

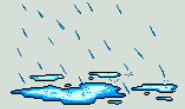


# The Yardarm

April, 2008

A Publication of *THE NEW LONDON POWER SQUADRON*  
a Unit of District 1, United States Power Squadrons®.

**SAIL AND POWER BOATING**  
Chartered 14 April, 1939



## The Cdr's View

*Tony Salzarulo*



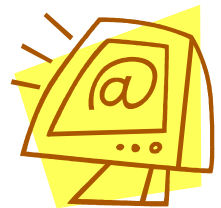
### IT HAS BEEN A GREAT YEAR AT THE HELM

**T**his month marks the end of the New London Power Squadron's operating year. At the end of this month we will hold our Change of Watch ceremony and your new bridge will be installed. It has been a good year for the Squadron and I have thoroughly enjoyed serving in the role of commander. This was my first opportunity to be at the helm of a nonprofit organization. Needless to say, I've had quite an education, but I must admit it's been a lot of fun working with such great people. I want to thank my Bridge and the membership at large for all of your support and encouragement. Give yourself a round of applause. We did well.

Spring is just ahead and our plans for safety and vessel examination days are in place. The marinas and yacht clubs that we are partnering with in these events are eager to assist us in bringing our programs to the boating public. Our grant money from BoatUS Foundation is in and we have purchased some great boat show table displays and banners that will be used in these events. Our T-shirts that we will be giving away at these events have been ordered. All of our new public relations materi-

als should be ready for display at our next Change of Watch on April 27. We are also utilizing these boat show displays in two open houses put on by the Sea Scouts that we have been invited to attend. These open houses represent a tremendous opportunity for us to meet with New London County's recreational boaters. All of this community interaction will hopefully yield some participation in our courses, seminars, and activities.

Our new website is up and running and the people that we meet at these community events can utilize the Internet to find out who we are and what we do. Boaters can use the Internet to sign up for courses and seminars as well as gather information on USPS programs and activities. Plans are underway to expand the site to include online education and services for both members and the public at large. I believe that today's recreational boater goes to the internet to get information. It is extremely important that we establish a strong web presence and make it easy for our members and the public to find out what they need when they need it.



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SPECIAL  
INSERT ON  
CHANGE  
OF WATCH

4— Birthdays; Amtrak Bridge Closure on Thames River





Visit us at: <http://www.newlondonpowersquadron.org>

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## The Yardarm

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For a complete listing of NLPS office holders and committee assignments, go to "The Bridge" page on our website.



### CALENDAR

<http://www.newlondonpowersquadron.org>



#### NLPS Events

8 Apr . — Executive Board Meeting, home of Lt/C Jack Kurrus

27 Apr. — Change of Watch, Unk's on the Bay, Niantic (see insert)

12 May. — JN Course starts.

#### D1 Events

20-22 Jun . — Rendezvous, Essex Island Marina

22—27 Jul. — Rendezvous Greenport, Townsend Marina

28 Jul.—3 Aug. — Cruise with Meriden Squadron

9 Aug. — Sail Race, Westbrook, Pilot Point Marina

20 Sep. — Poker Run, Hamburg Cove

Contact Lt/C Robert Leete, AP (860) 691-1236 for more information on any event.



## Sign Up Today for a Class!



May 2008

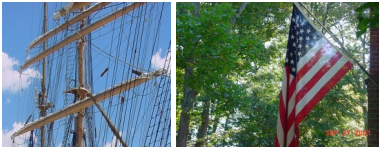
Squadron Boating Course - May 6 for 6 wks

Junior Navigation— May 12 for 6 weeks

July 2008

Squadron Boating Course- Jul 9 for 6 weeks

Contact Ellen Barbour to sign up.



## Great Time was had by all at the Annual Meeting Held at the Seahorse Restaurant, Noank



After a great dinner a short business meeting was conducted by Cmdr. Tony Salzarulo. A report by Steve Kuenkler noted that the treasury is in good shape and a proposed budget for 1 May 2008 to 30 April 2009 was approved unanimously.

Ellen Barbour noted that 5 people recently qualified for the Coastal Boater Endorsement decal and that 11 completed the Boating Course. From now on only the long course will be taught.

The Audit Committee completed an audit of the books. All funds were properly accounted for. Motion passed to accept the Audit Report. Thanks to Frank Skewes and Al Schober for their hard work.

Henry Curtis reviewed the candidate positions and noted the vacancy in the Executive Officer and Admin. Officer. The Squadron is looking for volunteers to fill those two important positions. A single ballot was cast for the slate of officers as presented in the February Yardarm. The ballot was unanimously approved.

Katie Bradford, head of the New London Community Boating, explained the sailing program that reaches out to urban youth. She indicated that 330 youth have sailed on the Thames River as part of the program. She solicited donations from the NLPS, either monetary or time. She noted that the kids will be at the Green's Harbor Beach, in New London, from June to August from 9am to 4 pm and asked for members to stop down and encourage the kids and talk to them about the water and boating safety.

Jack Kurrus noted that the first time that the display that was purchased under the Boat/US Foundation Grant will be used is April 6 to try to recruit the Sea Scouts.

