



The Yardarm

March 2009

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



The United States Power Squadron annual meeting was recently held in Anaheim, California. P/C Ellen Barbour, SN, from our squadron attended in her capacity as assistant to the National Education Officer. At our recent District meeting she presented the report from the Education Department. Unfortunately, I was not able to attend the annual meeting because of work commitments. Since I have been commander, I've had the pleasure of attending two national meetings, one in Detroit and the other in Norfolk. I believe that attending the national meetings, as well as the District 1 meetings and conferences is an important part of gaining insight and perspective into our organization. Although I was not able to attend the Anaheim meeting, I have reviewed many of the PowerPoint presentations and reviewed the reports offered by the various departments.

One theme that is apparent is that USPS is moving from a dues-based organization to an educational materials marketing organization. The marketing department presented a PowerPoint demonstration that focused directly on this concept. The notion of moving from dues-based revenue to marketing-based revenue does not surprise me. We have seen the direction that USPS has been heading in for some time now. All of the new seminar education of-

ferings and online seminars and courses offered to the general public are designed specifically for educational sales. The Squadron Boating Course has been replaced with America's Boating Course which is available online and on DVD.

Seamanship has been available online for about a year now through the University of West Florida. The University also currently offers 11 seminars open to the general public. These seminars include *Anchoring, Boat Handling Under Power, Knots Bends and Hitches, Onboard Weather Forecasting, Rules of the Road and Sail Trim and Rig Tuning* just to name a few. These seminars range from one week to four weeks in duration and cost from \$30-\$175, depending on the length and materials. All are available online so that the general public can take them at their own time and pace. In addition to the online seminars and courses currently available, National is discussing the idea of making our member grade and elective materials available for purchase by the general public.

The national marketing department gives

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

2007- 2008 Bridge of the NLPS

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Treasurer	Lt/C Robert B. Leete, AP	robert_b_leete@sbcglobal.net	((203) 453-5860
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Membership	vacant		
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CALENDAR

www.newlondonpowersquadron.org



NLPS Events

30 Mar . — Annual Membership Meeting, at Italian-American Citizen's Club, Groton, CT. 1630
Guest Speaker: Mark Chanski, participant in Cold Water Boot Camp USA. (see page 5)

13 Apr . — Executive Board Meeting, home of Cmdr Tony Salzarulo, JN, Colchester , 1900—all welcome!

26 Apr . — Change of Watch Luncheon , 1300, Unks, Niantic (more info next Yardarm)

D1/Other Events

21 Mar . — Seal Watch, 1330—1630. Join Norwich PS (see adjacent article)

SEAL WATCH March 21, 2009 @ 1:30-4:30

Norwich PS has planned a Seal Watch In Groton at Project O.

Please join us on the water and after we will dine at Paul's Pasta.

Call to reserve your space ASAP. There is a AAA Discount. Tickets are \$19 regularly. The more the merrier.

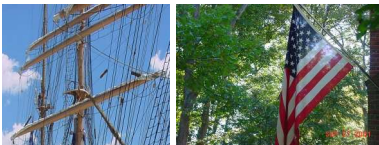
Any questions Call RuthAnne @ 334-5971.

Call me to let me know to expect you and how many are coming, so I can call in our reservations to Paul's Pasta.

Look forward to seeing lots of USPS members!

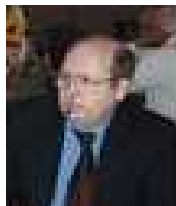
RuthAnne Collins, NPS SEO

Call Project O directly to inquire about accessibility.860-445-9007



SEO News

Lea Jewett, SEO



America's Boating Course 3rd Edition is currently running at Waterford High School. It meets on Tuesdays with the exam set for March 24. There will be two optional classes following the exam (March 31 and April 7) for an introduction to navigation and charting.

There will be another Boating Course starting in May at The Sub Vets Hall in Groton. The dates of this class will be May 11, 18, June 8, 15 & 22.

An activity that has waned in recent years is teaching aids. It is an activity that anyone in the squadron is encouraged to do. It can be something as simple as flash cards with boating terms or symbols or more complex as in a boat model showing particular features. New teaching aids can be submitted for judging at the District level and then on to the National level where they are displayed at the Annual Meeting. If you follow the link <http://www.usps.org/national/eddept/id/idta.htm> it will take you to the teaching aids website where you can get information submitting teaching aids and view photos of the 2008 Teaching Aid Exhibit. Teaching aids can be a great addition to an instructor's presentation. Also I have a copy of *The Little Teaching Aid Book* if anyone is interested in making a teaching aid.

Piloting class starts March 25 (Wednesdays) at the Waterford Police Department. Class time is 7p-9p and will be taught by Greg Roth, JN. Please call me at 443-6499 or email me at hl_juet@sbcglobal.net if you are interested in taking the course.

Happy Birthday!

Name	Town	Day
DiCostanzo, Betsy	Colchester	15
Hall, Christopher	Hebron	21
Saari, Carlton	Waterford	04
Sharkey, Doreen	Colchester	28
Tennant Jr., Robert , S	Norwich	24



Students in boating class at Waterford HS.

