

CROSS CURRENTS

Newsletter of the Cross County Power Squadron, a unit of the United States Power Squadrons®, District 2

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Number 5

COMMANDER'S MESSAGE — Teresa F. Hennelly, P

Dateline Albany, New York, October 2006

Ahoy Cross County Squadron!

It has been a whirlwind summer. I have been fortunate enough to be able to attend events far and wide – from The National USPS Governing Board Conference at the Grand Hyatt in the Big Apple, to the District 2 2006 Fall Conference in Albany. I attended meetings and indulged in the special side excursions. And, I'll confess right now, I ate as hard as I worked! At the Black Rock Harbor D2 Rendezvous, the Shore Dinner was memorable.



The New York Governing Board Meeting was incredibly informative. The Taste of New York Dinner was delightful. All the arranged cruises in NY harbor served as a reminder that New York is indeed the world's boating Mecca! The trip down to little Italy to visit the ever-classy Ferrara's for tasty pastries was worth the price of admission alone. By the way, everyone should visit Albany, home of the Mohawk-Hudson Sail & Power Squadron. We all can be very proud of our State capitol.

Ah, the glamorous life of a Commander!

Much as I want to be recounting memorable moments, I must address some serious issues that face the USPS today. Organized in 1914, the USPS was set up as a not for profit, educational organization dedicated to making boating safer and more enjoyable by teaching classes in seamanship, navigation and related subjects. Our members are boating families who contribute to their communities by promoting safe boating through education.

However, life has changed radically since 1914. The family structure has changed; families now come in all shapes and sizes. Leisure activities occur closer to home. We have to pick and chose our leisure activities with more care since time is at a premium. We learn differently via the many new avenues of the internet.

It was no surprise that the main points of discussion at this summer's conferences were Squadron mergers and the USPS University. I'd like to bring you all up to date on these topics.

Merging Squadrons

Most Squadrons have 20th Century ideas and approaches to their USPS mandate. And the traditional methods of getting new members have outlived the original methods. The Cross County and the Westchester Sail and Power Squadrons have both experienced drastic erosions in their membership and class enrollments are down.

(Continued on P. 4)

Davids Island - Historical Notes

- 1600's - The Siwanoy Indians, a clan of the Mohican Tribe of the Algonkian Nation were the first recorded inhabitants of the island.
- 1856 - Thaddeus Davids purchased the island for \$8,000 to build an ink manufacturing plant.
- 1867 - Davids Island was purchased by the federal government for military use.
- Civil War Years - DeCamp General hospital
- 1867 - Davids Island purchased by United States government for \$36,500.
- 1896 - Island officially named Fort Slocum for Major General Henry Warner Slocum, a Civil War hero who died in 1894. A native of New York and Graduate of West Point.
- World War I Years - 1917 and 1919 Fort Slocum was the busiest recruiting station in the East, seeing over 140,000 recruits in the two-year period.
- World War II Years - 1939 to 1945 the Fort was used as a port of embarkation and an overseas staging area.
- May 11, 1967 (exactly 100 years after the United States government had purchased the island), the City of New Rochelle purchased the property for \$485,000.
- 1968 - New Rochelle sold the property to Con Edison for \$3 million for the construction of a nuclear power plant.
- 1968 - Con Edison advised the city that the plant would not be constructed.
- 1973 - Con Edison returned most of the island to the city for \$1.
- 1977 - Designated as an Urban Renewal Area.
- 1981 - Xanadu's Properties Associates designated to redevelop Davids Island.

(Continued on last page.)

2006-2007 Bridge

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November Birthdays:

Emma Jerome, 7th
Melvin Goldstein, 14th
Nino Locascio, 16th
John J. Doonan, 26th
Robert L. Verona, 26th



(Commander's Message continued from P. 1)

Both Squadrons have expressed interest in merging or consolidating with each other. We are not alone. Many Squadrons across the country are experiencing the urge to merge.

Sounds slightly naughty doesn't it? And to answer some of your questions about merging, Champlain Cdr Robert Shivokevich, SN, District 2 Rules Committee Chair looked into the issue with V/C Creighton C. Maynard, Jr., SN and Chairman of the Rules Committee R/C Allan W. Lakin, SN, as to their recommendations for merging Squadrons. They both refer Squadrons to Section 12.10 of the Operations Manual on the USPS website.

