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## At the Helm



Well, would you look at this- it's already mid-January as I write this article and it is almost 45° outside. I believe that the first Log of the year should be a little bit of pep talk for the soon to arrive boat season.

The reality is that my mind is already in gear for boat season (maintenance, prep and planning) as well as geared up for all of the good time that is ahead of us. As I sit putting ink to paper (Yes, it is done the old fashion way by some) I wonder about applying bot-

tom paint in February? The boat is covered and the sun is strong I think some inside tasks may get underway soon. For those of us that are working on the endless boat maintenance list I was recently reminded of a large warehouse sale many of us attend at the end of March. So, start making those lists of things you need for the upcoming season.

Our education department is again doing a wonderful job reviewing student needs and putting together a great calendar of classes. If you have any special requests pass it along and we will see who else may be interested. We were very fortunate with another great holiday party that was very well attended. Very special thanks to Susan!

The days do fly by so please mark your calendar for upcoming events such as the Change of Watch (scheduled for the end of March) and the June Rendezvous that will be held this year at Martha's Vineyard (June 29 – July 2). With all of the events offered, classes, social get together, seminars, and on the water boat activities we really do offer something for all. Stop by and spend a little time at an event or a class. It's great to see old friends again and meet new ones.

*Cdr Kevin J. Dinan, AP*

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*The opinions expressed in "The Log" by the Editorial Staff or Contributors are their own and do not necessarily reflect the opinions of the Berkshire Sail and Power Squadron or those of the United States Power Squadron.*



**BSPS Info Line**  
**413-266-1130**

Do you know that we have an informational telephone line? Call to learn details of upcoming events. Refer your boating buddies for information on upcoming on Public Boating classes and VSC inspections.

**View, Download, and Print this issue and all back issues of the *Berkshire Log* In LIVING COLOR at:**

[http://www.usps.org/d2/d2\\_squadron\\_news.html](http://www.usps.org/d2/d2_squadron_news.html)



**BSPS & USPS CALENDARS**

- January 25 - Bridge & Executive Board Meeting, Jimmy's Restaurant, 7:00pm**
- January 25-29 - USPS Annual Meeting, Jacksonville, FL**
- February 16 - Anchoring Seminar, First United Methodist Church, 6:45-8:45pm**
- February 28 - Seamanship, First United Methodist Church, 6:45-8:45pm**
- February 29 - Bridge & Executive Board Meeting, Jimmy's Restaurant, 7:00pm**
- March 1 - Engine Maintenance, First United Methodist Church, 6:45-8:45pm**
- March 3 - D2 Winter Council Meeting, Poughkeepsie, NY, 8:00am**
- March 19 - ABC 3, Conte Community School, 7:00-9:00pm**
- March-April TBD - Berkshire Change of Watch**
- April 20-21 - D2 Spring Conference, Old Greenwich, CT**
- May (Tuesdays, Date TBD) - Navigation, First United Methodist Church, 6:45-8:45pm**
- June 29-July 2 - BSPS Martha's Vineyard Rendezvous, See article page 7, Details TBA**

**Welcome Aboard!**

We are pleased to welcome the following new members into the Berkshire Sail & Power Squadron.

George P. Anderson, Jr.  
 Aaron Sondrini

We wish you success in your educational challenges and look forward to meeting you at our social events!

## District 2 Education Awards



Each year at the fall conference, awards are presented to the squadrons that are "the best" in certain categories for the preceding educational year. In general, these awards go to squadrons which offer courses and have good member participation.

This past fall, Berkshire won two of the awards. The first was the Past Rear Commander Frank Gratz Memorial Award. The award is presented to the squadron with the greatest number of members passing an elective course during the year.

The second award was the Lake Candlewood Award. The award is presented to the squadron with the broadest educational program, demonstrated by the greatest percentage of eligible members examined (all courses). Its primary aim is to get as many members as possible to take courses.

All of you who took courses contributed to Berkshire winning these two awards.



