



THE BINNACLE

DAYTON SAIL & POWER SQUADRON
A UNIT OF UNITED STATES POWER SQUADRONS
DISTRICT 24
Sail & Power Boating



THE BINNACLE

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Commander.....Cdr David C. Hitch, SN
Executive Officer.....Lt/C Gregory R. Wise, SN
Administrative Officer.....P/C Thomas E. Davidson, JN
Secretary.....Lt/C Martha Rothman, AP
Treasurer.....Lt/C Robert Rothman, AP
Education Officer.....P/C Wilbur F. Pell III, SN
Asst. Education Officer.....P/C Dan L. Beckman, AP
Binnacle Editor.....P/C David B. Jones, AP

TRAINED SKIPPERS MAKE BOATING SAFER

Cover by: P/D/C Dave Hufnagle, JN
The entrance to Rattle Snake Island.

Send Change of Address to:
Lt/C Martha Rothman, AP

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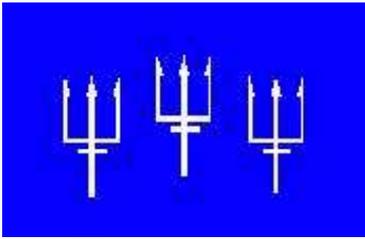
LOOKING
AHEAD

5 February 2015
Executive Board Meeting
270 Regency Ridge - Centerville

19 February 2015
Squadron Dinner Meeting
TBD

5 March 2015
Executive Board Meeting
270 Regency Ridge - Centerville





COMMANDERS CORNER

David C. Hitch, SN



The January column is traditionally a review of the past year's events. I shall follow suite. As I look back, approximately two-thirds of my tenure has passed. Last April I identified three areas that I wanted to address.

The first was that of our monthly dinner meetings. To that end I distributed a questionnaire which rather decisively indicated that the membership wants to have some variety in restaurants while still keeping the total personal expenditure below thirty dollars, preferably twenty-five dollars. The group is rather traditional in their food choices with a slight leaning to an Italian cuisine. Our base has been St. Leonard complimenting it with a picnic, Anticole's, the Kohler Center, The Golf Club at Yankee Trace, and in January, the Barnsider. Our dinner meetings have become the focal point for our membership. In addition to the dinners, Tom Davidson has continued to have interesting PowerPoint presentations with an emphasis on boating, most especially boating enjoyed by our membership. To that end Tom will present our last Ohio River Cruise, hosted by the Davis' and Remski's. Through these activities, the Fraternal limb of our organization is fulfilled.

The second is that of boating education. Through the years, boating education has been the standard through which our organization has flourished. It was for an increased knowledge of navigation that I joined. I believe that I am typical of many. This year the Squadron presented traditional classes about Weather and Electronic Navigation, in addition to our introductory class entitled America's Boating Course. As an outreach, seminars were presented to the Greene County Sportsman's Series, part of the Greene County Parks and Trails. A few members have taken "self-taught" courses sponsored by the Dayton Sail and

Power Squadron. As an outreach, under the direction of our SEO, Bill Pell, approximately a half dozen members have continued to perform Vessel Safety Checks. These checks have been performed at our inland lakes, the Great Lakes, the Ohio River, and Florida. This month, it is planned that we will assist the Cincinnati Sail and Power Squadron at the Cincinnati Boat Show. New this year will be the Boating Skills Virtual Trainer. For further information regarding the virtual trainer I refer you to <http://www.driverinteractive.com/boating-skills-virtual-trainer-usps-boating-simulator/>. It is reported that the trainer will be a challenge for all. The Cincinnati Boat show will be on January 16-18 and 21-25 at the Duke Energy Center in Cincinnati, Ohio. Our ASEO, Dan Beckman, has been working on a calendar of educational events for the Squadron and Public. Please contact either Bill Pell or Dan Beckman if there is a specific course that you would like to take or present. To that end, here is the Education [Survey](#) which I promised; just CTL+click on [here](#) or on the word [survey](#) to fill it out. I strongly encourage you to complete the [survey](#) so that the Squadron may be guided by your educational desires.