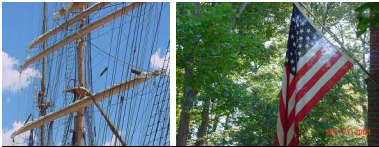
(Continued from page 6)

cluding air fare. Dinner for three at a Chart House restaurant in Charlotte Amalie was \$42. Not bad. Cruising on schooners is fun and the Caribbean is great.

50 YEARS AGO

March `1959

Sorry to tell you all but our Squadron Archives doesn't have a copy of the March 1959 Yardarm.



REPORT OF THE NOMINATIONS COMMITTEE

In accordance with the By-laws of the New London Power Squadron, Inc., Section 6.8, the Nominating Committee submits the following candidates for election at the annual meeting, Monday March 30, 2009. All candidates have agreed to serve, if elected.

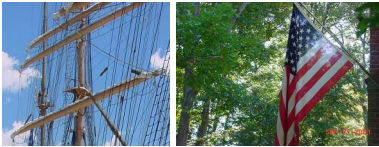
<u>OFFICE</u>	<u>CANDIDATE</u>
Commander	P/Lt/C Christopher Jordan, P
Executive Officer	Vacant
Educational Officer	Lt/C Harrison L. Jewett, SN
Administrative Officer	Lt/C Truxtun E, Brodhead, P
Secretary	Lt/C Eleanor Mariani, AP
Treasurer	Lt/C Jon D, Peterson, AP
Asst. Educational Officer	Lt/C Christopher Wick, JN
Asst. Secretary	Vacant
Asst. Treasurer	Vacant
Executive Committee (1 yr. terms)	Daneen L. Roth, P P/C M. Ellen Barbour, SN Philip M, Shaughnessy P/C Henry F. Curtis, JN Mark Chanski
Auditing Committee (3 yrs.)	Albert E. Schober, AP
(2 yrs.)	Nicholas M. Orobello, S
(1 yr)	Frank A. Skewes, JN
Nominating Committee (3 yrs)	Cdr Anthony Salzarulo, JN
(2 yrs)	P/C Henry Curtis, JN
(1 yr)	P/C John B. Kurrus, SN
Rules Committee (3 yrs)	P/C Gregory Roth, JN
(2 yrs)	Ruth E. MacDonald. S
(1 yr)	P/C John B. Kurrus, SN

As required by Section 11.2 of the New London Power Squadron By-laws, the names of the candidates for Squadron Educational Officer and Assistant Educational Officer. have been submitted and approved by the District Educational Officer acting for the National Educational Officer

Respectfully submitted by:

 /S/ Henry F. Curtis .

P/C Henry F. Curtis, JN



(Continued from page 1)

our local squadrons a warning... **"Squadrons of that innovate and change will prosper... Squadrons that stay rooted in the past will wither and die"**. They tell us that our future lies in educational sales. It appears they want us to move boxes, or at least help them to move boxes. The question left unanswered deals with money. How do local squadrons survive in an education sales environment? Follow the money. It is not coming to New London.

Forgive me if I seem cynical. I believe that the national marketing and education goals are correct. I thoroughly believe that the recreational boating education of the future will be in front of a computer screen not in a classroom. The navigational tool of the future is the mouse not parallel rulers or dividers. The question I have... that no one seems to address... is where does the local squadron fit in? Are we unnecessary? Outdated?

I guess that is our challenge in New London. We need to determine how we can best fit in and provide value in this changing educational environment.

Tony

ANNUAL MEMBERSHIP MEETING

Monday, MARCH 30 , 2009

1830

Where: Italian-American Citizen's Club
322 Mitchell Street
Groton, CT. 06340

What's Happening:

- ◆ Short Business Meeting: Vote for 2009 Bridge,
- ◆ Learn the latest facts you need to know to survive a cold water immersion from Mark Chanski of DEP

Cold Water Boot Camp USA takes eight hardy volunteers from across America and puts them into cold water to learn what really happens. Mark Chanski, of the DEP was a participant. The instructor was Dr. Gordon Giesbrecht, professor of thermo-physiology at the University of Manitoba and an expert in the study of the effects of cold water on the human body. Learn first hand about cold shock, cold incapacitation and hypothermia as well as valuable information on how to better survive a fall into cold water. *Cold Water Boot Camp USA* was awarded NASBLA's Seal of Safe Boating Practices. Don't miss this...it could save your life!

