

# CURRENT SET AND DRIFT

Fall 2008 Issue

Westchester Sail and Power Squadron: *A Unit of the United States Power Squadrons®*

## WSPS Commander Frank E. Palmieri, AP



### Missions, Missions

With the waning of the summer boating season and advent of the fall season, the Westchester Squadron, like most Squadrons, turns in full force to its programs of boating safety instruction for its own members and for the public. It is an incredibly full and vibrant calendar (see the Fall Schedule in this issue) and comes on the heels of the very active summer Thursday night sails/Friday evening fireworks cruises. Continued cooperation between the CCPS and WSPS was evident in planning, coordinating and participation in most activities.

Marking the start of the season was our help in staffing the USPS booth at the Norwalk Boat Show and the Commander's Picnic, attended by both CCPS and WSPS members. I can say with some assurance that none went home hungry (although they nearly had to carry the chef out due to smoke inhalation - just joking). The Seamanship course was given during the month of September, with all participants taking the exam and anxiously awaiting grades. Attended by the public, CCPS and WSPS members, the Sail Trim Seminar was a great success with WSPS member Steve Perry sharing his expertise. Participants asked if there would be an *advanced* seminar. The WSPS Squadron Boating Class started October 14<sup>th</sup>. CCPS held their education meeting October 2<sup>nd</sup> on Cold Water Safety with WSPS members in attendance.

To come are the seminar courses 'Using a VHF' to be given by Ron Gabel of WSPS and 'Anchoring' to be given by myself. Scheduled classes include 'Weather' given by CCPS member Guido Dattaro and 'Engine Maintenance' by WSPS member Ron Gabel.

With this already busy schedule, special mention needs to be made of a very special activity. We undertook the task of teaching 60 to 70 young Girl Scouts some aspects of boating safety in one day (see the article in this issue for details). Since this was not part of our routine instruction, it was not without some consideration and discussion by the Bridge. Questions loomed large as to our ability to handle a large group, especially with everything else that had been planned. It was daunting and, I must admit, we almost decided not to do it. However, during our deliberations, we remembered the USPS mission statement and the reason we exist:

"The mission of United States Power Squadrons is to promote recreational boating skills and boating safety through education, hands-on training and civic activities while providing fellowship for members."

*(continued on Page 2)*

## [Missions, Missions \(continued from Page 1\)](#)

There was no clearer direction. It underlies all our activities. It is part of our obligation to reach out to a broad range of members of the boating community, even the youngest. We honored that mission and we are very glad we did. It provided a good education/experience for those young women that I think they will not forget. To these Girl Scouts, the Power Squadron now means something tangible. In addition, our members who participated shared in a sense of camaraderie. It was a lot of work but a good show and something very much worth doing again. I salute my fellow members for the extra, wonderful effort of that day.

We eagerly invite our members and the public to take advantage of the broad range of quality programs we are offering this Fall. Help us continue our mission by helping yourselves to USPS knowledge and expertise. And please, spread the word.

## [Squadron Education Officer Report](#)

*LT/C John Steger, AP (914.472.5520)*

Even with all the summer sailing and cruising activities, we still managed to hold one class for our members. The Seamanship class, which started at the beginning of September, was attended by four members (John Wroblewski, Walter Baggett, Gil Landy and John Steger) and taught by Cmdr. Frank Palmieri and PDC Alan Goldman. It was an excellent 4 week class, during which Alan spent some time teaching splicing technique, a valuable skill worth acquiring.

WSPS in conjunction with CCPS has a full schedule for the remainder of the year, including classes/seminars on Weather, Marine Radio, Anchoring and Engine Maintenance. Details are in the Calendar on page 4.

Please call or email me [jwsteger@hotmail.com](mailto:jwsteger@hotmail.com) for further information about any of these classes or seminars, or check out the schedule on the WSPS education offerings on the USPS website: <http://www.usps.org/cgi-bin/fclass.cgi?QWestchester>.

