



# the Bilge Pump



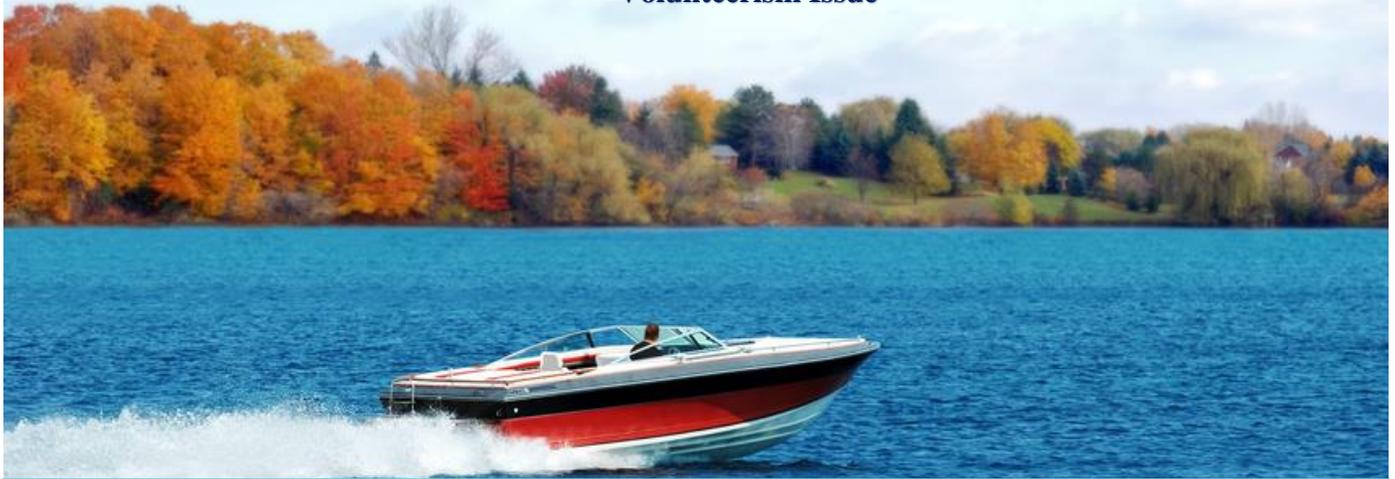
BULLETIN OF THE HARTFORD POWER SQUADRON

A UNIT OF DISTRICT 1

UNITED STATES POWER SQUADRONS®

Volume 78, Issue 3 – October 2016

Volunteerism Issue



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11 October	<b>Executive Committee Meeting</b> – “Bridge and general membership welcome” MDC Operations Center, 240 Brainard Rd, Hartford, CT	
25 October	<b>Members’ Meeting</b> – “Dan Stadtlander – Newport Bermuda 1-2 Sail Race” Olympia Diner, 3413 Berlin Tpke, Newington, CT	<u>8</u>
8 November	<b>Executive Committee Meeting</b> – “Bridge and general membership welcome” MDC Operations Center, 240 Brainard Rd, Hartford, CT	
13 December	<b>Executive Committee Meeting</b> – “Bridge and general membership welcome” MDC Operations Center, 240 Brainard Rd, Hartford, CT	
Schedule of Upcoming District 1 Activities – For further details, see the current issue of Sounds of 1		
21 October	<b>District Fall Council</b> – Eversource Energy, 107 Selden St, Berlin, CT	
12 November	<b>District Fall Conference</b> – Groton Inn & Suites, 99 Gold Star Highway, Groton, CT	
10 December	<b>District Holiday Party</b> – Campagna’s Restaurant, 151 Marlborough St, Portland, CT	<u>5</u>
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## At the Helm

Cdr Patrick A. Pabouet, P | (860) 528-7700 | Argus06108@aol.com

September marks the beginning of the new year for our squadrons. It is the time classes begin again and member meetings resume. We are officially back from our summer break.

