

CURRENT SET AND DRIFT

Winter 2013

WSPS Commander John W. Steger, JN



As we deal with the cold and snow, and look forward to another great boating season, I look back on two years as commander. How fast the time has sped by and how fortunate I feel I've been to have had such a great bridge to work with. I'd like to believe we've not only kept up the best traditions of the squadron, but expanded our scope and influence and had a lot of fun in the process. Our Education Program has been outstanding, and the squadron has won many awards for the spectacular initiatives and efforts of so many members.

We know this will all continue under the dynamic and innovative leadership of our new Commander Lt/C Paul Okura who has already raised us to a new level in Social Media with the Squadron MeetUp site and whose many videos depict squadron and district activities.

And to support him, I believe the squadron has chosen an excellent and experienced new bridge of dedicated members and boaters. I can only anticipate the squadron continuing to grow and accomplish its mission of improving boating safety and having fun with wonderful members and friends. **So I hope you were able to come to our Change of Watch on March 7th** to greet and support this new group of officers who will carry the squadron to even greater achievements.

In addition, one of our members will be the new District Commander this year. Howard

Sklar will take office on April 19 at the District Change of Watch and has plenty of plans to make USPS better known with many civic programs. We encourage all members to attend this Change of Watch which will be run by our Squadron at the Marriot hotel in Tarrytown. **See the flyer on pg. 9.**

So as I conclude this last Commander's Message, I want to thank everyone who helped make my watch exciting and, I hope, successful. This squadron is one of the best in the District, and with the leadership of the new bridge and your support we will continue to be even better

Thank you all for your support and friendship.



IN THIS ISSUE:

<i>Meet your 2013-2014 Bridge</i>	<i>pg. 2</i>
<i>Knots Seminar</i>	<i>pg. 2</i>
<i>A Boat to last Forever</i>	<i>pg. 3</i>
<i>Boarman Youth Poster Contest</i>	<i>pg. 4</i>
<i>Weather to Sail or Not</i>	<i>pg. 5</i>
<i>USPS Marketing Canopy</i>	<i>pg. 6</i>
<i>New York Boat Show</i>	<i>pg. 6</i>
<i>Living on 12 Volts</i>	<i>pg. 6</i>
<i>Comments from the Port Captain</i>	<i>pg. 6</i>
<i>Holiday Party</i>	<i>pg. 7</i>
<i>Boat US Insurance</i>	<i>pg. 7</i>
<i>Engine Maintenance Class</i>	<i>pg. 7</i>
<i>Upcoming Events,</i>	<i>pg. 8</i>
<i>Birthdays</i>	<i>pg. 8</i>
<i>Change of Watch</i>	<i>pg. 8</i>
<i>Flyer: District Spring Conference</i>	<i>pg. 9</i>

Meet Your 2013-2014 Bridge



Commander Paul K. Okura, P

Paul and wife Harriet have been members for several years. They enjoyed boating on the Hudson with their son Kenji until superstorm Sandy destroyed their boat. Paul is also the District 2 PR officer, and has set up the squadron MeetUp site. He is also our Vessel Safety check coordinator and has come up with many ideas to promote USPS and WSPS mission



Executive Officer – Russ Michael, AP

Russ served as the AO last year and helped get speakers for our General meetings. He has also captained his boat several times for our Thursday night sails. Russ has quickly attained his AP position within two years of joining the squadron



Education officer – Andy Papademetriou, AP

Andy is also a relatively new member who has obtained his educational proficiency rank quicker than anyone in the squadron. He was the SAEO last year and takes over as SEO from Frank Palmieri, who has been the SEO for many years.



Admin. Officer – Frank Palmieri, JN

Frank needs no introduction. He is a past commander and has been the SEO for many years. He takes on the AO position to help us continue to develop excellent programs for our General meetings.



Secretary - Ann Toffel Ann is also a relatively new member who has been a great help at our General Meetings and our 75th Anniversary celebration, She has been a regular sailor on

our Thursday night sails.



Treasurer – Ruth Harkin, AP

After three years as secretary, Ruth decided to take on the role as Treasurer. She and her husband Paul have a 34ft Tartan sailboat, and are regular sailors as well as acting as 1st mates on our Thursday Sails.