We also have flyers and brochures announcing our class and seminar schedules. If you think you can post these anywhere near you (marinas, yacht clubs, boating stores) so prospective students can see them and learn of our classes, please let me know, and I will send you several to distribute.

## [Congratulations!](#)

To **John Wroblewski, Walter Baggett, Gil Landy** and **John Steger** who successfully completed the Seamanship Class.

## [Commander's Picnic](#)

*LT/C John Steger, AP (914.472.5520)*

Good friends, fabulous food, beautiful weather and spectacular views were all the hallmark of the afternoon at the Commander's Picnic on Sat. October 11<sup>th</sup>. It was an unqualified success!



More than 25 members of the WSPC and CCPS squadrons and friends gathered on the patio of the New Rochelle Rowing Club in Hudson Park, New Rochelle. They spent the afternoon enjoying an absolutely beautiful day, the spectacular view over Echo Bay and the Sound, delightful conversation and delicious food, most of it provided by Gigi and Frank Palmieri.



Gigi and Frank outdid themselves, preparing a varied menu comprised of 2 kinds of chicken, steak, sausage, many salads, assorted hors d'oeuvres, and a selection of tempting desserts. Marie Lambert, unfortunately not well enough to attend, donated a fun selection of raffle prizes. She would have also been proud of the Squadron banner she provided, which flew from the flag pole at the NRRC, as well as the burgees from WSPS and CCPS.

Many new members attended, along with some of our senior members and past commanders such as Bill Gratz, Ron Gabel, Irwin Staple and his wife Gloria, and Alan Goldman and his wife Joyce, and Bob Kelly and Pam.



CCPS was well represented with past commanders Virginia Moore, Peggy Howland and SEO Mel Goldstein and his wife Nettie and Guido Dattaro. The many amusing nautical stories, told by those in attendance, entertained the group in and around lunch.



Demonstrating again the squadrons' tradition of cooperation, nearly all participated in the cleanup at the end of the picnic, which turned out to be quick and painless. We look forward to more joint functions with CCPS and certainly to the next Commander's picnic!





**Keep A Sharp Lookout!**  
**WSPS Upcoming Events: Fall/Winter 2008**



| <b><u>Class or Seminar or Meeting</u></b> | <b><u>Date</u></b> | <b><u>Day</u></b> | <b><u>Location</u></b> |
|---|--------------------|-------------------|------------------------|
| Squadron Boating Class                    | Oct. 14            | Tuesdays          | Rochambeau School      |
| WSPS Executive Meeting                    | Oct. 23            | Thursday          | Rochambeau School      |
| District 2 Fall Conference                | Oct. 24-26         | Friday-Sunday     | Peekskill              |
| CCPS Weather Class                        | Nov. 12            | Wednesdays        | New Rochelle Marina    |
| Using VHF and DSC Marine Radio            | Nov. 13            | Thursday          | Rochambeau School      |
| Anchoring Seminar                         | Nov. 20            | Thursday          | Rochambeau School      |
| Engine Maintenance Class                  | Dec. 2             | Tuesdays          | Rochambeau School      |
| WSPS Executive Meeting                    | Dec. 4             | Thursday          | Rochambeau School      |

***“Only fourteen percent of deaths in 2007 occurred on vessels where the operator had received boating safety instruction - take a course!”***

**- United States Coast Guard**

**Ron's Corner #3: Fall 2008**



You can have “like-new” lines to put back aboard next spring by simply washing them. Collect all your sheets, halyards, control and dock lines before covering the boat. Get a drawstring net bag or two that are used to machine wash small or delicate items. This contains everything neatly with a minimum of tangling. Separate sheets and halyards from dock lines because the latter tend to be much dirtier. Loosely fill each bag and close securely. This works best with front-loading wash machines because of the gentle tumbling action but I'll explain the procedure for top loaders next. Choose a warm water, heavy-duty cycle. In place of the normal amount of laundry detergent, use **OXICLEAN-VERSATILE** instead but with only an additional ¼ cup laundry detergent. *Oxiclean Stain Remover* is safe, chlorine-free oxygen bleach. Use the extra rinse cycle if available with one tablespoon of liquid fabric softener. One bag may not spin well but two or more will. Remove and air-dry the lines right in the bag.

