



THE BINNACLE

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



THE BINNACLE

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TRAINED SKIPPERS MAKE BOATING SAFER

Cover by: P/D/C Dave Hufnagle, JN

Dan and Pat Beckman aboard their cruiser
“P@SEA” with the 2014 Trailer Sailors.

Send Change of Address to:
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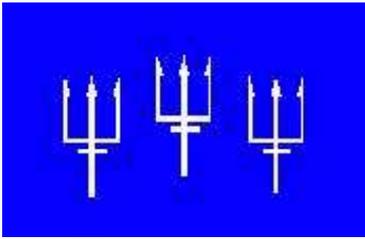
LOOKING
AHEAD

8 January 2015
Executive Board Meeting
270 Regency Ridge - Centerville

15 January 2015
Squadron Dinner Meeting
TBD

18-25 January 2015
USPS Annual Meeting
Jacksonville, FL





COMMANDERS CORNER

David C. Hitch, SN



It's busy season again! At least that is what my daughter and son-in-law would say for they are both CPA's. For the rest of the world, it is finish the uneaten Thanksgiving dinners, go to work (or not), decide and buy the holiday gifts, decide and answer the holiday "occasions", write the holiday letter or cards, and hopefully figure out how to finish all the unfinished boat chores before launch date. Oh, it will be done for it always gets done even if a few corners have to be cut, but in what order. One of my first tasks was to make sure the snow would not prevent me from accomplishing the other tasks. The early snowfall sounded a warning; so off to a local John Deere for a blade for the riding mower. Some money and three days of assembly work accomplished this task. I'm ready!

Being nearly two-thirds through the Commander's term, I have been mentally reviewing the goals I set out for myself, in regards to the Dayton Sail and Power Squadron. As last April approached, I identified three areas of concern and potential progress. The first revolved about the dinner meetings. Thus evolved the first membership survey in order to identify the membership's general restaurant preferences and cost limits.

From this survey a clear picture evolved regarding the meal costs and type restaurants. The results have been previously distributed to you. If any of you would like a personal copy, please email me at dhitch@core.com. Al Koehler has been diligently working on identifying a variety of restaurants which meet the constraints reflected in the survey. Next month (January) Al is trying to work out dinner at the Barnsider but hasn't been able to finish the negotiations. It really takes a lot of work. So stay tuned for we will let you know at an appropriate time. Tom David-

son will be presenting a photographic review of the most recent Ohio River Cruise. Of note, we shall be at Silver Lake in May and the Hanseman's in June.

The second area revolves around the general area of continuing education. Education is identified as a principle arm of the three limbed triangle that you see embedded in our documents. In last month's column, I described them to occur after the introductory courses (America's Boating Course and Seamanship), after Piloting (both grades, and after Navigation (both grades). There is an additional group which may be described as interest areas. There is variety in this group from Cruise Planning, through engine and electrical maintenance, to weather. Tim Kemerley is finishing a course for us on Marine Navigation. This course has turned out to be very practical in its approach. Rather than being entirely paper chart based, it has emphasized GPS (Global Positioning System) with continued reference to the paper chart. The course was developed by the Canadian Power Squadron and has been adapted for the United States Power Squadron. By-and-large, the class members have had experience with GPS, including the use of smart-phones. The mechanics of GPS use were delineated. Simulators of GPS devices were presented and able to be used through one's computer. Actual trial plots were created through Maptech based chart plotters. This course will complete the lecture portion in early December with a January targeted date for the written exam. Similarly in January, the Cincinnati Sail and Power Squadron will demonstrate a Boating Skills Virtual Trainer at the Cincinnati Boat Show. I briefly described it in the last Binnacle. The USPS describes it as individual oriented device which "allows students to maneuver a Boston Whaler' on a lake of 3.5 miles x 4 miles in a virtual mode where there are no other

boats, no water and no risks. The helm seat sits next to a regular conference table. Exercises are built in to allow an instructor to direct maneuvers from basic to advanced by adjusting wind and current direction and strength." There is a visual horizon based on three twenty inch monitors, with a boating console similar to a cabin power boat, with the ability to create the effect of changes in wind, current, and daylight. During these changes, the student pilot will virtually maneuver the boat. The lessons include, dock departure, line control, marina maneuvering, turning, mooring, rules-of-the-road, and the effects of natural elements. I am told that the overall effect is very realistic and will surprise the seasoned navigator. The Cincinnati Boat Show will be held at the Duke Energy Cincinnati Convention Center from January 16-18 and 21-25, 2015. The admission fee is \$10 a person. Members of the Dayton Sail and Power Squadron are scheduled to assist the Cincinnati Sail and Power Squadron man their booth, which this year will be located in the entrance hallway. A 2014-2015 Course schedule has been developed by our Educational Officers and include Marine Navigation (the last part of Electronic Navigation), America's Boating Course, Cruise Planning, and Seamanship. Three seminars are envisioned for the Spring. There will be more to come as the courses develop. In the same vein the second survey is in development and will be distributed to the membership as an email.

