

[www.usps.org/localusps/saybrook/](http://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.)*

**6 October, Wednesday**  
SSPS Executive Committee  
10 Duchess Drive  
1900  
Old Lyme, CT

**8 October, Friday**  
"Partner in Command"  
Seminar — 1900  
Lymes' Senior Center  
Old Lyme  
Please see Page 3

**15 October, Friday**  
D1 Council  
1900  
Northeast Utilities, Berlin

**21 November, Sunday**  
Annual Commanders'  
Breakfast —0800-1300  
Hamburg Cove Yacht Club  
Please see Page 3

**11 December, Saturday**  
D1 Holiday Party  
Manchester Country Club

**18 December, Saturday**  
SSPS Holiday Party  
Dock & Dine,  
Saybrook Point  
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  
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Well, we tied down our bimini, made sure everything on the boat and at home was tied down, brought inside, or put away, in expectation for Hurricane Earl. Glad it didn't happen! It took two days later to put everything back where it was. Many tree branches came down, but not much else. Now we wait for the next one.

There is still a lot of good weather for boating and I hope you all will enjoy it and do it safely. We have the boating courses to help you feel more comfortable in the 2011 boating season.

Les Williams, our educational officer has some courses ready to go. He is just waiting for your call. I can't believe everyone in this squadron knows everything there is about boating and boating safety. I certainly don't and I am waiting for someone else to ask about the GPS course, as I want to take that one. Give a call – we can take it together.

Our administrative officer, Barbara Bair, has worked hard and long to come up with great social programs for the rest of 2010. You will find a run down of what is going on for the next three months elsewhere in this newsletter. Read them, cut them out, and post them on your refrigerator where you will see them. If you have an idea for a program, Barbara would love to hear about it. We are always looking for new ideas. Come and enjoy! I am hoping to see you soon at one of our educational programs or social events!

Elaine Williams, your Squadron Commander

## U.S.C.G. Recreational Boating Statistics 2009 Report Shows Rise in Deaths *(From USCG e-newsletter 8/3/10)*

The U.S. Coast Guard's Office of Boating Safety released its Recreational Boating Statistics 2009 report Tuesday that reveals a 3.81 percent increase in boating accident deaths and a 0.81 percent increase in related injuries, even though the number of boating accidents decreased 1.23 percent.

The Coast Guard in 2009 recorded 736 deaths, 3,358 injuries, and approximately \$36 million in property damage, stemming from 4,730 recreational boating accidents. 86% percent of boating accident deaths occurred on boats where the operator reportedly had not received boating safety instruction.

*86% percent of boating accident deaths occurred on boats where the operator reportedly had not received boating safety instruction.*

Operator inattention, operator inexperience, excessive speed, improper lookout, and alcohol consumption rank as the top five contributing factors to recreational boating accidents. Alcohol consumption continues to be of major concern in fatal boating accidents and is listed as the leading contributing factor in 16 percent of deaths.

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**First Federal Facility to Use Tidal Power**

*(USCG 24 August 10 e-newsletter)*

A Coast Guard station in eastern Maine is the first federal facility anywhere to use tidal power as an energy source, officials said Tuesday. Coast Guard Capt. James McPherson was joined by Gov. John Baldacci, U.S. Rep. Mike Michaud, and other officials, to celebrate the launch of a tidal power demonstration project at the station in Eastport. The region of Maine where Eastport is located has 20-foot tides and 6-knot currents.

A 60-kilowatt tidal turbine launched in March by Ocean Renewable Power Co. began providing grid-compatible electricity to the station's 41-foot search-and-rescue boat last week. The underwater turbine is powered by water current flows, much the way wind turbines are spun by moving air.

The project shows that tidal power can be harnessed, McPherson said. After the 60-day demonstration ends in October, the project will be evaluated in hopes of applying the technology in places such as Maine or Alaska, where extreme tides and fast currents make tidal power appropriate, he said.

"It's just a demonstration project, and it's modest," McPherson said. "But I say, Alexander Graham Bell just called Watson in the next room for the first phone call. You have to start somewhere."

It makes sense to try to harness tidal power because tides are predictable, McPherson said. The BP oil spill in the Gulf of Mexico also underscores the need to go after alternative energy sources, he said. "We'll never have to worry about a 200 million-gallon water spill," he said.

**All About Nautical Time**

*(From our USPS America's Boating Course™)*

To simplify working with time in navigation problems, it is convenient to consider the day as one 24 hour period, and to number the hours in series 00 to 24.