The third limb of our organization is civic service. In many regards this has revolved about the public boating course (America's Boating Course), the "Wear It" life preserver program, the Vessel Safety Checks, and the Sportsman's Seminars. Integral to this limb is membership. For the past several years, we and the national organization have seen at best stagnation or loss in overall membership. It is very important that our membership share our interest in boating with anyone who will listen. Invite a neighbor to our dinners. Be positive about our group. To this end, Bob Rothman, Tom Davidson, and Dan

Beckman will be discussing membership with you. Our group is diverse. We have members who have boats on the local inland lakes, on the Ohio River, on the Great Lakes, and even in Florida. I hope to have for you, before the change of Watch, the last of my surveys. Keep tuned!

The other traditional element in a January column is something about the future. It is time to consider the annual change in leadership. The Nominating Committee has been diligently working to identify our future leaders. If you desire to have a role in leadership, please let Bill Pell, Bob Hanseman, or Dan Beckman know. Don't be reticent for the best way to influence change is to participate. The Nominating Committee's recommendations will be published in the February Binnacle and presented to the membership at the February dinner. Given the current membership you may be approached to assume a leadership role, even though you may have been there before. The term I use is "recycle".

Also it is the time to think about what your boat need to have done before re-launching. I refer you to the "Food-for-Thought" column in the last Binnacle. The photograph was from our boat. It is a grounding issue, which has yet to be completely identified or resolved. Without question there is electrical current going through the bonding system through the thru-hulls and into/through the lake to some other ground. I installed an inverter last year. I think it is through the inverter and the bonding system that I have a problem. Sounds simple, but it isn't. Besides correcting the bonding issue, I have to "sand blast" the hull, barrier coat it, and repaint the bottom. Other maintenance issues include the chain plates which need to be caulked again, the usual varnishing, and the cleaning of all the clutter. Now you know where I spend my time and money. Yet, I'm taking time to go to the BVI's. You remember, "I promised that I would go every other year". So, there you are, so much for the whining.

This year I upgraded our ditch bag. It is a Life Gear© "Wings of Life" backpack. Basically it has enough gear for three days of being in the wilderness. Now I have to re-arrange it for the water. I'll reference Practical Sailor and the internet in general for suggestions. I also was given three paperbacks, *Marine Medicine*, *Wilderness and Travel Medicine*, and

Cruising for Cowards. The last one may prove to be the most useful.

I include some excerpts from Dick and Julie's last email for your interest.

"We enjoyed a Christmas dinner in our home with son Rich and his wife Jo and granddaughter Trista. It was a collaborative meal.... We got Trista a string of Christmas lights for her apartment ... LEDs in spent multi-colored shotgun hulls! ... We're continuing to work through our move-in task list as well as correcting some of the builder punch-list issues. ... The next major task is landscaping, which can be done down here nearly any time of the year! "

Finally I want to thank Pat Beckman, Fran Davidson, Dru Pape and Al Koehler for their inspiration and help at the Christmas Dinner. Not to be forgotten, I thank all of you for supporting our Squadron.



Life Jacket Type Code Labels Removed

For years, the U.S. Coast Guard has required life jackets to adhere by a type code system — Type I, II, III, IV and V — meant to differentiate life jackets and their specific uses. On October 22, in an effort to become more consumer friendly, USCG finally dropped the labeling system.

"The boating safety community believes this move by the Coast Guard will help lead the way towards more comfortable and innovative life jacket designs, help boaters stay on the right side of the law, lower costs, and save lives," says Chris Edmonton, BoatUS Foundation for Boating Safety president and chairman of the National Safe Boating Council. He says removal of the coding system will create less confusion.

A complete list of life jacket types and descriptions is available at BOATUS.ORG/LIFE-JACKETS.

EDUCATIONAL NEWS



P/C Dan Beckman, AP
ASSISTANT SQUADRON EDUCATION OFFICER

The memories of the joy and excitement of family gatherings during the Christmas season are fading once again. I don't know about you, but while I enjoy all that the holiday season brings, I also enjoy getting back into a more normal schedule.