The third area to be considered this Spring will be membership. In the immediate past, the Dayton Sail and Power Squadron has maintained a membership of 70-80. But the membership is aging and new younger members are not being identified and recruited. This year we have had members move to Florida and Texas. Lest we feel picked upon, this trend is occurring throughout the Power Squadron. But we have a proud heritage. We all need to invite and encourage our friends and others to participate in an activity we have enjoyed. Bob Rothman is chairing a three member group to evaluate the issue. Dan Beckman and Tom Davidson complete the group. Please discuss your ideas with them. They plan on reviewing what squadrons that have been successful in their recruitment can suggest. I am hopeful that several concrete suggestions can be brought forth to the Executive Committee.

I want to thank Davy Jones for his continued efforts in the production of the award winning Binnacle. Please express your thanks to Davy. It takes a great

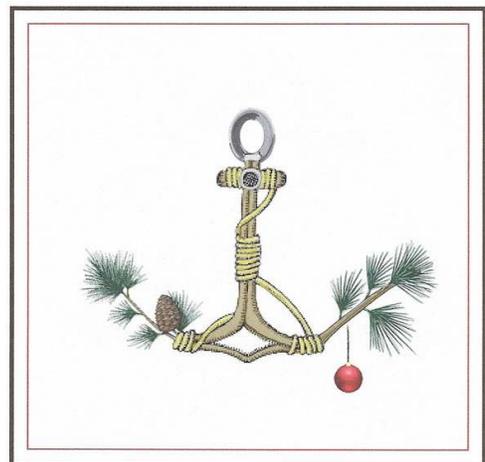
deal of time and is repeated month after month. This year we received 31 Merit Mark awards which represents approximately 40% of our active members. By now you should have received the documentation of your Merit Mark by mail or email. Pat yourselves on the back for it is through your continued dedication that our organization continues and will grow. If you think that you may have been overlooked, just contact me.

Have a wonderful Holiday. We will see many of you at the Holiday Dinner on December the 11th and the rest of you, I hope, in the Spring of 2015.

And-Where-Are-The-Remski's?

Facts:

1. In Texas
2. Cars registered and have plates
3. Next is to obtain driver's licenses
4. Have to learn Spanish?
5. Warm, 75 degrees Fahrenheit
6. New bedroom furniture delivered
7. New dining room area stuff in a couple of weeks
8. Meeting neighbors
9. Invited to and going to Ft. Worth Power Squadron Christmas Party 12/5/2014



**Merry Christmas and
Happy New Year
From The Bridge &
Binnacle Staff**



P/C Dan Beckman, AP
ASSISTANT SQUADRON EDUCATION OFFICER

Our Electronic Navigation class is nearing the finish line. We had planned on course completion by December 15, but the exams are not yet available from National. We are hoping to have the exams available in January.

We have had three members who have stepped forward and expressed a desire to teach our courses. I am in the process of working with D24 and National to get them fully qualified to teach.

We are looking forward to participating in the Cincinnati Boat Show in January. Several of our members will be assisting the Cincinnati squadron to man their booth. We are hopeful that the Boating Simulator will generate a lot of interest in the public to sign up for our ABC3 course which we have scheduled in March. We already have several individuals who have contacted us about taking the course.

The Coast Guard has released their annual Recreational Boating Statistics for 2013. I've read the report, and a few of the stats that I found interesting were:

! The number of registered vessels declined 0.9% from 2012 to 2013.

! The fatality rate was 4.7 fatalities per 100,000 registered recreational vessels. This rate represents a 13% decline from 2012

! Compared to 2012, the number of accidents decreased 10%.

! 77% of fatal boating accident victims drowned. 84% of the drowning victims were not wearing a life jacket.

! 20% of the deaths occurred on boats where the

operator had received boating safety (46%), personal watercraft (18%), and cabin motorboats (17%).

So while there is some good news in the report that accidents and deaths have declined, it is obvious there are plenty of opportunities out there to teach the boating public how to enjoy boating in a safer manner.