*Lt/C Carl Filios, AP  
Educational Officer*

## Upcoming Courses

**Anchoring Seminar:**  
Thursday, February 16<sup>th</sup> - 6:45-8:45pm



**Seamanship:**  
Tuesdays, starting February, 28<sup>th</sup> - 6:45-8:45pm

**Engine Maintenance:**  
Thursdays, starting March 1<sup>st</sup> - 6:45-8:45pm

**Navigation:**  
Tuesdays, starting sometime in May - 6:45-8:45pm

**ABC 3:**  
Mondays, starting March 19<sup>th</sup> 7-9pm Conte Community School



## Education News

The year is off to a good start. We had one member successfully complete Piloting. I'm getting ready to order exams for Junior Navigation. We have a number of course offerings planned for the next few months. Those include: Seamanship, Engine Maintenance, Anchoring seminar, ABC 3, and Navigation. The details of starting dates appear elsewhere in the Log. It can take as long as four weeks to get books, so please contact Carl Filios ([cefilius@verizon.net](mailto:cefilius@verizon.net) or 413-442-8984) soon if you plan on taking one of these courses. John Holden and I will likely be contacting those who have not yet taken these courses.

I'll be attending the USPS Annual Meeting in Jacksonville at the end of January. At that time, I'll get the latest information on course updates and what's happening with the effort to add on-the-water training to Seamanship, Piloting, and ABC 3. Courses are updated every few years, in order to keep the content current.

*Lt/C Carl Filios, AP  
Educational Officer*



## Congratulations Paula!

Congratulations to Paula Dailey for an outstanding job passing the Piloting course. Paula scored very well and received a favorable comment from the USPS grader.

Many thanks to the co-chairmen of Piloting-Jack Clayton, SN and Cindy Dinan, AP for a teaching job well done.

# D.I.Y. CORNER



The aftermath of Hurricane Irene affected many of us. As boat owners, we all face concerns when it comes to storm readiness. When our boats are located on a coastal shore a distance away additional concerns may arise. Our boat is located in Bristol, Rhode Island, and this is where my saga begins.

As the path of Hurricane Irene was confirmed it placed the northeast at great risk, including the Connecticut and Rhode Island shores, and many boats in our area were hauled out of the water. We were fortunate that our vessel was able to get on the hard. Our boatyard was working 16 hour shifts just to pull boats not only from our harbor but from as far away as Connecticut and Cape Cod. Obviously, working at that hectic pace all available energies went into hauling boats and other marine services were discontinued and not available.

During the storm we stayed tuned to weather updates, video clips on the web, and communication from boatyard friends. The storm wreaked havoc in the Bristol area and many boats received extensive damage. The pictures and stories were devastating. We made an immediate road trip down to check things out first hand and we were fortunate that no physical harm came our way. However, we also realized that the passing of the storm was one problem that was out of the way and that we had another.

Prior to the storm our boat was on the pump-out list as we had returned from a trip with a very full black water tank. Oh yes, black water is the stuff you flush! Understandably, with all of the hauling and storm prep going on at the boatyard there simply wasn't time or manpower to take care of some of the more routine details that are typically performed.

After a couple of weeks on the land with reasonably warm weather I figured the tank was nicely fermented and should be dealt with. My choices seemed simple. **Option (A):** I could man-up and do it myself or **Option (B):** Call in a marine/septic service and part with a few hundred dollars to have it pumped out. Option (A) seemed to me to be the only

*(Continued on page 5)*

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appropriate choice. I went into action and began organizing materials. I started gathering buckets - 3 and 5 gallon sizes. I thought this should work just fine as I also had a plan. I would slip in the yard when it was very quiet, fill my buckets and out the back door I would go!

My perfect moment arrived, with buckets in hand and Cindy under duress, I went under the boat to the discharge for the waste tank otherwise known as the poop shoot. I had previously filled Cindy in on my plan and could not understand why she rolled her eyes and told me I was crazy. (Please note that she didn't say it that nicely either.) Knowing that Cindy would not be able to hear any commands from inside the boat I used the tools at hand. I found a rock that would allow me to tap on the hull once for Cindy to start the macerator pump and when the bucket was full I would tap on the hull twice for the pump to be shut down. The simplicity of the plan was genius and "Voila" I knew we would be done in no time!

My process worked well for a while but then my arms started getting tired; the buckets were feeling heavier and heavier. Then it happened! I gave Cindy the tap to start and had pooh coming my way at a rather brisk pace when I lost my balance and my rock! "Oh God NO! NO!!" is all I could think- The bucket was filling and I could not bend over to get the rock as a shower of s- - t with my name on it was coming my way. It did not look good!

I tried to call out but there was not a chance of Cindy hearing me even though my voice was very shrill, like that of a frightened little girl. I also had a vision of the bucket that was so near my head over flowing. I decided to take a deep breath, close my mouth, and shut my eyes. I knew I was down to my last couple of seconds as I balanced the bucket over my head. Believe me - I was frantic!

Suddenly, thank goodness, a reprieve! I had been saved - the pump was turned off. Cindy never heard any of my antics but she thought that the bucket had to be just about full and popped her head out of the cockpit to check on my wellbeing. I was never so happy.