Directions to Italian American Citizen's Club

From 95N: Take Exit 85 ramp onto Thames street; slight right onto Bridge street which becomes Thames Street; Thames Street becomes Poquonnock Road; left onto Mitchell Street. **Enter in the back.**

From 95S: Take Exit 87 (Clarence B Sharp Hwy., toward US1N; Take Right onto Meriden Street; Left onto Mitchell Street. **Enter in the back.**

What's to Eat

- ◆ Ziti with meatballs and roasted chicken, coffee, \$15 includes tax and gratuity; CASH BAR

Pay at the door but RSVP by March 23 to Trux Brodhead 739-2029



Looking Back

Jack Kurrus, SN

OVER THE YARDARM



25 YEARS AGO

March 1984

An NLPS member, Norm Bailey wrote a very lengthy article for this issue about his adventures in the Virgin Islands, too long to repeat here but I will paraphrase the more in interesting parts He and his family had Chartered a schooner out of St Thomas for a tour of the British Virgin Islands. After a hair raising flight into Charlotte Amalie's Lindbergh air-field we pick up the story:

Virgin Island Holiday

Or How to Avoid Virgin Dangers

Danger No. 1: St Thomas is full of surprises. Baggage collected, we grab a cab and head for the docks. Before we clear the airport I have the taxi seat belt cutting fresh tracks in my stomach. This is in no way due to the driver, but my own frantic tightening. No one explained the driving rules in that fair land. They drive on the left hand side.

Danger No. 2: Soothing my nerves at the Marina bar, I find that the Alcohol is cheaper than the mix. Naturally they attempt to mix the cheapest possible drink. Enough said, but I don't think I could have negotiated walking down the dock without taking both Basic Seamanship and Advance Piloting from the Power Squadron.. The next morning we set sail right into the trades. Four to five foot waves with an occasional 8 footer.

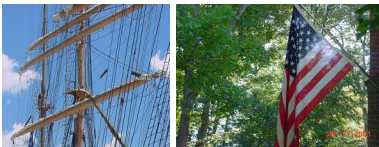
Danger No. 3: The bow is rising and falling at least ten feet. My stomach is rising and falling at least 100 feet. Our teenage cook is in the galley. After one loud crash from below she emerges with chocolate cookies. These and a few Pepsi's stave off sea sickness. Unfortunately the rest of the passengers don't follow my theory of keeping a sweet stomach and try to throw theirs over the side. Finally in the lee of St John's Island we drop anchor in Caneel Bay.

Danger No. 4: After dinner windsurfers play tag through the anchorage. Good seamanship must be maintained. Its interesting to watch a man and woman in formal attire rowing a dinghy, obviously headed for dinner ashore while a topless windsurfer passes them from astern. The dinghy has the right of way, so not only is it an infraction of the Rules not to maintain course and speed but in poor taste to drop your oars overboard. The next morning we set sail for Jost Van Dyke the first British Virgin Island.

Dangers 5,6 & 7: Sunburn, fire coral and sea urchins in that order. Don't put down sunburn. A good sunscreen is a must..

We visited Tortola, Virgin Gorda, Christmas Island and St John's again. All in all the real danger is sunburn. The airport runway is being extended and the hill bulldozed down. The trip , excluding two dinners , cost \$795.00, in-

(Continued on page 3)



Rules to Live By **By Jack Kurrus , SN**



In the last issue we looked at the first Rule of Part C, Lights and Shapes, Rule 20. In this issue we will commence dealing with the details of Lights and Shapes. Rule 21 provides the definition of Masthead, Sidelights and Sternlight. While it is recognized that all the rules can't be committed to memory Rule 21 is worth the effort to memorize. Knowing Rule 21 and Rules 13, 14 & 15 (Overtaking, Meeting & Head on situations) will make night sailing reasonably easy.

Rule 21 - Definitions

Note: International and Inland Rule 21 virtually the same. Inland Rules differences will be included in italics.

(a) "Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light right ahead to 22.5 degrees abaft the beam on either side of the vessel, *(Inland) except that on a vessel of less than 12 meters in length the masthead light shall be placed as nearly as practicable to the fore and aft centerline of the vessel.*

(b) "Sidelights" means a green light on the Starboard side and red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 meters in length the side lights may be combined in one lantern carried on the fore and aft centerline of the vessel, *(Inland) except that on a vessel of less than 12 meters in length the sidelights when combined in one lantern shall be placed as nearly as practicable to the fore and aft centerline of the vessel.*

(c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an

unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.



(d) "Towing Light" means a yellow light having the same characteristics as the sternlight defined in paragraph (c) of this Rule.

(e) "All-around light" means a light showing an unbroken arc of the horizon of 360 degrees.

(f) "Flashing light" means a light flashing at regular intervals of 120 flashes or more per minute.

(g) (inland) "Special flashing light" means a yellow light flashing at regular intervals at a frequency 50 to 70 flashes per minute, placed as far forward and nearly as practicable on the fore and aft centerline of the tow and showing an unbroken light over an arc of the horizon of not less than 180 degrees nor more than 225 degrees and so fixed as to show the light from right ahead to abeam and no more than 22.5 degrees abaft the beam on either side of the vessel.

Note: Sources for this article were:

(a) Handbook of the Nautical Rules of the Road - Llana & Wisnesky

(b) Farwell's Rules of the Nautical Road - Craig H. Allen

Fiddlers Green

If you're a real sailor you should know about "Fiddlers Green" it is a wonderful destination for all worthy souls. Fiddlers green is the after life imagined by sailors where there is perpetual mirth, a fiddle that never stops playing, and dancers who never tire. There is some evidence to support the claim that the major propagators of this belief were pirates who, knowing they would never meet the criteria for entry into Christian Heaven simply created a religion of their own. So there you have it, on to Fiddlers Green!

