

Monthly Newsletter of the Saybrook Sail and Power Squadron May 2010

www.usps.org/localusps/saybrook/

Save the Dates

2010 ACTIVITIES

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

10 May, Monday
SSPS ExecCom —1900
10 Duchess Drive
Old Lyme, CT

22 May, Sat—28 May, Fri
National Safe Boating Week

6 June, Sunday
Squadron Picnic
Save the date!
You will receive a special mailing with all the details.

26 June, Saturday
D1 Spring Rendezvous
Essex Island Marina

16 July—18 July, Fri-Sun
D1 MiniCruise
Coecles Harbor Marina
Shelter Island, NewYork
860.342.4614 for details

11 September, Saturday
D1 Poker Run/Rendezvous
Hamburg Cove, Lyme
Details in upcoming
Sounds of 1



A View from the Bridge

Commander Elaine Williams, AP, 10 Duchess Drive, Old Lyme, CT 06371-1357
860.434.0753 lwilliams@snet.net

Well, it is that time of year again, when the sun is out, the rains have ceased, and we are anxious to put our boats in the water. All the ports we went to last summer, and dreamed about all winter, are beginning to look like a reality.

I thank you for having faith in me to reelect me as your Commander, again. I do need your help; there are many “positions” open that I know one of you could fill. We have talented members in our squadron.

At the Change of Watch Sunday, I presented many awards; some from USPS National Departments, some from USPS District 1, and others from Saybrook Squadron:

National Awards

P/C John Robinson, AP – National Millennium Club Membership, (awarded to members who have conducted 1000 Vessel Safety Checks during the calendar year.) John has been a member for 5 years.

P/C John Robinson, AP – National Century Club Membership, (awarded to members who donate \$100 to The Century Fund.) This is John’s 7th year. The Century Fund is the USPS National Endowment Fund which has a current balance of more than \$1,019,000. The income only from this fund is used each year to fund initiatives that support strategic issues facing our organization, including safe boating and educational projects.

From the National Secretary Department’s Publications Committee:
2009 Distinction in Journalism Award for the Outer Light, presented to P/R/C Hayden Loveland, SN and his Staff.

District Awards

P/C Lynn Billings-Thomas, P, District Historian – 100% Squadron History Submission

Lt Chris VanderStad – District Web Master Excellence Award – 2009, from the USPS National Information Technology Committee

Lt Chris VanderStad – District Web Master Excellence Award – 2010, from the USPS National Information Technology Committee

P/C John Robinson, AP, -- The District Commander’s Special Award for outstanding participation in the Vessel Safety Check program

Saybrook Squadron Awards

Lt/C Joan Jones – Senior Member Award, (having earned five merit marks)

Please turn to Cdr Report, Page 3

Saybrook Sail & Power Squadron 2009—2010 Officers

Commander

Cdr Elaine Williams, AP
10 Duchess Drive
Old Lyme, CT 06371-1357
860.434.0753
lwwilliams@snet.net

Executive Officer

Lt/C G. Bradford Ficken, AP
17 Browns Lane
Old Lyme, CT 06371-2317
860.434.3660
bficken@triumphgroup.com

Educational Officer

Lt/C Leslie W. Williams JN
10 Duchess Drive
Old Lyme, CT 06371-1367
860.434.0753
lescs20@snet.net

Administrative Officer

Lt/C Barbara B. Bair, AP
234 Whipoorwill Rd
Old Lyme, CT 06371
whpt@msn.com
(860) 434-7560

Secretary

Lt/C Adrienne S. Forrest, P
124 River Road
Essex, CT 06426
860.767.2420
adrienneforrest@yahoo.com

Treasurer

Lt/C Paul J. Forrest, AP
124 River Road
Essex, CT 06426
860.767.2420
pforrest@usa.net

Asst. Educational Officer

1/Lt John D. McCarthy, JN
194 Cold Spring Road
Westbrook, CT 06498
(860) 399-2439
jmccarthy03@snet.net

