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At the Helm



What can I say except I hope we're all well and not going stir crazy. I do feel guilty to not have some different things for Berkshire members to participate in.

We did have a very different Holiday Party using an electronic meeting. I have to admit although it definitely was different, we did have quite a few laughs and learned that we needed a boating class refresher

to pass the USPS Quiz!

There were prizes for the best Holiday mask, outfit, drink and munchies. Although I couldn't win, I personally thought my drink was the best (but very messy). The rim of the glass was dipped in caramel sauce and brown sugar. Then the glass was filled with cider and Prosecco. Very tasty.

Check out the story on the container ship - wow, hope those 1900 containers sank and are not floating around. There's also some other interesting submissions plus additional educational opportunities.

As always, we're looking for other member stories. Believe me, I'm fascinated by what we all have done - please keep the articles a'coming! Send them to my eMail at: sldarcy@roadrunner.com.

Stay Safe and Well!

Susan Darcy

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Our 2020-2021 Berkshire Sail & Power Squadron Bridge

OFFICERS:

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GENERAL COMMITTEES:

Auditing	Cindy Dinan AP (Chair) Margaret Mary Richards, P (2 years)
Rules	P/C Leo O. Robillard, SN (Chair) P/C Susan L. Darcy, JN (2 years) P/C G. Richard Stidger, SN (3 years)
Nominating Committee:	Kevin Dinan, AP (Chair) G. Richard Stidger, SN (2 years) David L. Trudeau, JN (3 years)

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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 & USPS CALENDARS

- April 10, 2021 - Virtual D2 Spring Conference via Zoom**
- April 11, 2021 - Berkshire Change of Watch - Virtual - Details on other pages.**
- Aug. 29 - Sept. 5, 2021 - National Governing Board - Raleigh, NC**
- Feb 19-Feb 27 2022 - National Annual Meeting - Ponte Vedra, FL**

- Courses being offered for Spring (starting late March 2021)**
- Weather Seminar — 2 hours**
 - New Boat Handling Course (New & Improved Seamanship) — 6 weeks**
 - ABC (Basic Boating) — early April**

What courses are *YOU* interested in? Let either Leo Robillard or Tom Dailey know what you would like to take.

Like Us on Facebook



Read informative articles about boating

See announcements for courses and social events

<https://www.facebook.com/pages/Berkshire-Sail-and-Power-Squadron/528850690570303?ref=hl>

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

Berkshire Sail & Power Squadron

Forty Eight Years of Service to Boaters
 1974 - 2021

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

Please Remember...

All members are requested to notify our commander or editor of the death of any other member or a member's family as soon as possible. We want to express our condolences in a timely manner and we need the help of all our members to this end.

Please, please, Volunteer!

HELP! HELP! WE NEED YOU!

We need to verify and maybe update our Squadron By-Laws to make sure they are in agreement with the model Squadron By-Laws.

It will all be done remotely and at your own pace. We still have two openings for members to help for this pure electronic job? **Contact Susan (Rules Committee), 413-637-2275.**

"There are certain queer times and occasions in this strange mixed affair we call life when a man takes this whole universe for a vast practical joke, though the wit thereof he but dimly discerns, and more than suspects that the joke is at nobody's expense but his own."

Herman Melville, from "Moby Dick"

MAYBE WE CAN OFFER SEAMANSHIP ELECTRONICALLY OR EARLY SPRING

The new Boat Handling (replacing Seamanship) has the following sections:

- 0—Getting Started
- 1—Rules of the Road
- 2—Confidence in Docking and Undocking
- 3—Boating with Confidence
- 4—Anchoring with Assurance
- 5—Emergencies on Board
- 6—Knots and Line Handling
- Final Thoughts

What do you want to learn? Please let us know. Leo, Tom or Susan

Let us know if you need a name tag with our own "Moby" on it (No Charge for them). Send an eMail with names needed to Cdr Susan at sldarcy@roadrunner.com with names needed.



Virtual Change of Watch

Date: Sunday, 11 April 2021
Time: 3 PM to ????
Where: Your Address
What to Need? Your Own Munchies & Your Own Libations

Search for more details on other pages!

The Trials and Tribulations of a Trailer Sailor or What Was Absolutely Done WRONG!

Once upon a time, a long, long time ago, Berkshire Power Squadron (our previously designated name) organized a wonderful vacation (more than a weekend) with the destination being Provincetown, Massachusetts. Although Provincetown is in the same state as Berkshire County, by vehicle it is almost 250 miles away!