[Navigation Challenge — December 2014](#)

So far, the challenge has been to determine latitude and longitude with minimal equipment so that one may locate one's position on the earth's surface. This month, I am redirecting the challenge to a concept which we all should intuitively know, but rarely express. It requires observation, a chart, a pencil, and a straight edge. At times, it doesn't need the chart, pencil, or straight edge, only local knowledge. The term LOP is freely used in celestial navigation, but it's a term which could easily apply to our Piloting or Advanced Piloting course. LOP is the line of position. As pointed out in the November Waypoints of Practical Sailor, a range "provides a flawless" LOP. A range can be determined using any two visible objects, whose known position is on a chart. When these objects visually overlap, then one has to be on a line drawn through these objects on the chart. When two such lines can simultaneously be drawn, then the intersection of the two lines identifies one's instantaneous position. Using this technique, one can determine drift or the moment one should alter course. For those of us navigating the Sandusky Bay, we have two formal ranges with which to practice. One goes more or less East-West and the other North South. Using these ranges, one will stay in the middle of the channel and know when to turn. Simple, yes.

Abbreviated SeaHawk Log

Heading South from Scotland to Ireland

Sunday, August 10

Well, it's been a few days since I last sent a message. It's not that I've been particularly busy...just enjoying my visits around Britain's "Northern Isles." On Wed. morning, I had PERFECT conditions for the 70nm passage from Shetlands to Fair Isle. I was able to sail off the anchor (at about 6AM) without using the engine, sail into the North Sea and set a direct course for Fair Isle. I had intended to sail the next day to the Orkneys but a contrary wind forecast caused me to delay. I'm glad I did as this island is, apparently, world renowned as a bird watching sanctuary. While waiting for favorable winds, I took a long afternoon hike to the cliffs at the northern end. On the way I was "bombed" by a colony of Skuas and had to fight them off....seriously. It felt like a scene from "The Birds." Once I reached the promontory, I was able to see vast colonies of Gannets, Guillemots, Skuas, Puffins, etc. Many of them soared within 5-10 feet of where I was. They were riding the thermals of the cliff on which I was standing. The weather was beautiful and the birds put on a magnificent show.

On Friday, I made the short 35nm passage from Fair Isle to my first landfall in Orkney on the Island of Stronsay. I was in consort with another boat leaving Fair Isle and we both made tremendously good time. We ended up, as I said on Stronsay at the town of Whitehall. Unfortunately for the locals, this appeared to be a town whose prime had past. Fortunately, the pub was open and I had a nice time with my friends. Yesterday morning, we both left Stronsay for Kirkwall, the largest town in the Orkneys. I am currently spending my second night in Kirkwall as 35+knot winds are predicted for tonight. Last night, several areas, including one adjacent to mine, were under a "severe storm warning, Force 11." FORCE 11!!!! That made the decision to stay in Kirkwall for an extra day quite easy. I hope tomorrow to go to the Highland Park Distillery which is the most northern distillery in the UK. As soon as the weather looks favorable, I hope to travel past Cape Wrath (sounds ominous, doesn't it) and head towards the Outer Hebrides and the West coast of Scotland.

Wednesday, August 13

On Monday afternoon, I along with the crews of Flieger (Holland) and Onegin (UK) went to the Highland Park distillery for a tour and tasting. This is the most northerly operating Scotch distillery. Highland Park makes somewhat smoky/peaty single malt with nice spice overtones. It is not as smoky as theIslay ones (Laphroaig/Ardbeg/Lagavulin) but has enough peat character to make it interesting to me. It's really neat how little, temporary "communities" ebb and flow as one cruises around. It's not the same type of community that one has at work or in one's neighborhood but is, nonetheless, important, fulfilling, and comforting.

After a quick stop at Aldi, I left on the tide to leave Kirkwall. Fortunately, there was/is a fantastic anchorage called Deer Sound 7nm to the SE. This area in general and Deer Sound in particular is VERY famous in naval history. The area just to the South is known as Scapa Flow. It was used during WWI and WWII as the anchorage for the British Grand Fleet. From this area the fleet sailed in 1916 to meet the German High Seas Fleet at the famous Battle of Jutland. More or less a draw tactically, almost 10,000 men were killed and the German fleet never sortied en mass again. At the end of WWI the German fleet was "interred" in the sound and as the armistice was signed, scuttled itself while the British watched on nearly helplessly. Many of the ships are still on the bottom along with the Royal Oak that was torpedoed in WWII. Where I am is not technically in Scapa, but was nonetheless used as an anchorage by many of the great warships of the past.