This is known as *The 24 Hour Clock*, sometimes known as *Nautical Time*. The time of day is shown in 4 digits; the first two digits indicate the hour beginning at midnight, and the second two digits indicate the minutes past the hour. As an example: 2015 means 15 minutes past the 20th hour, or 8:15 p.m. Refer to this time as "twenty-fifteen".

Always express nautical time simply in four digits. The terms "A.M" and "P.M" are *not* used, and the word "hours" is *never* used. Times such as 1000 and 2000 are correctly referred to as "ten hundred" and "twenty hundred", respectively.

**Eastern Standard Time Returns Sunday 7 Nov**

*(From Wikipedia, the Free Encyclopedia)*

The Eastern Time Zone of the western hemisphere — also known as North American Eastern Standard Time, is a time zone that falls mostly along the east coast of North America.

Specifically, it is Eastern Standard Time (EST) when observing standard time (winter), and Eastern Daylight Time (EDT) when observing daylight saving time (summer).



The local time changes from 0200 EST to 0300 EDT on the second Sunday in March, and returns from 0200 EDT to 0100 EST on the first Sunday in November.

Be sure to move your time pieces back one hour at 0200 on Sunday 7 November. (Spring forward, Fall back).



## Preparing Your Boat for Winter

It's time to start thinking about protecting your boat for the winter! That season is not kind to boats in this area, and neglect for caring for them could result in costly winter damage.

Cover your boat with a sturdy cover to protect the gel coat, woodwork, and vinyl—you may want to consider shrink-wrapping the whole craft. Your insurance policy may not cover ice and freeze-related damage?

The best place to store your boat is ashore, well supported under critical areas of the hull such as the bulkhead, keel, and motor.

Read your boat and motor owner's manuals for manufacturer's advice on winter storage. If you are a new boat owner and unfamiliar with the winterizing process, consult with friends that have had experience, or consider hiring a professional to do the job.

Although the winterizing process will vary depending on the boat, the following are some suggestions that you might want to consider.

*Fuel Tank:* Install fuel stabilizer in your tank as per instructions on the container, and top off the tank with fuel. Read again last month's article *Three Myths About Ethanol* on page 4 of the September 2010 *Outer Light*.

Run the engine a little before shutting it down to allow some of the stabilized fuel to pass through the engine. Replace the fuel filter and water separator cartridge, if applicable.

*Head:* Before hauling your boat, pump your holding tank at an approved facility. While doing so, flush the system several times with fresh water. Add the proper type of antifreeze, (see owner's manual), and pump it through the hoses, macerator, (if applicable), and discharge hose. *Water Systems:* Drain all water systems and add a non-toxic antifreeze into the systems.

*Battery:* It is best to remove the battery and store it in a dry place where a trickle charger can keep it fully charged during the winter. Make sure the cells are full of distilled water and the terminals clean. (Wash them with a solution of baking soda, dry them, and apply a coat of petroleum jelly.) If you must leave a battery on board during the winter, it is important that it be fully charged.

*Equipment:* Remove topside canvas and vinyl, and all cushions and bedding, and store in a dry place. If you leave them on board, store them in as dry a place as possible in such a way that air can get between them for ventilation.

Please turn to Page 6



## View from the Bridge

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### All About Coming Events!

By the time you read this article we will have had "a piece of the Maine coast that drifted into Long Island Sound and came to rest at Stony Creek," tour of the Thimble Islands on board Volsunga IV, with Captain Bob Milne as our pilot and guide through the islands..

The following are the dates and times for the rest of the year in education and entertainment.

Friday 8 October, Les Williams, our educational officer will conduct a power point seminar "Partner in Command", (known formerly as the "Skipper Saver Course"), at the Lymes' Senior Center, 26 Town Woods Road, Old Lyme, from 1900 to 2100. There will be a \$5.00 charge for educational materials. All family and friends are welcome. Light refreshments will be served.

Sunday, 21 November, at the Hamburg Cove Yacht Club, our annual Commander's Breakfast will be served from 0800 to 1300. You won't have to lift a finger. Our current commander and past commanders will be at our beck and call! Pancakes, sausage, coffee, tea, Sound View Donuts, and a myriad of other breakfast goodies will be ours to savor.