Asst. Secretary — Position Open

Asst. Treasurer

1/Lt James F. Reilly
204 Cedar Hollow Drive
Rocky Hill, CT 06067
860.257.0464

Executive Committee General Members

P/R/C Robert D. Bair, AP	860.434.7560
P/D/C James E. Coley, JN	860.669.6896
Elaine A. Kyle, S	860.434.9301
P/V/C Richard E. Kyle, SN	860.434.9301
P/C John R. Robinson, AP	860.739.7435
Lt. Chris L. VanDerStad	860.434.1169

Remember---The Water is Cold and Hypothermia Can Kill !

Writing this the first week in April with outside temperatures in the 90s!, makes me wonder if a safety article on hypothermia is appropriate, but then I recall from the USPS Boating Course, (now America's Boating Course), that water does not have to be icy to bring on hypothermia; it just has to be colder than you are!

Hypothermia is the abnormal lowering of the body's internal temperature due to exposure to cold air, wind, or water. More victims of marine accidents lose their lives from hypothermia than from drowning. Considering that a person's body temperature hovers around 98.6 degrees, it is possible to experience hypothermia in 80 degree water, (20 degrees cooler than our body temperature), on a hot summer day. The body's core temperature will drop as the body loses heat to the water. I am sure you have observed youngsters coming out of the water on a warm summer day, shivering in prune-like skin, from spending too much time in the water. To delay hypothermia, dress warmly, and stay dry and out of the wind. Wear a hat; remember that 50% of your body heat can be lost through your head. Eat high energy food—bring a candy bar in your pocket. Bring extra clothes in a dry bag to keep in the boat just in case someone gets wet.

If you fall into the water wearing a life preserver, you can delay hypothermia by remaining inactive. Try to hold onto something that floats; conserve what heat you can. A life preserver lessens the need to move around in the water and will help retain body heat. It could mean the difference between life and death. Unless it is to a nearby dock or boat, do not try to swim. Strong swimmers have died after swimming only 100 yards in cold water. Stay as still as possible, no matter how painful. Intensive shivering and severe pain in cold water are natural reflexes that will not kill you, but cold water can.

If you see yourself about to fall in, try covering your mouth and face with your hands. Quick immersion in icy water can cause "Torso Reflex", a sudden involuntary intake of breath. Covering your mouth is an attempt to avoid getting water into your lungs.

Symptoms of hypothermia: shivering, numbness, glassy stare, apathy, weakness, impaired judgment, loss of consciousness. Seek medical attention immediately. Cover the victim with dry clothes, coats, blankets to stop further heat loss. The use of alcohol or caffeine can accelerate the onset of hypothermia.

A Repeat of Last Month's Heart Attack Instruction

Bob Bair suggests that most people are not aware that when a heart attack occurs, the victim should never lie down, but remain seated until medical help arrives. We agree that it is good information that bears repetition!

To Keep Mosquitoes Away

Put a few camphor tablets in a cup of water and place it in your sleeping quarters near your bunk.

To Keep Ants at Bay

Put 2-3 whole cloves in the sugar.



Springtime Boating Safety

Springtime urge to get on the water after a long dreary winter often finds boaters overlooking safety measures. They itch to hit the water when warm weather arrives, and jump to launch their boats as soon as the first spring flowers bloom. This springtime exuberance often finds eager boaters overlooking important details that could lead to mishaps and vessel breakdowns. The Coast Guard reports that, in each year, about half of their case load involves disabled boats. Many are the result of simple maintenance oversights resulting in needless breakdowns.

Take time to inspect and service your boat. Go back to the "Fitting Out Checklist" in our March Outer Light for good advice in checking the condition of your boat and equipment! Oversight in returning important safety equipment such as electronics and life jackets to the boat can create embarrassing situations for even the experienced, educated boater. The Coast Guard recently responded to the breakdown of a 39 foot sloop to find nine people including an infant onboard and no lifejackets! Someone forgot to put them aboard.

