

www.usps.org/localusps/saybrook/

Save the Dates

2011 ACTIVITIES

(For additional information on any of these events, contact any squadron officer. Contact information - Pg 2.)

10 January, Monday
SSPS Executive Committee
1900
10 Duchess Drive, Old Lyme

16 January, Sunday
SSPS Members' Meeting
1330 to 1530
WWII Veterans' Symposium
Lymes Senior Center
Old Lyme
Please see Administrative
Officer's Report, Page 4

20 January — Thursday
SSPS Piloting Course Starts
Pilot's Point South Yard
Westbrook
See SEO Corner, Page 3

2 February—5 February
USPS Annual Meeting
Disney Coronado
Spring Resort,
Buena Vista, Florida

6 March, Sunday
SSPS Members' Meeting
1330 to 1530
First Aid/ CPR Course for
Boaters
Lymes Senior Center
Old Lyme

10 April, Sunday
SSPS Change of Watch
1300
Dock & Dine Restaurant

A View from the Bridge

Commander Elaine Williams, AP, 10 Duchess Drive, Old Lyme, CT 06371-1357
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Season's Greetings!

As past and current officers of our national United States Power Squadrons organization, current and local officers of USPS District 1 Power Squadrons, and present commander and squadron educational officer of Saybrook Sail and Power Squadron, Les and I, and all of our squadron bridge officers, extend to our SSPS members, and all of our friends in the recreational boating community, our best wishes for a beautiful and meaningful Holiday Season!

SSPS has some great programs planned for January, February, and March, and it is our fervent desire that you post them on your refrigerator as a reminder to come out and join us in our educational and social activities during the coming "hard water" period. These activities are described in detail in this issue of our newsletter!

*May this Holiday Season harbour Peace and
Love, and gently guide you as you sail into the
New Year!*

Piloting Course to Commence 20 January!

The *USPS Piloting* course, offered to non-members as well as our SSPS members, is a program that studies basic inland and coastal navigation. It is especially designed for recreational boaters, experienced as well as inexperienced. It focuses on the fundamentals of piloting --- keeping track of a boat's movements, determining one's position, and laying out courses to a planned destination.

Newly updated and totally rewritten, the course presents a totally new approach to teaching the subject. Today, modern electronics such as GPS help make piloting more precise. The course not only incorporates the latest information on GPS into the piloting process, but uses up-to-date computer graphics to make both teaching and learning easier. In addition to introducing the use of GPS, the course still retains the traditional material on charting, dead reckoning, and a host of other piloting skills so vital as safety measures in the case of electronic equipment failure.

See details on Page 3, Educational Officer's Corner!

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The 12th Day of the Holidays

(From a 1991 edition of a Mystic Seaport Museum publication)

On the 12th day of the Holidays,
my true love gave to me...
two dated charts
three torn jibs
four bilious crewmen
five PFDs leaking
six anchors dragging
seven dinghies swamping
eight winches breaking
nine bilge pumps gurgling
ten engines coughing
eleven useless landmen
twelve sails a-luffing
and a partridge in a cross tree.

May your charts be current
your jib like new
your crew healthy
your PFDs performing
your anchor holding
your dinghy tight
your winches working
your pumps pumping
your engines starting
your landmen learning !

Why Do I Sail? (Andrew Gantt—an entry from his log while out in an Atlantic crossing.)

“Because the water is endless: once you set out you're free of where you were, and linked to everywhere else. Because the gurgle of water on the forefoot is both a lullaby and a promise of things to come. Because, on the ocean, you know there won't be anyone to meet, no egos to contend with but your own. And because of the connection and connectedness from millions of miles away, the stars tell you where you are, while nearby the porpoises and whales tell you there is company for your soul. The permanent impermanence of the ocean banishes “I” and reaffirms “I am”. There is the potential of perfection in the sailing: a perfect boat, a perfect breeze, a perfect sunset, and the actuality can come very close to it. It is tantalizingly near, and you sail on to seek it.”

Why is a Ship Called "She"?

(Courtesy Of the Current Trend, Rowayton Sail and Power Squadron)

A ship is called a "she" because there is always a great deal of bustle around her; there is always a gang of men about; she has a waist and stays; it takes a lot of paint to keep her good looking; it is not the original expense that breaks you — it is the upkeep; she can be all decked out; it takes an experienced man to handle her correctly; and without a man at the helm, she is absolutely uncontrollable. She shows her topsides, hides her bottom, and when coming to port, always heads for the buoys.



