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D/2 NEWS

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COMMANDER'S MESSAGE

D/C Andy Papademetriou, N-IN

Your new Bridge has been installed at the Spring District Conference April 6, 2019. While we all got into the summer boating season, we managed to hold monthly conferences bridge calls where we finalized the new "Who's Who in D/2" and the details for the upcoming Fall Conference and Summer Council. Additionally, we have been able to set the dates and venues for Councils and Conferences for the coming 2 years which will allow us to negotiate good rates and give ample time for planning.

The new bridge consists of the following:
Commander D/C Andy Papademetriou, N
Executive Officer D/Lt/C Anthony Reyes, JN
Educational Officer D/Lt/C Andrew M. Cummings, JN
Asst. Educ. Officer D/1st/Lt George Hallenbeck, AP
Administrative Officer D/Lt/C William Vernon, Jr, JN
Secretary D/Lt/C David J. Wilkinson, S
Treasurer D/Lt/C John P. Pedersen, SN
Asst. Treasurer D/1st/Lt Martin E. Feldberg, AP

The full list of District Officers, Chairs and Committees can be found on the District website. Our operating principles going forward have been chosen to allow us to navigate the difficult times of transiting to our new incarnation of America's Boating Club.

- Respect for everyone
- Simplify all activities and Improve productivity in everything we do
- Right sized organization and Lean operations—set up so that we can deliver in our commitments
- Support Headquarters' initiatives and facilitate implementation by the Clubs (Squadrons).
- Support our Clubs in their daily and longer-term activities.

As part of our productivity improvements we have combined the Summer Council and Fall conference into a single day event. Additionally, we have introduced online registration along the traditional registration methods, and reduced the number and complexity of forms necessary, while ensuring continuity with previous years.

One of the initiatives of USPS for 2020 is to totally transition to America's Boating Club® by Dec 31st, 2020. The Transition is not just a name change. It includes many other initiatives, some of which are thought through in detail and some that are just nebulous ideas. A Strategic plan was released in June 2019 paving the way for discussions and actions. The document is included in this Newsletter to make sure it is seen by everyone. Unfortunately, there was a miscommunication with Attachment A of the plan which sent the wrong message. Appendix A was construed as a list of actions under way when it is a set of unfiltered ideas gathered in one of the meetings at the 2019 Annual Meeting in Orlando.

I know that discussions regarding the Strategic Plans have been had in our District as well as our Squadrons. We will discuss the Strategic Plan in our Fall Conference and identify action items we need to pursue in preparation for next year.

In an effort to encourage discussion and exchange of ideas between our Squadrons we will institute a bimonthly 60 to 90 minute conference call where Squadron Bridge members or designated representatives can participate. We are targeting mid-November for the first call. Stay tuned for the detail announcement.

I am looking forward to seeing many of you at the Fall Conference/Summer Council, Oct 19 in Fishkill, NY
District 2 Commander
D/C Andy Papademetriou, N-IN

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Sailing season is over, sorry about
that guys and gals. Wait 'til next year
or go south.

The Editor reserves the right to edit articles as needed. The views expressed in this publication are not necessarily the views of District 2, The United States Power Squadrons or its editor.

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Personal Profile.

D/C Andy Papademetriou, N-IN

I joined Westchester Sail and Power Squadron in 2011, where I was the SEO for 3 years and Squadron Commander for 3 more years. I joined the District Bridge in 2017 as DAO. I own a 38 ft Beneteau First sailboat and participated in the Squadron Thursday Night Sails for the last 3 years. I have taught various USPS courses and seminars including the Navigation courses--JN and N.



My wife Aphrodite and I have been married for 45 years and have two married sons three grandsons and one granddaughter. The little ones really love sailing!

I attended the Brooklyn Polytechnic Institute where I received a Mechanical Engineering Degree and the University of Chicago where I received an MBA degree. I worked for Motorola in various Engineering management and Business development Director roles, at Information Resources as Senior VP of quality, and Yakima Inc as VP of Engineering. Retired in 2014. I volunteer for the Red Cross.

I am very excited to be part of the USPS District 2 Bridge and I am looking forward to helping our Squadrons transition to the new America's Boating Club incarnation of USPS.

RAFTING -- ANOTHER TAKE

by Linda and P/D/C Fred Mangelsdorf, SN

Cruising with friends? Great!!