Use the Predeparture Checklist suggested in the USPS Boating Course to insure the presence of necessary safety equipment before leaving the dock. Check that everything is in first class condition. Use the list every time you use your boat, not just at launch time.

A properly installed hull drain plug, clean engine fuel filters, adequate fuel and engine/transmission fluids, fully charged batteries, a bilge free of fumes and water, working gauges and indicator and navigation lights, well-lubricated steering and shift mechanisms, tight outboard engine mountings, and sails, rigging, grab rails, and lifelines in first class condition will all contribute towards a trouble-free shakedown cruise.

Selden Creek—a Neat Place to Explore!

Above Hamburg Cove, on the eastern shore of the Connecticut River, beyond Brockway Island, just past Brockway Landing, you will find the unmarked entrance to Selden Creek. (See Chart 12377). This is the spot where American boats hid from the British gunboats during the Revolutionary War.

The entrance is shallow, about 4 feet deep at high tide. Once inside, the channel runs from 8-13 feet, although large boats may find it difficult to turn around in some places. Once inside, the creek is quiet and secluded, running between cliffs and beautiful hilltops. ►

View from the Bridge

Lt/C Barbara B. Bair, AP, Administrative Officer
234 Whippoorwill Road, Old Lyme, CT 06371
860.434.7560 whpt@msn.com

Let Us Go Apicnicking! Save Sunday 6 June for a Fun Activity!

The date is set, Sunday 6 June; the location is tentative; probably Rogers Lake in Old Lyme, but the event itself is nevertheless a definite "GO".

You will receive a detailed description via a separate mailing as soon as all of the pieces are put into place.

In the meantime, I could use some help! Anyone who would like to volunteer to assist, please contact me at 860.434.7560 or whpt@msn.com.

Meanwhile, mark your calendars now and plan on having a great time picnicking with your fellow Saybrook Squadron members. Kids of all ages are also welcome, of course.

Lt/C Barbara Bair
Administrative Officer

Cdr Report (Continued from Page 1)

P/C Lynn Billings Thomas, P, Award for having earned 10 Merit Marks

The following earned Certificates of Appreciation from SSPS for outstanding work for the squadron in 2009:

P/D/Lt/C Polly Woods, AP, P/C/C Robert Woods, SN, P/C Connie Bevis, JN, Paul J. Forrest, JN,

P/Lt/C Bob Bair, AP, P/Lt/C Walter Harris, SN

Thank you all for a job well done!

We are going to have some educational courses and programs starting soon, so keep an eye out for the next issue of the Outer Light.

Have a wonderful Spring, and don't forget that your squadron can use your help! We hope you will join us in being involved!

You will find an occasional mooring ring screwed into the sides of the cliffs that you may tie up to for lunch or an overnight stay. Look for a rope swing where young and old can test their athletic prowess. It is advisable for large boats to turn back when the channel reaches four feet in depth. Skippers may want to drop the hook just outside the creek and explore by dink.

When in the area, take time to discover a part of history and relax in an area that time forgot!



EPA Considering Increase in Ethanol

(11 April 2010 USCG e-newsletter from The Leaf Chronicle)

The Boat Owners Association of The United States reports the Environmental Protection Agency is considering a 50 percent increase in the amount of ethanol that can be blended into the nation's gasoline supply. The decision is expected this summer.

Most gasoline sold in the United States today is a 10 percent ethanol blend (E10) and the new ruling being considered by the EPA would increase the percentage to 15 percent (E15).

BOATUS concern with the ethanol increase is EPA testing data has only been completed on a small group of 2001 and newer automobiles. Owners of older cars, boats, off-road vehicles, and other gas-engine powered equipment, may find the new blend is not compatible or safe for use.

The problem, according to the Tennessee Wildlife Resources Agency, is that ethanol is a solvent, and if there is any gunk or residue in fuel tanks, ethanol may dissolve them and clog the fuel filters.

