



BEVERLY SAIL & POWER SQUADRON



DISTRICT 18



BEVERLY, MASSACHUSETTS

A UNIT OF THE UNITED STATES POWER SQUADRONS®



HANNAH'S BANNER OCTOBER 2008

CALENDAR OF EVENTS



- 02 November DAYLIGHT SAVINGS ENDS (Set your clocks back)
- 04 November **ELECTION DAY! — DON'T FORGET TO VOTE!**
- 06 November **GENERAL MEMBERS' MEETING - THURSDAY 1830 at Jubilee YC**
Norm LeBlanc - Boat Surveyor - Why Do a Boat Survey - a lively discussion
FREE SUPPER, SPEAKER, MEETING *dessert donations always welcome!*
- 11 November Veterans Day—Fly the Flag
- 14-16 November MULTI DISTRICT FALL CONFERENCE
- 27 November THANKSGIVING
- 04 December **E Board Meeting—Thursday 1900 at JYC Sandy Point Room**
All members are invited to participate in the business of the Squadron. Join us
- 07 December **PEARL HARBOR REMEMBRANCE DAY**
- 21 December WINTER BEGINS
- 25 December CHRISTMAS
- 08 January 2009 **GENERAL MEMBERS' MEETING - THURSDAY 1830 at Jubilee YC**

Special Message from our Commander

On Monday evening, October 27, 2008, John Hagar, Ed Walsh, Karen and I had the pleasure of dining with our friends in the Gloucester Power Squadron. We were invited to discuss Beverly Sail & Power Squadron with them and answer questions pertinent to their vote to officially transfer their membership to Beverly Sail & Power Squadron. A quorum of their numbers was present. After a cordial exchange and answering some general questions, a vote was taken and the Gloucester membership agreed to join us. Other business of the meeting were presentation of a 25 year pin to George 'GV' Weston and applause for the Gloucester Power Squadron's last official Full Certificate holder, SEO Bob Duncan.

We still have a small amount of 'due diligence' to be accomplished, as our Treasurers and Audit committee review Gloucester's financial status (which we expect from discussions to be fine).

We have invited the Gloucester members to join us at our November 6 General Meeting, so please be attentive, open and inviting to our Gloucester friends as they move with us through this transition. The official transfer should be completed by January 1, 2009.

Sincerely,

Alex Arcisz, JN, Commander.

Check out the Beverly Sail & Power Squadron web site at: www.beverly-usps.org

SQUADRON BRIDGE

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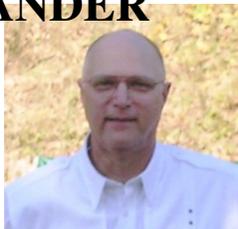
Treasurer

P/C John A. Hagar, AP
781 334-7259 - cptPost1@msn.com

FROM THE COMMANDER

Alex Arcisz, JN, Commander,
Beverly Sail & Power Squadron

You may have noticed the tag line on our newsletter: **“THE SUCCESS OF USPS® DEPENDS ON MEMBER PARTICIPATION”**



Well, here we are again, approaching nominations and elections for Beverly Sail & Power Squadron. In the last two years, we've been able to expand our activities and involvement to include many of our members. Being active in the events and running of the Squadron is a great way to meet new people and get to know them.

Our nominating committee is currently working on trying for the first time in many years to have a full docket of candidates and to fill all positions; to that end, I would solicit your input in the form of recommendations for any of the following positions. Who do you think would be a good fit for that space? If the answer is that **you would**, feel free to volunteer.

This is the working list we have at this point, showing those who've agreed to participating, and which posts are still **OPEN**:

Commander	Ray Tilton
Executive Officer	Carol Quinn-Lebrun
Squadron Educational Officer	Ed Walsh
Assistant SEO	Walter Riley
Administrative Officer	OPEN
Secretary	OPEN
Treasurer	John Hagar
Law Officer	OPEN
Liaison Officer	OPEN
Chair Co-op Charting	Jim Curran
Chair Safety	Bill Ghen?
Chair Public Relations	OPEN
Chair Vessel Safety Check	Walter Riley
Chair USPS Guides	OPEN
Chair USPS Seminars	OPEN

Chair Boating Activities

Chair Membership

Chair Operations Training

Chair Member Involvement

Chair Member Benefits

Chair Newsletter

Ship Store

IT/Web

Chair Roster Upkeep

OPEN

Miriam Shafner

Dick Winskowicz

OPEN

OPEN

Karen Arcisz

Dick Winskowicz

Dick Winskowicz

Karen Arcisz

Also, the Nominating, Rules and Auditing Committees each have one person rotating off duty each year. Often they cycle right back on, but if it's something you'd like to do, offer to relieve one of them.

