

UNITED STATES POWER SQUADRONS



Mark 4



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IMPORTANT!!!!

News from National

From R/C Kathleen Lambert, AP

There has been a change in **the United States Power Squadrons public site URL** from **usps.org** to **beyondboating.org** starting September 2017

Commander's Message Elaine Pfaff, JN

Once again it is Fall; how come it arrived before anyone was ready for it? All too soon it will be the holidays, and boy, I am really not ready for that. We all don't want to think about the boat going into storage.

On October 11th there will be a Council Meeting at 1730 at Yesterday's Restaurant in Hazlet. The budget will be coming up for a vote at that time.

October 18th, there will be an Officer Training Class at Northern New Jersey's facility in Little Falls at 1900. We want to get as many bridge and executive members in that class as possible. There will not be another one until Spring.

There will also be a re-certification at my home in Brick soon. Your commanders and SEOs have a list of who needs to be re-certified.

We were just in Dallas for the Governing Board Meeting. Many things were discussed, and you can find out all about them by attending the Fall District Meeting on November 11th at the San Carlo. There is a full agenda, touching on many subjects. We will be discussing the new marketing and advertising that they are planning on doing nationally, along with Member Benefits, and Jump Start just to name a few. Awards are also going to be given out at this meeting. SEOs will again have their own table so they can discuss education. So I am hoping that ALL SEOs will be attending. Also, please bring your winning Poster Contest Posters with you. They will be judged and the winning posters will be going to Orlando for the final national judging. We will also be voting on the next year's budget. Please remember, this is your meeting, the Bridge is only the facilitator.

At The
USPS Annual Meeting (Orlando, Florida February 2017)
Chief Commander Luis Ojeda, SN
presents

P/C Jeff Taylor, SN (City Island) with the National Teaching Award



P/C Jeff Taylor was one of three winners Nationally of the Charles F. Chapman Award for Excellence in Teaching for 2016.

P/C Jeff Taylor, SN exemplifies the finest beliefs and traditions of USPS. He joined USPS in 1998 and in 18 years he has earned 17 merit marks. Since the day he joined USPS he has been driven to learn all that he can from the USPS education program and has been dedicated to on –water –safety through education. He has taught the ABC course, the Sail Course and in the last several years have been CISPS Chairman of both JN and N. He holds a Coast Guard Captains license and has made 4 to 5 runs from NY to the Caribbean transporting sail boats for winter layover and then returning them back to their home ports in the late spring.

He has a love of the sea and its many traditions and is truly a dedicated teacher. JN and N are USPS longest and in many respect the hardest courses to teach, but Jeff will run a course if there is a desire by a single member. In fact 3 or 4 years ago after attending a holiday party at Westchester Power Squadron (a different district from ours), Jeff found out that several members were waiting years to take JN because they had no instructor. Jeff offered to teach the course for them and in fact ran the classes for months at his home. After years of desire several of their members finally received their JN.

As an instructor Jeff is indefatigable, he will meet with students any time and any place, whether it is 5 AM for star sights or at night for a one-on-one help session to grasp some concept that they had difficulty with in class. His enthusiasm for and knowledge of the subject matter is contagious and motivates his students to excel. He is truly a person who represents through word and actions the USPS Educational Program creed.

By P/C Barbara Mandarano, SN, City Island Sail & Power Squadron

Manasquan Reservoir Cruise

By Cdr Ted Wallace, AP

August 19, 2017, members and guests of Watchung Sail and Power Squadron visited the Manasquan Reservoir Visitor and Environmental Centers located in Howell, N.J. While we were there, we took a 45 minute pontoon boat cruise around the reservoir which was narrated by a Park Service Naturalist. We not only learned about the reservoir but also about its environment.

Although located in Howell, N.J., it gets its name because the water in the reservoir is piped underground for 30 miles from the Manasquan River and that it is a source of water for municipalities and utilities. The reservoir is also used for recreational and outdoor activities. The reservoir is part of the center's 1208 acre area and is 770 acres in size. The area is home to egrets, turtles, fish, herons and bald eagles. You can fish and boat on the reservoir, however, gas engine boats are not allowed, only electric.