Our squadron started the season with a great talk given at our September Members' Meeting by P/D/Lt/C Cliff McKibbin, our treasurer, on "The Water World of Venice." Imagine boating all year long. To go to work, to go shopping, to do all things you would ordinarily use your car for, instead you use your boat. Taxis, buses, even garbage trucks, they're all boats too. It must be nice! Cliff showed us a very different way of life and his presentation was captivating.

Can you imagine being a contestant in a sailboat race leaving from Rhode Island, traveling to Bermuda single handed and then back to Rhode Island with a crew of one? The Bermuda 1-2 is just such a race and we will have Dan Stadlander, a Captain that took part in and won this race in 2015 tell us all about the thrills and hazards entailed in an endeavor of this magnitude. For additional information about Dan's presentation, check out Page 8 in this issue of the Bilge Pump. This is sure be an exciting evening full of surprises.

Our advanced classes also begin in October. Our SEO Roy Bergeron has set up all our traditional class offerings for us. The winter months are a great time to take a class or two. It's a great way to prepare for the next boating season by learning even more about boating. You'll not only be smarter, more capable and more confident, but you'll be able to have more fun.

While this is a sad time of the year when our boats are taken out of the water, I invite you to come to our next meeting and share your summer adventures with likeminded people. Together what we learn from each other enriches our boating experience. Someone else's adventures may be adventures you might want to have too. Come join us and let's swap stories. After all, sailors have been doing it for centuries!

P/D/C Patrick Pabouet  
Commander



*Our October Members' Meeting speaker Dan Stadlander aboard Mirari in 2007  
Photo from [www.bermuda1-2.org](http://www.bermuda1-2.org)*

## Executive Department

D/Lt/C Timothy Tyler, JN | (860) 561-0669 | [timtyler@timtyler.us](mailto:timtyler@timtyler.us)

*"Wherever you turn, you can find someone who needs you. Even if it is a little thing, do something for which there is no pay but the privilege of doing it. Remember, you don't live in a world all of your own."*

*~Albert Schweitzer*

As the weather turns colder here in Connecticut, some of us already have our boats "on the hard" and have begun giving them the attention they need to survive our New England winter. Much like our boats, our squadron needs attention to survive. We are a volunteer organization and for us to survive we need, you guessed it, volunteers! Without volunteers our squadron can't do the work it was created to do. It can't teach classes, it can't serve you its members and it can't provide community service through programs like Co-Op Charting. There was a time when we didn't need to solicit volunteers; people stood in line to fill positions. Unfortunately, it appears those days are past. We have fewer and fewer volunteers, which means we either cut back on our programs or count on the few volunteers we have to give more than their fair share. Although we richly value the volunteers we do have, they can use some help and a fresh infusion of new blood would benefit our organization. So, I'm asking that you seriously give some thought to volunteering some of your time to your squadron.

Currently our most pressing needs are for instructors and for a Squadron Secretary. We also have many other jobs available that could be filled. A look at "Committee Assignments" in this issue will appraise you of other immediate needs. As mentioned, we need instructors to teach the ABC course to the public. If you have a formal teaching background, or have that special talent for helping others learn, we need you. We'll give you the specific training and materials you need to teach our classes to the public. We also need a Squadron Secretary. This is a Bridge position. The Secretary's position involves taking minutes and keeping the official squadron log of attendance of General, Executive and Special Meetings. Again, we'll show you what you need to know. As Secretary you can have an assistant. The position is currently vacant, so if you know someone who would enjoy sharing the Secretary responsibilities with you, bring them along to a Members' meeting and we'll put you both to work!

Many people say they would get involved if they were asked. I'm asking. I'd like to ask you again in person. Come to a member's meeting, look for me or any other Bridge member and introduce yourself. I'm sure we can find you a position that would both fit your talents and help our squadron. I'm including a picture of the bridge so you know what we look like. Please understand, we're much friendlier than we look. I know walking into a room full of strangers can be intimidating. If that's the case, please email me or give me a call at the email address/phone number above.