The procedure for top-loaders: Fill with warm water, Oxiclean + detergent. Add the bags and soak them for at least one hour with gentle agitation. The agitation can be automatic if available or by hand. Remove bags, drain machine, refill with rinse water and soak bags. Repeat at least once with softener added to final rinse. Air dry.

Washing lines removes the grit and salt between filaments. Grit plus salt adds to mechanical abrasion leading to wear and failure. The softener is a lubricant that allows filaments to bend and slide over each other with less wear. You will be surprised how bright and colorful your lines will be. Washing lines every year will extend their life to a decade or more.

*John Steger came up with the idea for Ron's Corner after I sent him an informational website devoted to boating issues. John is always thinking of ways to stimulate our squadron's activities, and I was asked to expand my occasional technical “finds” into a column for the newsletter. We'd like to make the column responsive to your questions as well. An important part of this column will be your questions, especially technical ones. I'll do my best to find the answers. Please send your questions to: [evidencephoto@verizon.net](mailto:evidencephoto@verizon.net)*

## **Read Any Good Books Lately?**

Share them with your fellow WSPS members!

### **Reviewed by Ron Gabel, AP**

#### ***Bay of Spirits: a love story***

Farley Mowat  
Carroll & Graf, 2007

This is a direct quote from the book's jacket: "This is the story of a love affair with a people and a place, of the summers Farley Mowat spent sailing the Newfoundland coast with his wife Claire. It is an affectionate, unforgettable portrait of a time, a people and a place, as well as the indomitable spirit of this island province."

In 1957, Farley Mowat restores and sails the wooden schooner *Happy Adventure* single-handedly into the isolated rocky bays of Newfoundland. He meets his future wife on one of these sails. It was one of my best "finds" at the library.

### **Reviewed by Ron Gabel, AP**

#### ***Know Your Boat's Diesel Engine: An Illustrated Guide to Maintenance, Troubleshooting, and Repair***

Andrew Simpson  
McGraw Hill (Royal Yachting Assoc.) 2008

Commander Frank Palmieri gave me this excellent engine maintenance book to read. It's the most clearly written and beautifully illustrated work of it's kind that I've read. It's so good, in fact, that I'm including it in my December WSPS Engine Maintenance class. It has simple yet complete information on how a Diesel engine works and the things to check first when it fails to work. I learned many interesting things about engines and re-learned a lot of stuff I'd forgotten. If your boat has a diesel engine, this book should be aboard your boat as a reference.

### **USPS Member Benefits Highlights**

One of the many benefits of membership in the USPS is the exclusive USPS Boat *Insurance Program*. This program, available to most USPS members, is based on the premise that USPS members represent a class of "preferred risk" boaters due to their formal boating education.

For program highlights, quotes, and more information, visit the USPS Boat Insurance Program website at <http://www.uspsboatinsurance.com> or call toll free 1.800.763.USPS (8777).

### **Reviewed by Mary Perry**

#### ***Pacific Lady: The First Woman to Sail Solo across the World's Largest Ocean***

Sharon Sites Adams with Karen J. Coates  
University of Nebraska Press, 2008

An inspiring memoir of Sharon Sites Adams' sailing achievements in the age before GPS, satellite phones, EBIRBS, and Polartec.® *Pacific Lady* describes Adams' inner journey as well as her transformation from novice to experienced sailor.

Adams, who grew up in the Oregon high desert, took her first sailing lessons as an adult on a whim. She fell in love with sailing almost immediately and purchased her first boat six weeks later. After months of intensive preparations (which included learning celestial navigation), she departed California in a 25 ft. sailboat, bound for Hawaii.

