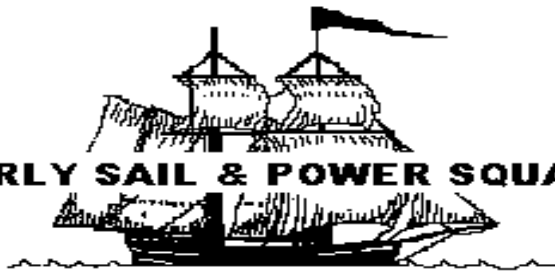




BEVERLY SAIL & POWER SQUADRON



BEVERLY, MASSACHUSETTS

A UNIT OF THE UNITED STATES POWER SQUADRONS®



DISTRICT 18



HANNAH'S



BANNER

March, 2013

CALENDAR OF EVENTS

- Mar 2** Weather Seminar – Topsfield Library – 1000-1230
- Mar 4** Sail Course Begins – Ward Room – 1900 JYC
- Mar 7** General Members' Meeting - 1830 - JYC
- Mar 10** Daylight Saving Time Begins
- Mar 20** First Day of Spring
- Apr 4** E Board Meeting - Sandy Point Room - 1900 JYC
- May 8** General Members' Meeting - 1830 – JYC
- June 6** 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, Alan Therrien, Ed Walsh, Jack Reed, Dave Delorey, Lamberto Raffaelli,*

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

It is amazing, we as a Squadron have a hard time rounding up volunteers to man the Bridge, but you would be surprised how quickly Squadron members signed on to man the Districts 18 and 12 booth at this year's Boston Boat Show. And why not, we are boaters and no matter what our boating needs are, the Boat Show fulfills many needs, perhaps dreams, or even entertainment.

Over the years I have been blessed with attending this harbinger of Spring, and yes, there has been plenty of entertainment.

Many years ago I met up with a purely British offering to the American market. It was not because it was a British boat that interested me because the only two things I think the British have excelled in are Rolls Royce engines and Dyson vacuum cleaners. I was interested because it was a sailing catamaran which promised both speed and space. I looked at this 26 or something footer with caution. I date myself when I tell you she was constructed of wood. There was nothing that even hinted that this sail boat would move any faster than an equivalent monohull. Well, scratch one. How about space, well I have to admit, it was

spacious. This was in an era when Photoshop and clever ways of doctoring up photos was not very easy, even for a marketing department, however my thoughts of whether this sail boat could even float were dispelled by a photo of about 30 people standing on this boat, and all I could think of is they were not wearing PFD;s. The lasting memory I shall always remember about this British offering to the American market was the head. Yes, you read correctly. I was immensely impressed with the door, you could actually lock it! But more, the actual door knob was an exact duplicate of the standard door knob on British Railway cars.

A couple of years ago I was enchanted by a booth that revealed they had a folding boat. I was skeptical, but let's face it, old age has probably made me cynical, but I was intrigued. I found the solitary person manning the booth quietly confident. I had no trouble imagining this gentleman adorned in saffron colored robe in a Temple located in Thailand. He went through his chanting, absolutely no pressure here. The end result had me thinking that if I sneezed while paddling the folding boat out to my mooring I would be in for the swim of my life.

Finally, I may not have been born in New England, but the thrifty ways of a typical New England are a way of life for me. Once you understand this, you can appreciate why I only visit the concession stands at the Boat Show just to look. I feel that for what I would spend on a soft drink and a bag of chips would feed a family of four in Outer Mongolia for at least six months.

I cannot think of anything else that would banish the aftermath of a Nor'Easter than the New England Boat Show, well, maybe sitting in my cellar varnishing my tiller comes a close second.
Robere Sant Fournier, AP
Commander