Volunteering is the vital, indispensable contribution of time and talent generously made by society members to help others. Without it societies, and in our case organizations, fall. Please take some time to seriously think about getting involved with your squadron. We look forward to hearing your fresh new ideas.

D/Lt/C Timothy Tyler, JN  
Squadron Executive Officer



Bridge Members, left to right:  
Lt/C Roy L. Bergeron, AP; D/Lt/C Timothy F. Tyler, JN; Lt/C James Salvatore, AP; D/Lt Clifford W. McKibbin, SN; Cdr Patrick A. Pabouet, P.

*"You make a living by what you get. You make a life by what you give."*

*~Winston Churchill*



# Educational Department

Lt/C Roy L. Bergeron, AP – Squadron Educational Officer | (860) 841-8620 | [roybergeron01@yahoo.com](mailto:roybergeron01@yahoo.com)

We have a great line up of courses for this fall. If you are interested in one of these classes, please contact Roy Bergeron to talk about it and/or to sign up.

### Seamanship (S) begins 6 October at 1900 at the Farmington St. James Episcopal Church (\$63 member, \$156 new member)

This course provides more detail on many of the subjects covered in our basic “ABC3” course including: rules of the road, navigation aids, using your VHF radio, boat handling under adverse conditions, anchoring, additional knots, and additional first aid and safety. If you have just finished “ABC3” please try to take this course. Those new members that took Piloting last spring are also encouraged to take this course. If you signed up as a new member last spring, you can take this course as a “member”.

### Advanced Piloting (AP) begins 17 October at 1900 at the instructor’s home in Glastonbury (\$57). – Class size is limited to four students.

You must have passed the Piloting (P) course as a prerequisite. The course continues to build coastal and inland navigation skills, advanced positioning techniques such as advancing a line of position, other electronics: radar, depth sounders, autopilots, chart plotters, laptop computer software, etc., hazard avoidance techniques using electronics (e.g., “keep out” zones in GPS), collision avoidance using radar and GPS, working with tides: clearances, depth, effects of current, and piloting with wind and currents. If you are a sailor or operator of a slower vessel the “set and drift” calculations will allow you to maintain a course when beset with strong currents or wind.

### Navigation (N) (Celestial Navigation Part 2) (\$150 member) - The date/time and location of this course is still to be determined but it is expected it will start in late October.

You must have passed the Junior Navigation (JN) course as a prerequisite. Learn navigation using all the celestial bodies! Use navigational software tools to plan and execute an offshore voyage. In the event of a loss of electronics on board, you’ll be glad you took this course and developed the necessary backup skills for an offshore voyage. Even if you have no plans to travel offshore, you will be able to impress your boating friends with your depth of celestial knowledge. The *Navigation* course will teach you how to use the moon, planets, and stars to determine your position at morning and evening twilight to supplement daytime sights on the sun, moon, and bright planets. You will also get access to and use navigational software tools that can be used to plan and execute any voyage.

## Hartford Power Squadron Education Staff for 2016-2017

Our thanks go out to the members of the Education Department who have volunteered a significant amount of their time to teaching our courses. Education is one of the primary missions of the United States Power Squadrons and the Hartford instructors have taught courses to over 9000 members and residents of Connecticut in the last 25 years.

Position	Incumbent	Position	Incumbent
Squadron Education Officer	Lt/C Roy Bergeron, AP	Assistant Squadron Education Officer	Vacant
Chairman Boating Instructor	Pat Pabouet	Marine Communication Systems Instructor	Vacant - Currently being offered as a self-study course
Seamanship Instructor	Roy Bergeron	Marine Electrical Systems Instructor	Greg Oseep
Piloting Instructor	Roy Bergeron	Electronic Navigation Instructor	Vacant - Currently being offered as a self-study course
Advanced Piloting Instructor	Marty Abrams	Sail Instructor	Marty Abrams
Junior Navigation Instructor	Roy Guile	Weather Instructor	Vacant
Navigation Instructor	Roy Guile Stanley Klein - Middletown Power Squadron	Cruise Planning Instructor	Vacant - Currently being offered as a self-study course
Engine Maintenance Instructor	Dick Stone - Saybrook Sail & Power Squadron	Instructor Training Instructor	Ed Taisarsky
Basic Boating Instructors:	Frank Dworak, Mike Goman, Ed Taisarsky, Marvin Goldberg, Jon Emerson, Cliff McKibbin	Seminar Instructors:	Roy Bergeron, Eric Manner, Craig McAllister, Cliff McKibbin, James Monroe, Frank Pascucci