It is like driving to New York City (okay, there isn't as much city traffic, but it is **FAR!**). So being courageous and not really assessing what was involved, a trailer sailor with years of experience, decided to participate in this wonderful vacation idea.

Planning what to bring and what was needed and all the incidentals took up all the time from the announcement in March to the actual trip scheduled for the end of June. Part of the planning involved checking the trailer – washing the boat – buying those mirror extenders for the SUV plus making sure all the plastic tubs had the 'right stuff' in them. The most important part of the planning was not only the route but how long was it going to take to get there and then to launch the boat.

Anticipation and going over all the lists and verifying this and that gave credence to the adage: "There is never enough time to make sure you've got EVERYTHING!" The mooring had been reserved and the confirmation was in the vehicle, the cooler contained not only ice but also the frozen water containers. Cash, credit cards plus the VHF radio and, finally, off went the tow vehicle with the towed boat behind. The huge vehicle and the tiny boat looked like a miniature tractor trailer going down the road. Luckily, there was nothing to force an attempt to back the rig up--- yet!

Berkshire is a strong supporter of the Boating with a Buddy program, but no other trailer boaters were going on the adventure. Alone was definitely scarier but with an auto service card, calmness reigned. Questions kept popping up along the way: should the launch point be in Wellfleet or Provincetown? You catch on – planning doesn't always work the way you think. And 250 miles of indecision causes lots of worries.

Arrival in Provincetown was a sight in itself – the sailor hadn't been there in years so the first thing that jumped out was the main drag was now one way and mostly inhabited by pedestrians! Do you realize how far out the extender mirrors reach on both sides? People on foot had to watch out for them as the SUV drove along. The driver remembered precisely where the boat launch place was and turned in only to find out that it wasn't there anymore. Now to turn the rig around – with absolutely no clearance space. Backing up became a lesson in terror and frustration! Finally, forty-five minutes later – SUCCESS!

Now off again (after asking) to where the launch ramp really was. Finally arriving at the launch area to setup the boat. First step is to unload the ladder to climb on the boat. Pull all the plastic tubs to put them in the cockpit to stow later. Climb on the boat and arrange everything since space is at a premium. Erect the mast which thanks to Don and Leo, there was a safety line to hold the mast up while putting in the cotter pins to keep it vertical. (Cont'd on Page 4)

(Cont'd from page 3)

Now for the boom – oops, where is the boom? Not in the cabin, not on top of the SUV. Not in the trunk. Disaster, the two-room cabin has now become the one room hut. Would the drive back to Berkshire County and then back to Provincetown be worth having two rooms? Decisions, decisions. Final decision? NO – would miss a whole day and how could I leave the boat and trailer? Go without boom? YES – Decision made!

Time to launch – was it mentioned that this was a pay parking lot? So not only did it require money (change – mucho) but the SUV couldn't be there overnight! What else could go wrong – just wait and see. Launching was really easy and the motor started on the first pull. Really a big relief. So off to rendezvous with the rest of the group! Motoring wasn't too bad and yes, it was quicker and soon I was at the mooring after a quick call on the radio for the mooring number.

Using the boat hook, got a hold of the mooring line and went forward – okay more bad news – my cleats were too small for the mooring line. Luckily by now, Don and Leo being all tied up and dinghying around, came to the rescue again! Using smaller line, they did the 'magic knot' to tie the boat to the mooring. Now to explain about the two-room cabin and the one room hut.

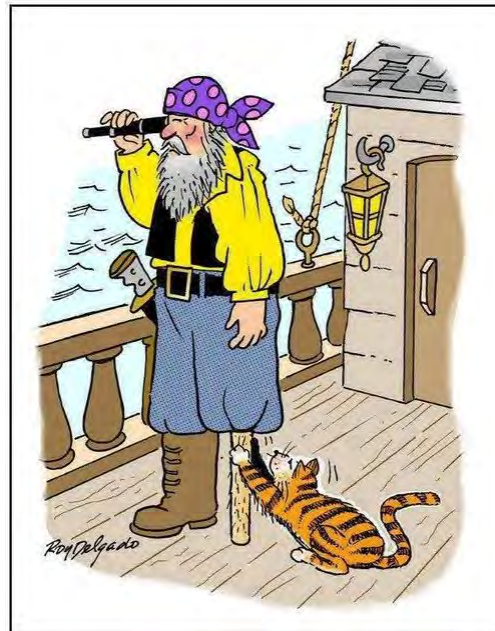
There is a boom tent that makes an additional closed space but it needs the boom. No way to jury rig something to hold the boom tent plus be able to tie it all closed. Now that Don and Leo know about the problem, who do you think notified the harbor master about a boomless sailboat? Two guesses – cannot confirm or deny you have the correct answer – just know that the harbor master asked if it was a new design sailboat without a boom every time he went by!