You can nominate people for any position by contacting the Nominating Committee with your recommendations or offer of service. They will then contact the person to see if he or she is interested.

The Nominating committee is:

Bob Mazzarino	978-774-1375
Ed Libby	603-501-0201
Bill Ghen	978-922-3258

On another note, but still part of the **“THE SUCCESS OF USPS® DEPENDS ON MEMBER PARTICIPATION”** thought process is the upcoming November Multi-District Conference, which looks like it's going to be great. Please join us for this opportunity to meet and greet National Officers and fellow squadron members.

If you haven't made your reservations yet, do it now! The other option is to look at the schedule sent out in September and come up for the conference **meetings**, which are **FREE**. The Ashworth is close enough to do a day trip if you don't want to stay overnight. Of particular interest are the kayaking safety demo in the pool, complementing our District's authorship of the prototype PaddleSafe program, and the flares demo on the beach.

Safe Boating,
Alex

**FROM THE
EXECUTIVE
OFFICER**



Submitted by

Lt/C Raymond W. Tilton, AP

After several beautiful October boating days on calm seas with mild temperatures, the cold winds have arrived to remind us that the season is over and it's time to get serious about antifreeze and shrink wrap.

The off season is a great time to take a USPS course, meet with friends that share your passion for boating at Power Squadron meetings and catch up on those boating magazines that you have been meaning to read.

One of my favorite publications is a freebee, Points East magazine. I picked up a great tip about a website from the September issue. If you click on <http://demo.geogarage.com/noaa/> you will find that Google Earth has the most recent NOAA charts overlaid on coastal maps of the entire U.S. Just slide the world map over the cross hairs in the middle of the screen to the area that you want to see in detail and zoom in to view a NOAA chart along with satellite pictures that might even show your boat at its mooring. You can use the site for planning a cruise, print out charts for a day trip, or take your laptop, with a satellite connection, along for a journey down the ICW for detailed charts all the way. The site will also give you the lat/long of the area that is zoomed, right down to a few feet. What a neat tool, and the price is right - free!

**MARK YOUR CALENDARS
NOW!
2008 MEETING SCHEDULE**

- Nov 6 THURSDAY 1830 JYC Hall
General Membership Meeting**
Nominations for Elections
Merit Mark Recommendations Due
- Nov 14-16 FALL CONFERENCE**
- Dec 4 THURSDAY 1900 JYC Sandy Pt
E-Board Meeting**

2009

PLEASE NOTE:

*Please check your calendars, as there are changes to the previously published tentative 2009 listings.
THE FOLLOWING DATES HAVE BEEN CONFIRMED BY JYC*

- Jan 8 THURSDAY 1830 JYC Hall
General Membership Meeting**
Nominations for Election Due
- Feb 5 E-Board (Thurs)**
- Mar 5 ANNUAL MEETING (Thurs)**
Election and Change of Watch
- Apr 2 E-Board (Thurs)**
- May 6 General Meeting (Weds)**
- Jun 3 E-Board (Weds)**
- July E-Board if needed**
- August Picnic/ E-Board (Mon)**
- Sep 9 General Meeting (2nd Weds)**
- Oct 7 E-Board (Weds)**
- Nov 5 General Meeting (Thurs)**
- Dec 3 E-Board (Thurs)**



Hannah's Banner
The Official Publication of the
Beverly Sail & Power Squadron
Editor: Lt/C Karen Arcisz, JN
October Contributors:
Alex Arcisz, Karen Arcisz, Jim Curran,
Carol Quinn-LeBrun, Robert Sant Fournier,
Miriam Shafner, Ray Tilton, Ed Walsh
. . . . and where is YOUR contribution?
Send something NOW for the December edition!

MERIT MARKS

This is the only recognition form we have for your participation in the Squadron. Please send the Commander or Secretary a list of things you've done for the Squadron this year. You can also send information about another member if you've noticed they are doing something good for the Squadron. Not everyone honks their own horn, so you may help them get their deserved recognition. The deadline for sending info to HQ is fast approaching, so DO IT NOW!