Saturday, 18 December, Saybrook Squadron will have its annual Christmas Party at Dock & Dine, at Saybrook Point. Details, including menu, will be provided in the next *Outer Light*. The cost will be \$20.00 per person. It will be held in the Captain's Room overlooking the Connecticut River side of the restaurant. Please call me at 860.434.7560 or e-mail me at [whpt@msn.com](mailto:whpt@msn.com) for additional information.

### Dipe Them Aboard!

The Executive Committee welcomes:

*Daniel and Jennifer Logan and their three children* as new members of Saybrook Sail and Power Squadron.

Residents of Wethersfield, they own two power boats, one 14 feet in length; the other 17 feet.

The Logans are interested in taking USPS courses to enhance their boating safety.

Please welcome them to our meetings and events and make them feel at home!

### Last LORAN-C Station Decommissioned

*(From September National Boating Federation newsletter)*

The U.S. Coast Guard held a decommissioning ceremony for its last Long Range Aids to Navigation (LORAN) station in Caribou, Maine, on Wednesday 1 September 2010.

The LORAN program was initiated during WW II to provide critical navigation aids to the Allied forces. The service was expanded and enhanced many times over the years. While GPS units are generally more accurate, they are subject to jamming and interference.

The termination of the LORAN-C program came about via the enactment of the fiscal year 2010 Homeland Security Appropriations bill. The National Boating Federation was successful for many years in overcoming efforts to end LORAN operations, arguing that LORAN provided a complement to and necessary backup for GPS. In the end, budgetary considerations and our growing national debt won out.

LORAN Station Caribou has the distinction of being the last station to transmit an American Loran signal, thus ending the 67 year LORAN-C program.

### Watershed Council Opens New Lab

*(From Fall 2010 Edition of Currents and Eddies of the Connecticut River Watershed Council)*

With a new facility and state-of-the-art lab equipment, the Connecticut River Watershed Council (CRWC) has become an immediate and important information resource.

Water quality at nine locations along the Connecticut River are monitored on a weekly basis. Samples are collected every Wednesday morning, rain or shine, and results are posted online by the end of Thursday at [www.umassedu/tei/mwwp/ctrivermonitoring](http://www.umassedu/tei/mwwp/ctrivermonitoring), html.

Closest monitoring stations are in Springfield, Longmeadow, and Agawam at this point, but the improvement of water quality to our north will help the quality of water in our Connecticut River to the south.

Jacqueline Talbot is the CRWC River Steward for the Lower River in Connecticut. She is eager to hear from kayakers, canoers, anglers, walkers, drifters, boaters, historians, marinas, property owners, and environmental partners about their main concerns about the River, and actively recruits volunteers for annual cleanups in our area. She can be reached at 860.704.0057 or [jtalbot@ctriver.org](mailto:jtalbot@ctriver.org).

### Massive Ice Island Breaks off Greenland *(USCG e-news 8 Aug 19)*

A piece of ice four times the size of Manhattan island has broken away from an ice shelf in Greenland, according to scientists in the U.S.

The 260 square-kilometer (100 square miles) ice island separated from the Petermann Glacier in northern Greenland. About half the height of the Empire State Building, it is the biggest piece of ice to break away from the Arctic icecap since 1962, and amounts to a quarter of the Petermann 70-kilometer floating ice shelf, according to research leader Andreas Muenchow.

"The freshwater stored in this ice island could keep the Delaware or Hudson rivers flowing for more than two years. It could also keep all U.S. public tap water flowing for 120 days," Muenchow said.

Muenchow's team is studying ice in the Nares Strait separating Greenland from Canada, about 1,000 kilometers south of the North Pole. Muenchow said the island could block the Nares Strait as it drifts south, or break into smaller islands and continue toward the open waters of the Atlantic.

"In Nares Strait, the ice island will encounter real islands that are all much smaller in size," he said. "The newly born ice island may become land-fast, block the channel, or it may break into smaller pieces as it is propelled south by the prevailing ocean currents. From there, it will likely follow along the coasts of Baffin Island and Labrador, to reach the Atlantic within the next two years."

Environmentalists say ice melt is being caused by global warming with Arctic temperatures in the 1990s reaching their warmest level of any decade in at least 2,000 years, according to a study published in 2009.

Current trends could see the Arctic Ocean become ice free in summer months within decades, researchers predict.

### Save Plum Island Campaign

*(From Connecticut Fund for the Environment Summer 2010 Green Sheet)*

The U.S. Government wants to sell Plum Island, a beautiful, mostly undeveloped 840 acre island just off Long Island's eastern tip at Orient Point. A federal laboratory on the island is no longer needed.