Ethanol can cause additional problems with watercraft. Most fiberglass fuel tanks do not resist ethanol and it can break down the resin and create a sludge that bypasses the fuel filter and wrecks the engine. Unless the boat manufacturer can confirm their fiberglass fuel tank is built to withstand the effects of ethanol, the TWRA recommends the tank be replaced with another tank made from material such as aluminum, stainless steel, or polyethylene.

In addition, not all fuel hoses are compatible with ethanol, especially pre-1990 systems. Boaters need to check and make sure their fuel hoses are marked J-1527.

Another problem with blending ethanol in gasoline is ethanol attracts moisture, and as a result, when the motor sits idle for a long time and the fuel tank is only partially filled, the water and gasoline could separate, leaving the water and ethanol at the bottom of the fuel tank where it is sucked up into the engine when you try to start it.

For additional information, visit the BOATUS Web site www.BoatUS.com/gov.

Famous Last Words

"I think there is a world market for maybe five computers." Thomas Watson, chairman of IBM, 1943

"Man will never reach the moon, regardless of all future scientific advances."

Dr. Lee DeForest, "Father and grandfather of television"

"We don't like their sound, and guitar music is on its way out." Decca Recording Company, rejecting the Beatles, 1962

Coast Guard Focuses on Safe Boating as Weather Warms

(From USCG e-newsletter 08 April 10)

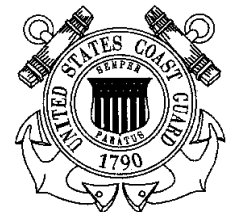
In response to multiple distress calls from boaters in trouble on 5 April, the Coast Guard and other boating safety organizations are reminding boaters to boat smart and boat safe by properly preparing for the upcoming boating season. According to NRP statistics, 16 of the 17 victims involved in boating fatalities last year were not wearing life jackets.

Half of these deaths can be attributed to boating under the influence of drugs or alcohol. Just as deadly as drinking and driving, it is also illegal to operate a boat while under the influence of alcohol or drugs in every state. There are stringent penalties for violating BUI/BWI laws, which can include large fines, suspension, or revocation of boat operator privileges and jail terms.

According to Coast Guard statistics in 2008, 90 percent of those involved in fatal boating accidents were not wearing a life jacket. In an emergency, there is no time to put on a life jacket. Therefore, wearing one at all times is very important. Forget the image of life jackets being orange, bulky, and uncomfortable; today's technologically advanced life jackets are inconspicuous; some even double as fishing vests or jackets.

In an effort to reduce the number of incidents on the water and to increase the safety of people on the water, the Coast Guard recommends the following:

- * Make sure a friend or relative knows your *float plan*. A float plan states where you are going and how many people are aboard your vessel; gives a complete vessel description; and details your destination and when you plan to return. Float plans aid rescuers in identifying a search area in the event of an emergency while on the water.
- * Be sure to *check the local weather* prior to departing the dock. Weather can change very rapidly and boaters should keep a watchful eye on the forecasted conditions.
- * The Coast Guard urges mariners to outfit their boats with a functioning *marine-band radio*, as cell phones are typically an unreliable source of communication due to gaps in coverage and limited battery life. Using channel 16 on a marine-band radio is the most reliable way to communicate a distress message to search and rescue personnel in the event of an emergency while on the water.
- * In the event you contact the Coast Guard to request assistance, and circumstances change that no longer require emergency personnel to respond, the Coast Guard requests that you contact them immediately with your change in status, so as to eliminate a needless search effort.



2010 Fishing Regulations

Species	Minimum Size	Bag Limit	Misc
Bluefish	None	10	Year Round Includes snappers
Black Sea Bass	12.5"	25	5/22—9/12
Cod	22"	10	Year Round
Eel	6"	50	Year Round 2 pots only Angling ok Snagging ok
Haddock	19"	No Limit	Year Round
Porgy	10.5"	10	Open Season 5/24 -9/26
Fluke (Summer flounder)	19.5"	3	Open Season 5/15—8/25
Winter Flounder	12"	2	Open Season 4/1 -5/30
Weakfish (Sea Trout)	16"	1	Year Round
Striped Bass	28"	2	Year Round
Pollock 19"	19"	No Limit	Year Round
Blackfish (Tautog)	14"	4	1/1—4/30
	14"	2	7/1—8/31
	14"	4	10/1-12/6
Blue Crab	Spike tip to spike tip 5" hard Shell 3.5" soft shell	No limit	5/1—11/30

Bar Codes Tell Where a Product is Made!

