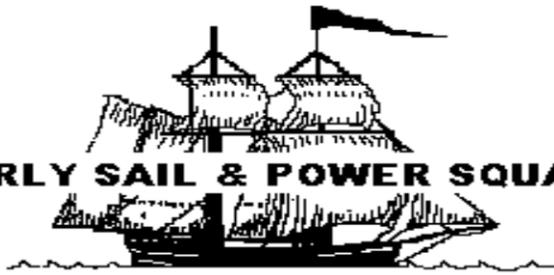




BEVERLY SAIL & POWER SQUADRON



BEVERLY, MASSACHUSETTS

A UNIT OF THE UNITED STATES POWER SQUADRONS®



DISTRICT 18



HANNAH'S



BANNER

November, 2013

CALENDAR OF EVENTS

- Nov.7 General Members' Meeting - 1830 – JYC**
- Nov. 16 District 12&18 Fall Educational Conference - JYC**
- Dec. 5 E Board Meeting - Sandy Point Room - 1900 JYC**

Hannah's Banner is The Official Publication of the Beverly Sail & Power Squadron.

P/C Ray Tilton, AP -Editor

This month's Contributors: *Robere Sant Fournier, Jack Reed, Ray Tilton,
And Walter Riley*

Send something NOW for the next edition!

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

THE SUCCESS OF USPS® DEPENDS ON MEMBER PARTICIPATION

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A Word from the Commander

I know I am not alone when I say, where did the summer go? We seemed to have had an abundance of good weather, tempered by a lack of wind on many days.

We now look forward to a productive winter to help us bridge the gap till spring. As many of you must know, we have two courses in full swing at the Jubilee Yacht Club consisting of Seamanship and Engine Maintenance and a sincere thank you to all who have made these courses not only well attended but also taking care of the set up each evening.

This is not my Squadron, and it is not your Squadron, it is OUR Squadron and during the long winter ahead we need to help the Administrative Officer and his assistant to create truly exciting General Meetings. Your ideas are truly welcomed and I know we have a lot of talent within our Squadron.

Have you noticed how traffic seems to be increasing where ever you go. Time in traffic could be put to good use. Start thinking about what you would like to see happen at our General Meeting. What do you encounter in organizations you belong to? Trivia night? Theme nights? Perhaps navigation problems done by two or three person teams? Keep your eye on the traffic and start thinking. Perhaps traffic delays could become actually enjoyable.

It would also be nice if we could have more people involved in our Squadron. When you think about it, the time element can be minimal. Could you spare an hour a month dedicated to our Squadron? Perhaps our most labor intensive effort is actually producing the meal for our General Meeting which involves all of about four hours, less, if several people are involved. Think about it, it could be a spirit that would ignite creativity and wondrous results that we would all enjoy, and it could be a spirit that is catching and so very fulfilling.

Also perhaps you have pictures from this past boating season. Maybe you solved a boating problem that could benefit our Squadron. I know that Ray would be eternally grateful of whatever you have to offer!

I look forward to our General Meetings because it is our only chance to be OUR Squadron for a few short hours; it is our very heart and soul. I will always have two ears, no waiting, for your ideas.

Robere Sant Fournier, AP
Commander, of OUR squadron

Test Education Project
Jack Reed, AP

With the help of State Senator Bruce Tarr, I was able to get the Massachusetts Environmental Police to provide me with an Excel spread sheet with the addresses of all registered boaters from Marblehead to Rockport. The idea was to conduct a test to see if sending a mailing directly to boaters would be a cost-effective way of attracting non – USPS boat owners to our courses and from there to encourage them to become members in our organization.

This fall we are conducting two courses: Engine Maintenance and Seamanship. We mailed out 550 flyers to boat owners at addresses included on the Excel spread sheet. There were three notifications: two mailed flyers about two weeks apart, followed up with a post card about a week before the start of the course. Additionally, we emailed flyers to all District 18 members. With the help of Alex Arcisz, Jubilee Yacht Club sent out an email with flyers to their membership and included our courses in their news letter. We gave JYC members the same pricing as our members in recognition of JYC’s generosity in allowing us to use their facilities free of charge. All other non – USPS members were charged an extra \$20 over and above what JYC and USPS members pay. The rationale for this was to provide an incentive for non-members to join USPS.

The breakout of attendees at these two courses is as follows:

<u>Engine Maintenance</u>		<u>Seamanship</u>	
BSBS members	4 Students	BSPS members	2 Students
General Public	3	General Public	3
Marblehead SPS	2	Marblehead SPS	1
Merrimac River SPS	1	Merrimac River SPS	1
JYC	13	JYC	2
<u>Totals:</u>	<u>23</u>		<u>9</u>

We already have three new members to BSPS from these classes and we expect that we will get an additional two or three members. So how do we evaluate our efforts to date? On the one hand, we were disappointed at the response to the mailings to registered boat owners. We were perhaps too optimistic as to what could be accomplished from a mailing right at the end of the boating season. We plan to offer more courses and a couple of Saturday morning seminars after January. However, it is clear that JYC is a source of attendees and potential new members that we should continue to encourage to take our courses. JYC provided the largest single source of attendees at these courses. So we will try again after January and give the mailings to registered boat owners another try.