The reservoir is stocked and is open to fishing year round and is home to large and small-mouth bass, hybrid striped bass, tiger muskie, bullhead catfish and pan fish. You can bring your own boat or rent a rowboat or kayak at the facility.

While on our tour, we observed egrets and heron. We learned that the osprey that lived in the area were driven off by the larger bald eagles and have moved to another location.

After the cruise, we left the Visitor Center and drove over to the Environmental Center and spent an enjoyable time perusing the Center. There are windows throughout the building overlooking bird feeders and wild flowers through which we were able to observe various birds and a multitude of butterflies in their natural environment. There were various rooms dedicated to learning about the animals, plants and terrain of the area.

Administrative Officer Rocco Fuschetto found a room that was designed specifically for children so that they could have hands-on activities to arouse their interests. Needless to say, he had trouble with the assembly of a child's puzzle.

We ended the day by driving to the Squan Tavern in Manasquan for a nice Italian dinner



Are You Paying Attention?

This message is for every one.

Tire Safety

National Highway Traffic Safety Administration offers the following list for tires.



1. Check pressure at least monthly, even if your car has a tire pressure monitoring system.
2. Inspect tires for cracks, uneven wear and other flaws. Remove foreign objects such as glass.
3. Make sure tire valves have caps.
4. Check the pressure before long travel.
5. Check your owner's manual so you don't overload your car.
6. When towing your boat, trailer or RV keep in mind that some of the weight might move around.

Hand Sanitizers

Help prevent poisoning among children

Keep hand sanitizers out of reach of small children. If your children are allowed to go in your purse they should only use a dime-size amount and rub their hands till they are dry. Every year, poison control centers receive thousands of calls related to children ingesting hand sanitizers, Why??? Because they come in colorful bottles and some smell like candy which is why the children are drawn to these products.



If a child licks a small amount of hand sanitizers its unlikely they will get sick, ingesting more may cause alcohol poisoning. Don't wait for symptoms to develop. Call your poison control.

One last item. **Hurricane Season** is not over yet we still have a month & half to go through. Be safe and Smart.

Your safety officer,

D/Lt Bernice Fiorentini, AP

How Come No One Knows About Us?

Submitted by P/Stf/C Csaba (Chub) Varga, JN

One of the more frequent comments I've heard from fellow squadron members during my twenty-two years as an USPS member has been "No one knows about us." Moreover, on numerous occasions we described ourselves "the best kept secret in the boating world". Often that last statement was expressed with a sense of pride, as if it was somehow a good thing! Having observed 22 years of slow but steady decline in membership, it's clearly not a good thing. It benefits neither the boating public which misses out on the benefits that we can provide to them, nor does it benefit us for obvious reasons. As I try to fathom the causes of this lack of recognition among recreational boaters, I keep asking myself whether we in fact are the best kept secret in the boating community, or are we simply seeing the results that our collective efforts merit?" In other words, are we some little-known hidden gem waiting to be discovered by the boating world, or is the "power squadron" generally known by the average boater but considered old-fashioned and (worse) irrelevant to his or her needs and interests? Perhaps, the truth lies in some combination of these two positions. In a sense, it may matter less which of these paths we are on, because they both wind up in the same unhappy place. On the other hand, by understanding where we are and how we got here, we can decide what actions are necessary to improve our situation and our outlook. It is a conversation worth having because it's incumbent on us to agree on the challenges we face and to take action accordingly. **For local squadrons and for United States Power Squadrons, this is becoming an existential challenge.**

We can all agree that a big step toward increasing our public visibility would be achieved if someone with the necessary abilities and resources could mount a large-scale public relations campaign. But where do we find those capabilities? Who has the needed resources? Most of us are inclined to say that the USPS national level is the answer. They have a larger bank balance and a larger staff than the districts and squadrons. It "must" be their job to conduct these public relations efforts. Or is it?