Going to spend the night up a narrow creek, well protected from wind and waves? Even better.

Rafting with the other boat, so you can easily cross over to one another's boat to socialize, look at engine rooms, make plans for tomorrow, have dinner, et al? Fabulous. That's what cruising is all about. Good for you!!

But wait -- if we raft-up in this narrow channel there is no room for others boats to get by us. Shucks. Seemed like such a good idea at first.

All is not lost. Go ahead and raft-up. But instead of being abeam of each other, raft-up stern-to-stern.

Visiting between boats is easy, crossing over at swim platforms or transoms. Sharing a meal is easy. Rigging doesn't get tangled up between the two boats. There is no danger of anchor rodes getting tangled or crossed.

Sure, one of you will be bow into the current, and the other will be stern-to. And if the current changes due to the tide? Guess what, the relative position changes. The vessel that had been bow into the current will now be stern-to.

And there is no swinging at anchor. Both vessels have a bow anchor down and well set, with much of the slack taken out of the rode so that there is tension on both rodes.

Does it really work? Yes. Like a charm.

YOUNG AMERICA (our 37 foot trawler) was cruising with SEA DREAM (another Great Harbor trawler, only she has a length of 47 feet) in May, 2013, proceeding north from Mobile, AL, up the Tombigbee River to join the Tenn-Tom Waterway at Demopolis, thence on to the Tennessee River. The Tennessee would give us access to all the rivers in the heartland of America -- the Mississippi, the Missouri, the Illinois, the Ohio, the Cumberland, the Beaver, the Kaskaskia, the Kanawha, the Kentucky, the Monongahela, the Green, and so on. And that river system does give one access to the heartland -- St. Louis, Pittsburgh, Minneapolis, Morgantown, Cincinnati, Louisville, Knoxville, Memphis, Rising Sun, Chicago, and on and on.....

But enough geography -- soon after lunch we began talking (VHF radio) about where we would spend the night. Bashi Creek was an easy reach, so we agreed to go there. YOUNG AMERICA had been there several times before, so we

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knew the place well and were comfortable with recommending it to our friends. Mike and Linda Borhum had extensive cruising experience in the Caribbean; not so much in the inland rivers. We didn't want to put them in situations where they would be anxious about what was going on, or where there would be any concern about tow-boat traffic in the middle of the night. Bashi Creek would be ideal in meeting those requirements. We could raft-up, have drinks on one boat, and dinner on the other, and a peaceful night's sleep.

At the mouth of the Creek there is room for two boats to raft side-to-side. Further up the creek, not so much. So I proposed that we simply raft stern-to-stern, leaving space in the Creek for other boats to get by (mostly locals going up in jon boats to fish). SEA DREAM proceeded up the Creek first, going about as far as she could and still have room to reverse course in the Morning to exit. She then dropped her anchor and backed down on the rode. This set the anchor well, and with her engines idling in reverse kept her rode taut.

YOUNG AMERICA then came up the Creek to a point about 200 feet astern of SEA DREAM, spun around, dropped our anchor, backed down to set it, and then proceeded to slack the rode while idling in reverse up the Creek to SEA DREAM. The two Lindas passed lines to each other when the swim platforms were within easy reach.

With those stern lines well secured, and fenders between the swim platforms, both boats shifted to neutral. Minor adjustments to the rodes roughly equal

Add the length of the rodes, and we were set for the night.

Piece of cake. You should try it too.

Happy boating.....Linda and Fred

Questions or discussion? Call or write.

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Linda cell: 845-728-3260

Photos courtesy of P/D/C Frederick Mangelsdorf, SN



Stern to stern YOUNG AMERICA and SEA DREAM



Stern to stern SEA DREAM and YOUNG AMERICA

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Photos courtesy of P/D/C Frederick Mangesdorf, SN



Stern to stern, YOUNG AMERICA and SEA DREAM



Two Lindas shaking hands over the sterns of their vessels.

The Origin of the United States Power Squadrons

Submitted by P/D/C Susan Ryan, JN

Roger Upton was a sailing member of the Boston Yacht Club in 1909 and the newfangled powerboats captivated him. He bought a 35-foot motor launch and the reliability of power appealed to him; he grew to love power boating.