Jack Reed, AP



A Word from the Executive Officer

Jack Reed, AP

The next member meeting of the Beverly Sail and Power Squadron is on November 7th, Thursday, at the Jubilee Yacht Club.

Our speaker will be Leighton O'Connor, a marine photographer, who has many interesting adventures to share with us. Supper starts promptly at 1830. Feel free to bring a friend!

The meal for this meeting will be prepared by Dave Delorey and Ray Tilton. Menu TBD.

Preparing My Boat for Winter

I keep my Endeavour 42 "Airborne" at Granite Pier in Rockport, which is only a mile from my home. This allows me to easily work on it during fall and spring while it is hauled out. This is not a real marina, and it has no collection facility for pressure washing the bottom, so before I leave Hawthorne Cove Marina in Salem in the fall, I have them do a short haul and pressure wash the bottom. When I haul out in Rockport, people say, "Gosh – how come your bottom is so clean?" I tell them that I have a secret bottom paint that you can't buy on the open market!!

Once out, I stick a fresh water hose up the raw water intake on the bottom of the hull and run the engine for about 10 minutes. This gets rid of all the old salt water and heats up the heavy diesel oil. I have a gadget that I got online from Jamestown Distributors – a Moeller Fluid Evacuation Pump – to draw out the old oil through the dip stick well. If the oil is warm it works great. You stick a small plastic hose down the dip stick well and attach the other end to the pump. It works by vacuum. I give it about 12 pumps on the handle and the oil quickly flows into the well of the pump. It can hold about two gallons of old oil, which is what my engine holds. No mess no fuss.

My boat has pressurized hot and cold running water. Rather than put antifreeze in my pipes, I turn my Shop Vac into an air pressure hose and blow out all the lines.

Next, I pull down all my halyards and replace them with messenger lines. Last year, I made the mistake of using lines that were too thin and they wore through before spring, necessitating the hiring of a kid to go up to the top of my mast to re-run the halyards. Good halyard lines are expensive, and I see no reason to leave them up through the winter.

I also supercharge my batteries at least once – maybe twice. This is able to restore some of the lead that has been "sulfanized". The acid really bubbles when I do this, so I make sure that I have plenty of distilled water available to keep the batteries full.

My mechanic drilled a hole through the bilge all the way through the keel (I have an internal keel of lead shot rather than one bolted to the exterior of the hull. In the fall, the hole is opened and drains all winter. I like having a bilge that says dry as a bone. Of course one has to remember to have the hole plugged in the spring before launch!!

The first two winters that I had the boat, I decided that I would shrink wrap it myself. So I went online to Dr. Shrink and ordered a heat gun and other essential materials. That lasted two winters before I gave up. It took two of us the whole day to spread the wrap over the boat, around the mast and stays, patching holes in the wrap created by the heat gun, and we never were able to get the wrap "drum-tight" which is what you must do for the shrink wrap to hold up through winter storms. The third season, I gave up and had a professional shrink it for me. There is no doubt that you really need the right tools and master a fairly difficult skill to do the job right. What took two of us all day is done by a professional in half a day, and he does a far better job than I could ever hope of doing!

It is amazing how warm the cockpit can get in a mid-winter's day under the shrink wrap. Occasionally, Patricia and I will grab a bottle of wine and some munchies, sit in the cockpit, and talk about all the fun we had the previous summer and start to think about our cruise plans for the following summer. It is a pretty nostalgic time for us, and makes us realize how much we love the old boat in spite of the \$\$ it takes to launch, haul, moor, shrink and the other costs associated with owning a boat.

Jack Reed, AP



**A word from:
Vessel Safety Examiner Chairman:
Walter Riley III, JN**



VESSEL SAFETY CHECKS INCREASED

During the 2013 boating season the Beverly safety examiners generated more vessel safety checks than in the previous two years. The Beverly team of five inspectors managed to complete over 65 inspections during 2013.

Leading this year's effort with 29 inspections was Capt. Dick Salter. Also joining this year's team of certified examiners after passing the comprehensive safety exam and a series of supervised inspections was our own Gerry Clarke. During the year the Beverly team inspected vessels in Maine, New Hampshire and Massachusetts waters and on shore. Despite a rainy month in June the Beverly examiners also increased their number of inspection locations and marina visits.

Approximately ten percent of the vessels failed their inspections in 2013. Most of the skippers were able to correct the deficiency in a short time before re-inspection. Expired flares were again the principle reason for failed inspections. Many of these vessels had never been previously inspected so skippers responded favorably to the deficiency

checklist and an offer for a free re-inspection visit.

Offering free public vessel safety checks is another way of promoting boating safety as well as providing an opportunity to explain the mission and benefits of membership in the United States Power Squadron. If you missed your safety inspection this year make a note to see an examiner before you leave the dock next season.

Walter Riley III, JN

The following meeting dates have been scheduled with the Jubilee Yacht Club. Please mark them on your calendar for future reference.