There is more to this story which I will share at a later date. You might ask "What exactly does one do with a pick-up truck full of 30-40 gallons of muddy water?".

Someday I hope not to be the new guy to whom all of this stuff seems to happen, but for now I am staying dry and I smell like a rose.



*Cdr Kevin J. Dinan, AP*

## DragQueen

(*Onboard*)



You might say the timing worked out well on this to provide a small Christmas gift to the ActiveCaptain community. Apple approved our new free app this week in time for the holidays.

Back in September, Jeff grew unhappy with the anchor alarm choices available for the various smartphones, especially the iPhone. Over a weekend at Olverson's he whipped up a prototype of a very simple alarm that provided the things we wanted at night to watch over us. It was quite a funny scene to see him set the alarm and then walk the docks to simulate pulling back and eventually dragging anchor.

Then we did an unusual thing. Before submitting the app for release, we actually used the alarm every night for the 2 months we were anchored out along the Chesapeake and on our way to Florida. Every couple of days he'd be clicking at the keyboard, tweaking the software to provide something a little different. Then more nights at anchor. The sound had to be just right to be incredibly annoying. That alone proceeded through dozens of "listen to this!" samples. And of course it needed to be tested with very tight distances on windy nights so the alarm would actually go off. Never before had I seen him wake up at 3 am to an alarm with a smile.

Now that we're in Jacksonville, we finished up the app. Added help, licenses, app store magic, and submitted it all to Apple. Surprisingly, Apple approved it in just 2 days. Plenty of time to give it out for Christmas.

The app is free and available right now in the app store. We intend on providing the source code to it once the Android version is complete with the hopes that others will use it, extend it, and make it even better. Yes, there is an Android version coming from the exact same source code but it needs some user-interface auto-configuration code. We'll write an update newsletter item when it's available.

Grab the app. It's free now and will remain free forever. We hope you find it useful. It's name is a play on words and called DragQueen.

May she stand careful watch over all your nights at anchor...

*Karen & Jeffrey Siegel*

*Ed.note- ActiveCaptain is a boating resource website and an interactive cruising guidebook. It can be found at: <https://activecaptain.com/index.php> It is operated by Karen & Jeffery Siegel. Thanks to P/C Leo Robillard, SN for submitting this article.*

## ***Are You a Social Media Junkie, Wanna Be or Neophyte?***

by Stf/C Susan Darcy, JN

Social media like **Facebook**, **Twitter**, **LinkedIn**, and **SailAngle** can be both useful and very annoying. But everyone is talking about it and a lot of folks are using it, so what's the attraction? Now before you jump to a conclusion that I don't know anything - I will totally admit you are 100% correct! **BUT** . . .

Although I have many social media accounts, I decided I wanted to really find out more about the whole concept of social media. After all, I may be a **Q-Tip**, but I like puzzles and on the surface, social media seems to be a real puzzle. So, I took a **Social Media Webinar** offered by a professional organization that I belong to outside of USPS.

It was very well done with lots of material and excellent presentations and a pretty good speaker (phone call in) with super handouts, examples, worksheets and references. The webinar touched on private and public usage of social media. Reducing down the 4 hours, individuals use social media because it is a quick way to communicate information to a lot of people (relatives/friends) with very little strain. For example, there is a new baby or a new job. It is a way to get ideas out to a large group quickly – like all of the members in a Squadron or your entire family.

Businesses and organizations use it so much, because it saves them **\$\$\$\$\$** in advertising even though they have paid a membership fee. How does the business know if it pays? It looks at counters, those annoying symbols that we click on that say – **Like Us on Facebook?** Or **Tweet Us?**

So what is the big attraction for a person? And no I didn't see the movie, **Social Media** – but the big attraction seems to allow **ANYONE** to vicariously become involved in someone else's life. Since a lot of celebrities communicate with their "fans" thru this media, it has expanded quickly. Do you realize that there are over 500 million members worldwide on **Facebook**? **LinkedIn** has over 135 million professionals exchanging information, ideas and possible opportunities. People looking for jobs in today's environment are encouraged to sign up for social media accounts.