FROM OUR SQUADRON EDUCATION OFFICER Edward G. Walsh, SN

It is February and we got our first significant snow, which is quite normal. It just stimulates me to want to be out on the water. March is just around the corner and perhaps we can start re-commissioning the boat. Even Luke, our rat terrier seems to be ready. I went looking for wallpaper for my computer and selected one of Luke's processors whose name was Easy. It shows him at the helm of CILISTA and he seems ready to go in spite of some fog and lack of wind. The background indicates some equipment that has since been replaced. The LORAN antenna is no longer required and only the base is still in place. The mount for an Amateur antenna is still there as well as the GPS antenna. There is also a lead in for a CB antenna that is used in Canada, on the water, more than here in the USA. The not visible RADAR support is located a little further toward the Port side. Of course the Compass is in its place of honor and a wider view would show two more compasses, one on the port deck as well as one on the starboard to aid the helmsperson on the various tacks. There is also a fluxgate Compass on the cockpit bulkhead as one more directional reference. Another important reference is the Depth sounder in company with the Knot meter and various wind instruments. The auto pilot on the wheel has served us for years and replaced an original we could not get along without. It just goes to show how things change over the years and training can keep you informed as to what is available and how to use it. I am really anxious to get out there and put all these pieces of information to good use.

The more that you know about what is going on the better you enjoy it. I truly enjoy navigation and boat handling primarily due to the classes provided at cost while being a member of the United States Power Squadron. Furthermore, these classes provide association with many others that love the sea and wish to expand their knowledge in dealing with it.



The Power Squadron is dedicated to boating safety through education and its instructors are experienced volunteers ready and interested in teaching others as previous members taught them. There are very few questions that cannot be answered by very experience individuals involved with sail as well as power. Currently we are just finishing up a class in Piloting. These students that have also completed Seamanship are eligible to take Advanced Piloting and be awarded the rank of Advanced Pilot. Many Advanced Pilots then go on to study Junior Navigation and Navigation and are recognized as either a Junior Navigator or Navigator. A few more courses and you can be honored with an Educational Achievement Award.

All of these courses are challenging, informative and a pleasure. We will be starting a Sail course March 4, 2013. Be your interests Power or Sail, you will find this course a delight. It may encourage you to look to sail as another dimension to being on the water. We have room for a couple of more member students. Give me a call and I will fit you in.

Over Fifty Three years ago I was introduced to Power Boating by my wife, Nancy. Not long after that I tried sailing and enjoyed that as well. For years, I held a 100 ton Masters license for both power and sail. My own boat is currently Sail, but like many sailing vessels it also has an inboard engine so it is a Power boat as well. I, my family and friends as well as our rat terrier, have sailed and powered many hours in coastal, as well as, in blue water passages. For some reason I do not tire of being on the water.

You too can enjoy this capability by learning the old and new of enjoying travel on your own vessel. Stepping from shore onto your own vessel is like stepping from one world into another. What better way to truly enjoy the pleasures this world has to offer.

Lt/C Ed Walsh, SN, Beverly Sail and Power Squadron





From the Executive Officer
Jack Reed, AP

District 18, USPS Spring 2013 Conference and Council Meeting

On Saturday, March 9, District 18 will hold its annual spring conference at the Jubilee Yacht Club, Beverly starting at 8 am. Our speaker is **V/C Robert E. Brandenstein, SN**. Bob is a boating educator, jazz musician, and music arranger. He is also a licensed Coast Guard Captain Master of power and sailing vessels on the Great Lakes and Inland waters, a Certifier Trainer, a U.S. Sailing Powerboat Instructor, and an instrument-trained Private Pilot.



Bob is a life member of USPS, has served on several national Educational Department committees, and on the national Finance Committee. Before being elected as National Educational Officer he co-chaired the Brunswick Boats Corporation relationship group. Bob is Past Commander of District 7 and of Pittsburgh PS, and is also Past Rear Commander of Weather, and of Cruise Planning. He led the rewrite and production of Weather 08, the Onboard Weather Forecasting Seminar, the Trailering Your Boat Seminar, and the Boating on Rivers, Lakes, and Locks Seminar. He has taught all USPS courses, most often Navigation and Weather.

Bob and his wife Jane, also a Past Commander and past District Bridge Officer, have cruised extensively under sail in the Great Lakes, along the East and Gulf Coasts, in the Pacific Northwest, and in the

Caribbean. They keep a 35' C&C sailboat on Lake Erie at the Ashtabula Yacht Club, where Bob is Vice Commodore. Their two sons are also professionals and avid sailors who boat with their own families.

With a degree in Electrical Engineering and a Master's Degree in Business Administration, Bob managed corporate banking relationships for almost 30 years on behalf of what is now Bank of New York Mellon. Representing Mellon, and earlier IBM, he worked with multi-nationals as well as small businesses in all industries, especially insurers, mutual fund managers, and public utilities.

