

[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.)

#### **7 November, Sunday**

Eastern Standard Time  
Returns —0200  
*Turn clocks Back*

#### **10 November, Wed.**

SSPS Executive Committee  
1900  
124 River Road, Essex

#### **20 November, Saturday**

District 1 Fall Conference  
0900  
Pattaconk Yacht Club  
Chester

#### **21 November, Sunday**

SSPS Past Commanders'  
Breakfast, 0800-1300  
Hamburg Cove Yacht Club  
Please see Page 3

#### **11 December, Saturday**

D1 Holiday Party  
Manchester Country Club  
Please see Page 3

#### **18 December, Saturday**

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

## A View from the Bridge

Commander Elaine Williams, AP, 10 Duchess Drive, Old Lyme, CT 06371-1357  
860.434.0753 [lwilliams@snet.net](mailto:lwilliams@snet.net)

### Happy Fall!

Yes, we are at the time of the year when we are putting our boats away. Men and women are sadly saying “so long” until spring. Ours will be put to bed, and Les too will be sadly saying “so long”. Hopefully, we will be squeaking in just a few more trips to the Cove.

It is then a good time to reflect on all the things we should have learned, need to learn, and can learn during the winter months.

Our Bridge and Executive Committee members are working hard to make both educational and social activities available to you. Please take the time to read about these activities in this issue and mark them on your calendar. I would love to meet all of you.

None of these activities can take place without your help. Our Educational Officer has been offering a free class to the first person who calls him. It is hard to understand why no one has taken him up on it.

On another note, our publications committee chairman, Hayden Loveland, would like to take a break from editing the Outer Light. He needs a rest as he has been doing this job for several years. We need a volunteer to take over. He will be willing to help his replacement get started, and, if desired, will continue to help until March 2011. That seems so far away, but it really isn't. If you would like to help, please contact me, (860.434.0753 --- [lwilliams@snet.net](mailto:lwilliams@snet.net)) or Hayden (860.388.4225 --- [hayden.loveland@snet.net](mailto:hayden.loveland@snet.net))

I hope to see you at an upcoming function. It's your squadron, we need your help, please get involved.

Elaine L. Williams, Commander

### 10 Year Marine Life Survey Completed Htfd Courant 6 Oct 2010

Oslo scientists and 2700 experts in 80-plus nations have completed a \$650 million marine life census that has found thousands of new species. They have discovered creatures such as a hairy-clawed “yeti crab”, luminous fish in sunless depths, so-called Jurassic shrimp that was thought to have been extinct for 50 million years, and a 23 foot-long squid.

It raised the estimate of known marine animals and plants bigger than microbes, (from worms to blue whales), to nearly 250,000 from 230,000, and estimates that there may be another 750,000 still to be found. Biggest gaps are in the Artic, Antarctic, and eastern Pacific oceans.

(Ed.note) Hopefully the location of these new species will be kept from our U.S. Bureau of Fisheries, so that the abuses of over fishing and hazards from oil may be avoided.



**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](mailto: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](mailto:bficken@triumphgroup.com)

**Educational Officer**

Lt/C Leslie W. Williams JN  
10 Duchess Drive  
Old Lyme, CT 06371-1367  
860.434.0753  
[lescsp20@snet.net](mailto:lescsp20@snet.net)

**Administrative Officer**

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

**Secretary**

Lt/C Adrienne S. Forrest, P  
124 River Road  
Essex, CT 06420  
860.767.2420  
[adrienneforrest@yahoo.com](mailto:adrienneforrest@yahoo.com)

**Treasurer**

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

**Chester-Hadlyme Ferry a Rich Tradition**

*(Excerpted from the 8 October edition of the Shoreline Times)*

John Warner of Chester initiated the first ferry crossing of the Connecticut River in 1769. Known as Warner’s Ferry, it was privately owned until 1877 when it became a town facility. It has been owned and operated by the state Department of Transportation since 1917.