Last night, the wind HOWLED through the night and was the strongest wind I have ever experienced at anchor. Fortunately, I upgraded my primary anchor this spring. It is a 20kg (44pound) Bruce (claw type) anchor and is rated for boats 40+ft. As my boat is only 32ft, it is a bit overkill but in conditions like I experienced last night, it is a comfortable feeling knowing that the anchor and chain could hold a boat twice as heavy. I am sitting in 12

feet of water (+/- with the 5 foot tide) with a sand bottom and, as I said, well-protected from any waves or surge. According to the GPS, the anchor has not moved in the past 36 hours. Hopefully, conditions will abate today. It looks as though tomorrow the wind might just be fair. If conditions continue to improve, I hope to set sail tomorrow for the mainland.

Saturday, August 16

I'm sitting in Wick, Scotland having had to significantly change my plans. On Thursday, I set off tacking through the Orkneys. Thanks, Mike Haines for noticing my track not being exactly straight. I had intended to sail overnight to round Cape Wrath to Scotland proper or sail on to the Isle of Lewis in the Outer Hebrides. About 6:00PM, however, just as I was going to exit between two islands, I observed a "wind vs. tide" phenomenon that caused me to turn tail. You see, I timed my exit to be with the NW running tide. The wind was also NW meaning FROM the NW. This meant that the wind and tide were running in opposite directions. Note also that yesterday (Friday) was a spring tide meaning that the tide is the highest of the month ("Springs" re times of high tide and "Neaps" are times of low tide). As such, all tides are magnified. As I approached my exit, I witnessed a "standing wave" or wall of water that was between 3 and 5 feet high. It was much like a continuous surfing wave. I truly did not think it was safe or prudent to try to "cross the bar".

About dinner time on Friday, I made it to Wick. It really looks as though I have no choice but to do the Caledonian Canal this year even though I was hoping to do the NW isles of Scotland. I don't think I have time to round the top of Scotland and still make my way to SW England in time to cross the Bay of Biscay before the fall progresses too much.

Thursday, August 21

On Monday morning, in spite of a continuing "gale force 8 warning" I set sail at 4AM for Inverness. I felt safe doing this as, with a NW wind, I was in the "lee" of land and there was not enough "fetch" to build up waves of worrisome height. The passage was not easy, but it was not so bad either. I arrived at the mouth of the Caledonian Canal on a rising tide about 4:30PM after a passage of 65nm. I

continued to see seals, dolphins, and I think, caught a brief glimpse of a small (15ft?) whale! As I said, the purpose of taking the Canal route was to eliminate the treacherous Pentland Firth around the north coast of Scotland. To quote the pilot guide "This potentially dangerous channel should only be attempted in moderate winds (less than f4), good vis, no swell and a fair tide." In my case, every one of these caveats was violated. It continues "The westward passage is the more difficult due to the prevailing W winds."

It goes on from there but the overall theme is that it should not be attempted in less than perfect conditions. So, there you go. I "chickened out" and took the shortcut of the Caledonian Canal which I did last year. Last year, it was for the visiting, scenery, etc. This year it was all about making southing in the most efficient and safe way possible. On Tuesday, I sailed the entire length of Loch Ness (did not see the monster this time either) and entered Fort Augustus about 7PM. The next morning, I locked up the five lock flight in Fort Augustus and spent the entire day motoring through Loch Oich and Loch Linnie. There were headwinds, fog, and on and off rain the entire day. Today (Thursday) I exited the canal about 4PM and made about 10nm South to a small anchorage.

Monday, August 25

On Friday (after some weather delay), I made a nice 30 mile passage through the sound of Mull and, thankfully, got my timing right for the Dorus Mor narrows. You see, through this narrow gap occurs a current that can to 6 knots at spring tide. Now, we are not quite at springs but it is, nonetheless, imperative to get the timing right. As I got it right, for some of the time, SeaHawk and I were making over 10 knots over the ground (probably 6 knots boat speed + 4 knots current). We were able to tuck into a sheltered cove on the mainland and even anchored under sail...pretty cool. There were three other boats in the anchorage but, unfortunately, nowhere on shore to visit. The next day, I set sail for Isly which I visited last year. This island is the home of my favorite Scotches. Unfortunately, the approach is "not for the faint of heart" as one magazine article says. Fortunately, I had the instructions provided by the article and it went quite well. The approach required maintaining a certain heading TOWARDS a rock and then, at the last mo-

ment, making a dogleg left, followed by a dogleg right, and then through the fairway markers and into the anchorage. During the last 100 yards or so the navigation software was of no help as it was literally "uncharted."