THOUGHTS FROM THE SEO . . .

Submitted by:

Lt/C Edward G. Walsh SN-Education Officer,

Here it is, the 19th of October; Cilista, our Tartan 41 is hauled and the mast lowered for the winter months. You will note that many owners leave their masts up for the winter. However, I have always lowered my mast as good insurance to minimize the chance that it will not unexpectedly come down during the next boating season. When that happens, it spoils your whole day. A boat stored ashore absorbs a lot more vibration from the winter winds than when it is exposed to the same conditions in the water during the summer. The water provides a cushioning effect and when on a mooring it allows the vessel to hang to the wind. Vibration can cause crystallization of the stainless rigging. Furthermore, the water running down the rigging with the expansion and contraction due to winter temperature changes can cause weakness of the swaged fittings. In addition to all that is the wear-and-tear on the running rigging, the masthead wind sensors, antennas and lights that is caused with the usually higher velocities of winter winds. This is just a brief explanation as to why I lower my mast and store the rigging and masthead equipment out of the weather each year.

Early in my boating experience, I did lose a mast over the side. The backstay parted and it went over the front of the vessel. My wife Nancy was 9 months pregnant and we had two previously born children in the cabin of our then, 23-foot boat. A lobsterman stopped by to see if he could help with our problem. The base of the wooden mast was jammed in the tabernacle and we could not get it free. The rigging was everywhere. The lobster fisherman said to hurry and knock the pin out so that he could help and place the mast horizontally on the deck of our vessel. He said that the weather was going to get worse. He passed over a drift pin and 5-pound hammer and held the mast in place while we freed it. During the operation, Nancy was knocked down by the mast and was hurt while we were trying to get it lashed down to

the deck in the rough water conditions. The winds really picked up and the lobsterman said that he really had to get going. I started our five hp Seagull engine and he asked if we were OK. I said yes. He took off at great speed for Marblehead Harbor. I cleared the deck of shrouds and running rigging and placed the engine in gear. It promptly stopped as it wrapped up a line that was still overboard. The line had to be cleared and the engine restarted. I was quite worried about Nancy and the two children below. The winds continued to increase to the point that the tops of the waves were blowing off them and it made it very difficult to see or make any progress. The water stung my face and any exposed skin. I remembered the course when the mast fell and took up that course hoping that we had not drifted off course during the activity of getting things on deck. I closely monitored the depth sounder for any indication that I may be getting into trouble. We did not have a radio. The wind let up a bit and I was able to sight and make the harbor and put Nancy and the girls ashore. I moored the boat, rowed ashore and got the family home as soon as possible.

Nancy said that she was feeling better and did not want to seek medical attention. I told her that we would go to the doctor in the morning and have her checked over. We got a good report from the doctor, which was a relief. I put the boat up for sale figuring that that was best before I got my family killed.

Three days later Nancy gave birth to our third daughter, Karen. In those days, having a baby usually meant staying in the hospital for up to a couple of weeks, especially if you had children at home. During that time Nancy and I talked things over, and decided to take the boat off the market and have a new mast made. It just did not make sense to be taking Nancy and the three toddlers out on the Alcott Sailfish we had built. Pigeon Hollow Spar Company in East Boston accommodated me and made up a new wooden mast. I hauled the boat for the season and it was then I decided that I better get training with the United States Power

Squadron before our luck ran out. That was a good decision.

I have been a member ever since, and though things were not always as exciting as the day we lost our mast, we have enjoyed many adventures on the New England and Canadian coasts and one trip down the Inland Waterway as well as a number of passages to and from Bermuda. The challenges we faced after that incident were with knowledge to predict and avoid unpleasant conditions and being prepared with the capability to handle unanticipated situations.

The greatest joys in life come from gaining greater knowledge and new experiences. This is enhanced greatly when you have a spouse that can and will share these experiences with you. My wife, Nancy, took many of the Power Squadron courses with me and virtually all of the passages I have taken. She works with me in boat preparation including painting the freeboard and deck with two-part polyurethane. She continues to be the joy of my life.