The Education Department always has a need for more instructors and help with everything from grading exams to working with the national computer system to enter student information. If you would like to help out, please call Roy Bergeron, at 860 841-8620.



## Committee Assignments for 2016-2017

These members have volunteered their time and effort in the following squadron positions:

Position	Incumbent	Position	Incumbent
Membership Chairman	Pat Pabouet	Historian	Cliff McKibbin
Bylaws Chairman	Kenneth Weeks	Law Officer	<b>Vacant</b>
Chaplain	Christine Gwizd	Parliamentarian	<b>Vacant</b>
Cooperative Charting	Cliff McKibbin	Publications Editor	Elaine Cleary
Programs Chairman	Jim Salvatore	Publication	Bilge Pump
Cruise & Rendezvous	<b>Vacant</b>	Planning Committee	Ed Taisarsky
Entertainment	<b>Vacant</b>	Public Relations	<b>Vacant</b>
Safety Officer	Eric Manner	Photographer	Cliff McKibbin
Supply Officer	Alan Grabsch	Liaison Chairman	Peter A. Bigelow
Predicted Log	<b>Vacant</b>	Merit Marks	Pat Pabouet
USPS Education Fund	Cliff McKibbin	Computer Records	Paul Silversmith
Officer Training Chairman	Pat Pabouet	Web Master	Frank Pascucci
Property Officer	Alan Grabsch	Aides to Commander	<b>Vacant</b>
Boat Show	Frank Pascucci	Flag Lieutenant	<b>Vacant</b>
Budget Chairman	Cliff McKibbin	Member Involvement	<b>Vacant</b>
Ships Store	Cliff McKibbin	Vessel Safety Check	Pat Pabouet

## District Holiday Party



The District is once again hosting a holiday party on 10 December at Campagna's Restaurant in Portland. Come and join us for a great "kick-off" to the Holiday season. Last year's attendees had a great time and were very pleased with not only the food, but also the prices. Food ordering will be off the menu, so instead of a "party menu" you have a wonderfully extensive menu from which to choose. Appetizers, Soup and Salads, Pastas, Al Forno, Chicken, Veal, Seafood, Steaks and Desserts. You name it, and if it's Italian, it's probably on the menu. For those of you that would enjoy a bit of libation with your meal, they have a full bar and extensive wine list.

Last year's "Ugly Holiday Sweater Contest" awards were well deserved. All who participated were creative, did a great job and were good sports.

The blind raffles were also fun. There was lots of participation and many of us walked away with great holiday goodies. Party conversations flowed throughout the evening and "shop talk" was not permitted!

A great time was had by all who attended. Come join us this year and we know you will enjoy the evening.



## Hartford Power Squadron Turns 85

Hartford Power Squadron turns 85 on 28 November 2016. The anniversary will be commemorated in a series of history articles in the Bilge Pump. This is the third in a series of four articles that will be featured in our remaining 2016 issues.

### The Hartford Power Squadron Hartford Firsts

The Hartford Power Squadron can be very proud of some of the accomplishments of its members through the years. The following is excerpted from the 50th anniversary Bilge Pump in April, 1981 (Kenneth Weeks, Jr., AP, Editor) as well as the 75th anniversary booklet of District 1.

In USPS history, the first two ladies to successfully complete the “N” course were HPS affiliates Mary Baker and Marion Bills on 2 April, 1944. There was apparently a disagreement with the Wilmington, DE Squadron, which had originally claimed that distinction, but our ladies carried the day.