A footnote to this saga: The reason there was no boom was that the experienced sailor of many, many years had de-masted the previous season and to get the stainless steel bent tabernacle fixed, removed the mast, stays and boom placing them in separate sections of the garage. Then when packing up everything, took the mast but for some really stupid reason, didn't remember the boom or forgot it wasn't already in the boat (probably this one) and so no boom!

Who was this many, many years experienced sailor and the author of this tale of planning and disaster?



Why your commander! Shown here with her boomless sailboat! Are you still willing to have the same commander for the next year? If not, please contact the Nominating Committee listed on the masthead. Do remember, she never said she was accomplished, just very, very experienced!



Why Cats Aren't Allowed on Pirate Ships

Snips and Quips

FROM THE INTERNET

“Never be afraid to try something new , remember amateurs built the Arc , professionals built the Titanic.”

Submitted by Leo Robillard

Marine Jokes

“All boats are sinking – just some faster than others.”

“There is always something broken on a boat – you just don't know about it yet.”

“A boat is a convenient way to spend lots of money without any guilt or even having to be on the water!”



UNITED STATES POWER SQUADRONS®

SAIL AND POWER BOATING



Berkshire Sail and Power Squadron

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11 January 2021

Lt/C Peter W. Samsel, AP
 PO Box 2126
 Pittsfield, MA 01202-2126

Subject: 2021-2022 Nomination Committee Report

Peter,

In accordance with Section 6:13 of the Squadron By-Laws, the Nominating Committee herewith submits the following list of Squadron officers and members to be elected by the membership, Sunday, 11 April 2021.

BRIDGE OFFICERS:

Commander Susan L. Darcy, JN
 Executive Officer Donald Rochelo, P
 Education Officer Leo O. Robillard, SN
 Administrative Officers Karen and George Reynolds, S
 Secretary Peter W. Samsel, AP
 Treasurer Frederick A. Mason, SN

EXECUTIVE COMMITTEE:

Ass't Education Officer Thomas A. Dailey, JN
 P/C Kevin Dinan, AP Thomas A. Gilbert, P
 P/C David L. Trudeau, JN

GENERAL COMMITTEES:

AUDITING

Cindy Dinan, AP (Chair)
 Margaret Mary Richards, P (2 years)

RULES

P/C Leo O. Robillard, SN (Chair)
 P/C Susan L. Darcy, JN (2 yr)
 P/C G. Richard Stidger, SN (3 yr)

NOMINATING COMMITTEE FOR 2022-2023:

P/C Kevin J. Dinan, AP (Chair)
 P/C G. Richard Stidger, SN (2 years)
 P/C David L. Trudeau, JN (3 years)

Respectfully Submitted,

P/C Kevin J. Dinan, AP
 P/C Kevin J. Dinan, AP (Chair)
 P/C G. Richard Stidger, SN (2 years)
 P/C David L. Trudeau, JN (3 years)

Berkshire Sail & Power Squadron

**Invites you to a Virtual Change of Watch
(YES, a Virtual Change of Watch via Zoom!!)**

Date:	Sunday, 11 April 2021
Time:	3 PM to ????
Where:	Your Place
What to Bring?	Nothing **

**** (Unless you want any Libations or Munchies)**

A Reminder with the Zoom Information will be sent out closer to the date.



Don't forget to let us know if you need a name tag with our "Moby" on it.
(There is absolutely No Charge for Nametags).
Send an eMail to Cdr Susan at sldarcy@roadrunner.com



Don't forget our List of Benefits with Our Membership in the last Issue of the Log



Our benefit package is growing rapidly. The benefits are structured to the **USPS MEMBER**, and can only be obtained by a person with a current membership card. For more information on each benefit go to the link below and click on the benefit you want to know the details: <https://www.usps.org/departments/14000/1450001/1450001-benefits-alphabetical>

Techsoup offers Courses on Microsoft Applications

Techsoup is the organization that provides non-profits like BSPS with access to software and hardware to support our programs. As many of you know, we are able to purchase software applications from Microsoft, Adobe, and many others at huge discounts. Microsoft Office is one of the most popular software applications that our members purchase. Microsoft additionally offers operating system upgrades so that as older systems are phased out of support, we can upgrade to the latest versions. For old computer hardware that won't run the latest system software, Techsoup also offers laptops and desktop machines, as well as routers, wifi hotspots, and other essential hardware.