Ed: We are indeed fortunate to have a bridge of such talent and dedication. With the leadership of incoming Commander Paul Okura we are confident the Squadron will continue to thrive and be a force that promotes boating safety in our area.

Knots Seminar

The Knots Seminar which covered various types of knots, bends and hitches was held on December 6 at the New Rochelle Marina. Over 10 people took part in the seminar to improve their knowledge on line selection and how to tie knots. All the participants were able to practice how to tie common knots for marine use. Alan Goldman who was the instructor of the seminar explained the applications of different knots and lines as well as how to care and handle lines.



A Boat to Last Forever

By Steven Perry

This article is the first in a series which will discuss the history and background of fiberglass construction and the maintenance and repair of fiberglass boats.

The first applications that combined polyester resins and cloth laminates to create various structures occurred during the early 20th century. In 1942, inventor Ray Greene's work on experimental rocket tubes for the military also led to the construction of the first crude "fiberglass" dinghy. Meanwhile many others were conducting their own experiments in pursuit of superior building materials that would combine lower maintenance with longer life for products in a variety of industries. Their efforts eventually resulted in the fiberglass materials and construction methods employed in modern boat building during the last 50 years. In a fairly short time many successful production boats came on the market using new materials which lowered production costs substantially compared with the traditional boat building methods. The rise of production boats, which allowed working class people to go boating, and the subsequent emergence of the recreational boating industry were historic events, comparable to Henry Ford's creation of the assembly line and mass-produced automobiles. (For additional reading on this subject see Dan Spurr's "Heart of Glass: Fiberglass Boats and the Men Who Made Them" published in 2000 by International Marine/McGraw-Hill).

The boats constructed of these new materials required substantially less maintenance and kept their "nearly new" look for so long that some believed fiberglass materials would last forever. That does not mean that the boats themselves would not suffer some form of degradation, which became apparent over time. The initial estimates of a 20-30 year lifespan of "glass reinforced plastic" (GRP) turned out to be quite conservative, however there is no such thing as a "forever" boat. The variety of components used to construct a hull and deck are limited in their lifespans and the

stresses any vessel endures over its life affects these components differently. Glass reinforced plastic, commonly referred to as fiberglass, does have modes of failure but most of the damage or degradation found on boats made of this material is a failure of the various parts that make up the whole.

The best way to insure the integrity and value of any vessel, regardless of construction type, depends on carefully maintaining all the systems including the structural components. Boats made of wood, steel or fiberglass share many similarities in how and why the various parts wear and eventually fail. For example, hardware on all boats eventually wears out or breaks and must be refurbished or replaced. In addition, surface finishes fade away, sails need replacing and motors need rebuilding or replacing. Long-term maintenance for wooden vessels involves replanking or the repair and replacement of frames. Steel boats must be periodically sandblasted and even re-plated. The cost of replacing an entire boat almost always justifies these expenses, which can represent a significant percentage of the vessel's value. Boats made



Removing rotten core from Levy's deck

Photo: Balsa core being removed compares the saturated section on the left to dry material. The core at this stage of degradation has the feel of a wet sponge and pressing on the surface will expel puddles of water.

of the new miracle material called fiberglass promised to do away with most of the major long term expenditures of maintaining the bare boat itself.

One of the most important innovations in GRP was cored construction. Fiberglass, or

more accurately glass reinforced plastic, consists of glass fibers and one of several different resins. The most common resins used are polyester or epoxy resins. The resultant shapes or panels that come out of a mold are very flexible; when a GRP hull is removed from its mold it readily twists and one person on each end of a cured hull would be able to twist it in opposite directions. Stiffening of the hull comes through the installation of bulkheads, stringers, minor structures such as cabinetry and the deck. The decks are stiffened by creating a sandwich comprising two GRP skins adhered to a lightweight core such as balsa wood or, more recently, various rigid foams. The deck of a 30 foot boat may have two GRP skins about 1/8 to 1/4 inch thick and a core thickness of 1/2 to 3/4 inch thick yielding a deck thickness of 1 to 1 1/2 inches. The core material essentially functions as a beam, think of how a piece of flexible, thin plywood is stiffened by nailing or gluing it to framing lumber.