Eleanor Mariani thanked Ruth MacDonald and Doreen Sharkey for all the work they did in assisting with having the T-shirts printed. Ruth said they will be done next week.

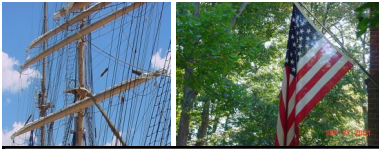
Jon Peterson mentioned the closing of the Amtrak Bridge over the Thames River in June and said that he will be looking for space below the bridge for the month. (see page 4 for more information).

Leo MacDonald gave a light hearted discussion of his July, 2006 trip sailing trip to Nova Scotia on his Cape Dory 33. He left Groton, CT for Shelborne, Nova Scotia on the 2nd and arrived on the 5th. He left on the 8th and arrived back in Groton on the 12th. He planned the trip for 8 months and it took about \$10,000 to prepare.

Based on Leo's experience, he left the group with some kernels of wisdom.

- ◆ Do as many sea trials as can so test rig.
- ◆ Add a Man Overboard strobe to the MOB pole.
- ◆ Store "scopolamine" patches on the boat for sea sickness.
- ◆ Don't bother getting double main sheets (rigged) - ended up using one as main sheet and removing the second one. It was not worth the cost.
- ◆ Make sure to reapply "Spartite" to the mast wedge after the mast is in the final position. The 'mast wedge' system is recommended to reduce leaking. Make sure to read the directions twice.

The night ended with a short film of various aspects of the trip.



(Continued from page 1)

Again, thank you for a great year and together we can look forward to another exciting and fun year with for the New London Power Squadron!

Tony

### THAMES RIVER RAILROAD BRIDGE TO BE TEMPORARILY CLOSED TO BOAT TRAFFIC THIS SUMMER

The USCG released Notice of Proposed Rulemaking (NPRM) on March 13. This NPRM would allow Amtrak to close all portions of the navigable federal channel within 300-yards of the Amtrak Railroad Bridge from 12:01 a.m. on June 14, 2008 to 11:59 p.m. on June 17, 2008. While the



waterway will be officially closed during this entire time, there will be the 36 hour unimpeded opening window when vessels would be able to transit the open span.

The project is a two part process. The first step being the proposed deviation from standard bridge operations (approved by Coast Guard District One Bridges) the second step being the actual closure (as proposed in this NPRM) of the waterway while the span in being floated out and in.

The current project schedule is as follows:

**Jun 3-13(Restricted):** Bridge fixed in the closed position as the counter weight is being removed. The navigational channel will be open but only have the 30ft vertical clearance. D1 Bridges will be issuing a deviation to bridge operations for this period.

**Jun 14-17(Closure via NPRM):**

First 1.5 Day: Float out of the existing span, channel closed.

Next 1.5 Day: No bridge in place, channel open.

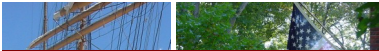
Last Day: Floating in of new span, channel closed.

**June 18-20(Restricted):** New Bridge fixed in the closed position the lifting wires are installed. Navigation channel open but limited to 30ft vertical clearance.

# Happy Birthday!



NAME	TOWN	SPECIAL DAY	MEMBER SINCE
<b>April</b>			
Brandon Allen	Groton	07	1998
Ellen Barbour	Noank	24	1983
Carrol Bryant	Parker, CO	28	1973
Sandy Doboie	Waterford	30	1998
Richard Fraser	New London	14	1978
Robert Leete	Niantic	22	1982
Rodney Rupert	S. Casco, ME	01	1992
Kevin Simmons	Waterford	08	2000



## **Rules to Live By**

**By Jack Kurrus, SN**



In this issue of the Yardarm I will review Rules 8 Action to Avoid Collision. The Rules before Rule 8 address the correct identification of potential danger. Rule 8 begins a series of Rules that prescribe what to do once the risk of collision has been determined to exist. Rule 8 tells how the avoiding action must be executed, not which vessels are required to take the avoiding action. That is left to later rules. A careful reading of Rule 8 as follows will help develop the mindset to take early and effective action in all possible situations where the risk of collision may exist. The International and Inland Rule 8 are the same.

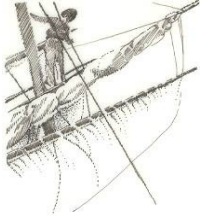
### **Rules 8 Action to Avoid Collision**

- (a) Any action to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) Any alteration of course or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course or speed should be avoided.
- (c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f) (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.  
(ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so involve the risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.  
(iii) A vessel, the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

One writer refers to encounters with meeting or crossing vessels as a potential “dance of death,” in which two vessels encountering each other forward of the beam take conflicting actions- one turning left the turning right – thereby nullifying the effect of each vessel’s maneuver. The

dangers of conflicting action in meeting situations are well known. The collision between the *Andrea Doria* and the *Stockholm* off Nantucket in 1956 provides the most commonly cited example, although there is much more to that case.

Sources for this article include: Farwell’s Rules of the Nautical Road, 8<sup>th</sup> Edition and the “Handbook of the Nautical Rules of the Road” by the Naval Institute Press.