(Submitted by P/R/C Bob Bair. AP)

The first two or three digits of a bar code denote where the product was made: 00-09=USA and Canada, 30-37=France, 40=Germany, 7 =Taiwan, 49 =Japan, 50=UK, 690-692= China

The Tall Ships are Coming! The Tall Ships are Coming--to Greenwich!

(From 02April10 USCG e-Newsletter from Greenwich Citizen)

An unprecedented half a dozen tall ships are coming to town for the weekend of 23 April. Greenwich will play host to the tall ship armada for the first time as part of an extraordinary thank you to the town from the Hamilton Avenue School PTA.

The tall ships are just Act I of a three-act extravaganza called Harbor Fest. Act II is a harbor-side carnival with a Ferris wheel, a ride called Merry Mixer, a giant slide and pony rides. Act III features a WWII aircraft flyover, "Soaring with Eagles Tour."

The Harbor Fest event will be held at Roger Sherman Baldwin Park and in the area surrounding Greenwich Harbor. The festivities will begin on Friday, 23 April, when the ships start arriving into the harbor. A special "Parade of Ships" will take place on Saturday morning during a high tide of 15 feet, needed to accommodate the ships.



The tall ships taking part in the event are the 101-foot U.S. Merchant Marine Academy sail training ship, the "Summerwind" from Kings Point, N.Y.; the "Argia," an 81-foot, two-masted gaff topsail schooner from Mystic; the "Quinnipiack" a 91-foot, two-masted gaff schooner from New Haven; the 60 foot "Christeen" from Oyster Bay; the "Pioneer," a 102-foot schooner from Manhattan's South Street Seaport Museum; and Stamford's 80-foot "SoundWaters," a three-masted gaff schooner.

The ships will be open for deck tours and private charters for 10 or more on the Sound on Saturday, April 24. Reserved seats for the Parade of Ships will be available harbor side,

"Why do you sit there looking like an envelope without any address on it?" - Mark Twain

"His mother should have thrown him away and kept the stork." - Mae West



Saybrook Sail & Power Squadron Elected General Committees

Auditing Committee

Ch Paul J. Forrest, AP	2008-2010
Thomas H. Welch	2009-2011
unfilled	2010-2013

Nominating Committee

Ch P/C Constance H. Bevis, JN	2008-2010
G. Bradford Ficken, AP	2009-2011
Unfilled	2010-2012

Rules Committee

Ch. G. Bradford Ficken, AP	2008-2010
Unfilled	2009-2011
P/D/C James E. Coley, JN	2010-2012

Rode Rules

(From the April 2010 issue of *The USPS Compass*)

Follow these maintenance tips to extend the life of your anchor rode:

- Clean your anchor, chain and rode before bringing them aboard. Keep a bucket handy for pouring seawater over the chain and anchor, or install a pressurized raw water wash down fitting at the bow and attach a short piece of hose. Use a long-handled brush with stiff bristles to dislodge stubborn clumps of mud or clay.
- Swap the ends of your rodes. Lines fray and chain loses its galvanized coating, so you will want to swap the ends of your rodes often if they are heavily used. Don't forget to change the length markings.
- Rinse your rope, chain and anchors with freshwater whenever possible. Freshwater helps prevent rust on your chain and anchors. In addition, a salt-free line dries faster and more thoroughly.
- Inspect your ground tackle. Remove your ground tackle from the boat, and lay it out where you can inspect it from end to end. Make sure the shackles and thimbles are in good condition. Ensure that the shackle pins are securely immobilized and their threads well greased.
- Scrub the empty storage locker with an industrial-strength cleaner to eliminate noxious odors, and make sure the drains are not clogged.