To be sure National needs to establish the organization's mission, value propositions, principle offerings, and the tone and content of our "marketing messages". They certainly have to ensure that these are thoroughly propagated, understood and accepted by all levels of USPS. Some of us may disagree with National over certain elements of the former. Some of us believe that National needs to do a better job of the latter. However, National's staff is not nearly as large as the aggregate body of local squadron members. In addition, every National staff member is also a member of some local squadron. Although National's financial resources are larger than those of any squadron or district, they do not currently have the kind of money required to conduct repetitive large-scale advertising campaigns. Finally, we should give credit where it's due. Over the decades, National has established industry recognition for USPS across a wide spectrum of governmental and private industry organizations, including the US Coast Guard and its auxiliary, the National Safe Boating Council, the National Marine Manufacturers Association, Boat U.S., and many others. At the national level, we are not a secret. National also develops and makes available a range of resources, such as the PROlog and other programs that we can use to raise awareness among the public.

In the PR world, there is a saying that advertising is expensive but publicity is (nearly) free. So who will generate this nearly free publicity? Look in the mirror, my friends, and you'll see the best available publicist that money can't buy. However, to be most effective, your publicity should be constant and consistent. It shouldn't present confusing or contradictory messages. The significance of this point is that you'll generally do better publicizing United States Power Squadrons than only your local squadron. You'll do better promoting your class, seminar, or other services than blending in hard-sell recruitment messages. The following is a partial list of publicity and promotional opportunities. The list of possibilities is endless if you give it some thought.

How Come No One Knows About Us? (con't)

Submitted by P/StfC Csaba (Chub) Varga, JN

Participate in civic events such as holiday parades, beach clean-ups, etc. as USPS members;

Submit articles about members' non-squadron contributions to local papers;

Display USPS flags, banners, attire at all events (picnics, rendezvous, etc.) in public areas;

Fly the USPS ensign on your boat in your marina and whenever you are aboard;

Turn VSC inspections into publicity events by doing a "marina day";

Offer Partner in Command seminars to boaters in your marina, yacht or boat club;

Organize boating safety programs for kids in local schools, yacht clubs, etc.;

Establish relationships with appropriate reporters from local newspapers; provide them with relevant story material;

Use local town "shopper" newspapers to advertise courses, seminars, and events of community interest;

After each change of watch, submit an article to local newspapers' "local interest" reporters;

Wear USPS logo hats, shirts or other attire during squadron and non-squadron events;

Volunteer (as USPS members) in community and other relief efforts;
... (fill in your favorite ideas)

So then it comes down to us. We, the members of the fourteen squadrons that comprise District/4. There's another saying though. It's said "talk is cheap". Action is priceless. But we must learn to act in unison and to speak with one voice—the voice of USPS.

Raritan Bay Power Squadron Participating in the Keyport, NJ
Memorial Day Parade



Lackawanna Sail and Power Squadron's 20th Annual Sail Power South - Clambake

On Saturday September 9, Lackawanna Sail and Power Squadron held its 20th annual clambake. The event was held at the home of P/C Carrie Markham in the Shelter Cove area of Toms River. About 60 people attended the event – besides members of Lackawanna there were people from Barneгат, Northern New Jersey, Shrewsbury, Watchung and friends.



**Lackawanna's Sail Power North on the Hudson River
July 8, 2017**



Test Your Mustang Life Jacket

Stf/C Allan. B. Furtado, SN - National Safety Committee

We are always told as a Vessel Examiner to wear our life jackets to project the idea of safety to the boating public. I am sure that most VEs have done so over the past 8 years that we have had them.

Now as we head into the boating season and all of the associated activities, I would suggest that the first thing a VE should do is examine and test his/her Mustang Inflatable life jacket. It is suggested that this operation be performed every 2 to 3 months. I bet you have not even done it once in the 8 years you have had the jackets. I am suggesting this exercise because we have found a few jackets that won't hold air. If one of these is found I suggest that it be destroyed and disposed of because the total life expectancy is only 10 years.

So how do we test our jacket? Open it up along the Velcro seams as shown in Figure 1 until it looks like figure 2. Then remove the cap on the oral inflation tube (shown in figure 2) and inflate the Life Jacket orally.



Figure 1



Figure 2

Then keep the jacket inflated over night. If it fails to hold air all night it is defective. If it holds air ok, then reverse the oral inflation cap and compress the jacket to remove all of the air. Once deflated, replace the cap to its original position and fold the sides back and press the Velcro seams to hold the jacket together.

Now if you happen to really need the jacket while doing a VSC (Heaven forbid you fall into the water) the life jacket would be known to be useable.