The cleanest way to do this is to dissolve one Squadron and change the name of the survivor. The merger looks like a bunch of transfers to the Rules Committee of the National Governing Board and they only get involved in the name change process. USPS National's concern is that the new name have 'geographical significance.' Assets are redistributed to the surviving Squadron in accordance with the rules of Section 501(c)(3) not for profit organizations.

Other, more complicated ways to handle this would involve consolidations of various stripes or forming a brand new Squadron -- steps which are a little complicated and require a lot of "doing."

All of us will agree: the more ... the merrier. It will be a pleasure merging the two Squadrons. Please see the relevant parts of Section 12 of the Operations Manual reprinted in this issue for the steps we will take on the merger.

USPS University

In addition to recombining at the local Squadron levels, USPS National is rethinking how the Power Squadrons approach the USPS educational program. Heretofore we have basically relied on traditional students attending structured classes, culminating in proctored exams -- the old fashioned way. The USPS message is sound. It is how we deliver the message that is changing. The internet is an ideal way to reach millions of new boaters a year.

Today with the internet at our disposal, we can teach in a variety of ways. National Education Officer Vice Commander Richard E. Kyle, SN addressed the 2006 Fall Conference on this issue. He introduced the USPS University to the attendees -- truly out of the box thinking and an idea that will take the USPS into the new millennium. Attending the basic seamanship course in the traditional manner would be required. Then, if interested, one can continue through online versions of the USPS curriculum within an individual's pace and time frame. The internet is cheap, fast, egalitarian, comprehensive, interactive, and efficient. It does nothing to wipe out comradery, hands on boating experience or good old fashioned book learning. Learning at one's own pace on the internet encourages increased communications and depth of learning by adding search engines, chat rooms, blogs, e-mail and instant messaging to formal written materials, student-teacher and student-student interactions. National USPS really wants to take advantage of this tool to spread the word to as many people as possible in the easiest way possible -- especially to younger people.

On the Power Squadrons website, Chief Commander Ernest G. Marshburn, SN, describes the USPS University as starting with the basic Boater Certification course which will enhance specific on the water experiences and provide the correct and necessary need-to-know information.

The Boater Certification Program is a series of core courses clustered with an assortment of seminars made available by the member Squadrons. This boater certification will include proficiency and skill building activities plus instruction and examination, covering elements of recognition for close to shore operations and navigation. Instruction for the offshore sailor and cruiser as well as advanced coastal navigation covers coastal boating with curriculum and instruction targeted to offshore and extended boating adventures.

At the successful completion of the various levels of the program a certificate is awarded as well as a wallet card for personal identification.

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(Commander's Message continued from P. 4)

I am sure you will all agree that it is time to consolidate clubs, explore new ways of getting our message across, and continuing to provide an organizational framework that provides for interesting, stimulating and social events for its dedicated boaters.

One more change is coming our way. The Cross Country Squadron's bridge will be meeting during the day throughout the winter. Iffy driving conditions and late winter nights are a dangerous combination.

Now, it is time for this issue's kudos. I hope I have included everyone (or they will take my Oscar away).

To P/C Gene Boone, Jr., AP: the boat tour of Black Rock Harbor was outstanding at the 29 July Summer Council. Thanks for having us up there. Your hard work showed.

To District 2's D/C Suzanne P. Nentwich, AP. You were definitely the hostess with the mostest at the 2006 National (New York) Governing Board meeting. We are so lucky to have you on the District 2 Bridge. You have done a great job in keeping all of District 2's Squadrons informed, supported, outfitted with "Power of One" pins and sailing forward in the electronic age by doing merit marks electronically and presenting the newest DB2000 on CD.

To our very own Lt/C Peggy E. Howland, P, thanks for being ready, willing and more than able to present your extraordinary slideshow of your marine photographs. Your talent and knowledge goes far in adding to the free exchange of information the USPS is all about.

My debt to P/D/C Robert E. Beardsley, SN, can never be repaid for showing me the ropes and making a good Commander out of one first class seaman ... me ... Bob personifies the USPS ideal.

