

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.)

9 August, Monday

SSPS Executive Committee
10 Duchess Drive
1900
Old Lyme, CT

14 August, Saturday

D1 Sail Race
Pilot's Point Marina
See Page 3 and latest edition of *Sounds of 1*

30 Aug—4 September

USPS Governing Board
Bellevue, Washington

11 September, Saturday

D1 Poker Run/Rendezvous
Hamburg Cove, Lyme
See Page 3 and latest edition of *Sounds of 1*

18 September, Saturday

SSPS *Volsunga IV*
Thimble Island Cruise
Stony Creek, CT
Please see Page 3

1 February—6 February

USPS Annual Meeting
Buena Vista, Florida

A View from the Bridge

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

I hope you are enjoying the summer and putting to good use all those skills you have learned from USPS courses. "BOATING IS FUN – WE'LL SHOW YOU HOW" is a great theme.

SSPS Educational classes will be starting in the fall. USPS has much to offer in this regard. Your Squadron Educational Officer is working hard to provide you with educational programs that are of interest to you. Let him know what you want; he has instructors ready to go. (Lt/C Leslie W. Williams, JN; Telephone 860-434-0753, lescsp20@snet.net.)

Our membership is down in numbers – not a unique situation -- all of our USPS squadrons are having this problem. We have always been a very active squadron with many members participating in our activities. Many of our newer members are not participating or renewing their memberships

To our new members, I ask this question – "What can we do to interest you in attending our meetings and activities?" We have so much to offer! Please let us know. We would like to see you become an active squadron member, participating in our educational courses and boating activities.

A great way to become involved is to volunteer as a Vessel Safety Inspector. One of our members, P/C John Robinson, AP just completed his 6,000th Vessel Safety Check. That is impressive. Congratulations John!

A Vessel Safety Check is a courtesy examination of a boat to verify the presence and condition of certain safety equipment required by State and Federal regulations. It is not a boarding or law enforcement operation. Citations are never given as a result of the encounter. The Vessel Examiner is a trained specialist and a member of the United States Power Squadrons. Vessels that pass are able to display the distinctive Vessel Safety Check decal. Examiners often make recommendations and discuss safety issues that make operators safer boaters.

If you have not renewed your membership, this will be your last Outer Light. Please don't let that happen. Renew, and continue to be a vital member of Saybrook Sail and Power Squadron and the United States Power Squadrons!

It is with sadness that we learned just at press time of the loss of Past Commander John J. Kavanagh, Commander of Saybrook Power Squadron 2005-2006. John passed away peacefully on Monday July 12, 2010. A Celebration of His Life will start at 12 noon on Sunday July 18, at the Swan Funeral Home, 1224 Boston Post Road, Old Saybrook, followed by a continuation at the Carriage House of the Westbrook Elks, 142 Seaside Avenue, Westbrook.

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U.S. Predicts up to 7 Major Atlantic Hurricanes

(From the USCG e-newsletters 10 May, 10 June 2010)

The Atlantic hurricane season will likely be a busy one that may spawn as many as 23 named tropical storms, including up to seven major hurricanes, a number that's not likely to be affected by the Gulf oil spill, the U.S. government said Thursday.

The National Oceanic and Atmospheric Administration predicts that eight to 14 storms would strengthen into hurricanes with top winds of 74 mph or higher. Three to seven of those could become major storms that reach Category 3 or higher - meaning they bring sustained winds of at least 111 mph. The National Weather Service uses the Saffir-Simpson Scale, which measures hurricanes by the strengths of their winds, from category 1 to category 5 (the worst). If this outlook holds true, this season could be one of the more active on record. "You should always plan for one category higher than has been forecast," he said.

The 2010 government forecast is based on the weakening of El Niño. This Pacific Ocean phenomenon created strong wind shear that helped suppress storm development in the Atlantic last season. This year we have La Niña instead of El Niño, which creates higher seas and temperatures in the Atlantic. Record warm water temperatures will feed storms crossing the Atlantic.