In 1965, the 35 year old widow became the first woman to sail solo from California to Hawaii. In 1969 she delivered a 31 ft. sailboat from Yokohama to San Diego and became the first woman to sail solo across the Pacific Ocean, silencing her critics who believed that women couldn't – and shouldn't – attempt to cross oceans alone.

### **A Recipe from Marie's Galley:** **QUICK – TURKEY LEFTOVERS:**

#### **Hot Turkey, Cheddar and Apple Sandwich**

Place sliced turkey on a slice of lightly toasted bread and top with sliced Cheddar cheese. Broil until the cheese melts. Add some thin slices of Granny Smith apples. Top with another slice of toasted bread.



#### **Club Sandwich**

Mix cranberry sauce with Dijon mustard to make a sweet-sour sandwich spread. Make a triple-decker sandwich on your favorite bread with turkey slices, crisp bacon, lettuce and the cranberry-mustard sauce.



#### **Curried Turkey Salad**

Mix diced turkey with mayo, a little yogurt, chopped apples, raisins, and curry powder. Serve on a bed of lettuce or use as a sandwich filling.

P/C Marie Lambert, P

## [Sail Trim and Rig Tuning Seminar – Thursday, October 16, 2008](#)

*By Mary Perry*

On Thursday, October 16, the Sail Trim and Rig Tuning Seminar was held at Rochambeau School in White Plains. Steve Perry, a WSPS member and US Sailing certified keelboat instructor, taught the Seminar, which was attended by an enthusiastic audience consisting of twelve members of WSPS, CCPS and the general public.

The seminar covered what makes a sailboat move in various directions, the basic workings of a sailplan, and information about the various types of sails and rigging found on most production boats. In addition to the slide presentation, a sailboat model with a simplified sailplan was also used as a visual aide. The presentation was followed by a lively discussion and Q&A session.

The Seminar was so well received that plans are in the works to hold a series of Thursday evening classes in Spring 2009 on advanced sail trim, to be followed by on-the-water instruction the following weekend, weather permitting. Details will follow.



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## [Girl Scout Boat Safety Day – Saturday, Oct 18, 2008](#)

*By John Steger*

What a great day to promote boating safety. At the request of Girl Scout Troop leadership, four members of the Westchester Sail and Power Squadron ventured to the Girl Scout Camp in Mahopac to provide boating safety instruction to nearly seventy Junior and Cadet Scouts from several Larchmont and Mamaroneck Girl Scout troops, during their Community Camping event on Saturday Oct. 18. Although the weather was a bit chilly, it was a gorgeous day with the trees turning beautiful fall colors around the blue waters of Lake Mahopac. Troop leaders organized the scouts into groups of 12 to 16 scouts over four sessions during the day, so everyone had plenty of time for hands-on activity. WSPS members taught the girls about boat loading and balancing, life jackets, line tossing and knots. The scouts were extremely attentive and enjoyed carefully balancing weights on toy boats as well as overloading and capsizing them! They learned about the different types of life jackets, tried them on for proper fit, and learned that they must wear a jacket whenever they are aboard a boat unless below deck or in an enclosed cabin. They even found out that there are life jackets for dogs! Finally they tested their skills coiling and tossing dock lines and learned how to tie a few of the most important nautical knots.

All in all it was a delightful day for the scouts, their leaders and for the WSPS members Cmdr. Frank Palmieri, Gigi Palmieri, Ron Gabel and John Steger who provided the instruction. It was a wonderful way to fulfill one of the major missions of the WSPS to teach and promote boating safety.