In 1911 he had an idea for a club-within-a-club to embrace a select group of "gasoliners" who would develop such forms of cruising and racing as the new type of yachts allowed. To quote from one of his articles, "To my mind the organization can be of use to yachtsmen for three major reasons: first, improvement in navigating ability of power-boat owners; second, promotion of acquaintance and social intercourse by the power-boat owners; third, the fitting of power-boat owners to be of possible use to the Navy in time of war so that they might be received as volunteers should they so desire."

There was a need for education at the time. The laws of the United States governing navigation applied only to steam vessels, and they were governed by a board of steamboat inspectors who were old, crusty, sea-going men. Upton and other USPS founders set out to protect power yachts from these steamboat inspectors and to remove forever the stigma of ignorance and foolhardiness, which they and professional sea captains and sailors had bestowed on their owners.

Franklin Delano Roosevelt, then Assistant Secretary of the Navy and an honorary member of the Boston Yacht Club, had observed Power Squadron drills as a guest aboard Upton's yacht, Elizabeth. He had been greatly impressed with the activities of the Power Squadron and had sent his aide, Captain William F. Fullam, to attend the meeting. As reported in the press, Fullam praised the organization in the highest terms possible and complimented the officers for the training they provided with their naval-type drills.

More interest followed. A meeting of the newly organized Power Squadron Conference Committee was held at the New York Yacht Club in December 1913 and an outline of what was suggested at the meeting was forwarded to all who were interested. A second Conference Committee meeting was called for in February 1914, and the final work of organizing and launching the United States Power Squadrons was accomplished. The meeting, which took place in the Commodore's Room, was called to order by Henry A. Morse of the Eastern Yacht Club and included representatives of Squadrons and yacht clubs from Maine to Maryland. The organization was made complete by the election of the following officers: Chief Commander, Roger Upton, Boston; Vice Commander, Holman F. Day, Portland; Rear Commander, Worthington Scott, New York City; Treasurer, Charles F. Chapman, New York City; and Secretary, Bryan L. Perman, Boston.

USPS had 477 members in twenty Squadrons in January 1917. As World War I threatened to engage our nation, all Americans became very active in the preparedness movement. The United States declared war on Germany on 6 April 1917; and with the coming of hostilities, Chapman sent a letter to Franklin D. Roosevelt, Assistant Secretary of the Navy, volunteering the entire USPS instructional program for the training of men for naval coastal defense. Roosevelt accepted with gratitude. In New York City, four free nautical schools were established with a total enrollment exceeding 3,000 students. Similar schools were organized by local Squadrons in Boston, Detroit, Newburgh, New York, New Haven and Washington, D.C. Over 5,000 men who attended these classes entered the armed services and, based in significant part on the quality of their USPS training, many were appointed officers. Squadron members themselves enlisted in the Navy and many, because of their outstanding nautical education and background, soon earned commissions.

Sailing - when everything fails, back to basics

by Rob Goldstein

(Son of Lt Melvin Goldstein, AP)

A friend of mine was moving from CT to Puerto Rico to live aboard his 33 foot sailboat.

I volunteered to assist as the 2nd Skipper in the 1st leg of the trip to Norfolk, VA, an approximate 400 mile trip.

We all donned our life vests as we left our dock in Westbrook, CT on Long Island Sound on Monday June 15, 2020 headed for Norfolk, VA expecting to arrive sometime Wednesday June 17. There were 5 of us aboard, the owner Pete, crew members Reilly & John with no boating or sailing experience, Ben who had accompanied Pete on a few short trips and myself with around 45 years of sailing experience.

We left around 4 hours late at 11:30 am under power after having issues with a newly installed AIS system and having to stop by the fuel dock to pump out the head as it was overflowing, even though the tank was pumped out the prior day. More about this later. We motored most of the way towards Orient Point to help regain some time as we had headwinds and an opposing tide. I created a schedule for the rotation of the 3 crew, with Pete and myself as Skipper while each crew rotated 4 hours on, 8 hours off. I cooked dinner for all without knowing at the time that it would be the last opportunity to have a real meal the remainder of the trip. Before the first change of watch, John was already seasick, never ate dinner, never to recover for the remainder of our trip.