Please keep these upcoming events in mind:

The D/2 Winter Council will be held on 27 January 2007 at The Best Western Inn and Conference Center in Poughkeepsie. Call D/Lt Alexandra Digilio, P, with questions (845) 896-6644. Also keep in mind the District 2 Spring Conference 2007 which will be hosted by the Storm King Power Squadron, 30March to 1April. It will be held at The Best Western Inn and Conference Center in Poughkeepsie (845) 462-4600. The Cross County Power Squadron Holiday Party will be on 14 December. Stay tuned for the notice.

If you have any questions, ideas and comments – the helm is now yours. Please call me if you have item(s) for the Bridge's agenda. Have a safe holiday season everyone.

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LEGISLATIVE REPORT - P/C Arthur Steiner, P

After all of my writings about the preservation of waterfront facilities for all sizes of boats (not just the behemoths), a move is on in Ft. Lauderdale to grant special tax status to marinas, instead of as if they were luxury condos! Bravo!! Now, what's doing in this vein with the L.I. Sound & Hudson River? Elections are closing in and it would seem that this is the only time a "little guy" can catch the ear of the campaign fund soliciting legislators. Just remember, there of more of us that vote, than there are big contributors.

The Winter Boat Show season is about to start down here. The Ft. Lauderdale show is under new management and they report that they are totally sold out of viewing space! The value of exhibits will exceed \$1.6 billion! Hey, got some spare change in your pocket? I just heard of an 89 footer that would be perfect for you!!

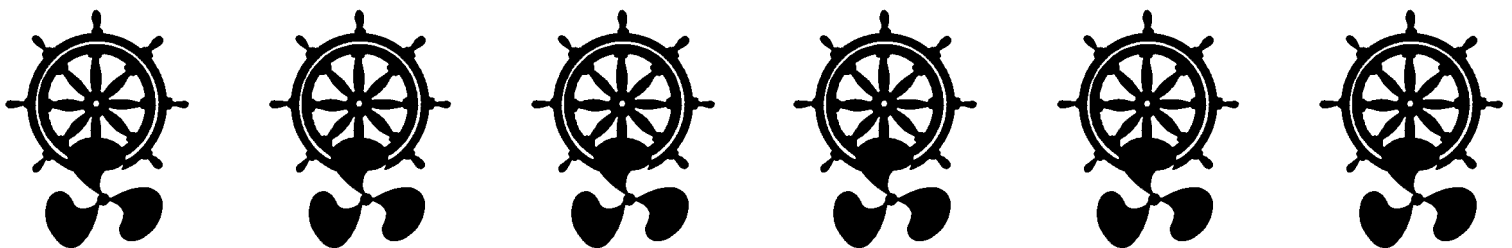
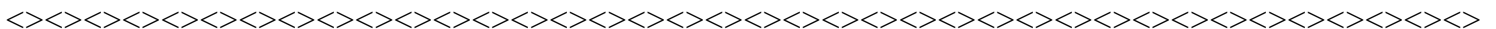
The USCG findings on the capsizing of that excursion boat on Lake George are in and it is pointed out that a number of structural changes in the boat, from its original design, were a large cause of the change of center of balance. Additionally, there is the human body factor. Based on a system of measurements, the average weight of each passenger is now figured at 140 lbs. obviously this doesn't take into consideration that we've grown in both size and girth since that average was figured. The CG is now looking at 185 lbs per person. This revelation should alert you to refigure your own vessel's carrying capacity.

I just finished reading an article entitled, "Do Fuel Prices Have you Thinking Sailboat?" The article goes on to picture mostly 30 to 60 footers. There was only one 25 footer. Most dedicated sailors start in the sport as young teen-agers sailing what ever they can afford or lay their hands on - certainly not the biggies in this article. The future of sailing is being overlooked by the manufacturers in their haste to sell to a rapidly diminishing monied group. Where are the Blue-J's, Snipes, Comets, Rhodes 18's & 19's, Ensigns and even Luders 16's? Big boats don't produce small sailors and it's my opinion that to ignore the youngsters, manufacturers are sounding their own death knell.

To those few of you who like to get the taste of salt water out of your mouths by imbibing a couple of quick "shots" - be aware that the N.Y. Law against BWI has increased its penalties to those of the DWI law. First of-fense will be a "misdemeanor" and will carry a penalty of up to a year's brig-time and fines ranging from \$500 to \$1,000. My advice? Leave the hooch home!