"Save the Sound" wants the General Services Administration to sell the undeveloped parts of the island as a protected wildlife preserve, and open it to the public for low-impact hiking and beach use.

You can find links to the "Save Plum Island" campaign at [www.savethesound.org](http://www.savethesound.org).



**Squadron Educational Corner**

Squadron Educational Officer, Lt/C Leslie W. Williams, JN  
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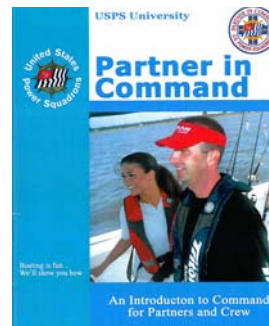


Your EdDept. Is getting VERY concerned. It appears that you are NOT interested in participating in any of our courses. Last month I summarized what we had to offer, and even offered a “free” seat in any course or seminar. All you had to do was call or drop me an e-mail. So far, *no takers!* Here’s another chance to get that free seat; we are planning to hold a two-hour **Partner in Command** seminar early next month.

Has your significant other ever said . . . “If anything ever happened to you, I won’t know what to do!” The **Partner in Command** seminar is one in a series of USPS seminars designed to make you a more comfortable boater. The aim of this course is to teach non-skippers what is needed to handle many of the skipper’s duties, should the need arise. The boating skills that the “fill-in” skipper needs to master may, at first, appear daunting. But, like anything else, when you take the time to break a system down into its basic parts it becomes easier to understand.

In less that 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 and docking
- Emergencies – and more



So what do think? Want to get involved? Want to learn more? I hope so!

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 this seminar. They’ll thank you for the invitation and they will learn with you!

Here are the details: **Date:** Friday, 8 October  
**Time:** 1900 – 2100 (7:00 – 9:00PM)  
**Place:** Lyme-Old Lyme Senior Center,  
 Town Woods Road, Old Lyme  
**Cost:** \$5.00 Per person (unless you are the first to call; then it’s free)

Pre-registration is necessary so that course materials may be ordered. Give me a call (860-434-0753) or drop me an e-mail at [lescsp20@snet.net](mailto:lescsp20@snet.net) no later than **Friday, September 24<sup>th</sup>** to reserve your seat. So don’t wait – call or e-mail **NOW!!**

I’m looking forward to hearing from you!

Sincerely,

*Les Williams, Jr.*

Squadron Educational Officer



## The Outer Light

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### Preparing Your Boat for Winter

(Continued from Page 3)

Take home all electronics, boat papers, and other valuable items. Remove all foodstuffs to discourage pests. Thoroughly clean all interior surfaces, especially those of a refrigerator. The latter should be cleaned and left open.

**Bilges:** Clean and dry the bilges and add a little antifreeze so that any seeping water will not freeze.

**Hull:** Pressure wash your hull and exterior propulsion parts to remove any marine growth. Now is a good time to dry and apply a coat of good boat wax to the clean hull.

**Dock Lines:** Inspect lines for wear and chafing. Replace if necessary. Soak them in a mild detergent solution, rinse them well, and hang them to dry.

**Inboard Engines** need special care.

**Change Crankcase Oil:** Change your engine oil to eliminate moisture and impurities from your crankcase. Run the engine a while and change the oil while it is warm. Replace it with good quality fresh oil. Also change the oil filter.

**Check Raw Water and Freshwater Cooling Systems:** Be sure to use a non-toxic, environmentally friendly antifreeze to prevent freezing within raw water and freshwater cooling systems. Circulate antifreeze through the manifold by using a pickup hose from the water pump to a bucket of antifreeze. Start the engine and run it to allow the antifreeze to circulate until it comes out the exhaust. Check the antifreeze level in a closed cooling system. Be sure to check your water pump impellers; they require frequent replacement.

**Check Your Engine Transmission Fluid,** especially its condition. Add to it or change it, if necessary.

**Spark Plugs:** Remove each spark plug and spray a little "fogging oil" into its cylinder.

**Engine Exterior:** Clean down the exterior of your engine and wipe it down with a thin coating of WD-40.

#### **Stern Drives**

Inspect the condition of your stern drive and remove any moss or barnacles from the lower unit.

Check the condition of the lower gear case oil.