DISTRICT 4 RENDEZVOUS

By Lt Ruth Witztum, JN

Each summer, all the squadrons of District 4 gather for a rendezvous somewhere on the water in the district. This event, all with the spring and fall conferences, are opportunities for members in the different squadrons in the district to come together and socialize and share our common love of being on the water.

This year the D-4 Rendezvous was in Atlantic Highlands, NJ on 21-22 July. This location was readily accessible for NYSPS members coming by sea or by land (or the fast ferry). Given the very hot weather and threat of summer thunderstorms only a few came by boat. Several stayed in the Atlantic Highlands Marina, and *Sea Dragon* took a mooring in the harbor. As members of Miramar Yacht Club and the Interbay Cruising Association, we receive free mooring and tender service from Atlantic Highlands Yacht Club. This is clearly an incentive to visit the Highlands, and we do so frequently.

We sailed from Miramar on Friday, 21 July with high heat and a wind from the west discouraging our efforts to arrive under wind power alone. After a mix of motor-sailing and sailing we reached the Highlands and settled on our mooring.

The festivities began when we hosted about 10 people on *Sea Dragon* for cocktails. Thereafter our party of 16 had dinner at Christine's in town. I think all enjoyed the excellent food and service, along with the air conditioning, which had us all in fine spirits. After dinner, 6 of us adjourned to the ice cream shop in town for some cooling scoops! This was the proverbial "cherry on top of the sundae."

On Saturday afternoon, we gathered at the gazebo in the town park and hoisted the D-4 flag to begin the festivities. Approximately 50 people came to share copious amounts of food and good conversation. Even though it was quite hot, the gazebo gave us shade and a breeze off the water kept us comfortable. We spent the afternoon chatting with old friends and meeting squadron members attending their first District function.

The only blemish on this day (apart from the heat and threat of thunderstorms) was the sad news that Tom Gilbert, Commander of the Lackawanna Squadron had passed away unexpectedly earlier in the week. Our day's activities were cut short somewhat as District Commander Elaine Pfaff had to leave our gathering to attend a USPS memorial service for Commander Gilbert. The thunderstorms which had been forecast for Saturday evening arrived, more or less on schedule (as shown by the app on our cell phones). The bad weather, with intermittent bursts of rain passed during the night and allowed for a peaceful, if relatively windless, return to Miramar on Sunday.

The weekend had not been a great one for boating; it was however a wonderful opportunity for fellowship with others in our District. Friendship with other boaters is one of the key benefits of membership in USPS, and events such as the District Rendezvous give us the opportunity to both see old friends and make new ones. #

Please see following page for photos.

DISTRICT 4 RENDEZVOUS (con't)



**Staten Island Power Squadron
Crab-a-que**
Saturday, September 30 at the
American Legion Post, Leonardo, NJ



Display USPS flags, banners, attire at all events (picnics, rendezvous, etc.) in public areas. (Please read the article 'How Come No one Knows About Us?' in this Mark 4 issue.)



**Governing Board Meeting
Dallas, Texas
10 – 17 September, 2017**

By Cdr Ted Wallace, AP

The United States Power Squadron held its Governing Board meeting at the Hilton Dallas Lincoln Center in Dallas, Texas from 10 – 17 September, 2017.

Despite the fact that many members could not attend because of the ravages of the hurricanes that swept Florida and Houston, Texas, there were 306 members from across the United States who signed into the meeting on Saturday. District 4 had 18 members present at the Governing Board.

During the week leading up to the Saturday meeting, each day was filled with committee meetings, many of which were open to the general membership, and learning seminars. If you did not have a committee meeting scheduled, you could attend a seminar on How to navigate the new USPS web site, off shore navigation, in-land navigation, CPR training, how to run a meeting and Advanced Power Point techniques just to name a few. There was something for everyone.

It is not all work. There is plenty of time for leisure enjoyments such as touring Dallas or just hanging out at the pool or just hanging out in the hotel with all of the friends we made from across the United States. On Thursday evening there was a Dinner and Entertainment event scheduled, where we were treated to real Texas cooking and a show, "An evening with Frank and Liz". On Friday evening, 9 Districts, including District 4, had hospitality suites open to all attendees, where food, snacks and drinks were served. We all had the opportunity to visit the various district suites and renew old friendships as well as make new friends.