Recently Techsoup has offered eight free on-line courses for Microsoft Excel until **June 30, 2021**. These are free to our members; one only needs to sign up. There are over fifty courses in their catalog available— some are free, and some of the more advanced courses have a fee.

The link to Techsoup to find the courses is:
<https://techsoup.course.tc/catalog/track/excel-for-nonprofits-data-management-and-reporting>

The Excel courses are:

Excel 101 - Learn the Basics
Excel 102 - Editing and Formatting Text
Excel 103 - Designing Your Worksheets
Excel 104 - Using Formulas, Functions and Calculations
Excel 105 - Using Functions to Format Text
Excel 106 - Formatting and Analyzing Charts
Excel 201 - Advanced Methods

Ask the Expert - Excel Pivot Tables: Live event recorded in March, 2020

To sign up for a course, go to the link above and click on the green "SIGN UP" button at the top right corner. Enter your name and choose a password. At the post-registration survey page, enter **Berkshire Power Squadron** for the organization. At this point you should be able to sign up for a course.

Please contact me if you have any difficulty.

P/C G. Richard Stidger, SN

Celestial Navigation by Polynesian Navigators

In my opinion, the European Navigator grew up in the trade, working his way up to Master, including hours of CELESTIAL NAVIGATION on a daily basis. With a lot of written knowledge at his disposal.

On the side of the Polynesian Navigator, all his knowledge was passed down from the Elder to the younger.

Some even had schools, teaching by memorizing poems, story telling and songs. They had no written language.

An amazing thing about the skies over Hawaii is that you can see the stars from the North Star (Polaris) to the Southern Cross at the same time. Almost all of the stars are visible from the same place.

The strangest thing is the North Star (Polaris) is almost out to the Horizon, while at home it appears close to overhead. It is the difference between 20°N Latitude and 42°N latitude.

Clouds and Birds:

Islands with high mountains show clouds from far away. The bottom of the clouds shine green from the reflection of the sun on the water.

Birds appear in the morning leaving the island as the navigator approaches the island giving a direction to the land. The birds return in the afternoon giving another check to the island.

Fires:

The sailing canoes would leave at dusk, rather than daytime because of the heat of the day. A bonfire on the shore would do two things. First it would give the voyagers a beacon to backsteer from. Second it would alert boats coming to the island at night that they are approaching the island.

Stones:

I would think that any island of any size has a set of stones at the launch area pointing to the most popular island visited. The stones could be set for true bearing or maybe offset for current and wave action. This could be their current diagram.

Swells:

The POLYNESIANS enjoyed tropical breezes and fast boats. So they can do a hundred mile journey in a day. The constant wind makes for waves in a certain direction for a long time. Taking advantage of these constant swells would give them a sense of direction to and from destinations.

Zenith Stars:

Stars overhead. This seems to me to be the best way to follow a star to a destination. I know from experience of being in Maui and looking up and seeing Arcturus overhead. I know I could have followed it for a good part of the night. By picking the time of the year when the Zenith Star (star overhead) is over the destination you want to sail to, you can plan ahead.

Submitted by SEO Leo Robillard, SN

The Japanese container ship ONE Apus has lost more than 1900 containers on Monday evening, 30 November. This happened when the 14,000-TEU ship ran into a storm on the Pacific Ocean. Forty lost containers were said to contain dangerous cargo.

The exact extent of the damage will only become clear once the ONE Apus has returned to Asia and an inspection can take place. The accident happened northwest of Hawaii, on a journey from the Chinese port of Yantian to Long Beach in the United States. Immediately after the accident, the captain sailed back to an Asian port still to be designated in order to rescue the remaining containers and assess the damage.

Container loss

If 1900 containers or more have actually disappeared into the sea, it is an awfully high number. The number of containers lost by all container ships worldwide on an annual basis was recently estimated by the World Shipping Council at 1382. In the much-discussed accident with the MSC Zoe almost two years ago, 342 containers disappeared into the Wadden Sea.

The ONE Apus accident will probably be the largest container loss since that of MOL Comfort. That ship, also of Japanese origin, sank in 2013 in the Indian Ocean with 4293 containers on board.

Article from SWZ Maritime <https://www.swzmaritime.nl/> Courtesy of Rich Stidger



Picture: Sister vessel ONE Cygnus in Rotterdam (by Kees Torn).