Currently this year, we are running a Public Boating course as well as Advanced Piloting and Navigation. We hope to have students to take the Seamanship as well as the Piloting course after the first of the year depending on sign-up. You might suggest now to your crew or family that they join USPS and take these courses before the next boating season. There are also elective courses offered, which we will run if enough students sign up. Courses such as Sail, Engine Maintenance, Weather, Cruise Planning, Marine Electronics and even Instructor Development are available. Another pleasure in life is sharing what you know with others. Let me know (ed.g.walsh@comcast.net) what courses you would like to take or teach and contribute to the joy and safety of yourself and others interested in boating activity. This is a great opportunity for you to enjoy the pleasure of boating even more.

Ed Walsh -

SEO Beverly Sail & Power Squadron
ed.g.walsh@comcast.net

CLASSES:

View full course offerings and to sign up [ONLINE](http://www.usps-beverly.org) at www.usps-beverly.org or see Ed Walsh.

ADVANCED COURSES

Seamanship - Paul Secatore

Mondays, 10 weeks, **January 5, 2009**

Piloting - Elliott Hewitt

Tuesdays, 12 weeks, **January 6, 2009**

Advanced Piloting

Currently In Session

Junior Navigation—TBA

Navigation - Dex Wheeler

Currently In Session

ELECTIVES

To be scheduled depending on interest expressed and enrollment

Cruise Planning	Ed Walsh	10 wks
Engine Maintenance	Herb Ryan	10 wks
Marine Electronics	John Graves	10 wks
Sail	Ed Walsh	10 wks
Weather	Bill Veno	12 wks

Instructor Development Linda Seal 5 wks

Take this course if you are interested in teaching any of the USPS courses, or Public Boating.

Instructor Re-certification, Linda Seal, 1 day

OPERATIONS TRAINING

This is the best way to learn **how the Squadron works**, how the offices are set up, committees work and some protocol. *It is a great seminar for NEW MEMBERS in particular or ANY MEMBER who has never taken it.*

Dick Winskowicz teaches this one day seminar as needed. The PowerPoint presentation and Operations Manual are online at

Please contact him if you are interested. Call Dick at 978-777-4740 or email him at r.winskowicz@comcast.net and when he has enough people he will schedule it.

COOPERATIVE CHARTING

Submitted by P/D/C Jim Curran,

It is not generally recognized that commercial shipping takes precedence over recreational boating as far as NOAA chartwork is concerned. NOAA has a small number of ships and boats to do chart corrections. In our area, cruise ships and the coal ships going to the power plant at Salem would give those routes priority over recreational boating areas. Given the present national budget deficits, we as recreational boaters should report any charted buoy problems to the USCG and any changes in items shown on charts to NOAA through our Cooperative Charting program. This will help the two federal agencies provide faster corrections of charts

Three examples of reportable changes would be the reduction of smoke stacks at the Salem Willows power plant, from five to three, and the change in number of floats and their direction at two local marinas: Hawthorne Cove Marina, Salem and Liberty Marina, Danversport.

USPS is the largest provider of nautical chart updates to NOAA in the country. Two charts have been "adopted" by Beverly and Marblehead Squadrons and District 18. Call or email me to be part of this important effort.

P/D/C Jim Curran,
978-927-2932 or jcur@localnet.com

VESSEL SAFETY

Submitted by Robert Sant Fournier

Having been in the Coast Guard, I was exposed to numerous internal articles about accidents which were published strictly to promote safety. Recently, while reading a *Soundings* article, I was reminded of the link between teaching boating safety and reading about incidents of how a team dedicated to safety brings all the factors together.

One website mentioned in the *Soundings* article was www.maib.gov.uk; OK, so you might have guessed that this site is located in England. The Marine Accident Investigation Branch site covers merchant, fishing vessels and yes private boats, - the kind you and I would be guiding off our coast line. The accidents cited occurred not only in

British waters but around the world. The most common form of grief is collisions followed by groundings. The most valuable part of these reports are the findings of the Marine Accident Investigation Branch, which, once they have investigated the incident, comes up with a report that is available on this web site for all to read; and interesting reading it is.

I am certain that you will learn a lot from the misfortunes of other mariners. It is amazing how an incident at sea starts out very innocently and often is aided and abetted by more mistakes which result in a collision, grounding or worse - a vessel that has gone to the bottom. Because as members of USPS we have had boating classes and seminars, I am willing to bet that once you start reading these reports you will be a Monday night quarterback, and more, you will begin to realize that you too could have experienced this accident.