# Looking Back

OVER THE YARDARM

Jack Kurrus, SN



## 25 YEARS AGO    March 1983

*This issue of the Yardarm had several great great articles worth repeating, here are a couple that are still timely and appropriate.*

### MORE ARCADE NAVIGATION—PACMAN AIN'T NO NAVIGATOR

We are grateful to Cdr. Melvin N. Lash of Fall River Power Squadron, Massachusetts, for a press cutting on the sinking of a beautiful million dollar 76 foot yacht when it went on the rocks off Westport Harbor in September last. The skipper who was 26 years young, reported "When the radar failed, we had no idea where we were." On a voyage from Port Washington, Long Island to New Hampshire !!! Please pass this on to the instructors as another example of the folly of relying on electronics alone.

### COLD FACTS

*This is taken from a lengthy article on hypothermia and 29 cold water deaths by duck hunters in 1975 in Pennsylvania.*

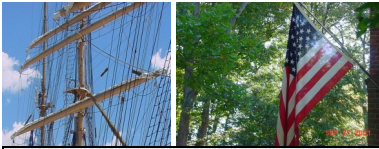
A St Louis Globe Democrat reporter allowed himself to be tossed out of a boat into 4 deg above freezing water. This is what he reported. "The sudden shock of that cold water knocked the wind out of me. Even though I knew the boat was just a few feet away, I was in a complete state panic. My heart raced faster than if I had run a mile. I flailed the water helplessly for ten to fifteen seconds. I thought I was having a heart attack. I panted desperately, trying to get my breath back, and the harder I flailed the colder I got. Some people never pass the shock of immersion in cold water. For those who do, the second hazard which awaits them is the ever present risk of hypothermia.

## 50 YEARS AGO    March 1958

*In trying to find material, to report on for March 1958, I found an interesting note from the November 24, 1952 meeting that I think you'll enjoy.*

At the November 24th meeting, with 54 members present, of these 35 members from the Norwich area, George Shattuck, AP of Norwich on behalf of 42 members from the Norwich area, submitted a resolution with petition, requesting a vote of confidence in organizing a Norwich Power Squadron. A motion was made, seconded, and passed by a majority to proceed. *Now you know where the Norwich Power Squadron Came from.*

In March The D-1 spring conference was held in New London at the Mohican Hotel. Dinner will be \$4.50. It also noted that The March 21 (Membership meeting) had 46 members present with a roster set at 141 active members.



# NLPS Safety Days

We are looking for volunteers to help spread the word about boating safety. We'll be talking about life jackets and other safety equipment. It will be fun. We have T-shirts to give away and we'll have a great display that was recently purchased.

- ◆ June 7 Crocker's boatyard, New London
- ◆ June 14 Burr's Yacht Haven, New London
- ◆ June 21 Spicer's Marina, Noank

Call Cmdr. Tony Salzarulo if you are interested. Support in numbers is welcome!

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Contact: Skipper Marshall Parsons

Phone (860) 448-1215

[seascout1@subvetsgroton.org](mailto:seascout1@subvetsgroton.org)

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Meet new friends.

Sea Scouting is an adventure on sea and land - for you, young adults between the ages of 14 and 21.

We're not your little Brother's Scout Troop.

Join Sea Scouts and Take the Squadron Boating Course. The course is being offered on Monday evenings starting May 12, 2008.

Classes will be on May 12, 19, 26 June 9, and 16. 6:30 - 9:30 PM.

Location is Submarine Veterans Club, 40 School Street, Groton 06340

Register Online:

<https://app.formassembly.com/index.php?url=forms/view/3621>

Joining Sea Scouting will also help you find careers in the Navy, Coast Guard, Merchant Marine, Marine Biology and / or commercial boating

<http://subvetsgroton.org/seascout/default.aspx>

<http://www.seascout.org/index.html>

<http://www.youtube.com/watch?v=mebVB4QtGml>

The Squadron has been accomplishing a lot of good things this year. Come out and help us celebrate the beginning of the boating season!!

(see Enclosed Invitation)

At UNK's, Niantic

April 27

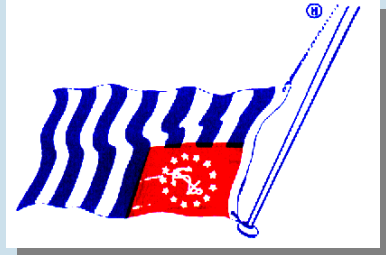
Join Us for the Change of Watch

Please contact the Editor directly at 860 442-8007 or eleanor\_c\_mari8123@sbcglobal.net for further information.

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I do solemnly pledge to:  
Abide by the bylaws of the United States Power Squadrons.  
Conduct myself in a manner that will add prestige, honor, and respect to the United States Power Squadrons.

Promote high standards of navigation and seamanship;  
Maintain my boat and operate it legally;  
Render assistance whenever possible; and



From:

## The Yardarm

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### SAIL AND POWER BOATING

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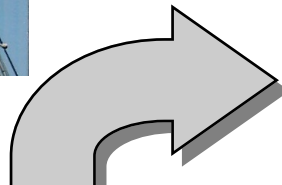
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April, 2008



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