Each year in early January I drive up to Port Clinton to check on our boat that is under shrink wrap in the marina boatyard. I think it's a good idea to check to be sure the shrink wrap is secure, and that the metal stands that support the boat are not shifting. I remember that last year at about this time as I drove through the marina the snow was about two feet deep around the boat. I don't expect to see any snow when I go up in a few days.

Our Electronic Navigation class is winding down now with the test scheduled to be completed on January 12. I've found the course to be very interesting. The course material is up to date which is not easy to do as marine electronics are changing very rapidly. The good news is that the USPS Education Department came through at the last minute to provide the exam.

The Cincinnati Sports, Travel & Boat Show begins on Friday January 16. Several of us will be

assisting the Cincinnati squadron to man the booth. As reported earlier, this year we will have one of the USPS Boating Skills Virtual Trainers set up for use by the public. We are hoping the Trainer will provide an exciting boating experience for the user and generate interest in the United States Power Squadron and the benefits we have to offer, including our ABC3 course. More on this next month.

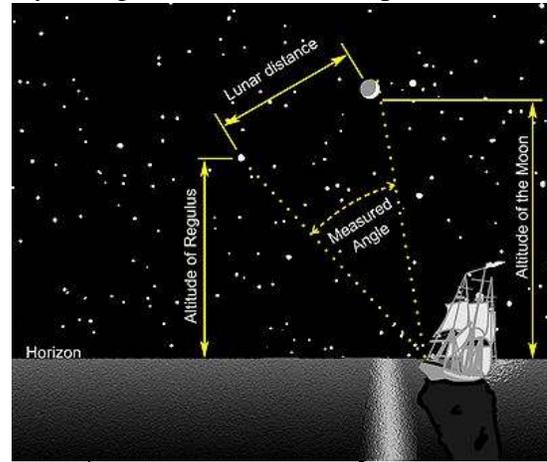
There is finally some good news in the boating industry. Sales of recreational boats were up about 7 percent in 2014 compared to 2013. And 2014 sales of boats, engines, marine accessories and services are expected to surpass 2007, which was one of the strongest years ever. The leading categories were ski and wakeboard, pontoon, and aluminum fishing boats. The drivers for the increased activity was said to be an improved economy, better housing market, increased consumer confidence, and lower fuel prices.

Speaking of fuel prices, these sub-\$2 gasoline prices sure would save us power boaters a lot of money if they hold up into next summer! But I'm not counting on it there are too many variables out there influencing oil and gas prices.

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|------------------------------|---------------------------|----------------------|
| Bridge/Exec Meeting | 270 Regency Ridge | 8 Jan 2015* |
| Dinner Meeting | Barnsider | 15 Jan 2015 |
| USPS National Annual Meeting | Jacksonville, FL | 18 Jan – 25 Jan 2015 |
| Bridge/Exec Meeting | 270 Regency Ridge | 5 Feb 2015 |
| Dinner Meeting | St. Leonard | 19 Feb 2015 |
| Bridge/Exec Meeting | 270 Regency Ridge | 5 Mar 2015 |
| Dayton-Florida Reunion | TBD | TBD (Mar 2015) |
| Squadron Annual Meeting | TBD | 19 Mar 2015 |
| D24 Spring Conference | Louisville, KY | 20 - 21 Mar 2015 |
| Bridge/Exec Meeting | 270 Regency Ridge | 2 April 2015 |
| Squadron Change of Watch | Kohler Center | 11 April 2015 |
| Bridge/Exec Meeting | 270 Regency Ridge | 7 May 2015 |
| Dinner Meeting | Sliver Lake | 21 May 2015 |
| Bridge/Exec Meeting | 270 Regency Ridge | 7 Jun 2015 |
| Dinner Meeting | June Picnic at Hanseman's | Jun 2015 |

I had wanted to complete the latitude-longitude circle with a discussion of “lunar-distance method” or simply “lunars”. This method preceded the current, non GPS, method and had popularity in the early 1700’s. Remember John Harrison invented the first truly accurate chronometer in approximately 1737. It is somewhat similar to a two body fix which is taught in Junior Navigation and Navigation. The usual celestial bodies used in this method are the moon (i.e. Lunar) and sun. Currently, only navigators who have a special interest in the method use it. But here goes a simplified outline of the used principles. The fundamental steps are:

1. Measure the distance (angle) between the moon and the second celestial body (sun).
2. Calculate this angle based on the center of each body which will require corrections if using the moon and sun.
3. This distance is also corrected for parallax and atmospheric refraction by a process entitled “clearing”.
4. Adapted from Wikipedia



Adapted from Wikipedia

From these distances and based upon one’s best estimate of latitude, a time is determined from published tables. This time is the time that this angle would be seen at Greenwich (UTC).