Three hurricanes developed out of nine tropical storms in 2009. None of the hurricanes came ashore in the United States. Hurricane Ida hit Nicaragua as a Category 1 storm in November.

Tropical storms are named when their sustained winds reach 39 mph. They become hurricanes when winds reach 74 mph and become major hurricanes when winds increase to 111 mph. For those who keep track, the following are the names to be used for the 2010 Atlantic storms: Alex, Bonnie, Colin, Danielle, Earl, Fiona, Gaston, Hermine, Igor, Julia, Karl, Lisa, Matthew, Nicole, Otto, Paula, Richard, Shary, Tomas, Virginie, and Walter.

National hurricane preparedness is a shared responsibility. Government agencies have a responsibility to alert citizens and respond to those in distress. But the warnings will be more frequent, and coming earlier, according to Gene Hafele, meteorologist in charge of the Houston-Galveston National Weather Service. And earlier warnings, 12 hours earlier than in previous years, will give everybody more time to prepare. Predictions are probably going to be more accurate.

Concerning the prediction of landfall, he said, "The average error is now less than 50 miles." If you think about our years of watching hurricanes and wondering just where they were going to hit, a prediction within 50 miles is really something. However, they're still calling it the "cone of uncertainty" with good reason, I guess.

And as we all found out after Ike, wind speed is certainly not the only part of the storm. There's storm surge, and this year it will be predicted and measured differently. The inundation forecast will be measured, not from sea level, as in the past, but from ground level, he explained. Home elevation would be a good thing to know, because, if a tide is coming in

(Please turn to Storm Predictions, Page 4)



D/1 Sail Race Saturday, 14 Aug You are Invited to the Post Race Cookout!

The Sail Race will take place at Pilot's Point Marina in Westbrook. There will be a cookout following this event to which everyone is invited.

Come by land or by sea. District 1 is supplying the hot dogs and hamburgers. Participants are requested to bring a side dish to share.

If you are racing, contact Chris Jordan at 860.908.0688, Email: pelagic104@sbcglobal.net.

You will find additional information in the most recent edition of *Sounds of 1*.

D/1 Poker Run Saturday, 11 Sept

This is a fun day at Hamburg Cove, including a raft-up in the Outer Cove. Join the raft up Friday night or Saturday morning. Look for the USPS Ensigns flying.

Saturday there will be an 1100 Dinghy Poker Run in the cove, and a 1530 afternoon picnic at Hamburg Cove Yacht Club in the Inner Cove. Non-boaters will be ferried from their parked autos to the raft-up.

What is a Poker Run?

It is an organized event where the objective is to obtain the best poker hand. It is not a race, but a game of chance. Time does not matter; the best poker hands does!

Each participating skipper is instructed to navigate his boat to five checkpoints for which he is given clues. At each checkpoint, after correctly answering a boating question, he receives a sealed envelope containing a playing card.

The vessel may be a dinghy, Sunfish, kayak, or other tender. If you do not have a dinghy, other dinghy captains will dinghy you about! Only one entrant will be allowed per dinghy. The raft-up remains intact during the event.

The Grand Prize winner is the person with the best poker hand, with prizes for the second and third best hands. Winners are determined and prizes awarded at the cookout!

All participants must register before 11 September. Contact Poker Run Chairman P/C Joe Fernandes of the Meriden Squadron for more details. See the most recent edition of *The Sounds of 1* for more details, also.

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

Saturday, 18 September, we will again tour the Thimble Islands aboard VOLSUNGA IV. Captain Bob Milne will guide us on a tour through the enchanted Thimble Islands and take a voyage back in time.

Located just off the shoreline town of Stony Creek, CT, the "Thimbles" have often been described as a "piece of the Maine coast that drifted into Long Island Sound and came to rest at Stony Creek."