The current ferry is the *Selden III*, a 60-year-old workhorse and state historical landmark. A five-minute ride on the ferry can save a 12-mile road trip to beat rush hour traffic, if you are in no hurry. An old 1917 post card posted on the ferry lists 10 cents for passage for a “led horse and kine”, 3 cents extra for a person other than driver, and 30 cents for a two-seated passenger auto. Current fares are \$3.00 with unlimited passengers, \$1.00 for pedestrians or cyclists. The ferry ride is actually a part of Route 148 from Chester to Hadlyme.

Loading nine cars, passengers, and cyclists actually takes longer than the five-minute crossing. If you must wait for the next ferry, count on a 20 minute wait. The ferry runs from 1 April to 30 November, carrying 200 to 300 cars per day; more in the summer and during the foliage season. River traffic has lessened over the years. We are told that oil barges that carry 67 truck loads of oil no longer come up the river due to lack of adequate maintenance dredging by the Army Engineers.

**Interesting USCG Assignment**

*(1 February 2010 Coast Guard e-letter from Associated Press)*

OREGON -- Two rare sea turtles stranded last fall on separate beaches in the Northwest took flight recently on a Coast Guard airplane bound for San Diego. The C-130 airplane based at the Coast Guard Air Station in Sacramento flew to Newport, Oregon, to pick up the turtles. The olive ridley turtle, Myrtle, was found on Newport's Agate Beach and the Green Turtle, Maude, on Washington's Long Beach Peninsula.

The plan is for them to finish their recovery at the Sea World turtle rehabilitation center, and ideally, be released back into the wild. The Coast Guard crew combined the good deed with a training flight. Cmdr. Todd Lightle says the mission gave the pilots practice getting in and out of a small airport and handling a unique loading exercise.

**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 timepieces back one hour at 0200 on Sunday 7 November. (Spring forward, Fall back).



## Lost Boater Hits Clinton Breakwater

(U.S.C.G. e-newsletter 9 Oct 2010, source New Haven Register)

CLINTON - A boater trying to get to New Haven from Bridgeport crashed into the breakwater at Kelsey Point Friday night. The Coast Guard said the boat had faulty navigation equipment.

The Coast Guard received a call at 2150 from the man who said his boat crashed and he thought that he was in New Haven. "The Coast Guard told him to shoot off a flare, but they could not see it. Clinton police spotted the flair and the Westbrook Fire Department arrived to investigate", said Coast Guard Petty Officer Anthony Kozak.

The Westbrook Fire Department took the man, who had a minor injury to his chin, to the town dock. "He was headed to New Haven but he overshot it by a lot," said Kozak. The Westbrook Fire Department is still discussing how they are going to remove the boat.

## Sign Up for the District Holiday Party

### "JUST BLACK AND WHITE"

This year we are again having a District 1 Holiday Party. The "Luau", "Western", and "Sock Hop" parties of the last three years were such a success, we thought we would do it again. The theme this year is **Just Black and White** and we should have a lot of fun in a relaxed atmosphere. It is easy to get to the party location. We hope you will all join us to start the Holiday season.



Date: Saturday, 11 December 2010  
 Place: Manchester Country Club  
 305 S. Main Street, Manchester, CT  
 (Exit 3 off 384). 860.646.0103  
 Price: \$35.00 per person. The deadline for signing up is Monday, 6 December 2010. Please call Cdr Elaine Williams at 860.434.0753 for tickets.  
 Time: 1800 to 1900 Social Hour-Cash Bar  
 Dinner-Buffer  
 Dancing: To DJ'S Don and Nina Sawyer

## 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

## Lotsa Big Doin's

By the time you read this, we will have had a large turnout of members and guests at the Lyme/ Old Lyme Senior Center for a seminar led by Les Williams, our educational officer, who gave a Power Point presentation on *Partner in Command*. This will be repeated in March by popular request. We had to limit the number of people who wanted to sign up Friday, 8 October 2010.

On Sunday, 21 November, we will have our annual Commanders' Breakfast at Hamburg Cove Yacht Club. It will begin at 0800 and continue until 1300. Former commanders will serve pancakes, sausage, and other assorted breakfast goodies, including the famous Beach Donuts, to us. This is always a fun day. Bring your family and friends. The HYC is a quaint spot on an inner cove of the Connecticut River and a great place to watch the boats go by. The scenery is beautiful.