Jack Reed, AP



The Meeting Has Been
Called to Order – January, 2013



Herb Ryan
Honored for 50 Years Service to United
States Power Squadrons

From The Administrative Officer

Alan Therrien, JN



Gary Williams will be our guest speaker at the next General Meeting, scheduled for 6:30 pm, Thursday, March 7, 2013, at the Jubilee Yacht Club.

Mr. Williams became the Director, Port Operations, for GDF Suez, in January 2006, after a 28 year career with the US Coast Guard. His daily responsibilities include resolving any issues (safety, regulatory, or technical) regarding the arrivals and departures of GDF SUEZ LNG ships anywhere in the USA. He interacts with shipping industries, commercial entities, law enforcement agencies, port of authorities, and others in the performance of his duties.

As Director, Port Operations, Mr. Williams is involved in discussions of the future development of the ports. His technical knowledge of ships and safety at sea make him a valued member of such discussions.

He will speak about his job, the LNG industry, and the many challenges he faces. We are fortunate to have him speak to us. Please welcome him to our General Meeting.

Ed Meyers will be preparing the meal for the General Meeting on March 7th. If you have not met, please welcome him to the squadron. My personal thanks go out to Ed and Linda for their help with this meal, while Sue and I are out of town.

The next E-Board meeting is scheduled for Thursday, April 4, 2013 at 7 pm, at the Sandy Point Room, Jubilee Yacht Club.

The General Meeting scheduled for May will be held on WEDNESDAY, May 8, 2013, not the usual Thursday. This is due to the Jubilee Yacht Club racing functions.



Lt. Garrett Meyer – Boston Sector
United States Coast Guard
January Meeting Guest Speaker



Joan and Bill Bonner and Sue Therrien
Serving Another Great Meal!

BSPS Member Dave Johnson and his crew of four sailed his 44' Moody from the Canary Islands to Antigua in January, updating us daily by email from his SatPhone. Dave and his wife Cal are currently sailing the Caribbean after sailing the Mediterranean the past five summers. We are looking forward to hearing about their latest adventures.

Cruising With the Raffaelli's



Crew at departure from Manchester Harbor

In June 2012 Beverly Sail & Power Squadron members Lamberto and Marzenna Raffaelli tried to do Bermuda with their Oyster 49 and a crew of six. On the evening of day two, they had a failure of the alternator due to a bolt which became loose and hit the fan of the alternator causing a short circuit of the windings. "The engine room got full of smoke but we could turn off all the electric switches before any fire could develop, thank God."



Lamberto, Not in a good mood
On return to Hyannis for repairs

Nothing serious happened but without the alternator, they decided to return 200 miles to Hyannis for repair. They arrived at 3:00 AM in the middle of a major storm.

"However, at the dock, even if we were exhausted, we decided it was time to celebrate with a little Bermuda rum."



Drying off after the storm

They purchased a new alternator and repaired the old one just in case. After that, the crew started to disintegrate as the schedule did not allow everyone to complete the Bermuda crossing and back. Instead, with the remaining crew, the decision was made to sail around Block Island, through Buzzard Bay, to Provincetown and finally back to Manchester.



Sailing wing and wing, looking for dolphins

They plan to sail to Bermuda, with a spare alternator, at the beginning of June. Lamberto and Marzenna flew to Antigua on January 18th to charter a 42' Harmony and planned to sail to St. Martin.

United States Power Squadrons

Seminars

Given by:

District 18, USPS

At

Topsfield Library

One South Common Street
Topsfield, MA 01983

Seminars run 10 am—12:30 pm

[Register on-line:](#)

Cost for each seminar:

\$29 for USPS members

\$35 for non-members

March 2, 2013: Basic Weather and Forecasting

April 6, 2013: How to Use a Chart

May 4, 2013: Mariner's Compass



Boating is fun... we'll show you how®

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Beverly Sail & Power Squadron



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IS THIS STICKER



ON YOUR BOAT?

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Before you launch this year!
For an appointment
With your nearest Vessel Examiner
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BEVERLY SAIL & POWER SQUADRON GENERAL MEMBERSHIP MEETING

Thursday, March 7 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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