I read, with interest, D/C Suzanne Nentwich's item in D/2 NEWS on how nice it was to have the National Governing Board Meeting in New York. I'd like to remind her that many years back the National Meetings were always held at the Hotel Astor in Times Square and, for cheap me, Saturday's lunch was FREE to all attending members!!

Finally, speaking of "National", I've been advised that I will be appointed a Member Emeritus of the Governing Board as an honor for receiving my 50th Merit Mark. (Congratulations Arthur! - Ed.)





UNITED STATES POWER SQUADRONS®

D/2 Winter Council

Saturday 27 January 2007



Held at the **Best Western**
2170 South Road, Poughkeepsie, New York

The cost for the day is \$ 28 - includes Continental Breakfast and complete Buffet Lunch.

General Directions

From: South. Take the NY State Thruway (Interstate 87) North. Take Exit 17 (Stewart Airport, Route 300, Route 17K, Interstate 84 Newburgh). Take Route 300 North to Interstate 84 East. Take Interstate 84 East to Exit 13 (Fishkill, Poughkeepsie, Route 9, Peekskill). At the end of the exit ramp, turn left onto Route 9 North. The Best Western Inn & Conference Center is approximately 9 miles on the right just past the Olive Garden.

From: North. Take the New York Thruway (Interstate 87) South, Exit 18 (New Paltz, Route 299, Poughkeepsie). At end of ramp, turn right onto Route 299 East, to end turn right onto Route 9W South. Take 9W South about 2 miles, follow Route 44/55 East to Mid Hudson Bridge (toll). After crossing the bridge, take first exit on right to Route 9 South. The Best Western Inn & Conference Center is approximately 4 miles on the left.

From: East. Take Interstate 84 West. Take Exit 13 (Fishkill, Poughkeepsie, Route 9, Peekskill). At the end of the exit ramp, turn right onto Route 9 North. The Best Western Inn & Conference Center is approximately 9 miles on the right just past the Olive Garden.

From: West. Take Interstate 84 East. Take Exit 13 (Fishkill, Poughkeepsie, Route 9, Peekskill). At the end of the exit ramp, turn left onto Route 9 North. The Best Western Inn & Conference Center is approximately 9 miles on the right just past the Olive Garden.

Registration will begin at 0900

Reservations must be received by 12 January 2007 - Late Registration fee: \$5.00

Mail reservations to:

D/Lt Alexandra Digilio

25 Thomas Ave

Fishkill, New York 12524

Questions? Call (845) 896-6644

CUT & MAIL

District 2 Winter Council

27 JAN. 2007

NAME _____

SQUADRON _____

ADDRESS _____

RANK/GRADE _____

PHONE _____

SPOUSE/GUEST _____

SQUADRON _____

RANK/GRADE _____

BREAKFAST/LUNCH \$28.00 PER PERSON

MAKE CHECK PAYABLE TO: **USPS DISTRICT 2**

(Davids Island continued from Page 2.)

- 1985-86 - Xanadu applied to the US Coast Guard for a permit to construct a bridge across a navigable channel and to the US corps of Engineers to construct a breakwater for an 800 slip marina as part of its plan to construct 2,000 condominium units on Davids Island in structures up to 50 stories high. A Draft Environmental Impact Statement (DEIS) was issued in December 1986.
- 1987 - Save Davids Island for the Citizens was formed by FCWC, Sans Soucie Homeowners Association and the Huguenot Yacht Club to oppose Xanadu and seek responsible development of the island.
- 1992 - Opposition by Save Davids Island and many other concerned citizens around the Sound; local, state and national environmental groups and public officials blocked the Xanadu plan. New Rochelle decided not to renew Xanadu's development agreement and issued new RFP's (requests for proposals).
- 1994 - Donald Trump backed out of his plan to develop Davids Island for luxury housing.
- 2002 - County Executive Andrew Spano and New Rochelle Mayor Tim Idoni announced a plan for the County to purchase Davids Island for park purposes, for \$6.5 million.

(The above information was taken from a handout given at a recent meeting held on Glen Island, by the Westchester County Legislature committee working on the Davids Island proposal. - Ed.)



Cross Currents

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**Address Correction
Requested**