Saturday morning, we all gathered in the main Ball Room for the Governing Board meeting. There were awards presented, By-Law changes were voted on and new members were assigned to the Governing Board. Saturday evening there was a General Reception followed by a Banquet in the Lincoln Ballroom and Sunday morning we departed for home taking our memories of a great week with us.



COMMANDER'S LUNCHEON

May 21st

By Elaine Pfaff, JN
Commander, District 4

Each year the District Commander hosts a luncheon for all the Squadron Commanders and their spouses. The purpose of this luncheon is to have the Squadron Commanders meet each other and get to know each other. It is hoped that at this time, they can start working together and start to bond squadrons. We realize that for the District to work, the Squadrons must share and work together.

This year, the same as last, I chose to have the luncheon at my home instead of at a restaurant. By doing this, attendees had the freedom to move around, talk with more Commanders, and spend more time together. What actually happened, which was not planned, was that a brain storming session started. At the end of the luncheon, we all sat around and did some more brain storming, which resulted in discussing many very good ideas.

What I learned was that at the Council meetings, this should be a part of the meeting. People have ideas, and this seems to be the way to get them expressed; with others joining in, we can get many ideas on the table. This is important, not just for the Commanders, but for all members.

I had a very good time, and I believe everyone present had a good time too.



Clean Ocean Beach Sweep 31

On October 21

Shrewsbury Sail and Power and Watchung Sail and Power Squadrons participated in Clean Ocean Action's Beach Sweep at Sandy Hook. There were several hundred adults and teens from various organizations who participated. Those who participated from Shrewsbury were Bonnie Gingrich, Tony and Pat Santoro, Walter and May Louie Graczyk and from Watchung were Cdr. Ted and his daughter Suzanne and his grandchildren David and Grace.

It was a beautiful day and the group spent approximately three hours picking up trash and recyclables from the beach. It is an easy job and you work at your own pace for as long as you like. We were a small group, but we made our presence known. We collected bottles, bottle caps, plastic pieces, discarded fishing line and even a boogie board. It is a shame that we could not get more squadrons to participate.

It was easy, it was fun and we had the opportunity to tell people what the United States Power Squadron is all about.



Save the Date!

USPS D/4 Fall Conference 11 November 2017



The San Carlo
620 Stuyvesant Avenue
Lyndhurst, NJ



RESERVATIONS MUST BE POSTMARKED BY **3 NOVEMBER 2017**. Make checks payable to USPS D/4.

*I will attend the D/4 Fall Conference on 11 November. Enclosed please find my check to cover at **\$52 per person.***

Rank/Name/Grade _____

Rank/Name/Grade _____

Email _____

Mail to:
R/C Vincene Aquilato, S
1273 North Avenue – 5G8
New Rochelle, NY 10804-2776



Lowell “Lew” Ward, 88, passed away on Wednesday, April 26, 2017

A former Mendham resident, he was the beloved husband of Charlotte Ward, of Hilton Head Island, S.C. They celebrated their 58th wedding anniversary in January 2017.

He was born in Schenectady, N.Y., on April 29, 1928. He was a 1945 graduate of Audubon High School in Audubon, N.Y., and a 1949 graduate of the University of Delaware. While at Delaware, he was a member of Sigma Nu fraternity and a member of the swim team, where he specialized in the backstroke.

Mr. Ward served as a first lieutenant in the Army Reserves.

He met his future wife, Charlotte, while skiing in Stowe, Vt., in 1956, and returned there with her on their honeymoon in 1959. Skiing remained a tradition in the family, and one that was passed down to his grandchildren.