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As we rounded Orient Point (the 1st of 2 forks at the end of Long Island) we set sail, losing 4 hours tacking around Gardiners Island, rounding Montauk, NY at around 10:30 pm and finally on the south/Atlantic side of Long Island. I texted my wife good night with the last cell coverage for a while where she indicated that our last AIS tracking was 12 hours prior and the Garmin GPS standalone satellite tracker had also not provided any updates. I tried rebooting the AIS system which contrary to the installer had apparently not been working. I checked the Garmin configuration and status which indicated that tracking data was being uploaded, however apparently not being received. We also noticed that the head was overflowing again. At this point, it was obvious that the check valve in the head was failing and allowing sea water to flood the head. This is one of the most common cause for boats sinking at the dock as it would eventually flood the cabin. Best practice is to shut all sea-cocks when not on the boat as a safe measure. Unfortunately, Pete did not know where the valve was on his boat, so once off-shore I decided to open the “Y” valve and run the macerator to pump out at each change of watch to prevent the cabin from flooding. This boat seemed to have hidden sea-cocks in inaccessible places that utilized extension push-rods connected to the valve handles to open/close them. The one in the head was not connected to anything and inoperable.

With a following sea at a near run, we headed on a course of 220 degrees that took us on a straight line to Norfolk. Throughout the trip we never had to tack until arriving in the Chesapeake. Pete was at the helm and Reilly as crew until midnight at which time I took the helm with Ben as crew. I started my rotation by first running the macerator to pump out the head and started the engine to keep the batteries charged as planned. When starting the motor, I noticed a red lightning bolt on the engine console and asked Pete if this was a normal light, or indicated an issue. His answer was alarming - that he didn't know. I ran the engine for around 15-20 minutes and then shut it down for the night. The evening was uneventful with a beautiful star illuminated sky making a healthy 5-6 knots through the water towards our destination.

At 4 AM Pete and Reilly took over, allowing Ben and I to get sleep for the 1st time in almost 24 hours. I finally fell asleep only to be awoken at 5:30 AM to noise on deck above the V-berth where I was sleeping. Pete was trying to set a whisker pole as we were sailing wing-and-wing. After a short while I heard a few thumps as the pole bounced across the deck followed by a scream. I ran through the cabin, up the companionway topside as fast as I could to find no one at the helm. I turned around and found Reilly hanging over the port side, holding onto Pete. Pete lost his balance while on deck, dropped the whisker pole and fell overboard with only a hand and an ankle caught on the lifeline. I might add that Pete neglected to clip his tether to the jacklines that we specifically had for this purpose. After getting Pete back aboard with some difficulty, I went below with my adrenaline rush, changed my shirt and socks and returned topside. Little did I know that this would be the last opportunity that I would have had to sleep the remainder of the trip.

At 8 AM, I took the helm as scheduled and found that Ben also had become seasick and remained in the cabin for the remainder of the trip with John, only to periodically emerge topside to get sick over the rail or get some fresh air. We were fortunate that although inexperienced, Reilly was a natural at the helm and joined the rotation with Pete and myself. Pete had also been experiencing mild sea sickness throughout which was generally not debilitating for him, but caused him to retreat to the cabin sometimes for hours at a time. I was grateful that Reilly took to sailing so quickly and a formidable helmswoman as well!



By Tuesday evening at 9 pm as forecasted, the seas began to get fairly rough with large 8-10 foot rollers and wind blowing 35-40 knots.

As per our routine, I went to start the engine and it barely turned over. Without any plan Pete started to take apart the engine control panel, mumbling something about the ignition key switch and that he had an extra one aboard. Although it didn't make sense to me, I assumed he knew of an existing issue, hence the unusual presence of a spare key switch! After opening the panel and fiddling around for a while, he proceeded below deck. He finally had accepted that the starter battery was most likely dead and proceeded to try and swap it with a house battery. After working for some time, and getting more seasick from working below, I convinced Pete to go topside while I completed the task. I tried swapping the house batteries as well as combining the amperage of all 3 batteries to find that all 3 had been drained. My assumption is that the red lightning bolt on his engine panel that I saw earlier had indicated a failed alternator. The combination of the autopilot, chart plotter, instruments and running the macerator had taken its toll on the batteries. Without the alternator working, we had been draining the batteries since we left port.