On Saturday, 18 December, we will have our annual Christmas Party in The Captain's Room at Dock & Dine Restaurant on Saybrook Point in Old Saybrook. It has ramp access and overlooks the Connecticut River. Lynn Billings-Thomas has arranged for the group, "Jubilation", a hand bell choir of which she is a member, to entertain us with this charming music. Our luncheon menu will be a choice of Stuffed Breast of Chicken, Baked New England Cod, or Grilled Top Sirloin. The cost is \$20.00 per person.

Paul Forrest, our treasurer, will receive all reservations and checks for this occasion. Paul can be reached at 124 River Road, Essex, CT, 06426, or 860.767.2420. (Note the green insert in this newsletter.) The Dock & Dine requires reservations in advance.

I hope all of you will attend our next few events. We are doing our best to develop programs that you will enjoy. At the same time, we encourage you to hone your boating skills with our educational programs.

Barbara Bair, Administrative Officer

**We take English for granted.** But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square, and a guinea pig is neither from Guinea, nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? One goose, 2 geese. So one moose, 2 meese?



**Boating Safely Department**

**Overturned Boat Found Off Garcon Point, Florida**

*(U.S.C.G. e-newsletter 4 October 2010)*

The Coast Guard rescued three stranded men at around 1200 Monday afternoon after their 14-foot fishing vessel capsized at around 2300 Sunday night south of the Garcon Point Boat Ramp in Milton.

Two of the men were treated and released after being rescued, and one was sent to West Florida Hospital after all three clung to the bottom of their boat in the 75-degree water for over 13 hours.

The men were fishing for flounder at around 2300 Sunday night and the motor on their vessel stopped working. The wind picked up across the bay and overturned the vessel near the Garcon Point Bridge. "That's the first time I've seen the wind in this bay change that fast," one of the men said.

Monday morning, a land surveyor spotted what looked like two men stranded in a kayak out in the bay and called police for help. "You couldn't tell it was an overturned boat because the waves were so high at the time," he said.

*The victims were not wearing life vests.* "All three men were suffering from exposure," said Wiggins. One of them was incoherent when they picked him up, having become incoherent half way through the night. The men said that they huddled together to stay warm after the boat capsized and held onto the vessel in hopes that someone would see them. The incoherent one would not have made it if they had not stayed and huddled together" There were several times I wanted to give up, and I thought about my grandfather who always told me to keep going strong."

*Ed. Lessons learned:* Always wear a life jacket. Always stay with the boat. Remember that the temperature of the human body is 98.6. 75-degree water for 13 hours is hypothermic! Always huddle together to share and preserve body heat.

**In our English Language; ever wonder why:**

If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?



**Coast Guard Stops Runaway Boat**

*(USCG e-letter 8 August 2009)*

It's not everyday you're driving down U.S. Highway 98 and see an unmanned boat in Choctawhatchee Bay, FL going in circles.

The day was quiet at U.S. Coast Guard Station Destin until about 1800 when a driver called to report what he saw. Immediately a boat was dispatched to the location, but nobody was in the water. A Good Samaritan had already picked up two local boaters who had been ejected near the entrance of the Fort Walton Beach buoy line, about two miles west of the Coast Guard Station.

"We're thankful the Good Samaritan took the two gentlemen out of the water," said Petty Officer Mike Zubillaga. "Any time you get close to a vessel that is unmanned and running it is potentially hazardous." The boaters managed to swim away from the vessel and were unharmed when they were rescued. The unnamed rescuer took the men to the Coast Guard Station.

With the boaters safe, Zubillaga and others were tasked with getting the runaway boat under control. They tossed a line into the propeller of the 19-foot Cape Horn and were able to "foul the propeller". The tactic was successful.

Although Good Samaritan rescues are sometimes needed, Zubillaga said people should always think about their own safety, too. He recommends calling 911. "You have to take into consideration putting yourself and your vessel and other people at risk," Zubillaga said. "You've always got to think about safety."