5. One then compares this time with the recorded time and adjusts the watch time.
6. In principle, one then has a time offset from UTC which represents longitude.

It is stated that under ideal conditions and with practice, one could have longitude accuracy within ten nautical miles.

References:

- [http://en.m.wikipedia.org/wiki/Lunar_distance_\(navigation\)](http://en.m.wikipedia.org/wiki/Lunar_distance_(navigation))
- <http://reednavigation.com/lunars/>
- <http://www.starpath.com/resources2/brunner-lunars.pdf>
- <http://www.mediafire.com/view/nyyxmzmzz5j/About+Lunars.pdf>
- Emergency Navigation: Improvised and No-Instrument Methods for the Prudent Mariner, 2nd Edition by [David Burch](#), 2008

Build A Better Life Jacket

\$10,000 CASH AWARD will go to the winner of the Innovations in Life Jacket Design Competition. The BoatU.S. Foundation, the Personal Flotation Device Manufacturers Association (PFDMA), and the National Marine Manufacturers Association (NMMA) have teamed up to seek ideas in life jackets. “Waterway users are always looking for more comfortable life jackets” says BoatU.S. Foundation

president Chris Edmonston. “While current models save lives every day, many are still bulky and uncomfortable, leaving boaters reluctant to wear them. This competition hopes to challenge that mindset.” Designers and inventors have until April 15, 2015 to submit their ideas. For details visit www.BoatUS.org/design.

Dayton Sail and Power Squadron

Dinner Meeting

January 15, 2015

Social Hour — 1800 Dinner — 1900

COD BAR

The BARNSIDER

5202 North Main Street — 937-277-1332

Three blocks north of Shoup Mill at Markey Rd.

(Parking lot in the rear off Markey Rd)

1st Course

House Salad with Choice of Dressing (Bleu Cheese is an additional \$1.50)

Served with Fresh Baked Bread

2nd Course (Each Guest chooses one)

10oz Top Sirloin Steak with Baked Potato

Breaded Breast of Chicken with Baked Potato

Parmesan Penne Pasta Marinara

3rd Course (Each Guest chooses one)

Petite Brownie Ala Mode Or Chef Chuck's Carrot Cake

All meals include Unlimited Soft Drinks

\$25.00 Per Person (tax and gratuity included)

\$10.00 charge for custom menus

Program

P/C Tom Davidson will present a program about our last "Ohio River Cruise"

Abbreviated SeaHawk Log

Ireland and Spain



Sunday, September 7

I spent five days in Clifton, Ireland as some of you may have noticed. The winds were either nonexistent or contrary for the entire time. I was on a mooring ball maintained by the Clifden BaySailing club. As such, I felt very safe. Additionally, there was a restaurant/bar that was a short dinghy ride away where the beer was Guinness and the vibe was perfect. As it turns out, one of the primary families in the club is named "Ward." By the time I left I felt I knew them as family as well as several of the other regulars at the Club. While there, I made several trips with the dinghy to town to buy food and repair parts. Additionally, I was within range and was able to use the club's Wi-Fi from the boat....COOL! Finally on Friday, a helpful wind arrived and I was able to sail the entire way to Portmagee which is near Valentia. I arrived mid-afternoon and was hoping to enjoy a walkabout in a proper sea town. Today, Sunday, after a couple of repairs on the self-steering and autopilot, I left with a fair wind hoping to make it to Crookhaven, After a MAGNIFICENT start, unfortunately, the wind

shifted and died and I was forced to motor the last 1 1/2 hour to find a safe harbor. I arrived after dark in a small anchorage in the neighborhood of Castletown. Fortunately, there were no harrowing stories of big waves or difficult approaches. I've been trying to determine what has made this West coast of Ireland so underwhelming. Since rounding Malin Head (extreme northern Ireland) I have not seen one single, solitary, other cruising boat So, there you have it. Winds over the next couple of days are supposed to be light. I plan on moving to Crookhaven tomorrow and hope to get to Kinsale in a couple of days .