—Samuel S. Sanford

Vessel Safety Checks Are Still Free !

(From 12 Apr 10. USCG e-newsletter)

Hey boating public! Before you go, make sure you know, that your boat has all the equipment to keep you safe and not in violation of the law. The Coast Guard Auxiliary and the United States Power Squadrons urge all boaters to make sure they have the required safety equipment, and that it is in working order, by taking advantage of a free Vessel Safety Check.

A Vessel Safety Check is conducted by qualified members of the U.S. Coast Guard Auxiliary and U.S. Power Squadrons and is the best way to learn about problems that can be a violation of state or federal law. Examiners can provide you with safety tips that could reduce or eliminate a hazard on the water.

SSPS members should contact P/C Barclay Thomas at 860.345.8654, barcthom@sbcglobal.net, to make arrangements for a VSC. Barclay is chairman of the squadron's Vessel Safety Check Committee.

Safety Checks can be conducted on any type of watercraft from boats and personal watercraft to kayaks. Life jackets, fire extinguishers, and distress signals, are some of the items required by federal regulations. The Coast Guard also suggests that boaters equip their vessels with a marine VHF radio, GPS device, and a 406 MHz EPIRB (Emergency Position Indicating Radio Beacon).

Aside from being prepared for an emergency, another advantage of getting the free Vessel Safety Check from USPS or the Coast Guard Auxiliary is that there are no penalties associated with not passing. Those who pass can display this year's Vessel Safety Check decal on their boat.

For more information about boating safety visit the U.S. Coast Guard Boating Safety Division website at: <<http://www.uscgboating.org/>>

Whale Duty (From USCG e-newsletter 25 Mar10)

A pod of five whales, presumed to be humpbacks, was sighted 1.7 miles off the coast of Boynton Beach Thursday morning. One whale in the pod was reported to have entangling gear on it.

NOAA large whale disentanglement coordinator, Jamison Smith, said his office was awaiting more information in order to determine if the entangled marine mammal was the same whale sighted off the Treasure Coast last Friday. Smith doubted it was the case, citing that usually, for some unknown reason, entangled whales do not associate with groups.

Daymaker Charter's Capt. Patrick Price and anglers Hale and Sumner Webster spent nearly four hours with an entangled humpback whale after being asked to do so by NOAA officials. Responders with the Florida Fish and Wildlife Conservation Commission and other agencies called off any attempt to tag the whale Friday due to a number of challenging circumstances. At one point, Price and his charter saw a humpback whale calf a short distance away from the entangled whale. At least one large mako shark and several smaller hammerhead sharks were near the distressed animal, too.

Price's photos and Hale Webster's iPhone video were helpful in aiding NOAA officials in determining the amount of injury to the whale and what will be needed to free it from the industrial scale rope, chain, and anchor wrapped around its head and body. If anyone should sight a whale in distress, remain clear of the animal, and call NOAA at 866-755-6622.



Saybrook Sail & Power Squadron
A Unit of United States Power Squadrons®
 Postal Mail: P.O. Box 22, Old Saybrook, CT 06475-0022
 SPS Web Page:
[Http://www.saybrooksailandpowersquadron.com](http://www.saybrooksailandpowersquadron.com)
 D/Lt Chris VanDerStad, Webmaster, 860.434.1169
 USPS D1 Web Page—<http://www.usps.org/localusps/d1>
 USPS Web Page—<http://www.usps.org>

The Outer Light

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

Co-Editor: P/R/C Hayden Loveland, SN, 164 Ferry Road, Old Saybrook, CT 06475, 860.388.4225
hayden.loveland@snet.net

Co-Editor: P/R/C Robert Bair, AP, 234 Whipoorwill Rd, Old Lyme, CT 06371, 860.434.7560
rbair@msn.com