This engineered deck structure is very stiff and lightweight. Another advantage is that the core adds sound deadening and insulating properties. A cored deck can be **the boat's Achilles'** however, and a damaged one can be extremely expensive and time consuming to repair. The most insidious deck failure results from moisture penetrating the core as a result of leaking hardware fasteners. The warning signs are sometimes not obvious until the condition has become serious and repairs more difficult and involved. The danger of this is that stainless steel fasteners rust and weaken when left for extended periods of time surrounded by moisture trapped in the core. It is not unusual for deck cleats or chainplates to break their fasteners under high loads and tear out of the deck, often with devastating results.

Can it be saved? While nearly anything can be repaired, the cost of fixing an extensively saturated balsa core may amount to more than the value of the boat. For example, re-coring the deck of an average 30 foot boat could cost \$15,000 or more. Repairs of this

nature are daunting and best left to professionals; fiberglass repairs of this magnitude are exponentially more difficult than the small repairs typically encountered by most boat owners. Smaller repairs are manageable by a reasonably handy boat owner. Also, just because the core in a deck is dry is no reason to not make plans for the type of upgrade that will avoid future problems; in fact, this is the best time to start.

The next article in this series will describe a maintenance plan to maximize the life of your boat and discuss methods of repairing small areas of damaged deck core.



BOARMAN YOUTH POSTER CONTEST

Cassandra Vasquez from Anne Hutchinson School in Eastchester won the 2nd prize at the Boarman Youth Poster Contest at the National Convention in January. Commander John Steger and Lt/Cdr Paul Okura visited the Anne Hutchinson School to present the Award Certificate as well as \$100 check to Cassandra. They were greeted by Mrs. Theresa Cherry, Principal of Anne Hutchinson School who allowed us to use the **Principal's** office to perform the award ceremony. They **were then asked to address Cassandra's** class to encourage more students to submit posters. The class was astonished at the \$100 award and was eager to participate next year.



Weather – To Sail or Not

Lt/C Ruth Harkin, AP

This year shortly before leaving on a 2 week cruise out the Sound, someone was extolling the virtues of Weather Underground. When the time was close to the day we anticipated leaving the weather was somewhat dicey. I began to monitor NOAA, AccuWeather, and Weather Underground. After many years of being amazed at how wrong NOAA can be on occasion, I decided to go through an exercise of recording the forecast for the following day from each of these websites. I then compared the actual weather to the forecast. I managed to do this for a week to 10 days before getting frustrated.

In trying to summarize the results I put together a grid of Temperature, Wind Direction, Wind Speed, and General Conditions (rain/sun/chance of precipitation). I put plus signs next to the site whose prediction was the closest to actual for each category. I then found I needed to include minus signs for when they were completely wrong. After going through this exercise I am not sure I know

anything more, but



I have a general impression.

I came to have more respect for NOAA, for wind speed, direction and waves. AccuWeather does well in the category of General Conditions, and I find their hourly breakdown helpful for looking at weather windows within a day if you are up for a short sail and trying to avoid rain. The % chance of precipitation, number of hours, and amount of rain has **worked out well for me. I don't mind** being rained on occasionally, but there is a big difference between being rained on lightly for an hour or torrentially for the whole day. I found Weather

Underground useful as another source of information, but completely wrong on several occasions where I might have lost a sailing day if I had opted to pay attention to their predictions. In general Weather Underground seemed to be more alarming about conditions than actually played out.

I have also added an iPhone app "Dark Sky" to my repertoire. Its intent is to provide



very accurate

predictions of what will happen in the next hour or so. I have used it to decide if I have time for an hour bicycle ride before it starts raining. On one occasion, just as we were approaching the Stamford harbor, Dark Sky told us exactly the minute it would start raining and when it would quit. It was dead on except the amount of rain was heavier than predicted. The rain was so heavy



that due to lack of visibility we had to turn around and remain outside the breakwater, but the rain quit in 15 minutes as predicted. This app may be of limited use, but is kind of fun.