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I returned all the batteries to the original state, other than only reconnecting the primary battery feeds, leaving off the various unprofessional installations wired directly to the batteries. By doing this, I was able to control the residual remaining power. Since it was already dark out, I switched on the running lights and compass light. This provided safety and visibility while at sea. There was inadequate power and amperage to run the bilge pump or macerator to enable usage of the head to keep the cabin dry. Other noteworthy items without power were the VHF ship radio, chart plotter, wind, speed, depth instruments and auto pilot. Although we had paper charts aboard, we didn't have our current location. In addition, being so far offshore, with no aide to navigation and heavy cloud cover there was no way to triangulate our current position. I knew we were approximately 50 miles off-shore somewhere between New York & New Jersey. It was at this time for around an hour that I was unsure of our fate. Remaining calm and always a "Boy Scout" I pulled out my cellphone as I fortunately utilize both the Navionics and Marine Navigator mobile applications. In preparation for the trip I had already had a route pre-plotted for Norfolk. I immediately put my phone in airplane mode to conserve power as it was now our only means of navigation. Once I realized that I could navigate with my mobile app, I was confident that we could overcome our other challenges.

A few hours later, as the house batteries continued to drain, we lost the mast head light, shortly followed by the stern running light. The only power that remained was the compass light. We were now invisible to any other vessel on the water with only a 3 watt handheld VHF radio in hand. We knew we would be travelling through some heavy traffic shipping lanes and increased our vigilance throughout the night while I periodically shined my flashlight on the sails to provide a large illuminated canvas as well as shining it out to sea anytime I thought I heard another vessel.

By Wednesday morning, the weather continued to degrade along with heavy fog before sunrise, later turning into precipitation. As the wind intensified, most likely exceeding 20-25 knots and guessing gusts exceeding 30 knots and seas 12-15 feet, along with heavy rain, we decided to reduce our sail area and reefed half of the mainsail and furled half of the jib.

Throughout Wednesday afternoon and night, the weather continued to degrade. We were still on the same heading of 220 degrees that we set after rounding Long Island. Although still on a run, the waves were now 10-15 degrees off our stern. At one point an extremely large wave (we never saw it coming) crested over the boat, temporarily flooding the cockpit and soaked Reilly and me. As each wave lifted up the stern of the boat, it pushed us off course requiring continuous correction to our heading. I checked my mobile navigation application hourly to confirm our targeted heading and course accuracy, so not to exhaust the cell phone battery. By nightfall, we no longer had our compass light, making it difficult to navigate. I took one of my Duracell LED flashlights and made a diffuser out of a couple of folded paper towels, mounting it on the compass. The light lasted the remaining 2 days at sea and was instrumental in helping us to navigate.



During one of my trips to the cabin for a snack, I noticed water on the cabin floor, assuming it was due to the heavy rain entering the open hatch. I eventually inspected the bilge to discover it had been overflowing into the cabin, most likely from the head which we were no longer able to electronically pump out (remember the failed check valve earlier). I manually pumped out the bilge, probably around 30 gallons, but seemed like 50. While in the cabin with the manual pump, I also pumped out the head to allow our only female crew member to utilize the head. The men had been going over the side - to leeward of course!

Throughout the evening and into Thursday morning there was heavy lightning and thunder that accompanied the rain. At around 4 am the skies began to clear for the 1st time in 2-1/2 days. As we closed in on 15NM from the Chesapeake entrance light house, we had our first sighting of lights which we eventually determined were commercial vessels stacked up outside the Chesapeake bay entrance, waiting to come into port. Soon after, we were able to locate the entrance light house itself. Reilly, Pete and I continued to scan the horizon for boat traffic as we approached this area of high commercial traffic to/from the Chesapeake, knowing that we had no lights or visibility to the other vessels. One of the most interesting things I saw the entire trip was what looked like a row of 100 stars perfectly lined up traveling in unison across the night sky. We believe this was the Elon Musk StarLink project.

(www.starlink.com)

Finally entering the Chesapeake unfamiliar with the area, finding confusing channel markers with multiple lanes for the commercial traffic and unsure which lane to follow. I checked the depths on the charts and chose to stay just outside of the commercial lanes for safety.

The Chesapeake had a calm sea and relative light wind, although relative is a funny term coming from the severe environment our previous 2 days. We continued to sail up the Chesapeake, and headed to the bay bridge/tunnel. As we neared the bridge, 3 small Navy gun ships came towards us with manned guns, making some undecipherable announcement on their loud speaker. I quickly hailed the Navy vessel on our portable VHF, and in return received very clear directions to move into the other channel/lane. As I was focused on the gun ships, I apparently did not see the surfaced submarine that was rapidly coming towards us !