### How long can you tread water?

Our last cruise of the season always involves delivering "Indecision", our Pearson 28, from a mooring in Long Island Sound to her winter home at a Hudson River boatyard. These trips involve more than just a pleasant sail, as the passage through the East River, upper Manhattan Bay and the Hudson River usually involves some adverse wind and current. Several years ago during one of these transits we anchored late at night just north of the Tappan Zee Bridge beneath the Palisades, along the west shore of the Hudson. Mary and I had just enough energy left to have a quick dinner before turning in for the night. The next morning we had a leisurely breakfast before setting off on the final leg of our end-of-season sojourn.

Under clear, sunny skies we sailed off the anchor and head north. I handled getting under way while Mary tidied up the galley. After a short wait for the breeze to fill in, I started the engine and we began to motorsail. Not long afterward, a shout came from below, followed by a jumble of frantic words sounding something like: "We're SINKING!!!!.....the bilge is FULL!!!"

I quickly asked if the water was salty or fresh while I vaulted below to assess the situation. This year we were sailing in tandem with friends who had the same destination. Mary asserted that the water was definitely salty and asked if we should radio our friends and inform them of our imminent sinking. While Mary, the voice of reason on land, took my place at the helm, I, the voice of calm on the water, flipped the switch for the high capacity bilge pump and heard its reassuring hum as it began discharging water. "No worries, we are not going to sink," I replied as I began searching for the source of the water flowing into our bilge.

I noted that the water level in the bilge started going down slowly, a little too slowly I thought, which told me that while water was being pumped out, more water was still coming in. Within a few minutes I had found the source of the leak: a rusted out bolt on the water jacket inspection plate on the engine. Next, I needed a way to plug the hole: I chose the smallest of the spare tapered wooden plugs we always keep onboard, and with a rigging knife whittled it down enough so it could be tapped into the hole once occupied by the missing bolt. The water level dropped more rapidly; within a few minutes the emergency was over and we continued on our way.

While discussing the episode, we both recalled that throughout the night we had been aware of the low capacity pump cycling on more often than usual. Our ice box drains into the bilge and is then pumped overboard; it seemed like more bilge pump activity than was warranted by the amount of ice we had on board but we both had ignored this warning sign.



In this particular case everything worked as intended. The smaller pump cycled on to rid the bilge of small amounts of water and, after the engine was started and the trickle of water became a rush, the large pump provided enough time to find and address the problem. Proper sizing of pumps and regular inspection and maintenance certainly played a part in a smooth response to a small emergency. While the ABYC issues recommendations on bilge pumps and their installation, boat owners should know what will work best for their boat and also be sure what various pumps are intended to do.

Our sailboat is equipped with two electric and three manual pumps, plus a bucket or two. The small electric pump is a diaphragm type with a 200 gallon per hour rating, mounted in a cockpit locker for easy maintenance, and activated by a mechanical automatic float switch with manual over-ride. Its function is to keep excess residual water from accumulating in the bilge. This type of installation keeps the pump out of the water, unlike submersibles. The larger pump is a submersible type with a 1500 gph rating, installed in a raised section of the bilge to keep it out of residual water. This pump is activated by a dedicated breaker at the electrical panel and, as demonstrated above, is intended for on board emergencies to buy time. If you can maintain battery power then the amount of "borrowed" time is greatly extended.

The ABYC guidelines on bilge pumps is a good place to start when evaluating your current installation or considering an upgrade. Understanding your particular installation thoroughly is just as important. Become familiar with the various pump types and how pump capacity is rated to avoid surprises: pumps are nominally rated at zero head (height the water in the line has to travel from the pump to the point of discharge). The 1500 gph pump above in reality might be pumping only 1000 gph in a typical installation. Remember: a one inch hole one foot below the water line allows in roughly 1200 gallons of water per hour, the deeper you sink, the faster the water comes in!

## Coast Guard News

### The Discontinuation Of \*CG On Cell Phones

In an effort to improve its Search and Rescue Response the Coast Guard has asked all wireless providers (in states other than Alaska) to remove the \*CG feature on cell phones. The \*CG feature was introduced by some cell phone companies in the early 1990's but never developed into a nationwide service. The Coast Guard has asked cellular companies to reroute all \*CG calls to the 911 Public Safety Answering Point nearest to where the call originated.