**All About Shrimp** *(From Cook's Illustrated)*

To enjoy shrimp, it is important that the right size shrimp be used in your recipes.

	<u>Kitchen Name</u>	<u>Count per lb</u>
That is not easy when purchasing shrimp by its marketed size description, such as Small, Medium, Large, etc. Every company has their own idea of these descriptions. You will probably agree that many 'large' shrimp are not large.	Colossal	Less than 12
	Extra-Jumbo	Less than 15
	Jumbo	16 to 20
	Extra Large	21 to 25
	Large	26 to 30
	Medium-Large	31 to 40
	Medium	41 to 50
Small	51 to 60	
Extra-Small	61 to 70	

Shrimp packages are usually marked by the "count per pound" which is included in most recipes. Check out this table of kitchen names and counts per pound:



## What You Don't Hear Can Hurt You, or, Why a USPS Boating Education is Important (A testimonial from Don Baker, a fellow USPS Member)

Sooner or later, most of us encounter fog while on the water, and understanding sound signals could help you avoid a collision. While a GPS and chart plotter will tell you where you are, they cannot tell you what is around you. Radar, however, can be a great help if you know how to interpret the blips on the screen. Regardless of what equipment you have, the law requires sound signals, and you will be much safer knowing the basics.

Years ago, when only large boats had radar, I took a squadron cruise to Nantucket Island, MA. In those days, all we had was a radio direction finder, which required you to interpret Morse Code signals from ground stations in strategic locations. Fortunately, I also could rely on knowledge gained from my USPS Piloting Course and USPS Advanced Piloting Course. The squadron fleet left Martha's Vineyard on a reasonably clear day. A couple of hours out of Vineyard Haven, a fog rolled in and reduced visibility to 100 feet or less.

However, we all knew our fog signals. My son, Russ, took the helm, and I positioned myself in front of the mast, away from the engine noise, to better hear sound signals and scan the water ahead for other boats' wakes. In addition to my canister horn, I also had a horn that used lung pressure, as I did not know how long the canister horn would operate. I sounded one long blast, and a powerboat about a quarter-mile starboard sounded another. Following my signal, the squadron sailboats to

my port side also sounded signals. We continued signaling for three hours.

When my dead reckoning track said we should be off Nantucket Inlet, a hole in the fog revealed the powerboat that had been paralleling our course. The boat had a radar arm in motion, and I asked the captain if he could see the inlet. He said there was either a buoy or boat about four miles ahead. I realized that he didn't know what he was looking at, so we turned to starboard. About a half-mile from Nantucket, the fog lifted, and we saw the inlet. Thanks to Advanced Piloting, my dead reckoning had led us right to it.

As we approached the breakwater, the powerboat captain stuck his head out of the side of his boat and thanked me. I wondered what he was thanking me for, and after we were tied at the dock, I walked over to chat with him.

The captain said he did not know how to use the radar and was following us. "You sailboat guys always know how to navigate," he said. We stayed with him a bit longer and taught him how to read the radar.

Inexperienced boaters can learn a lot from the captain's experience. A good knowledge of paper charts and sound signals is essential, especially if your electronics knowledge is limited or your equipment fails at sea. – Don Baker

## USCG New Rescue 21 System Works

(From U.S. Coast Guard's e-Newsletter)

A Mayday call was made by a boater south of Bogue Inlet last week. A family of four was safely rescued from their sinking vessel in timely fashion after the system helped the Coast Guard better pinpoint the mariners' location. "Rescue 21 put us in a position where we were able to save lives without spending a lot of time searching extraneous areas," said Coast Guard Senior Chief Jim Moore.