What are we missing with all this? No more long letters or cards coming with the bills – just email – nor more phone conversations – just text. Less one-on-one communication shaking hands and meeting face-to-face. Why with **Skype** or **VOIP** and a webcam, face to face conversation can happen in front of your computer anytime! I've just got to remind myself to comb my hair and not wear grunge clothes when I turn on my computer, otherwise I'll be posted on **YouTube!** Want more information? You can sign up for one-on-one seminars during the USPS Annual Meeting at: [http://www.usps.org/national/membership/Social\\_Networking\\_Seminars\\_2012\\_Annual\\_Meeting.html](http://www.usps.org/national/membership/Social_Networking_Seminars_2012_Annual_Meeting.html).

Got to go **Home** and **Log Out**.

### **Glossary:**

**Facebook** -- A social utility that connects people with friends and others who work, study and live around them



**Like Us on Facebook** – catchy phrase with icon which when clicked brings you to the sign in/sign up page at **Facebook**

**LinkedIn** - Manage your professional identity and build and engage with your professional network

**Q-Tips** – A term used to describe people with white hair or no hair.

**SailAngle** - The Ultimate Online Boating Community – A social network for boaters worldwide.



**Skype** – A software application that allows users to make voice and video calls and chat over the Internet.

**Social Media** - The term **Social Media** refers to the use of web-based and mobile technologies to turn communication into an interactive dialogue.

**Tweet us/Retweet us** – a catch phrase with a link to **Tweet**



**VOIP** – **Voice-Over-Internet Provider** – making a phone call from your computer

**Webcam** – A camera on your computer used for videotelephony

**Webinar** -- The term **webinar** is short for Web-based Seminar, a presentation, lecture, workshop or seminar that is transmitted over the Web,

**YouTube** – A place to discover, watch, upload and share videos.



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# SAVE THE DATES!!

## Annual Change of Watch

We will hold our annual Change of Watch at a time during March or April. The exact date has not yet been determined because of other potential conflicts that we need to work around and the availability of a restaurant or venue. We are considering the Greenoch Country Club in Lee because that is where we held our highly successful 2011 Change of Watch and our Holiday Party. However, the Country Club is not available until after April 15th and the following weekend is the D2 Spring Conference. That would put us at the very end of April and close to boat launch for many of us. We will nail down this date within a couple of weeks and let everyone know.

## June Rendezvous

At the Holiday Party a number of members were talking about a rendezvous to Martha's Vineyard at the end of June. This would be a longer rendezvous that we normally hold but many thought it would be a great way to kick-off the summer boating season.

Plans are in the works and we should have more information by the end of February. Tentatively we are looking at the rendezvous dates to be arriving on June 29<sup>th</sup> (Friday) at Martha's Vineyard. Saturday thru Monday, July 2<sup>nd</sup> would be for island time. The public bus system offers a three-day pass for \$15 and will take you anywhere from Vineyard Haven to Oak Bluffs, Edgartown, Menemsha and Gay Head. Members with more time could plan to stay for the July Fourth celebrations and leave later, or return as early as their schedule requires.

Details will be forthcoming as they become available. If you have suggestions please contact Cdr Kevin Dinan, AP or P/C Rick Gore, AP. Every aspect of this rendezvous is flexible and we are open to ideas.

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# Santarella and Phil Scalise Capture Fourth in Fleet in the Fort Lauderdale to Key West Race

According to the report in the Sun Sentinel By Steve Waters-

Victory was sweet in a slow regatta. Weather conditions hampered sailboats in Fort Lauderdale to Key West Race.

Most years, the sailboats competing in the Fort Lauderdale to Key West Race put up their spinnakers and ride the wind all the way down to the finish line.

This year, the fleet had to fight the wind at the start, then contend with little to no wind in a race that seemed to go on forever. Rambler was the first to finish at 1:14 p.m. Thursday, which was just over 24 hours from when it started at 1:05 p.m. Wednesday off Port Everglades.

Sunquest was the last to finish at 10:49 a.m. Friday, which was 45 1/2 hours after the race began.

Of the 47 boats entered in the race, only 20 finished.

Some dropped out before the race started. Some retired after damaging equipment in the rough seas at the start of the race. Others pulled out when the going got so slow that they realized they wouldn't finish within the 48-hour time limit.

For those who persevered, like Phil Scalise, captain of Santarella, victory was especially sweet.

A Baltic 38 DP built in 1983, Santarella finished at 7:06 a.m. Friday for a corrected time of 37 hours, 6 minutes, 27 seconds to win the Performance Handicap Racing Fleet C class and finish fourth overall in the PHRF Division.

"That's very, very rewarding," said Scalise, of Melbourne, FL and Pittsfield, MA. "Fourth in fleet is huge. It's really bigger than winning your class."

It's also a testament to the resolve shown by Santarella's eight-person crew.