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For the 1st time since setting sail we were challenged with unfavorable and light wind. Although it took a while with many tacks, dodging the commercial tankers and ships that passed us by, we finally made it through the channel above the tunnel.

Unable to navigate up the Elizabeth river to our destination marina by sail, we arranged a tow from BoatUS to take us the 90 minutes up river where we finally docked at the Tidewater Yacht Club in Portsmouth, VA.

After being awake, hungry, wet and cold for almost 3 days I couldn't wait to take a warm shower and get into dry clothes. After we all cleaned up, we enjoyed a nice dinner at the marina restaurant. After dinner as we got up, Pete passed out, falling to the ground. After an ambulance ride to the nearby Navy hospital, the obligatory battery of tests only to find out that he had suffered a heart attack. Although I am a former EMT and EMT instructor, I'm glad this didn't occur during the trip. Pete is currently doing well and recovering from bypass surgery.

I'm not sure Ben or John will ever go on a boat again. Reilly looks forward to future sailing opportunities. Pete is currently doing well and planning the 3 week crossing to Puerto Rico in Nov 2020. Since our trip, he has overhauled his electronics, and currently has a new engine on board. I continue to sail my families O'Day 272 whenever time and weather permits.

Lessons learned and best practices:

Always have paper charts on board, never rely on electronics alone for navigation.

As I was taught as a young passenger on family car trips, always thoroughly check out the car, or boat in this case, prior to a trip. This includes batteries, alternator, through hull fittings, etc.

Ensure that you have adequate spare components aboard, such as filters, belts, impellers and for longer trips a backup fuel pump and alternator might be worthwhile.

Be familiar with your engine, where all of the "spares" go and general operation of your engine, along with the location of all thru-hull sea-cocks while at the dock in daylight when it's not an emergency. Murphy's law says that when you need it most, you will be out at sea in rough weather during the night, which is no time to go on a scavenger hunt !

I've learned that a manual pump Head and my manual "Whale" bilge pump is sometimes better than an electric one as it still works without power.

Know your boats electronics and power systems. Our boat had an emergency cutover switch to utilize the house batteries as a starter that the owner didn't know about. This could have saved hours of time in trying to move around and rewire the batteries, not to mention the stripped battery posts that occurred during the process.

Whenever possible, add a voltage meter to your Engine Panel vs just an "idiot" light so you can be confident that you are charging your batteries. This would have prevented our critical failure before we even left the dock.

A best practice would be to manually mark your position on your paper charts at least hourly. That way if we didn't have my phone to navigate with, or if my phone died, we would at least have been able to make educated decisions on our heading and if available to be able to put a distress call in with your last known location, heading and speed.

Although there were family members that knew our general travel plans, always complete a float plan.

Some examples can be found here from the coast guard, power squadron or coast guard auxiliary:

<https://www.uscgboating.org/recreational-boaters/floating-plan.php>

https://www.usps.org/o_stuff/fp_form.html

<http://floatplancentral.cgaux.org/download/USCGFloatPlan.pdf>

One of the most import things is to always remain calm when "things happen". Never shoot from the hip. Take the time to think things through, formulate a plan, then execute the plan.

The author, Rob Goldstein is can be reached via email at: Rob.GoldsteinCT@gmail.com

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D/2 NEWS

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Address Correction Requested



Sail and Power Boating



D/2 Planning CALENDAR

2020

26 November, Thanksgiving Day
23-30 December, Hannukahh*
24 December, Christmas Eve
25 December, Christmas Day
31 December, New Year's Eve

2021

01 January, New Year's Day
20 January, Martin Luther King Day
12 February, Lincoln's Birthday
14-21 February, USPS Annual Meeting
17 February, President's Day
06 March, Winter Council
27 March to 04 April, Passover*
02 April, Good Friday
04 April, Easter
10 April, Spring Conference

***Note: All Jewish holidays begin the evening before the date given.**

(NOTE: PLEASE ADVISE THE EDITOR IF YOU NO LONGER WISH TO RECEIVE A HARD COPY OF THE D/2 NEWS.)