There are many days when weather forecasts have predicted worse conditions than actually occurred and we have gone out for a great sail. In the long run all you can do is use as many sources as possible, your best judgment, and know what you and your boat can handle.



USPS Marketing Canopy

In our effort to get the United States Power Squadrons brand known to the general public, we have purchased a marketing canopy which can be used in conjunction with our USPS logo Metal signage. The canopy was shown at the District 2 Fall Conference in October. We plan to use the marketing canopy at the Vessel Safety Check, Flare/Up and other events to promote USPS brand.



New York Boat Show

On January 6th, Howard Sklar, Cristiano Tannure, Joe Pizzuti and Paul Okura from our squadron staffed the USPS booth at the New York Boat Show which was held in the Javits Convention Center in Manhattan. The USPS booth attracted many visitors with sample knots on display as well as a laser fire extinguisher training system. At the Boat Show we were able to get a hands-on demonstration of the latest electronic navigational training system which can simulate various types of vessels, weather, and location.



Living on 12 volts

Lt/C Russ Michel AP

I am sure that most of us are aware of the constraints of living in a 12 volt world. Those of you who are fortunate enough to have a dock with power seldom encounter this issue. If however, you are at a mooring or like to cruise, the game is driven by constraints of 12 volts.



There are a few things to consider that will help. You can add a genset (engine generator) or a large solar panel and/or a wind generator – or all of the above! There are some very simple, inexpensive and cost effective things that can be done which could add amp hours to your battery bank. LED bulbs technology has finally matured enough to make the bulbs bright enough, the right color (early ones were very bluish), extremely energy efficient, and quite long lived (suggested life = 20 years). They now come in a number of colors, a color referred to as "warm white" is a great replacement for the incandescent we are used to. Add to that, the intensity/brightness of light from LEDs are now brighter than incandescent and halogen bulbs! I have a 31 foot sailboat, last year I replaced 11 Ba15s incandescent bulbs with LED's. Now I can run 10 lights on the same energy as one incandescent bulb would use! Most of this is easy, quick and easy on the budget! See you on the water!

Comments from the Port Captain

Port Captain 1st Lt Jack Kraft

Well - it's getting near (at least we hope so). Time to uncover our boats. Maybe this last snow was the LAST SNOW ! (again we can only hope). Just a few reminders & hints. I like to load test the batteries. I like new ones - three to five years old. If you have a water tank flush it well. Did you change the oil? If you can't remember - then let's change it now. Did you make a date to put the boat in the water? How about all your lights - did you check them? Have a SAFE Boating year - Remember the three B's

Be Kind - Be Yourself - and BE SAFE !!

Holiday Party

On December 13th, we held our annual holiday party which was attended by over 50 people. In the past, we had pot luck dinner but we decided to try a catering service so that no volunteers were needed for the kitchen duty. The use of the catering service allowed everybody who came to the party to enjoy eating dinner together so it was a resounding success. We all enjoyed a hilarious evening with Howard acting as the facilitator of the "Chinese" Auction. Joe Pizzuti enthralled everyone with his dancing Santa hat which seemed to have magical properties. For some reason, a portable vacuum cleaner and a windshield ice scraper proved to be very popular items during the Auction so it seems that our squadron loves to clean! It was great opportunity for the new members to meet with senior members of our squadron. As usual, many thanks to the Orienta Yacht Club for the use of their facility for the holiday party. Special thanks to Bob & Pam Kelley, Virginia Moore, Joe Pizzuti, Jack Kraft, John & Nancy Steger and other volunteers for organizing and preparing the party.



BOAT US INSURANCE

Hurricane Sandy in November 2012 devastated the New York tri-state area with a high surge which destroyed many boats. In our squadron, both Frank Palmieri's sail boat and Paul Okura's motor boat were completely destroyed by the Hurricane.

However, both Squadron members had an insurance policy from Boat US and they were able to get the amount that their boats were insured for. The claim process included filling the claim applications and had a Boat US Surveyor determine the damage on the vessels.



Once the vessels were determined to be totally destroyed and the claim documents were properly submitted BOAT US processed the claims quickly so by the end of December the checks were issued for the insured amount.