- In 1953, P/C Bob Gorton took the lead in developing a “Sail” course for USPS. In gratitude for his efforts, he was asked to give the first course and Hartford members H. Raymond Little, John W. Lessner, Dr. Benjamin B. Whitcomb, Caldwell S. Phillips, John A. McNamara, Paul Eddy, and Robert E. Gorton passed the first exam. Bob Gorton went on to become the Rear Commander of the Education Department for the USPS.
- In 1954, Paul Eddy, having passed the Sail course, became the first USPS member to have all possible endorsements, including IT (instructor development). This is now called “Full Certificate” and entitles the member to the grade of SN (Senior Navigator).
- In 1961, the Manchester Power Squadron was chartered as an off-shoot of the Hartford Squadron.
- The following are excerpted from later issues of the Bilge Pump.
- The October, 1982 Bilge Pump reported that as of 11 September, 1982, following a vote at a special USPS meeting, women are now allowed to join the USPS as “active” Members. Prior to this vote, women had only been allowed to be “auxiliary” members.
- In 1986, P/C Kenneth Weeks, Jr., AP completed his long time tenure as Bilge Pump Editor by compiling and having bound all of the issues from 1939 to 1986. In 2005, Lt/C Cliff McKibbin, AP, Secretary and Historian, completed the effort by obtaining bound copies of the issues from 1986 to 2004. This effort has continued to the present.
- The March, 1995 Bilge Pump reported that P/C Christine Gwizd had completed the first Hartford Squadron Membership Manual.
- In 2005, Lt/C Cliff McKibbin, AP, Secretary and Historian, brought the Hartford History forms up-to-date by completing 29 back histories and submitting them to the USPS. Hartford is now 100% for the first time since at least 1961.



*The year Hartford Power Squadron was founded you might have seen this boat on one of your cruises. The decade after the market crash of 1929 was undoubtedly tough on the yachting industry. Even the venerable Herreshoff Manufacturing Company (HMC) in Bristol, RI saw a sharp decline in new orders. With few notable exceptions, the construction of new sailboats continued sluggishly, the majority of contracts being 12 1/2s, S-Boats, and smaller racing dinghies. However, the construction of new power yachts ceased almost completely, with less than two dozen built throughout the 1930s, many of those being smaller launches.*

*One of these was ARIEL II, a 46 ft. power cruiser style yacht built for William Woodard in 1931. Designed by Sidney Herreshoff, ARIEL II was a slight modification on an earlier HMC yacht, STROLLER. Similar to many yachts of the same period, ARIEL II was drawn with simple, yet elegant features.*

## Safety Corner

*The article is written by D/Lt/C Tim Tyler, JN. The opinions are his and do not necessarily reflect the views of the HPS or of the USPS.*

As a follow up to last month's article on dinghy safety I decided to practice what I preach and go out and get some navigational lights for our dinghy. Please understand that I don't currently use the dinghy at night without lights. If we want to go to shore at night we either take a launch if one is available, or we stay put on the boat. Staying on board is not very often convenient and you can't always count on a launch. Timing your visits so that you get back before dark is always an option, we've done that too, but when we do we always worry about getting "caught out after dark" and will most often cut the trip short and head back early to avoid it.

So it was time to get some navigation lights for our dinghy. I knew they were out there, I'd seen many different versions of them, but I never really did the necessary research required to make a purchase. When I did, what I found was most portable lights for dinghies fall way short of fulfilling the requirements of the U.S. Coast Guard Navigation Light Rules in one respect. Where they fall short is the single all-round light most small boats use in lieu of separate masthead and stern light. None of them I found, except one, takes into account the fact that this light must be 1 meter above the side or combination lights. They offer an all-round light that sticks to the top of your outboard motor via a suction cup and therefore comes nowhere near the required 1 meter.

I did find one company called NAVISAFE that specializes in portable navigation lights that makes a kit the does fulfill the Coast Guard's requirements. The kit I purchased is called "Navisafe Dinghy Complete" and come with everything you need to make your inflatable dinghy legal. Other than being a complete kit, the other great thing about it is it comes with a case to neatly store the lights and light pole when the lights are not needed.