Squadron Educational Corner

Squadron Educational Officer, Lt/C Leslie W. Williams, JN
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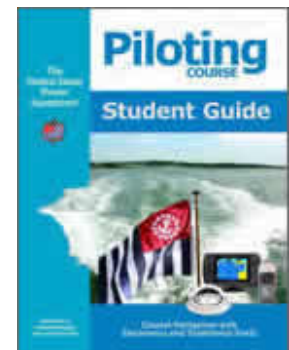
Ahoy fellow members, and anyone else reading these lines! Is your boat all put away for the winter? Yeh, this is truly a sad time of the year for us boaters. But, actually, we have a great opportunity to stay involved in boating! Your power squadron offers you this unique opportunity. By staying involved you can improve your ability to participate in your summer recreational boating activities more safely and with more confidence. By now you certainly know to what I refer. You've got it! It's time to get involved in one of the activities that drew you into the Power Squadron in the first place. Stay on course by taking a course — and we've got one for you — Piloting!

The USPS Piloting Course.

If you have not taken this course in the past 5 years, you are due for an update! New topics have been completely rewritten and now emphasize “electronic” navigation. Without education, your use of the new electronic gadgets is limited, regardless of how user-friendly they appear to be. What do you do when they fail? How can you improve your use of these gadgets? Well, here's your opportunity to develop the knowledge and skills that will allow you to effectively and safely pilot your boat under all circumstances. Check out the following course description and you will agree that you can use the material covered:

Piloting is a course that covers the basics of coastal and inland navigation. It focuses on navigation for today's recreational boater and embraces GPS as a primary navigation tool. However, it covers enough of traditional techniques so that you will be able to find your way, even if your GPS fails. The course includes many in-class exercises, to develop your skills through hands-on practice and learning. Ten classes are planned for this course. Topics covered include:

- Charts and their interpretation
- Navigation aids and how they point to safe water
- Plotting courses and determining direction and distance
- The mariner's compass and converting between True and Magnetic North
- Use of GPS — typical GPS displays and information they provide — setting up waypoints and routes, staying on a GPS route.
- Pre-planning safe courses and entering them into the GPS
- Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning
- The “Seaman's Eye” — simple skills for checking that one is on course.



Here's your opportunity to get out of the house each week for a couple of hours to go boating. You'll meet some nice people and maybe meet someone you know. Help your squadron stay on course by taking a course — we need your support. And I'm sure you could use and benefit from the knowledge and skills presented in this program.

Date: Thursday, 20 January, 2011

Time: 1900 – 2100 (7 P.M. to 9 P.M.)

Place: Pilot's Point South Marina Clubhouse,
63 Pilot's Point Drive, Westbrook. Gate will be opened 15-30 minutes prior to class.

Cost: \$50.00 for USPS members; \$65.00 non-members

Please contact me @ 860-434-0753 or lescsp20@snet.net before January 1st so that course materials can be ordered and received on time. Materials include Student Manual; RosePoint Costal Explorer DVD, and the highly acclaimed “Weekend Navigation”. Course material alone is worth the price of admission — great future reference material.

Don't wait, make plans and call or write today!



The Outer Light

It is Not Too Late to Attend Our SSPS Holiday Party!

Sunday, 18 December from 1300 to 1500, (1-3), we will have our Holiday Party at Dock & Dine Restaurant at Saybrook Point, in the large banquet room in the back, facing the Connecticut River. Access is available with handicap ramp, and parking is closest in the back of the restaurant.

The menu choices are traditional Stuffed Breast of Chicken, Baked New England Cod, or Grilled Top Sirloin. Cost is \$20.00 per person. Check with Paul Forrest, AP, our treasurer, at 860.767.2420 ! There is almost always room for a few late reservations.

There will be a table for unwrapped gifts for Toys for Tots to be presented to Troop F, Connecticut State Police, Westbrook, for distribution to needy children in our area. This donation is voluntary, for those who wish to share.

We have wonderful entertainment planned. Lynn Billings-Thomas and her bell choir "Jubellation" will perform a selection of secular and nonsecular holiday music. Hearing this group perform is in itself a good reason to attend the party.

Size of Flags

Vessel flags are often too small. When you purchase flags for your boat, follow the size recommendations for your type of boat, but round up to the next larger flag available when necessary.

The national ensign flown at a vessel's flagstaff should be one inch on the "fly" for each foot of overall length of the vessel. (The "fly" is the length of an extended flag from its staff or support.)



On powerboats, all other types of flags should be 5/8 inch on the fly for each foot of overall boat length.

On sailboats, however, other types of flags should be 1/2 inch on the fly for each foot above the waterline of the tallest mast on the boat. (That is, if the top of the mast is 30 feet above the waterline, these flags should be 15 inches on the fly.)

Are You Aware?

(From the September 2007 edition of BoatU.S. Magazine)

Are you aware that about one-half of soundings marked on U.S. nautical charts were taken by lead lines ►

View from the Bridge

Lt/C Barbara B. Bair, AP, Administrative Officer
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Put Your Boat On Hold, As These Events Unfold !

Our Holiday Party at Dock & Dine at Saybrook Point on Saturday, 18 December is only a couple of days away, and there is still time to make reservations, if done right away. (◀) Come and join us, and enjoy first class entertainment by the musical bell group, "Jubellation".

