a life jacket.

- Only ten percent of deaths occurred on boats where the operator had received boating safety instruction.

- Seven out of every ten boaters who drowned were using boats less than 21 feet in length.

- Careless/reckless operation, operator inattention, no proper lookout, operator inexperience and passenger/skier behavior rank as the top five primary contributing factors in accidents.

- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 17% of the deaths.

What struck me was that while alcohol use is the leading (single) contributing factor in accidents leading to boating deaths, in 83% of the deaths it is not the leading factor. That means it comes down to boat handling, safe fueling, safe anchoring, rules of the road, and a host of other things we teach. We can't do anything about somebody who is going to willfully disregard safe practices. But we can help the people who want to boat safely to do so, and hope the Coast Guard takes care of the others.

So if you ever find yourself asking why you are a member of the Marblehead Sail and Power Squadron, remind yourself that you are a member because being one makes a difference.

Cold Water Boot Camp

Cdr Dan Himes, AP

There's an eye-opening video (about 10 minutes long) on the United States Power Squadrons' website called "Cold Water Boot Camp." Eight regular people are dumped into 45 degree (F) water to see how long they could survive. A must-see for New England and other cold-water boaters!

www.usps.org/newpublic2/camp.htm

“Not Intended for Navigational Use”

Mike Merriman, JN

In mid August we decided to make an overnight trip to Rockport, MA on Finesse, our Sabre 32 sailboat. We packed up lunch and the dog and slipped the mooring before noon. It was a beautiful day with fairly steady wind blowing from the west. Whenever we have calm seas and cooperating wind we cut in between the mainland and Thacher Island. It's a narrow channel with a few shallow spots, but cuts 2 nm off the trip. Despite the fact it was low tide we made it through without a worry. We pulled into the Rockport Harbor and were fortunate enough to be able to tie up to the dock for the night.

Once back from dinner I began to plan the sail back home. We were expecting guests and I wanted to go via the scenic route through the Annisquam River, but only if the tides would cooperate. I fired up my Garmin chartplotter and awaited the unit to find a fix. There we were – right on the dock. I switched to the tide tab and was surprised to find it blank. I then noticed the unit was displaying an incorrect date set some time in 2026. I rebooted to find that date changed to 31 Dec 1989 – and it displayed the tides, currents and celestial info for that date and time. No matter what I tried I couldn't reset the date. I checked my tide tables and found that the next day would be a very low tide right when we needed to be in the river.

The trip back was uneventful – no wind, low tide, very hot, but great company. Frustrated, I emailed and called Garmin technical support on Monday. They had no clue what was going on and suggested that I first upgrade the software on the unit, and if that didn't work perform a hard reset which would wipe my settings and data in the process. Finally if I still had an issue I would need to send it in for service. Luckily I wasn't able to get back out to Finesse for a few days by which time every other Garmin chartplotter owner had reported the same

issue. Garmin traced the problem to the antenna itself and the proprietary communication protocol between the antenna and the plotter. They issued a temporary workaround and are working on the permanent fix now.

Before heading out to apply the workaround I read the latest USCG's Local Notice to Mariners and noticed an entry – “Hazard to navigation-the Coast Guard has received a report of a submerged vessel in position 42-39.0N 070-34.946W in vicinity of Thacher Island - all mariners transiting the area are advised to use caution.” Curious, I plotted the position in the chartplotter and labeled the wreck. Our track from the past weekend was no more than 50 feet from the wreck – a hazard indeed. (Note that the Local Notice to Mariners is available online at: <http://www.navcen.uscg.gov/lnm/d1>)

Next time you pick up your charts, your GPS, or the Eldridge Tide & Pilot Book, pay attention to the disclaimer you see - THE PRODUCTS ARE NOT INTENDED FOR NAVIGATIONAL USE AND SHOULD NOT BE RELIED UPON FOR SUCH PURPOSE. No one navigational reference can give you a complete navigational picture – it's your responsibility as the Captain to use every tool available to complete a navigational model to ensure the safety of your vessel and crew. Had I relied on the wrong tidal data I would have planned a trip down the Annisquam during a low Spring tide – ouch. In addition even the most up to date chart (paper or electronic) would not have the wreck near Thacher Island marked making the LNM required reading for everyone.

Boating is a great way to spend time outdoors with friends and loved ones. Being educated and prepared make it safe for everyone.

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HEAD LINES

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

Volume 27 Issue 3
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Upcoming Events: Mark your calendar

September

23 Squadron Boating Course
begins at Marblehead High
School

October

8 Fall Social Meeting
17 D18's Fall Conference ... more
details coming soon.
29 Junior Navigation Course at
Boston Yacht Club's Yardarm

Head Lines Boosters

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

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