The Coast Guard recommends having a VHF-FM radio onboard to ensure any calls of distress are heard immediately. If a cell phone is the only means of communication available, mariners should call 911 to reach rescue personnel. (Source: *uscgboating.org*.)

## Coast Guard News – Search & Rescue

### Coast Guard Stops Unmanned Boat

Two men were rescued by a nearby boater after being ejected from their 17 ft. boat off Virginia Beach, but their boat continued to run in circles, creating a hazard on the water. Two Coast Guard boats on the scene threw heaving lines in an attempt to stop the boat's props. When this failed, they pulled alongside and used a boat hook on the throttle to stop the engine.

Most motorboats have a kill switch to stop the engine if the operator is thrown from the vessel. The Coast Guard recommends that boaters use the kill switch whenever the boat is underway to prevent this type of situation. (Source: *PilotOnline.com*, 9/4/08.)

### Coast Guard Rescues Couple from Motorboat

In early October, a Coast Guard helicopter crew rescued a man and a woman from a disabled motorboat which was drifting dangerously close to rocks near the northern end of Coronado, CA.

The Coast Guard were alerted to the situation by a friend of the couple, who called the Coast Guard's operations center in San Diego and reported that the boat was adrift without power, about five miles offshore. The Coast Guard launched an MH-60 Jayhawk helicopter and a 41-foot rescue boat. According to a USCG spokesperson, the disabled vessel was about 50 feet from the rocks when the crew of the helicopter arrived and rescued them. The rescue cutter then secured the disabled boat and towed it to safety.

While it may not be possible to prevent all mechanical failures, in many cases boaters can avoid such on-the-water emergencies by planning for them and thinking ahead.

For example, the first rule after losing power is to stabilize the situation by dropping your anchor (assuming you are not in a busy commercial channel).

## Coast Guard News – Search & Rescue

### Coast Guard Rescues Couple... (continued)

However, in this case, there was no anchor onboard. (Anchors are considered by many to be "cheap insurance" and some boaters, particularly cruisers, even carry two or three.)

With the lack of ship's power, perhaps their battery was dead and they couldn't use their VHF radio. But carrying an inexpensive handheld VHF radio would have solved this problem.

Before the situation became urgent, the couple also could have used their working cell phone to call TowBoat/US, Sea Tow, or even the USCG, instead of phoning a friend. (Source: *BoatTest.com*, 10/22/08.)

### USCG Locates Three Missing Fishermen off Oahu

Late in the evening of October 9<sup>th</sup>, the Coast Guard received a call from the concerned wife of a fisherman who had not yet returned home and was overdue, along with two friends.

The Coast Guard obtained the cell phone number for one of the missing fisherman and managed to make brief contact. However, the man reported that his cell phone battery was running low and hung up on the Coast Guard.

The local cell phone company was able to provide the Coast Guard with their general location on the windward side of Oahu, narrowing the search area. The three men were located shortly after midnight.

The men told the Coast Guard that they had no life vests, no flares, and no working radio. The Coast Guard helicopter team lowered a radio to the stranded fishermen and remained in contact with them until a patrol boat arrived on the scene and towed the disabled vessel to safety. (Source: *BoatTest.com*, 10/22/08)

## Boats & Equipment for Sale

**Tylercraft 33 ft. sloop rigged sailboat.** Built in Kent, England in 1976. Rugged, seaworthy cruiser. Length 32'10", Beam 9'2", draft 4'8". Blue hull, appears to be sound, prop and fiberglass rudder in good shape. Perkins 4 cylinder diesel with new water pump, new engine filters, engine and transmission in good shape. This is a project boat, but is well within the capabilities of a handy person. \$3,000.

**Columbia 22 sailboat with trailer.** Sailboat in reasonably good condition, just needs sails. Trailer in very good condition. \$700.