The Power Squadron prides itself on boating education and safety; as such, we offer a variety of classes and seminars designed to improve our chances of survival at sea. There is also another way to learn: the hard way; but, the hard way can be at the expense of somebody else, which means you can comfortably sit in your favorite chair and almost experience the hard way by studying accident reports. Give the site a try; remember though, there are a lot of metric measurements and, of course, it would not be British if it did not have a few expressions that sound odd to us.

In the end, however, nothing beats experience; time spent on the water and putting into practice what we have learned in the classroom.



Editor's Note:

I have to concur with Robert's thoughts on this. As members of BoatU.S., we get a monthly copy of *Seaworthy*, whose byline is "*The BoatU.S. Marine Insurance and Damage Avoidance Report**"

Both Alex and I read through it, and often have one of two reactions - "Well, DUH!" or "Yep, been there, almost did that". Like the web site noted in Robert's article, it is very entertaining and enlightening reading.

K

HOMELAND SECURITY NOTICE

Received by e-mail from our Chief Commander

An article that will be published in the upcoming USNI Proceedings magazine and was provided by USCG Commandant Allen regarding the possible use of a small vessel as a threat against the U.S. maritime transportation system can be found at http://www.usps.org/national/natsec/USNI_Article.pdf.

By copy of this memo, I am requesting our Bridge Officers to forward copies of the article to their respective Committee and Departmental Chairman, asking each to distribute same to our Squadrons and Membership in general.

Education of the public and our membership about boating and boating safety is our principal function and we will serve in such ways as we may assist.

Creighton Maynard
Chief Commander
United States Power Squadrons

EDITOR'S NOTE:

As stated in the email, this article is in .PDF format, which I can read, but currently cannot copy or edit into this newsletter. I expect this situation to be remedied soon, and will print the article in a forthcoming Hannah's Banner. In the meantime, please visit the web site noted and read it online.
K.

We welcome two new members who joined in October:

Marc Silvagni
James MacNeill,

Both live in Beverly, Ma. We hope to see them at the next general meeting on November 6, when they and the other new members since August will be sworn in with a brief ceremony during the business meeting.

Miriam Shafner, Membership Chair, P

FLARE SAFETY

Orion Safety Products, manufacturer of the Skyblazer hand-launched red aerial flare ("Skyblazer"), has received a report indicating the safety sleeve on the Skyblazer may become detached from the launch tube body during ignition (see diagram below for visual depiction of parts). A report from the field indicates that upon this occurrence, users experienced bruised knuckles, a punctured finger nail and a lacerated finger in at least one instance

Orion has not instituted a recall of the Skyblazer product at this time. For product users that are in emergency situations, Orion suggests that the Skyblazer signal only be used if alternative emergency distress signals are unavailable.

Orion Safety Products
Peru Plant
3157 North 500 West
Peru, IN 46970-7559
(800) 851-5260
www.orionsignals.com

IT'S NOT JUST FOR THE MEMBERSHIP COMMITTEE'S JOB

*We have made it easy for YOU
to invite your friends to join us.*

There are only 3 steps:

1. Access the membership application [online](http://www.beverly-usps.org/membership/membership.html) at <http://www.beverly-usps.org/membership/membership.html>
2. Print it out for your friend to complete. (Hard copies available at meetings, also.)
3. Collect a check for \$74.60 (single member) or \$91.40 (family membership). (*This includes the \$25 one-time application fee.*)
4. Send both application and check to Miriam Shafner at 67 Pillings Pond Rd, Lynnfield MA 01940.

DO IT TODAY!

SUPPORT YOUR SQUADRON!

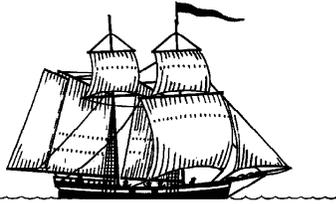
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October 2008 www.beverly-usps.org

FIRST CLASS MAIL



Schooner Hannah - 1775

**BEVERLY SAIL & POWER SQUADRON
GENERAL MEETING with
FREE Supper, Social Time**

THURSDAY, 06 Nov, 2008 at 1830 - Jubilee Yacht Club

Welcome to our USPS friends from GLOUCESTER!

Meeting Speaker:

Norm LeBlanc, Boat Surveyor

Topic: Why do a Boat Survey - a lively discussion.

“Boating is fun; let us show you how”

THE SUCCESS OF USPS® DEPENDS ON MEMBER PARTICIPATION

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