This experience shows how important it is to have your documents (boat registration, boat title, insurance certificate) in safe location and **to have insurance with a reliable insurance company such as Boat US.**



Engine Maintenance class

Ron Gabel was the instructor for the Engine Maintenance Class which ran from September to November 2012 at the New Rochelle



Marina Class Room. The Engine Maintenance class was extremely practical and interesting **because of Ron's use of teaching aids.** All the students were able to see how different marine engines are constructed as Ron took the engines apart and demonstrated what the real marine engine looks like. Students were able to look at parts, rebuild components and develop a better understanding of how everything worked inside the marine engine.

WSPS Calendar - 1st Half 2013

March 7	WSPS Change of Watch
March 16	District 2 Winter council
March 19	Begin Piloting Class
April 4	WSPS Executive Meeting
April 11	Seminar - Marine Charts
April 19	D2 Spring Conference
April 25	WSPS General Meeting
TBD	Flare/UP at 5 Islands Park NR
May 2	WSPS Executive Meeting
May 11	Single Day ABC Class - 8 hrs
May 16	Seminar - GPS
May 18	Girl Scout Safe Boating Day
May 19 - 24	National Safe boating Week
May 19-26	Safe Boating Day - Post Marine NR
May 27	Memorial Day Parade
May 30	General meeting
June 6	WSPS Exec Meeting
June 20	Begin Thursday night sails/Fridaycruises
June 27	WSPS General Meeting

Check for changes & additions on our Meetup page
www.meetup.com/Westchester-Sail-and-Power-Squadron

WSPS Birthdays:



JANUARY

Jack Kraft
 Gil Landy

Joe Pizzuti
 Veronica Armour

FEBRUARY

Howard Sklar
 Luis Carter
 Joseph Marchese

Herb Gardner
 Michael Quartararo

MARCH

Alan Goldman
 Kate Dillon
 John Steger
 Paul Okura
 C. Gustave Wormuth
 Mary Broderick

Nettie Goldstein
 Susanne Netwich
 Eugene Laska
 Kenneth Waldemar
 Teresa Hennelly

APRIL

Ira Berkowitz
 Cristiano Tannure
 Dorothy Gambino
 Fortune Pope, Jr

Russel Primack
 A.J. Zanfordino
 Robert Kelly

MAY

Fred Gambino
 Pam Kelly

WSPS wishes all members a healthy and Happy Birthday!

(If we have missed your birthday please let us know.)

WSPS 76th Change of Watch

"Out goes the old, in comes the new." WSPS has been fortunate to have had a wonderful Bridge for the 2012-2013 term. On March 7th at Fogarty's Tavern in Bronxville a new Bridge was installed under the direction of new Commander Paul Okura and the squadron is again privileged to have a dynamic group who bring experience, enthusiasm and freshness to our leadership. District Commander Susan Ryan, JN swore in the new bridge who are prepared to maintain and extend the vitality of the previous bridge. Over 32 members and well wishers attended the dinner at Fogarty's, and congratulated the new bridge. Of particular note were the squadron awards which were announced. District Education Officer George Hollenbeck presented Andy Papademetriou with his education proficiency award and the Sandy Lambert Award was given to Frank Palmieri for his dedication as the Education officer. The Zale Kroft award was presented to Paul Okura for his dedication to the squadron.

It was a wonderful affair and an opportunity to greet old friends and meet new ones.



**AND DON'T FORGET TO COME TO THE D2 CONFERENCE IN TARRYTOWN NEXT MONTH
D/LC Howard Sklar, AP of WSPS will be installed as the New District 2 Commander**