I could only find one review on it, on Amazon, and although it was mostly favorable the reviewer said he had a problem with the pole breaking and said he would be contacting the company. There was no follow-up review. This prompted me to look for warranty information and since I found none on the kit, I wrote the company quoting the Amazon review. The companies reply was prompt. I had follow-up questions and they too were promptly answered. I've included excerpts from the emails I received in reply here:

*"Thank you for your informative Email. We have not been contacted by any regarding problems with the pole. We are constantly improving our product line and the 4-piece pole is an improvement from the old Telescopic pole we have had" ...*

*... "We have 12-month Warranty on our products, but if there is a clear manufacture error, we will replace any product even after 3-4- year. (Not a ware and tare problem.)" ...*

The replies satisfied me enough to order the kit. I have since received it and the quality appears to be quite good. I have received no compensation from this company and pass this experience along for what it's worth in the hope of helping someone in their search for a dinghy lighting solution.

One last thing. In case you think this isn't a real concern, I'm passing along an experience documented by the same Amazon reviewer mentioned above...

*..." It is very important to me to be seen at night while boating, especially after witnessing 3 kids go by me at anchor without a stern light get rear ended at high speed by a speedboat in their small skiff-they miraculously survived, but one boy lost his leg."*

Stay safe.



*Properly lighted dinghy at night.*



*Dinghy without lights at night.*



Address Service Requested

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Admin. Officer	Lt/C James Salvatore, AP	860-346-0680
Secretary	Open	
Treasurer	D/Lt Clifford W. McKibbin, SN	860-6731584

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Edited by: Elaine Cleary

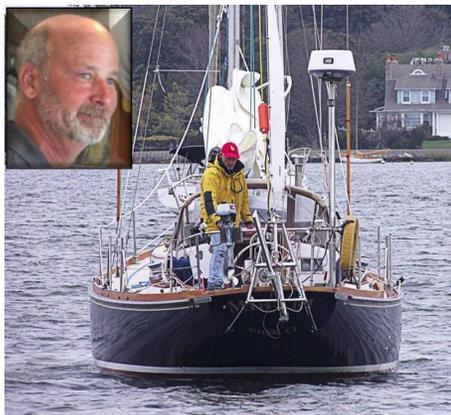
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Records: Lt Paul Silversmith, AP

**PLEASE VOTE ON NOVEMBER 8<sup>th</sup>**  
**Our Future Depends on All of Us**

## October Members' Meeting Will Feature "2015 Bermuda 1-2 Sail Race"



The October 25th Members' Meeting will feature Dan Stadlander, first place winner in Class 4 in the single-handed first leg of the 2015 Bermuda 1-2 sail race.

The Bermuda 1-2 is one of the oldest short-handed offshore races in the world. The race is not for the faint of heart, it is a grueling 635-mile single-handed leg from Newport, RI, to St. Georges, Bermuda, and a double-handed leg back.

Dan competed in the race in 2007, 2009 and 2013. In 2007, he finished in 2nd place in Class 4 in the combined elapsed time in the race and third place in the combined corrected time. In 2009, Dan finished in 4th place in Class 4 in the single-handed first leg of the race. In 2013, Dan was forced to drop out during the first leg because of extremely adverse conditions that resulted in a shredded genoa and several mechanical failures, including a broken boom. Dan will be sharing his lessons learned from both failures and triumphs in these races.

Also presented will be an examination off what is required to undertake this race, including preparation, qualifying, safety equipment, keeping the boat going with minimal sleep, dealing with the Gulfstream and other aspects of the voyage.

**Time:** 6:30 p.m.

**Place:** Olympia Diner, 3413 Berlin Turnpike, Newington, CT

**Cost:** \$15 for dinner with cash bar - or just come at 7:30 p.m. for the free presentation.

**Reservations:** Contact Jim Salvatore at: [jimsall@comcast.net](mailto:jimsall@comcast.net) or 860-346-0680.