Thursday November 7, 2013,
6:30 pm
General Meeting, Main Hall, JYC

Saturday, November 16, 2013
8:00 am – 4:30pm
District 12&18 Fall Educational
Conference

Thursday December 5, 2013
7:00 pm
E-Board Meeting, Sandy Point
Room, JYC

A Word from the Editor

Ray Tilton, AP

“Boat Capsizes in Salem Harbor”

Two men from New Hampshire spent the night of October 18th clinging to the hull of their overturned homemade catamaran in Salem Harbor. They were rescued by a passing fishing boat just after sunrise Saturday, October 19th in the cold, windy, choppy waters off Bakers Island after more than twelve hours of hoping and praying for help. How lucky they were that they only suffered mild hypothermia.

The boat was an experimental 25' catamaran that George Reynolds built. A pontoon came loose and the boat quickly capsized, leaving the craft low in the water and hard to see from a distance. They lost their life jackets and apparently had no means to signal for help. What could they have done to prepare for this trip that might have prevented the near-catastrophe, or led to a quicker rescue?

Did they check marine weather forecasts? The seas were rough and the wind brisk. Small catamarans can be very fast but not the most stable boats. Did they file a float plan with a destination and time line for the trip? Did they have flares, lights, a VHF radio, even a cell phone? Sound familiar? We learned most of this in Basic Boating.

This incident underscores the rationale for wearing a life jacket whenever on board. A small, inexpensive strobe light attached to each jacket can be a lifesaver at night. And a waterproof VHF clipped onto your belt can be invaluable. The nearly fatal incident also emphasizes the value of USPS boating education.

To watch an interview of the captain, go to http://csnchi.platformic.com/10/21/13/NH-man-recalls-capsized-boat-ordeal-in-S/landing_hawktalk.html?blockID=855713&tagID=983



Photo—Len Burgess

Len Burgess' models at the Model Ship Building Show, Torigian Center, Peabody, MA October, 2013



Photo – Ray Tilton

October Sunrise over Salem Harbor

United States Power Squadrons® District 12 & 18 Fall Educational Conference

District Educational Conference (a joint conference with D-12 and D-18)

When: Saturday November 16, 2013

Where: Jubilee Yacht Club, Beverly, MA

Who: All members of our squadrons are encouraged to attend (please pass this information on to all members)

Cost: \$15/per person (includes morning and afternoon refreshments and buffet lunch)

Agenda

0800-0900 – Registration & Refreshments

0830-1000 – Instructor Re-Certification (To run concurrently with Council Meeting)

0900-1000 – District Council Meeting

1000-1030 – Chief Commander's Message and Awards

1030-1130 – “Forecasting New England Weather”

1130-1300 – Lunch

1230-1300 – Preview of Boating on Rivers, Lakes and Locks (during the end of lunch)

1300-1400 – “Pan! Pan! I need a Tow!”

1400-1415 – Break and Set up for Next Speaker

1415-1515 – “So what's the damage? Accident Reconstruction”

1515-1530 – Break and Set up for Next Speaker

1530-1630 – “Sailboat Rigging - What every sailor needs to know”

1300-1630 – Educational Demos available during speaker series and breaks

Speaker Series

“Forecasting New England Weather” – Bob Thompson – Meteorologist In Charge, National Weather Service, Taunton, MA. Meteorologist Bob Thompson explains why forecasting weather in New England is so difficult, and shows us how recent technological advances have made significant improvements.

“Sailboat Rigging - What every sailor needs to know” – Kevin Montague – President, North East Rigging (along with representation from Harken). Kevin shows some examples of what to look for in your rigging in order to help avoid disaster.

“So what's the damage? Accident Reconstruction” – Certified Marine Surveyor and Investigator Jonathan Klopman gives us a glimpse into what is involved in surveying accidents and damage claims.

“Pan! Pan! I need a Tow!” – Captain Steve Winkler – Sea Tow Boston. Captain Steve shares some stories about life as a Sea Tow Captain.

Educational Demos

E-Learning and US Power Squadron – Learn about how the US Power Squadron is beginning to use e-learning to augment our educational offerings.

Virtual Fire Extinguisher – Practice using a fire extinguisher properly using a specialized simulator.

iPads/Tablets in Boating – A hands on demonstration and presentation about mobile technology in boating.

For more information and to register, please visit www.usps.org/d12.



Boating is fun... we'll show you how®

FIRST CLASS MAIL

Beverly Sail & Power Squadron



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IS THIS STICKER



ON YOUR BOAT?

Schedule a Vessel Safety Check
Before you launch this year!

For an appointment

With your nearest Vessel Examiner
Call Walter Riley at 978-927-5189

BEVERLY SAIL & POWER SQUADRON GENERAL MEMBERSHIP MEETING

Thursday, November 7th at 1830 (6:30 PM) – Jubilee Yacht Club

Free Supper and Social Time (dessert & donations welcome)

“Boating is fun... we’ll show you how®”

THE SUCCESS OF USPS® DEPENDS ON MEMBER PARTICIPATION

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