United States Power Squadrons®

District 2 Spring Conference 2013

Hosted by

Westchester Sail & Power Squadron

Friday and Saturday, 19-20 April 2013

At The Westchester Marriott

670 White Plains Road • Tarrytown • NY
(914) 631-2200 • (See reverse side for directions)

Friday	15:00 – 17:00	Registration
	16:30 – 17:30	Reception for the Chief's Representative and Attendees
	18:15 – 23:00	Dinner & Show – "Guys and Dolls" – Westchester Broadway Theatre
Saturday	08:00 – 09:00	Registration & Coffee
	10:00 – 15:30	Guest Program – Annual Orchid Exhibit – Bronx Botanical Gardens
	09:00 – 12:00	Morning Session
	12:00 – 13:30	Lunch
	13:30 – 16:00	Afternoon Session
	17:30 – 18:30	Reception for the Chief's Representative and Attendees
	18:30 – 19:00	Cocktails
	19:00 – 23:00	Dinner and Dancing by DJ
	23:00 – till??	After Glow

Dress: Fri. dinner: Blazers. Sat. meeting: Uniform F or appropriate attire. Dinner: Uniform A w/bow tie or evening attire.

(DETACH AND RETURN THIS PORTION).....

REGISTRATION FORM:

First time attending a District meeting? Please check here _____

Hotel rooms: Please reserve early with Mel Goldstein (late fee applies after April 1) A confirmation of reservation will be sent via email.

First Registrant Name _____ Grade _____ Rank/Position _____
 2nd Registrant Name _____ Grade _____ Rank/Position _____
 Address _____ City _____ St _____ Zip _____
 Phone _____ Email _____ Squadron _____

Friday Night Dinner and Show Number of guests _____ @ \$59/person = Total \$ _____

Note: Dinner Theatre reservations must be paid in full by March 19, 2013 to insure availability

For those not attending the Friday night dinner/show the Hotel and surrounding area has fine dining.

Saturday Coffee/Danish and lunch Number of guests _____ @ \$30/person = Total \$ _____

Saturday Guest Program Number of guests _____ @ \$26/person = Total \$ _____

Saturday Dinner dance Number of guests _____ @ \$73/person = Total \$ _____

Note your entrée choice: (includes appetizer, salad and dessert.)

- Breast of chicken w/ garlic, tomato, olives, wine, fresh basil, rice pilaf & garden vegetables _____
- Maple ginger glazed salmon w/ lemon grass broth, rice pilaf & garden vegetables _____
- Vegetarian available – Eggplant rollatini - special orders. @ \$55/person _____

Rooms Friday night _____ Saturday night _____ Total _____ rooms @ \$129 for 1 King = Total \$ _____

Friday night _____ Saturday night _____ Total _____ rooms @ \$129 for 2 Full = Total \$ _____

(All non-smoking) Late fee of \$10 if registration is received after April 1, 2013 _____ = Total \$ _____

REGISTRATION TOTAL = Total \$ _____

Please make checks payable to Westchester Sail and Power Squadron, and mail with this completed form to:

P/D/Lt/C Melvin Goldstein, AP, 64 Cherrywood Rd, Yonkers, NY 10710-1102 Tel (914) 337-4026 • ILUVTOUCHE@aol.com

Click here to complete form

Form Date 16 March 2013



Westchester Sail and Power Squadron



COMMANDER:
EXECUTIVE OFFICER:
EDUCATION OFFICER:
ADMINISTRATIVE OFFICER:
SECRETARY:
TREASURER:
ASSISTANT SEO:
EXECUTIVE COMMITTEE:

2013-2014
Cdr Paul K. Okura, P
Lt/C Russ Michel, AP
Lt/C Andy Papademetriou, AP
P/C Frank E. Palmieri, JN
Lt/C Ann Toffel
Lt/C Ruth E. Harkin, AP

P/C Alan Goldman, AP
D/C Howard Sklar, AP
P/C Melvin Goldstein, AP
1st Lt Joseph Pizzut, AP
1st Lt John W. Wroblewski, S
P/C Ron Gabel, AP
P/C Marie Lambert, P
P/C Robert P. Kelly, SN
P/C William F. Gratz, SN

Fleet Captain:
Historian:
Law Officer:
Auditor:



Westchester Sail and Power Squadron
Current Set and Drift
342 Heathcote Road
Scarsdale, NY 10583
P/C John W. Steger, JN



To save money and a few trees, we are only sending electronic copies of Newsletters and most other WSPS correspondence. To receive a hard copy please send an email request to jwsteger@gmail.com or a note to John Steger at the address listed above.