The new system provides advanced technology that includes direction-finding equipment to locate mariners in distress using lines of bearing. The Coast Guard was able to quickly launch a rescue boat from Station Emerald Isle and locate the family, preventing a situation that could have become dire. The rescue boat arrived to find three members of the family clinging to the capsized boat and the other in the water. *All four were wearing life jackets.*

## Coast Guard Saves Lives of Well Equipped Mariners

(U.S.C.G. 2 September 2010 e-newsletter)

At about 1530 Wednesday, a boat sank five miles northwest of Baptiste Collette Bayou, near Venice, Florida. Using the boat's radio frequencies, the Coast Guard was able to pinpoint the location of the vessel and send help. A boat and a helicopter were sent to the scene, where they found the boat submerged in water and two people *wearing life jackets* in the water. The two people were transferred to awaiting EMS in Venice.

"Two pieces of equipment saved the two mariner's lives: a working VHF marine-band radio, and life jackets. Using their VHF radio allowed the mariners to make direct contact with the Coast Guard and allowed us to use direction finding equipment to obtain the vessel's position," said Lt. Cheryl Hickey, the command duty officer at Sector New Orleans. "Additionally, wearing Coast Guard-approved life jackets kept the mariners afloat and made them visible to the rescue crew."



### You Can “Bounce” Your Way into Solving Problems!

(Courtesy of Christine L. Gwizd)

All this time you have just been putting Bounce in the dryer to help eliminate static cling! You didn't realize that you could be using these dryer sheets for other uses:

To keep bees, yellow jackets, and mosquitoes away:

Tie a sheet of Bounce through a belt loop when outdoors. The US Postal service sent out a message to all letter carriers to put a sheet of Bounce in their uniform pockets. Use them all the time at your picnic tables, when playing golf, baseball, or soccer, or when working outside. The insects will veer around you.

To chase ants away.

To keep mice away. Spread dryer sheets around foundation areas, or in trailers, or in cars that are sitting and they will keep mice from entering your vehicle.

To take the odor out of books and photo albums that are not often opened.

To prevent musty suitcases. Place an individual sheet of Bounce inside empty luggage before storing.

To freshen the air in your car: place a sheet of Bounce under the front seat.

To eliminate static electricity from your television (or computer) screen. Wipe your television and computer screens with a used sheet of Bounce to keep dust from settling.

To dissolve soap scum from shower doors. Clean with a sheet of Bounce.

To freshen the air in your home. Place an individual sheet of Bounce in a drawer, or hang in the closet. Put a sheet in your vacuum cleaner.

To prevent thread from tangling. Run a threaded needle through a sheet of Bounce before beginning to sew.

To clean baked-on foods from a cooking pan. Put a sheet in a pan, fill with water, let sit overnight, and sponge clean. The anti-static agent apparently weakens the bond between the food and the pan.

To eliminate odors in wastebaskets. Place a sheet of Bounce at the bottom of the wastebasket.

To collect cat hair. Rubbing the area with a sheet of Bounce will magnetically attract all the loose hairs.

To eliminate static electricity and dust from Venetian blinds. Wipe the blinds with a sheet of Bounce.

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### Catch It! Eat It? (Excerpted from DEP Fishing Guide).

Fish from Connecticut waters are a healthy, low-cost source of protein. Unfortunately, some fish tend to take up chemicals such as mercury and PCBs so that eating these fish may affect your family's health.

PCBs are toxic chemicals which can build up in your body and may cause cancer. They are found mostly in the fatty portions of fish. Remove organs, head, skin, and dark fatty tissue when preparing your fish. Cook fish on a rack (broil) so that the fat can drip away. Especially avoid trout from the Housatonic River.

Salt water fish: Bluefish over 25" and Striped Bass from Long Island Sound and connected rivers can carry PCBs; eat only one meal every month. Snapper bluefish are not contaminated. Do not eat lobster tomalley more than once every 2 months. Lobster meat is not contaminated. Most other fish from Long Island Sound are safe to eat.

Fresh water fish: Most trout are safe to eat. Restrict meals of all other CT fresh water fish to one meal per week. Obtain specific advice from the CT Dept Health at 860.509.7742.



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### Canada, U.S. patrol waters together

(USCG e-newsletter By Tiffany Crawford, Vancouver Sun, February 4, 2010)

Canada and the United States are joining security forces to police the waters of both countries during the Olympics. The federal government says the pilot project -- dubbed *Ship Rider Pilot* -- is aimed at bolstering cross-border security operations in the waters of Puget Sound and off the Pacific Coast.