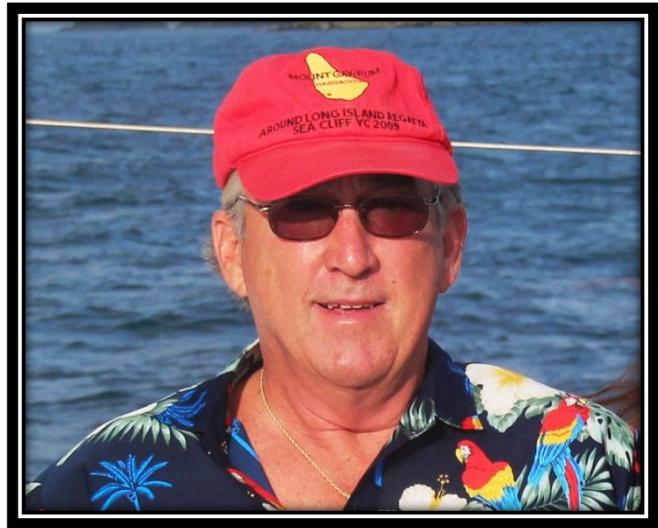
He completed his education at Rensselaer Polytechnic Institute, earning his master of science degree in 1962. His career took him from upstate New York with F.C. Huyck & Sons in Rensselaer, to Virginia and New Jersey with Allied Chemical. Mr. Ward retired from his corporate career at GAF in New York and moved to Hilton Head in 1986.

After moving to Hilton Head, he embarked on his second career – following his passions, from food and wine to sailing to photography. He pursued work that he enjoyed: crafting fine chocolates; captaining a Pearson 32 sailboat; and advising photographers at The Camera Place. He threw himself into each of these roles with the intellectual curiosity and enthusiasm that marked his approach to so many things in life.

Mr. Ward was an active member of his church in every community he served, most recently as an usher with the First Presbyterian Church on Hilton Head.

He served on the Hilton Head Municipal Election Commission from 1992 to 2003, including a term as the commission chair. **However, his most comprehensive community service was with the U.S. Power Squadron. He served as the commander of the Lackawanna Power Squadron in New Jersey and as a founding member of the Hilton Head Sail and Power Squadron on Hilton Head, rising to become commander and remaining active in a variety of capacities. He served as well on the organization’s national board, most recently as head of the Flag and Etiquette Committee.**

Survivors include his wife, Charlotte; his sister, Alison Cantner and her husband, Edward, of Moorestown; his daughter, Michele, of Annapolis, Md., and his son, Ken, of Providence, R.I.; and his three granddaughters, Emily Hoffman of Washington, D.C., Madeline Hoffman of Nashville, Tenn., and Lydia Hoffman of Wilton, Conn.



IN MEMORIAM

CDR TOM GILBERT, JN

By D/C Elaine Pfaff, JN
Lackawanna Sail and Power Squadron

Born in Dover, NJ, Tom started flying lessons at 18. He attended Arizona State University where he taught Flight Ground School his senior year. He became a flight instructor at 22 and taught for a while, flew freight, and a commuter airline from Las Vegas before landing (pun intended) a great job as copilot with Allied Chemical Corporation in 1979.

He then started flying for American Airlines as copilot in 1986, and in 1995 became Captain. He flew any airplane he could try out, DC-3s up to the latest Boeing 777 during his accident-free 40-year career, which covered 48 states, 4 continents, 120 plus countries and 'the world'.

Tom did patrolling at Camelback Ski Patrol for 20 years in Pennsylvania and instructed first aid as well as toboggan handling for 11 of those years. As a parishioner Tom volunteered at Grace Lutheran Church. Tom had two children, Amanda and Brian, from his first marriage, and was lucky enough to marry Diane in 2010. Tom was close with his sister, Lois Brown. He belonged to Robbins Reef Yacht Club and Lackawanna Sail and Power Squadron.

Tom began sailing in 1990 on a Sunfish and moved to a Hobie Cat, a 24-foot S-2 sloop, an Endeavor 32 and an Endeavor 42. His latest project was a Formula 22 which he found in 2012. Tom performed boat deliveries and enjoyed chartering in the British Virgin Islands. Tom and Diane traveled the world on their schedule and liked cruising on their sailboat. Tom and Diane shared their waterside condo in Bayonne NJ with two spoiled feathered friends, Simone, an African Gray Parrot and Buddy, a Yellow Head Parrot.

Tom joined Lackawanna in 1995 and earned 10 Merit Marks and the grade of JN. At the time of his death he was working his way through the Navigation course. He taught a GREAT weather course and was always ready to participate in rafts up with his sailboat "Diane's Toy". He will be missed by the squadron.

Mark 4	
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