The boat leaves promptly at 11:00 AM. (It is best to be at the dock 15 minutes early.) This is a trip that Saybrook Squadron made last year and a good time was had by all.

The cost of the trip is Adults: \$9.00, Seniors & Students: \$8.00, Children: \$5.00. Pay at the dock.

Stony Creek Market has a lunch menu and is a short walk from the dock.

I must have a count of those who wish to go by August 28. Please contact me by either telephone or e-mail. (860-434-7560 or whpt@msn.com)

The boat has a 48 person capacity. Reservations board first.

If you made this trip last year, I'm certain that you'll be on board again. If you didn't, please join us this year for a wonderful time in a wondrous nautical locale.

For directions to the Stony Creek Dock, please see Page 8 rear cover of this *Outer Light*.

Barbara Bair, AP, Administrative Officer

Marine Debris Decay Time Line

Did you know that it takes 400 years for a 6 pack plastic can holder to degrade after you toss it overboard?

Monofilament fishing line: 600 years

Plastic bottles: 450 years

Disposable diapers: 450 years

Aluminum cans: 200 years

Styrofoam cup: 50 years

Tin can: 50 years

Plywood: 1-3 years

Waxed milk carton: 3 months

Cardboard box: 2 months

Cotton rope: 3-14 months

Apple Core: 2 months



The Outer Light

Storm Predictions *(Continued from Page 2)*

10 feet above ground level, you can know whether or not you're going to get water in your house.

Those in the path of an approaching storm have a responsibility to stay alert, heed warnings, and ensure the safety of themselves and their families. The key words are to be prepared --- like good Scouts.

As storms approach, the Coast Guard urges people to remember these guidelines:

* **Stay informed:** The public should monitor the progress and strength of the storm through newspapers, the internet, and local television and radio stations. Boaters can monitor its progress on VHF-FM channel 16. Small craft advisories and warnings are also available on VHF-FM channel 16.

* **Evacuate as necessary:** Mandatory evacuation orders should be obeyed. Coast Guard personnel and other emergency responders may not be able to evacuate people in danger during a storm.

* **Secure your boats and boating equipment:** Owners of large boats are urged to move their vessels to inland marinas where they will be less likely to break free of their moorings or to be otherwise damaged. Trailerable boats should be pulled from the water and stored in a place that is not prone to flooding. Those mariners who leave their boats in the water are reminded to safely secure life rings, life jackets, and tenders.

Trio Uses Will To Survive To Stay Afloat

(From 19May10 USCG e-newsletter)

MAYPORT, Fla. -- Coast Guard Officer Michael Hulme said that three boaters who lived to tell the tale of their survival at sea without an electronic beacon or life jackets are very fortunate.

"Extremely lucky. Extremely lucky for several reasons," Hulme said. "They had emergency gear on board. They had flares. They had life jackets." But Hulme said they weren't wearing the life jackets because they couldn't recover them after the boat capsized Sunday.

Before the boaters could react, the boat flipped and the life jackets were lost. The three hung onto the boat for as long as they could. But then, after the boat sank, they had to rely on a cooler to keep afloat until they were rescued by a fisherman Tuesday afternoon.

The boaters were without an electronic position indicating radio beacon, a vital piece of equipment for anyone at sea. "Radio beacons work like a GPS and send out a signal to rescuers, the Coast Guard, and anybody else that monitors those frequencies, so that help can get to you quickly, very quickly," Hulme said.

Boating Near Thunderstorms

(Courtesy of the Westerly P. S. Variation, Steve Yolen, Safety Officer)

Boats operating near thunderstorms are at great risk of being struck by lightning. Lightning is attracted to tall objects, and boats are usually the tallest things out on the water. Lightning striking a boat can cause damage to electrical equipment, as well as personal injury and death.