As I am still afloat, the approach and departure went off without a hitch. I took a boat bath and then went harvesting blackberries and Scotch! My first stop was Laphroaig which was about a 30 minute walk. They have a brilliant marketing campaign where by signing up as a "friend of Laphroaig", you receive a 1 ft. square of peat bog. As "land rent", you can visit once per year for free tastings and a 50ml travel flask of whiskey for free. Guess what I did! From there, I walked East to Ardbeg and purchased a bottle to replenish the bottle I share when visiting other yachts for apres' sail (or what the Norwegians call "anchor dram"). Yesterday, I left Lagavulin about 11AM as the wind filled in. After drifting for a few hours, the wind filled in as predicted, and I made my way towards Northern Ireland.

Sunday, August 31

I left Broad Haven with a forecast force 6

from the West. This should have made for good traveling weather except for the fact that I could not get out of the bay! Anyway, I shortened my day and tucked into a little anchorage for the night. It was nondescript...just a "port in the storm." The next day, I motored into head seas for about an hour to get clear of another headland. The sea was manageable and I made it about 35 miles to Clifden. I had intended to stop at the island of Inishbofin. With poor weather forecast for Sunday, however, I elected to go a bit further to get to a port where I could actually ENJOY Ireland for a while. I'm glad I ended up where I did. I am tucked into a nice, safe bay on a visitor mooring. I walked the 1.5 miles into town last night, and had a couple of pints at one of the pubs. Clifden is what Ireland is supposed to be like! This is apparently a popular holiday (vacation) area and has many restaurants, hotels, shops, and, yes, pubs. It was wonderful to walk around for a while and just relax! The one thing I have not been able to get sorted out is my pay-as-you-go cell-phone. The SIM card I have is, apparently, unique to the UK and no shop has either new SIM cards or a way to top-up my current one. I miss talking to people occasionally.

Dayton Sail and Power Squadron 2014 - 2015 Calendar of Events

Bridge/Exec Meeting	270 Regency Ridge	6 Nov 2014
Dinner Meeting	TBD	20 Nov 2014
Bridge/Exec Meeting	270 Regency Ridge	4 Dec 2014
Christmas Party	Kohler Center, Kettering	11 Dec 2014
Bridge/Exec Meeting	270 Regency Ridge	8 Jan 2015*
Dinner Meeting	TBD	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	TBD	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

Food-For-Thought

When this boat was pulled for Winter storage, to the surprise of the owners, an issue was noted and occurred around each metallic through hull but not around a non-metallic one. What is happening and how would you approach the issue? What about the paint? Is there another issue? Email me your answer(s) or idea(s) (dhitch@core.com).



Chronometer for Sale

P/C Tom Davidson, JN advises that our Chronometer is listed on ebay. If anyone is interested it - search ebay for Vintage "Waltham USA" Double Boxed marine Chronometer.

Ebay item id 281521252443.

Tanks Under Pressure

*New portable gas tanks may cause headaches for **outboard** owners*

New EPA-COMPLIANT portable gas tanks and jerry jugs have special fittings that greatly reduce evaporative emissions from gasoline, but they could cause problems for some outboards, BoatU.S. has learned. New tanks on the market must meet this requirement. Where traditional tanks simply vent to the atmosphere, the new tanks don't vent until the internal pressure reaches five pounds per square inch. A BoatU.S. member in Florida reported that his tank swelled up like a balloon in the hot sun, and the internal pressure forced gas into the outboard where it spewed inside the cowling, eventually dribbling out.

Fortunately, there are a couple of solutions to this problem. The easiest is to simply disconnect the gas tank from the engine when not in use (open the fill cap to relieve pressure before disconnecting; otherwise the hose may spew gas) and keep the tank out of the sun. The other solution is to purchase a fuel-demand valve, which allows gas to flow only when the engine calls for it. These are available from gas-tank manufacturers and large retailers such as West Marine.

—Charles Fort

Papers Please

IF YOU DOCUMENT (register) your boat with the Coast Guard, you'll be getting a new bill starting in November. Boaters with Certificates of Documentation will have to pay a \$26 renewal fee every year to keep the certificate current. The Coast Guard received thousands of comments on the law during a public comment period, many calling the new fee a tax on the boating community. The Coast Guard says the fee merely reflects the cost of providing the registrations, though BoatU.S. has asked that the process be streamlined to reduce costs. Coast Guard documentation is required for most commercial vessels, but optional for recreational vessels. For more information on registering your boat, see this story online at www.BoatU.S..com/magazine —C.L.

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