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

### Guarding Against Mildew

(Excerpted from 11/02 Issue of Motorboating)

Boats covered for the winter are prone to the formation of mildew as a result of moisture-laden air trapped inside and not replaced with dry fresh air.

Remove from the boat such things as books, paper goods, shoes, life preservers, bedding, curtains, clothing, foul weather gear, damp dock and anchor lines, etc.— all things that are ideal turf for the germination of mold and mildew. They will also grow on bulkheads, carpets, and furniture; in drawers, cabinets, and storage places, and can destroy materials and leave a musty odor that can linger for months. Mold and mildews can also trigger allergic reactions and health problems.

Clean the boat as completely as possible before closing it up for the winter. On a sunny day, scour everything with a grease-cutting cleaner or detergent. Pay especial attention to counter tops, showers, heads, floors, walls, headliners, and the insides of cabinets and drawers.

Spray household disinfectant inside toilets, sinks, and drains and make sure there is no standing water in any of them. A final wipe-down with an alcohol or apple-cider-vinegar soaked towel will help eliminate any residue you may have missed.

Prop up cushions and mattresses from flat surfaces so that air can get to them. Make sure everything is bone dry before closing up the boat.

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### Prepare for a Storm

(From the 9/2/10 edition of *The Hartford Courant*)

You will find the following items handy to have available in the case of a severe storm, particularly when your electricity supply is not available:

- Flashlights, where you know where they are. Flashlight batteries (Candles are dangerous!)
- At least one corded phone – portable phones require an electric supply.
- Battery-powered cell phone chargers, if available.
- Battery-powered clock.
- Battery-powered AM/FM radio.
- A manual can opener.
- Foods that do not require refrigeration such as peanut butter, canned beans, canned meats and hash, canned juices.
- Bottled water.
- Adequate prescription medicines.
- First aid kit.



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**A Unit of United States Power Squadrons®**  
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**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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 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!**

- 10/2 John Ellis
- 10/3 Tom Hays
- 10/8 Chris VanDerStad
- 10/22 Patricia Coley
- 10/27 Constance Bevis
- 10/31 David Roberts

**Did You Know?**

Rear Admiral Michael Parks, Commander of the Ninth Coast Guard District, can tell you that if the Great Lakes were drained, everyone from New York to Los Angeles would be swimming in over nine feet of water.

**The Term "Wind-Chill Factor"**

The *wind-chill* measurement was devised to make people aware of how cold they will feel when they go outside. We know that we feel colder on a cold windy day than on a day with no wind.

It is a fact that wind pulls heat away from our exposed flesh and makes us feel colder. Wind even cools us off in summer, as anyone who has fanned himself can attest. Heat is lost by the wind speeding up evaporation, causing the body to lose heat. The temperature of the air does not change, but we feel a difference. The wind-chill factor only applies to exposed flesh. You will not feel as cold if you protect yourself from the wind. Your mother knew what she was talking about when she told you to wear a hat and gloves!

**An Earful of Fish: Just What the Doctor Ordered?**

Unprecedented studies reveal a link between higher intake of fish and reduced risk of hearing loss. □ Listen up ... medical science just added ears to the list of organs that may benefit from diets rich in fish or their omega-3-rich oils. That list includes all of the major human organs ... heart, arteries, brain, eyes, liver, lungs, kidneys, and skin ... plus joints. But unlike joints and most organs, there hasn't been much research on omega-3s and hearing health.



Hearing loss is the most common sensory disorder in the United States, affecting about 36 million (one in 10)

Americans. About one in three adults between 65 and 75 suffer aging-related hearing loss – which is usually greater for high-pitched sounds – and almost half of people 75 and older experience substantial hearing loss. So research into the auditory effects of omega-3s seems overdue ... and the positive findings obtained from two epidemiological (population) studies should prompt even more research.

A Dutch study links omega-3 blood levels to hearing health. Holland is a coastal nation with a long history of fishing and eating fish ... which may explain why scientists from its Wageningen University have held some of the largest clinical trials testing fish oil for heart, mood, and brain health.

Members of the teams that performed those trials turned their attention to hearing, and conducted a three-year study to look for links between people's omega-3 blood levels and their hearing health.





## ***Coming Events Highlights***

**8 October, Friday**

“Partner in Command”

Seminar — 1900

Lymes’ Senior Center

Old Lyme

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**21 November, Sunday**

Annual Commanders’

Breakfast — 0800-1300

Hamburg Cove Yacht Club

Please see Page 3

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UNITED STATES POWER SQUADRONS