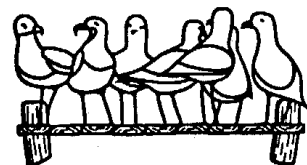
An easy way to estimate the distance between you and a lightning strike is to count the number of seconds that have passed after seeing the lightning flash and hearing the resulting thunder. Dividing the number of seconds that have passed by 5 gives the distance in miles. (For example: 5 seconds, 1 mile; 10 seconds 2 miles, etc.)

A hand-bearing compass can help you determine if you are in the storm's path. If the bearings plotted for the average location of ground strikes to your boat remain unchanged, you are in the storm path and need to change course.

The National Oceanographic and Atmospheric Administration (NOAA) recommends following the 30-30 rule. If the time after seeing a lightning flash is less than 30 seconds from hearing the thunder, you are in danger of being hit and need to seek shelter. After seeing the last flash of lightning, wait 30 minutes before leaving safe shelter. Half of all lightning related deaths occur after the storm has passed.

Tips on Saving Fuel For Our Boating Habit

- > Plan your trip. A straight course is the shortest.
- > Proper timing and clean spark plugs on your engine assure extra mileage.
- > Don't carry extra weight. Clean your boat of unnecessary items.
- > Trimming your boat and balancing the load gets it up on plane faster.
- > A prop in good condition with proper diameter and pitch saves fuel.
- > High speed increases fuel consumption by 50% over midrange speeds.
- > Boating against the tide is like running into the wind. it takes more effort



Squadron Educational Corner

Squadron Educational Officer, Lt/C Leslie W. Williams, JN
 10 Duchess Drive, Old Lyme, CT 06371-1367
 860.434.0753, lescsp20@snet.net



Our Educational Year kicks off in September. Of course, you knew that, but I thought this reminder might stir you to act. During this summer to date, have you encountered any “on-the-water” problem that you wished you knew more about? You know — like an unusual buoy, a strange chart symbol, or a right-of-way encounter where you weren’t sure what your responsibility was? Or, did you get a new GPS, RADAR, or VHF/DSC marine radio and would like to know more about that piece of equipment?

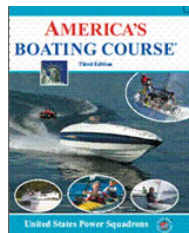
We have the answers to these and many more boating questions you may have. You know that USPS is the greatest boating safety and educational organization in the world. That’s probably why you joined. So what are you waiting for? Make use of your opportunity to learn, to interact with fellow boaters, and to build your confidence to more safely participate in your boating activities.

Here is what we have scheduled for the fall:

America’s Boating Course, 3rd Edition (2010)

Two sessions of this new basic boating course are scheduled to start; 22 September 2010, to be repeated 12 January 2011.

This newly revised boating course contains enhanced graphics and presents information in an exciting format. Completion of this course meets the state of Connecticut’s requirements for obtaining a Boat Operators Certificate.

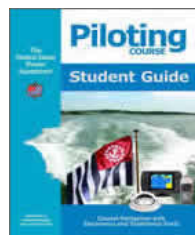


If you have already had the USPS boating course, you may want to sit in and audit this new up-dated version. If you have family or friends that need a CT Boat Operator’s Certificate, recommend this course to them.

Piloting

11 January 2011.

This course is the first in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. This all-new course focuses on navigation as it is done on recreational boats today, and embraces GPS as a primary navigation tool while covering 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, developing skills through hands-on practice. You’ll learn by doing.

Short Seminar Topics

The following are seminar topics that we have available and are ready to schedule if sufficient interest is shown. These short seminars are targeted to various specific boating topics and needs, with a two-hour format, and valuable take-away guides. Here’s what we have:

Using Global Positioning System (GPS)

Using VHF/DSC Marine Radio



Marine RADAR

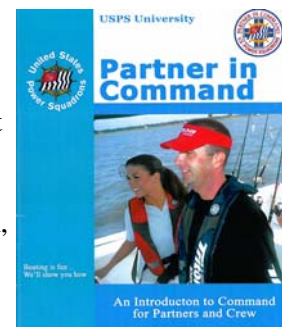
Boat Handling Under Power

Anchoring

Partner in Command

Has your significant other ever said . . . “If anything ever happened to you, I won’t know what to do?”