**Anchor Rode.** 90 ft. of 3/8 inch BBB chain spliced to 150 ft. of 5/8 inch triple twist nylon rode. Practically new, cost approx. \$540, asking \$250.

Email Steve Perry [phrf201@hotmail.com](mailto:phrf201@hotmail.com) for details.

## Norwalk International Boat Show

September 18-21 2008



Three members of WSPS volunteered to cover the USPS booth at the Norwalk Boat show: Cmdr. Frank Palmieri, AP, Lt./C John Steger, AP and Lt./C Walter Baggett, AP. Wishing to see the show as well as staff the USPS booth, we traveled up to Norwalk at 8:30 am and had a chance to see the many boats and interesting new equipment on display. Although the Norwalk Boat Show is not as large as the Newport show, there is still plenty for boaters to see and do.

The assigned coverage time for the booth was 1:00 pm to 5:00 pm, and during that time we were joined by three members of the Cross County Power Squadron. Manning the booth consisted of exuding charm, answering the questions of interested people who stopped at the booth, and providing them with literature and information about the Power Squadron. People from a wide geographic area came to learn more about the Power Squadron, and we were able to offer them current specifics on classes in their areas, and pertinent information about all the USPS activities. Although it was a long day, it was rewarding and fun, and we met many interesting boaters, from both the Power Squadron and the general public.



Illustrator: Ron Gabel

## WSPS General Meeting – Sept. 25, 2008

“The Future is Now!” The Atlantic Intracoastal Waterway.



On the evening of September 25<sup>th</sup> at the Orienta Yacht club, Cmdr. Frank Palmieri, AP introduced our guest speakers, and recounted some of their many sailing accomplishments, Not only did they build their own 29 ft. sailboat,

but they have sailed the canals of Europe, transited the Intracoastal Waterway several times, and made trips to the Bahamas and Bermuda. It was a pleasure to welcome WSPS members Jane and Herb Gardner.

Without doubt, they gave a brilliant presentation on the Intracoastal waterway, with superb suggestions on routes, boat preparations and safety considerations as well as many of the little things to consider when planning for an intracoastal passage.

The presentation was accompanied by a wonderful slide show which left our audience raring to go. Jane and Herb have a delightful presentation style, energetic yet relaxed and friendly. Their helpful suggestions and advice are certain to smooth the way for audience members planning similar trips.



The attendees from WSPS and CCPS as well as some members of the Orienta Yacht Club were fascinated by this marvelous presentation and also enjoyed the abundant refreshments. Many thanks to Jane and Herb for a superlative presentation and to Mary Perry for recommending them as speakers for our meeting.

## Product News

### Sea-Doo Wins USCG Boating Safety Award

In September this year, Bombardier Recreational Products was awarded the prestigious Boating Safety Award by the USCG Office of Auxiliary and Boating Safety. The award was presented to Bombardier in recognition of its commitment to improving boating safety. Bombardier recently introduced an innovative electronically controlled hand-braking system, called the iBR™ (intelligent Brake and Reverse), on two of its 2009 Sea Doo® personal watercraft models.

The Coast Guard hopes the new braking system will help decrease the number of accidents involving PWCs. (Source: *BoatTest.com*, 10/22/08).



## Westchester Sail and Power Squadron 2008 – 2009 Bridge



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Cdr. Frank E. Palmieri, AP

**EXECUTIVE OFFICER:**

Lt/C Douglas Ratford, AP

**EDUCATION OFFICER:**

Lt/C John Steger, AP

**ADMINISTRATIVE OFFICER:**

Lt/C Norwood Beveridge, P

**SECRETARY:**

Open

**TREASURER:**

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**ASST. SQUADRON EDUCATION OFFICER:**

1<sup>st</sup> /Lt Cristiano Tannure

**FLAG OFFICER:**

P/C Ron Gabel, AP

**EXECUTIVE COMMITTEE**

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