Next, on Sunday, 16 January from 1330 to 1530, (1:30 P.M. to 3:30 P.M.), at the Lymes Senior Center in Old Lyme, we will be holding a symposium of WWII veterans who will enlighten us with stories of their personal experiences during this historic period titled, "Reflections and Memorabilia".

Included among the participants will be Robert Bumgaard, meteorologist with General Eisenhower's staff, who helped plan and time the D-Day invasion; David Singer, a pilot of B-24's in the Pacific; and Donald Porter, a pilot of B-24's in the European theatres of war. Jim Noyes and Bill Paradis, both WWII vets, will assist in moderating these memorable moments in our nation's history.

The public is invited as well as our members. Please join us!

Then, on Sunday, 6 March, from 1330 to 1530 at the Lymes Senior Center, we will conduct a First-Aid and CPR Course for Boaters, open to the public. More information about this event will be reported in the next issue of the *OUTER LIGHT*.

And don't forget to make a note on your new 2011 calendar: the squadron's Change of Watch will be held on Sunday, 10 April at 1300 at Dock & Dine, Saybrook Point.

Barbara Bair, SSPS Administrative Officer
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prior to the 1940s? This is what you get when you use GPS chart plotters programs based on data from NOAA.

It would take 166 years for NOS to survey the nation's 500,000 square nautical miles of navigationally significant areas. 40% of the nation's 95,000 miles of shoreline have not been mapped since 1960.

Some areas, mostly in Alaska, have never been mapped.



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The Outer Light

Copy deadline is the Saturday after the first Wednesday of each month. Articles from members are welcome, subject to editing for clarity and availability of space.

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The Nautical Chart

(from November BoatU.S. e-news)

The nautical chart is one of the mariner's most useful and most widely used navigational aids. Navigational charts contain a lot of information of great value to you as a boat operator.

The nautical chart shows channels, depth of water, buoys, lights, lighthouses, prominent landmarks, rocks, reefs, sandbars, and much more useful information for the safe piloting of the boat. The chart is the most essential part of all piloting equipment.



Outer Light Patrons

Thank you for helping to defray our costs of publication with your annual donation!

- Barbara Bair Jul11
 - Robert Bair Jul11
 - Connie Bevis * Nov 11
 - Joan Borriello Jul11
 - Ralph Borriello Jul11
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- * Generous Donation
 Please send your \$10.00 tax-deductible donation to Saybrook Sail & Power Squadron, c/o Paul J. Forrest, Treasurer, 124 River Road, Essex, CT 06426

Happy Birthday!

- 1/2 Adrienne Forrest
- 1/5 Betty Harris
- 1/12 Nick Raffanello
- 1/24 Richard Scheffler
- 1/24 Joseph Wollack
- 1/26 Frederic Leukroth

Nautical Definitions

(Courtesy of Westerly Variation)

Backstay: the last thing to grab as you're falling overboard

Capsize: Interior diameter of any piece of headgear, usually expressed in inches, sometimes kilometers.

Shinbone: A device for finding sharp edges of a vessel's bunks in the dark.

Laws of the Sea (From Chris Caswell of *Sailing* magazine)

~It is far better to be onshore wishing you were out there, than out there wishing you were onshore.

~Always remember that a weather forecast is just a horoscope with numbers.

~The likelihood of failure of reverse gear is in direct proportion to the speed at which the dock is approaching.

Hull Identification Numbers

Federal regulations require that every boat built in the U.S. after 1 November 1972 be identified by a unique 12-digit number. The Coast Guard assigns each commercial boat builder a three-letter identification code. To create the HIN, this builder code is followed by a five-digit boat's serial number, and a four-digit designation indicating the month and year the boat was certified to meet manufacturer's regulations.

Example: ABC 45678 A484 --- The boat was manufactured by the ABC Company; its serial number is 45678; and the boat was certified on January 4, 1984. (Months are represented by letters: A=January, B=February, C=March, etc.)

Hull Identification Numbers must be placed on the top of the outboard portion of the starboard hull near the stern, or on the starboard side of the transom. They are also placed in a hidden spot inside the boat. HINs allow manufacturers to identify boats in the event of a defect recall. It is illegal to alter a boat's HIN once it has left the builder's plant.

Directions to the Lymes' Senior Center

From Old Saybrook:

95N to Exit 70. Turn left at bottom of ramp to the stoplight. Turn right on 1N (Halls Rd) to the end. Turn left on 1N.

Proceed 2.4 miles on 1N to Town Woods Rd. on the left. Turn left on Town Woods Rd. Center is at 26 Town Woods Road.

From East Lyme:

95S to Exit 70. Turn right on 1N and follow directions above.

Coming Events Highlights

18 December, Saturday

SSPS Holiday Party
Dock & Dine, Saybrook Point
Please see Article, Page 3

16 January, Sunday

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