Wednesday, September 10

With a nice NE Force 2-4 predicted, I left mid afternoon for the 40 mile trip to Crookhaven. On Monday, I rounded Mizen Head and was able to sail most of the way ending up in the very famous anchorage of Crookhaven . I recall reading about Crookhaven in the popular book "Fastnet: Force 10." One of the most famous amateur yacht races is the Fastnet. I have seen Fastnet Rock for the last two days while sailing. Fortunately, my conditions have been most benign. Crookhaven was wonderful and I had a couple of pints at the famous O'Malley's waterfront pub. Yesterday, I was forced to motor the 10 nm from Crookhaven to Schull, yet another great little seaside town. Today, I was able to sail the entire way from Schull to Baltimore. The small town is beautiful and has a great little port.

Saturday and Sunday, September 13 and 14

Well, making progress. I got underway about 9 this morning, 75 miles down and 430 miles to go. later It's the middle of a pitch black night here. I'm making good time/speed and am almost halfway from Baltimore, Ireland to La Coruna, Spain. Up to this point, the winds have been moderate, consistent, and basically in my favor. I've seen lots of dolphins and a few ships bound to/from the English Channel. Other than that, it's quite quiet out here. I'm currently 170 nm from Britany, France and 260 nm from Spain.

Monday, September 15

Well, I've had an absolutely GORGEOUS day. The wind has dropped off some and I'm not moving as fast as the first couple of days but, wow, it's been an easy day. The sun has been shining and it's amazing what seeing a little sun can do for one's attitude. It also helps that the temperature has moved markedly upwards over the past few days. I guess I should not be surprised as we've moved more than 300 miles due South. If the wind holds, I hope to be in La Coruna, perhaps on Wed



Thursday, September 18

It is SOOOOO good to be in port. I made landfall in Carino, Spain last night about 9 PM local time. It is a rugged coast and very, very impressive. The trip was truly an exercise in contrasts!

The first couple of days, I had good if not great sailing conditions. On the third day, the wind lessened somewhat but I managed about 115 nm. On the fourth day, however, is where things changed markedly. Overnight on Wednesday, the winds shifted ahead and they along with the seas built up. By Wednesday morning, the SeaHawk and I were beating into 25-30 knots dead on the nose. For 12-16 hours, we barely made any headway, the seas were breaking through every possible hatch and opening, and the boat was regularly thrown over at

45+ degrees. Sometime that night, I noticed that the forward running lights (red/green) were not working. Fortunately, through the magic of AIS, I was able to alert ships in my vicinity of the situation. I awoke early on Wednesday fully expecting the remaining 45nm to be exhausting, vexing, and taking perhaps the better part of a day or two to complete. After making several tacks and making 5 miles good over several hours, the winds began to ever so slowly shift to a manageable direction. Throughout the afternoon, the winds backed from the South towards the Southwest. As such, I was able to lay a course within 20-45 degrees of my desired course. By about 6 PM, I was about 12 miles from land. The wind had faded. I was able to start the engine and motored for about 2 1/2 hours to make this protected and safe little harbor.

Here are some short vignettes/ramblings about the passage.

! A small bird hitchhiked all night under the dodger after being blown out to sea.

! Apparently, there is a mid-sized cargo ship somewhere in the Bay that does not know the difference between port and starboard.

! I've seen my first fly in I don't know how long.

! Apparently, the Spanish fishing fleet all heads home at the same time.

! I can truly understand how the Bay of Biscay has such a treacherous reputation among sailors.

! No matter how hard you try to seal the boat, water will find a way.