The project will involve several vessels from each country, with Royal Canadian Mounted Police and U.S. law enforcement officers aboard each. Each vessel will have a crew of three -- two RCMP members and one U.S. Coast Guard officer, or vice versa. Officers from either side will be authorized to enforce the law on both sides of the border.

However, RCMP Sgt. Duncan Pound said the first point of contact with a suspect will be with an officer from the country where the vessel is stopped. He said the pilot project will likely wrap up after the Olympics and legislation would be required before it could become a full-time venture.



**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](mailto: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](mailto: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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**Happy Birthday!**

- 11/1 Barbara Bair
- 11/4 Rita Lehto
- 11/7 Paul Forrest
- 11/8 Robert Thomsen
- 11/24 John Annino
- 11/29 Sue Leukroth

**The Term "Degree-Days"**

Those who supply energy for heating set up "degree-days". To estimate the amount of energy used, the average daily temperature is subtracted from 65°. If the average temperature is 35°, there are 30 degree-days that day. As the heating season goes on, degree-days build up. A lot of degree days means more money spent to heat the house that year.

**Reader's Comment:** Re: October story: "First Use of Tidal Power"  
 "Just got around to reading this – one of the side benefits of traveling is that you get some quiet time to catch up. Don't know if you knew, but my senior project in college was a tidal powered electric plant in Maine. Only took 35 years for them to put it into practice."  
 Scott Loveland (*Youngest son of your editor. A Northeastern grad, he works and travels for a high-tech company out of Westboro. He read October issue on one of his frequent flights to TelAviv*)

**Cell Phones Unreliable in Emergencies**

(24 June 2010 USCG e-Newsletter)

"Cell phones, while popular, are not consistently reliable in the boating environment and especially in a boating emergency," Calls to 911 may not connect or may "drop." The nearest cell tower may be out of range or located in Canada.

Then there are the risks of battery failure or network outage. Cell phones are helpful, but when boating, they should be considered a last line of defense for emergency communications.

Boaters should instead use a marine band radio. These are not one-on-one calls, as with a cell phone, but transmissions broadcast to anyone monitoring that frequency. VHF Channel 16 is the international hailing and distress frequency, which many mariners and response organizations monitor. This increases the chances of contacting someone for help.

**What Does S.O.S Stand for?**

In popular usage to this day, the letters SOS (no periods) are commonly believed to be an acronym for "Save Our Ship", "Save Our Souls", or "Sink Or Swim". These terms came into popular use after SOS went into effect. In actuality, and as originally intended when SOS was introduced in 1908, the letters have no meaning. SOS is a Morse "procedural signal". Its respective letters have no inherent meaning per se. In the simplest terms, SOS is a 'SIGNAL' indicating distress and the need for help. After SOS was first used by the steamship Arapahoe in 1909 (not the Titanic in 1912 as many believe), people applied their own meanings to the letters. 'SOS' was chosen because the three dots, three dashes, three dots are easy to transmit and not easily confused with other letters by the sender or recipients. With the advent of radios on ships beginning in the 1920s, 'Mayday' became, and still is, the International Distress Signal.



**Directions to Hamburg Cove Yacht Club**

*Driving North on I-95:* Bear left at the end of the Exit 70 ramp onto Rte 156 North. Approximately 5 miles north, note Tiffany Farm on the right (with the big silos) and the Lyme Firehouse just a short distance farther. Just after crossing the small concrete bridge, turn left on a short cross street. When you come to the stop sign at the end, you will see the HCYC, a white building just to the right on the west side of Cove Road. Parking lot is opposite the clubhouse on the east side of the road.

*Driving South on I-95:* At the end of the Exit 70 ramp, drive straight ahead the length of Halls Road, past the A&P (Big Y), to the traffic light. Turn right on 156 North and follow instructions above.

***Coming Events Highlights***

**20 November, Saturday**  
District 1 Fall Conference 0900  
Pattaconk Yacht Club  
Chester

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

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