We have the answer to that question in our *Partner in Command* seminar. In less than two-hours your significant other and crewmembers will learn everything they need to know about: Being at the helm, Calling for help, Rules of the road, Anchoring, Docking, Emergencies – and more.



(Continued on Page 7, Educational Courses)



Coast Guard Issues Shark Warning

(USCG e-newsletter 02Jul10)

A U.S. Coast Guard specialist is warning New England swimmers and boaters to use "extreme caution" while swimming on coastal beaches, because of recent sightings of sharks in the area. "Predation is not generally a concern for boaters and paddlers in Northeast waters," said Al Johnson, the First Coast Guard District's recreational boating specialist, "but I have no doubt that a great white shark that swims into your comfort zone would surely find a splashing paddle or dangling hand inviting. I also expect that same passing shark would spend little time differentiating between boater, paddler, and prey."

Over the past few years, sharks sighted off the coast of New England have ranged from 6 to 15 feet in length and could easily capsize a small boat or kayak, the Coast Guard said. Great white sharks have been confirmed off the coast of Cape Cod, Mass., and a 7-foot great white shark was recently caught on Stellwagen Bank, Mass.

While shark attacks on humans in the Northeast are rare, sharks are attracted to the area by the growing seal population. Johnson advises boaters and paddlers to avoid passing pods or springs of seals, and seal colonies and other areas where pinnipeds bask.

"Simply put, why take a chance?" said Johnson. "The presence of sharks in our waters creates a risk, and positively assessing that risk, and staying alert, is part of being a responsible and prudent mariner."

"I can also imagine," continued Johnson, "the excitement most boaters and paddlers would have if they visually encountered a shark on our waters. However, things can and do go wrong on the water, and since a close encounter could easily have tragic consequence, I recommend an extreme degree of caution."

Late Breaking News—17 July 2010—Orleans, MA

A 15-foot great white shark was spotted at 1700 Sunday chasing seals into shallow water south of Nauset Beach, state and local officials said yesterday. The confirmed sighting ends the wait for Cape officials who have been watching for the predators to arrive this summer in Cape waters well-stocked with their favorite food: fat seals.

"Avoid swimming near seals, be aware that sharks may be present, but there's no need to change your plans to go to the beach," spokeswoman Catherine Williams of the state Office of Energy and Environmental Affairs said yesterday. "There have been documented sightings of white sharks off the coast for hundreds of years."

Mast against the Horizon

(USCG 19 Jun 10 e-newsletter)

Ryan Danoff of Fort Lauderdale told the South Florida Sun Sentinel he and two friends were about 4 miles offshore in his 31-foot boat, *Fishy Business*, when they spotted what looked like a mast against the horizon. But when they looked more closely they could see no vessel and, when Danoff moved toward it, he realized it was a periscope.

"It was crazy," he said. "If it was just myself out there I wouldn't believe what I saw."

As the *Fishy Business* approached, the periscope started moving away, Danoff said, and then vanished underwater. A mass of bubbles came to the surface as if the submarine had just blown its ballast, and the three fishermen saw no other sign of it.

Danoff reported the sighting to the Coast Guard and has heard nothing back. Petty Officer Barry Bena said the matter is still under investigation. "It's kind of uncommon, but it's a definite possibility," Bena said, when asked if a U.S. Navy submarine could have come in for a close look at the beach.

Aids to Navigation— Road Signs of the Waterway

The following are some safety tips on safe navigation from the U.S. Coast Guard Office of Boating Safety.

In these days with the benefits of electronic navigation, the importance of having appropriate navigational charts on board and paying close attention to the information provided on them cannot be overstated.

The exact meaning of an aid to navigation may not be clear to a boater unless he consults the appropriate chart.