Deputy Editors/Copy: Lynn Billings-Thomas, P, P/D/Lt/C Polly Woods, AP, P/C/C Robert L. Woods, SN

Circulation Manager: P/C/C Robert L. Woods, SN

Distribution Staff: Paul Forrest, AP, P/R/C Hayden Loveland, SN; Jean Read, AP; Donald Read, AP

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

- Barbara Bair Jul10
- Bob Bair Jul10
- Ralph Boriello Jul10
- Joan Borriello Jul10
- Cheryl Church Jul10
- Wayne Church Jul10
- Maureen Eckberg Feb10
- Paul & Adrienne Forrest *Jul10
- Richard Fowler Jul10
- Christine & George Gwizd Jul10
- Joan Jones Exp Jul10
- Dick & Elaine Kyle *Jul10
- John Robinson Jul10
- Hayden Loveland Jul10
- William&Joan Reichenbach *Jul10
- Gary Smith *Jul10
- Les Williams Mar1
- Elaine Williams Mar1
- Polly Woods Jul10
- Bob Woods Jul10

Please send your \$10.00 tax-deductible donation to Saybrook Sail & Power Squadron, c/o Joan R. Jones, Treasurer, 24 Hudson Lane, Essex, CT 06426-1315.

* Generous Donation

Happy Birthday!

- 5/6 David A. Noe
- 5/7 Anthony F. Ferrandino
- 5/9 Janet C. Fiorelli
- 5/14 William J. Burgon

Do We Have Your E-Mail Address?

We continually strive to complete our file of e-mail addresses of our members. The use of e-mail to notify members of last-minute program changes, etc. is a valuable working tool.

Please check your new 2010 Squadron Roster. If your e-mail address is not listed, or needs correction, please send an e-mail message to Bob Woods, our SSSPS Roster Chairman, at robertwoods2@localnet.com.

Our e-mail lists are used only for official Saybrook Power Squadron business and are never provided for any other purpose.



Five Reasons Why Boats Sink in the Springtime (From 08 March10 edition of BoatU.S. Magazine)

1. Hose clamps: Winterizing a boat in the fall often requires the removal of coolant hoses. Sometimes boaters are in a rush and the hoses are not reattached and clamped properly.
2. Hoses: During the winter as the water inside them freezes, some hoses can lift off their seacock. However, with spring's warmer temperatures, the water returns to a liquid, and if the seacock was left open in the fall, water can pour into the bilge.
3. Spring rains: Combine heavy rains with poorly caulked ports, deck hatches, fittings, chain plates, and even scuppers clogged by leaves from last fall, water can pour into the bilge.
4. Sea strainer: If not properly winterized, the intake sea strainer can freeze over the winter, cracking and bending the inspection bowl. If the seacock was left open, ►

2010 Hurricanes Forecasted

(The Harford Courant, Matthew Sturdevant, 8 April 2010)

The closely watched Colorado State University Hurricane Forecast Team predicts an above-average hurricane season this year in the Atlantic. Forecasters anticipate 15 named storms; eight are expected to be hurricanes, and four of those may be major hurricanes with winds of 111 mph or more. Current moderate El Nino conditions are expected that will not nullify the hurricane season as in 2009. The dissipating El Nino, along with expected warm Atlantic Ocean sea surface temperatures, will lead to favorable conditions for hurricane formation and intensification.

- the boat will sink as soon as ice in the strainer thaws or the boat is put in the water.
- 5. Stuffing box: If the stuffing box packing material that seals the prop shaft is not tight, a steady drip will slowly swamp a boat. No stuffing box should leak when the prop shaft is not moving.





Coming Events Highlights

22 May, Sat—28 May, Fri
National Safe Boating Week

6 June, Sunday

Squadron Picnic

Save the date!

You will receive a special mailing with all the details.

26 June, Saturday

D1 Spring Rendezvous

Essex Island Marina

Issue 5 – May 2010

UNITED STATES POWER SQUADRONS

FRATERNAL
BOATING CLUB