The race began with the boats sailing directly into a 23 mph south wind. By the time the bulk of the fleet got to Miami Wednesday evening, the wind died.

It wasn't until Santarella rounded Key Largo that the wind picked up slightly. Then it would lighten, then strengthen, then lighten again.

"It was a very, very unusual race from a weather standpoint," said Scalise, whose best previous finish was second in class. "Many boats dropped out because of the light air and their inability to get moving.

"We talked about quitting several times, then we'd get a little wind and go. We kept hanging in there."

## RESULTS

IRC Division: 1. Sarah, 1:15:22:52 2. Rambler, 1:17:08:55 3. Kalevala II, 1:18:58:51 4. Hot Ticket, 1:21:56:53

PHRF Division: 1. Denali, 1:04:45:59 2. Meridian X, 1:05:55:04 3. Musica, 1:08:49:44 4. **Santarella, 1:13:06:27** 5. Island Flyer, 1:13:06:36.

Multihull: 1. Cheekee Monkee, 1:09:08:56 2. Trident, 1:16:13:01

By Steve Waters, Sun Sentinel  
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Santarella & crew before leaving for the race



Sailboat racing with very light winds



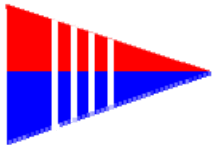
Captain Phil celebrating the Finish!



Spinnaker Handling



Wives at the Key West Celebration



United States Power Squadrons®  
**District 2 Spring Conference 2012**  
 Hosted by Greenwich Sail & Power Squadron  
 Friday and Saturday, April 20 – 21, 2012



At the Hyatt Regency Greenwich  
 1800 E. Putnam Ave • Old Greenwich • CT 06870  
 (203) 637-1234 • www.greenwich.hyatt.com

Friday:	3:00 pm	Registration begins
	5:00 pm	Meet & Greet, Hospitality Suite
	7:00 pm	Dinner with Chief Commander's Representative
Saturday:	8:00 am	Registration/Coffee
	9:00 am	Morning Session
	12:00 noon	Lunch
	1:30 pm	Afternoon Session
	5:00 pm	Meet & Greet, Hospitality Suite
	7:00 pm	Dinner and Dancing, Riverside Ballroom

*Dress: Fri. dinner: Blazers. Sat. meeting: Uniform G or appropriate attire. Dinner: Uniform A or evening attire.*

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 (DETACH AND RETURN THIS PORTION)

**REGISTRATION FORM:** First time attending a District meeting? Please check here \_\_\_\_\_

**Hotel rooms: Please reserve early with Marsha (late fee applies after April 6)**

1<sup>st</sup> Registrant Name \_\_\_\_\_ Grade \_\_\_\_ Rank \_\_\_\_ Position \_\_\_\_\_

Address \_\_\_\_\_ Tel: \_\_\_\_\_ Squadron \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Email: \_\_\_\_\_

2<sup>nd</sup> Registrant Name \_\_\_\_\_ Grade \_\_\_\_ Rank \_\_\_\_ Position \_\_\_\_\_

**Friday buffet dinner** Number of guests \_\_\_\_\_ @ \$40/person ..... = \$ \_\_\_\_\_

**Saturday coffee & Danish and lunch** Number of guests \_\_\_\_\_ @ \$20/person ..... = \$ \_\_\_\_\_

**Saturday dinner/dance** Number of guests \_\_\_\_\_ @ \$65/person ..... = \$ \_\_\_\_\_

**Note your entrée choice:** Roast pork loin/citrus glaze \_\_\_\_\_ or Chicken/rosemary & lemon \_\_\_\_\_

*All guests have mixed salad, gazpacho soup as appetizers, peach tarte tatin for dessert, and coffee.*

**Rooms** Friday \_\_\_\_ Saturday \_\_\_\_ Total \_\_\_\_ rooms @ \$130 ..... = \$ \_\_\_\_\_

*(includes full breakfast and Wi-Fi)*

Late fee if registration is received after April 6 ...(\$10)..... = \$ \_\_\_\_\_

**REGISTRATION TOTAL** ..... = \$ \_\_\_\_\_

**Social Program:** For those not attending the meeting, please contact Rick Ewen (914) 584-6555 for activities.

**Please make checks payable to Greenwich Sail and Power Squadron, and mail with this completed form to:  
 Marsha Colten, 95 Alexandra Dr. Stamford, CT 06903 • Tel (203) 329-9622 • Email [D2Conference@gmail.com](mailto:D2Conference@gmail.com)**