Boaters who pass too close to a buoy risk collision with the buoy, the buoy's mooring, or with an obstruction marked by the buoy. There could be a collision with riprap stones and broken rocks, structure foundations, etc.

Mariners should not rely solely on a single aid to navigation for determining position, particularly buoys. Environmental conditions, seabed slope, collisions, or other accidents, may cause buoys to shift from their charted positions. They may also sink or capsize.



Nautical Stuff.... (Just for fun) (Westerly P. S. Variation)

American Practical Navigator (Bowditch):

Ancient nautical treatise generally thought to deal with navigation, which to the present day has resisted all attempts to decipher it. Often found on board ship as a decorative element or paperweight.



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 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.

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Educational Courses (Continued from Page 5)

So what do you think? Want to get involved? Want to learn more? I hope so! We've got some terrific things planned – we just need you to step up and tell us what you want or need. Your Educational Department stands ready to satisfy your needs. Just give us some direction – you are in charge!

Incidentally, all of our courses are now open and available to anyone – not just USPS members. So invite your friends and boating buddies who are not members, to join you at one of our programs. They'll thank you for the invitation and they will learn with you!

Give me a call (860-434-0753) or drop me an e-mail at lescsp20@snet.net. Looking forward to hearing from you!

Les Williams, Jr. JN,

Outer Light Patrons

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

- Barbara Bair Jul10
- Bob Bair Jul10
- Ralph Boriello Jul10
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- Cheryl Church Jul10
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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.

** Generous Donation*

To Our Outer Light Patrons

We thank you all for your annual support to help offset our printing and mailing costs.

A new Outer Light patron year will commence soon for many of you, (Your current subscription expires on the superscript date found after your name.)

Our treasurer is standing by to process your donation, and will be most appreciative of hearing from you.



Happy Birthday!

- 7/1 Bruce Reny
- 7/4 Patrick Early
- 7/10 Per Hellsund
- 7/13 Jennifer Convey-Reilly
- 7/28 Richard Gates
- 7/28 John Clancy
- 8/1 Gary Smith
- 8/3 Jean Read
- 8/6 Muraleen Gustin
- 8/9 Richard Stone
- 8/10 Robert Bair
- 8/11 Jane Scully
- 8/16 Regina Wiegert
- 8/18 Joan Jones
- 8/20 Maureen Ekberg
- 8/30 John Maxwell

Partyer on a Pool Float

(25 June USCG Newsletter)

Florida-The U.S. Coast Guard reports a Largo man got drunk on a pool float and drifted a mile out into the Gulf, unconscious, before finally being spotted by a Good Samaritan. The man was found around 1230 Wednesday more than a mile off the coast of Belleair Beach.

"He didn't respond to our boat horns, he didn't respond to our yells and we were pretty close," says boater Tim Ramsberger of Treasure Island. "At first we thought it was just some debris floating in the water." Ramsberger called 9-1-1 after making the discovery, thinking the man might be dead. Coast Guard Crews arrived and say they found the man to be severely intoxicated after waking up. "He was sitting on a small pool raft. Had no idea where he was, didn't know what time of day it was, how long he was out for, or even how far of shore he was".



Directions to the Stony Creek Dock for the Thimble Island Cruise

From NYC AREA: Take 1-95 to exit 56, right turn at the ramp. Proceed two miles to a stop sign. Proceed straight toward the shore, going under a railroad trestle. Follow signs to Stony Creek Town Dock.

From OUR AREA: Take 1-95 to exit 56. Make left at the light. Proceed to next light and take a left. Proceed straight toward shore, going under railroad trestle. Follow signs to Stony Creek Town Dock.

Coming Events Highlights

14 August, Saturday

D1 Sail Race
Pilot's Point Marina

11 September, Saturday

D1 Poker Run/Rendezvous
Hamburg Cove, Lyme
See Page

18 September, Saturday

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Issue 8 – August 2010

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