Saturday, September 20

I've been able to spend a relaxing, productive, and enlightening three days in Carino, Spain. As I have found on innumerable occasions, I have once again been the recipient of true and generous gifts. Two days ago on Thursday, my first day in port, a forty-something man got my attention from the pier about 100 yards away. He (Manuel) hollered in heavily accented English that his wife was from Chicago. He then proceeded to begin singing the "Star Spangled Banner"! Yesterday, he once again got my attention from the same pier and asked if I liked tomatoes and green peppers. Of course I

said "yes". After storing them, I went back to their small but clean condo shared by him and his wife. We had a few shots of local liquor. His wife is in TREMENDOUS sciatic pain caused by two inoperable herniated disks. Additionally, they are both out of work. To be in their simple home was a profoundly moving and humbling experience. Today, Manuel drove me for three hours proudly showing me the sights of his home area, Galicia. We went to the Chapel of Saint Xiao, as well to a popular pilgrimage church. We also went to the lighthouse at Cape Ortegal which I passed on the way in to Carino. Again, here's a middle-aged man with a very sick wife who invited an unknown foreigner into his house, fed him, and drove him all over creation. I am truly, truly blessed. This area of Spain is rugged, mountainous, and has a rocky coast similar to that I've seen in both Ireland and Scotland. If the weather looks good, I hope to sail tomorrow for Cedeira.

Wednesday, September 24

The prices are so much cheaper here than in Ireland, and especially Norway. The "beer index" seems to be a good measure of relative prices. Where a pint cost 14 Euros in Norway and 4 Euros in Ireland, the 2 Euro pints here point to a cost of living far below the places I've visited previously. A really decent bottle of wine cost 2 Euros and fresh-baked bread is 0.5 Euro. And wow....the Chorizo!!! On Sunday, I was able to complete the "sailing trifecta" by slipping anchor, sailing the entire day, and anchoring without the motor...very cool. It was an east 20 mile passage and the resort town of Cedeira was charming. Anyway, there's a great vibe here in La Coruna. La Coruna itself is a quite large city. Old Town where the marina rests is a warren of small, twisting alleys that open into beautiful parks and plazas. The one at Maria Pita is monstrous, surrounded by shopping, countless restaurants, and impossibly narrow streets. I usually have a pretty good sense of direction but twice yesterday, TWICE, I ended up walking the wrong direction for some time. Tomorrow looks good for the 30 nm or so passage to put me just above Finisterre.

Friday, September 26

Well, I'm safely anchored inside Cape (Cabo) Finisterre. I woke Wednesday morning and began sailing about 9:30 towards Camarinas. The

scenery was SPECTACULAR with steep cliffs broken infrequently by beautiful Rias. As I sailed into Ria de Camarinas, I saw Tongani off to the side. After looking at the weather last night, I decided to forgo visiting Camarinas. The next couple of weeks look to be some spectacular cruising. There are four supposedly beautiful Rias between here and Vigo. After that and the entry into Portugal, the ports of refuge become (much) further spaced and even close down if the seas get too large. After my last report in Corrubedo, I had an uneventful, but perfect and short passage to Piedro Negro. Unfortunately, this was a tourist town and was effectively shut down for the year.

On Friday, I set sail for the Ria De Vigo and was able to coax enough wind to make the first cove on the North side of the Ria. I was able to sail on to the anchor off a beautiful white sand beach at a distance of perhaps 1/4 mile. As I settled in, I noticed that none of the beach walkers had brightly colored suits. Huh. As a matter of fact, it appeared that I couldn't see many suits at all. Yep....you guessed it...it was a nude beach. Now before you start making snide comments...I did NOT get out the binoculars. Vigo is relatively modern town (growing mostly in the last century) set on steep hills but with a history going back to Roman times (as does the rest of Galicia, the province I am currently visiting). Every walk in town seems to involve a climb of at least 400 feet.

Sunday, October 19

Over the last three days, one song keeps on coming to mind. Sing along everybody, "The Rain in Spain Falls Mainly in Galicia." OK, now go back to what you were doing. I will keep a close eye on the forecast. At this point, the most likely scenario looks to be departure midday on Monday for Porto, Portugal. After a short stopover there, perhaps I'll sail towards Lisbon, Portugal, for the following weekend.

