



The  *Log*

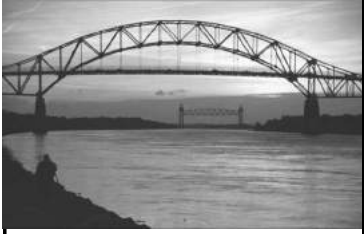
Buzzards Bay Sail and Power Squadron
c/o Andrew Campbell
PO Box 33, Woods Hole, MA 02543

The LOG is brought to you with the assistance of a grant
from the Willett Fund of the Cape Cod Foundation.

**United States
Power Squadrons®**



Quissett Snow
(Photo by Nawrie Meigs-Brown)



2023 EVENTS

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- On page 3 of the Log can be found the Winter/Spring Event Planner.
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WINTER/SPRING EVENT PLANNER

2023

FOR CCSPS EVENTS PLEASE SEE THE CCSPS (Americas Boating Club Cape Cod) WEB SITE

<u>March</u> Thursday	America's Boating Course (ABC) 9; 16; 23; 30	6:30 – 9:00 PM exam Sunday April 2 AM
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<u>March</u> 7 14 28	Seminars Tuesday Evening New England / Cape Cod Weather Navigating & Boating with Electronics Rules of the Road & Ropes	6:30 – 9:00 PM
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<u>Saturday</u> <u>March</u> <u>April</u> <u>May</u>	Comprehensive Coastal Navigation (P & AP) 4; 11; 18; 25 Piloting 1; 8; 15; 22; 29 Advanced Piloting 6; 13 if needed Advanced Ploting	9:00 – 12:00 AM
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<u>Wednesday</u> <u>March</u> <u>April</u>	Marine Electrical Systems Course 1; 8; 15; 22; 29 5; 12; 19	6:30 – 9:00 PM
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<u>March 21</u> Tuesday	BBSPS E Board Meeting live virtual format on line	6:30 – 8:30 PM
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<u>April</u> Thursday	America's Boating Course (ABC) 6; 13; 20; 27	6:30 – 9:00 PM exam Sunday April 30 AM
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<u>April</u> 4 11 18 25	Seminars Tuesday Evening Basic Power Boat Handling Advanced Power Boat Handling Basic Coastal Navigation part 1 of 2 Basic Coastal Navigation part 2 of 2	6:30 - 9:00 PM
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<u>April 29</u> Saturday	BBSPS membership meeting / change of watch dinner & speaker	
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<u>May</u> Thursday	America's Boating Course (ABC) 4; 11; 18; 25	6:30 – 9:00 PM exam Sunday May 28 AM
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<u>May</u> 2 9 16 30	Seminars Tuesday Evening Basic Powerboat Handling Advanced Anchoring Advanced Powerboat Handling Trailer a Boat	6:30 – 9:00 PM
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<u>May 23</u> Tuesday	BBSPS E Board Meeting live virtual format on line	6:30 – 8:30 PM
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BUZZARDS BAY SAIL AND POWER SQUADRON
presents

AMERICA’S BOATING COURSE
2023 SCHEDULE

America’s Boating Course (ABC) is recognized as one of the very best ways to prepare yourself for boating.

ABC meets NASBLA certification requirements, is recognized by the U.S. Coast Guard, and **meets MA requirements for boat operation by 12-15 year-old boaters.**

ABC covers the basics of operating a boat safely, including rules of the road, aids to navigation, required equipment, and boat handling techniques.

Each class is a live, interactive, virtual presentation using ZOOM on 4 weekday evenings followed by a “drive in” in-person, proctored exam given the Sunday morning following the last class.

Month	Classes	Time	Exam
MARCH	9; 16; 23; 30	6:30 – 9:00 PM	April 2
APRIL	6; 13; 20; 27	6:30 – 9:00 PM	April 30
MAY	4; 11; 18; 25	6:30 – 9:00 PM	May 28
JUNE	1; 8; 15; 22	6:30 – 9:00 PM	June 25
JUNE	26; 27; 28; 29	6:30 – 9:00 PM	July 2
SEP 21; 28	OCT 5; 12	6:30 – 9:00 PM	Oct 15

ATTENDANCE ALL 4 DAYS PLUS THE EXAM IS REQUIRED

COST: \$65 per student

You will receive a copy of the USPS ABC book, a summary of MA boating laws, and a US Coast Guard safe boating guide prior to the class.

PRE REGISTRATION IS REQUIRED
A PRE COURSE ASSIGNMENT NEEDS TO BE COMPLETED
WE MUST MEET BEFORE THE CLASS TO DISTRIBUTE COURSE MATERIALS

TO REGISTER: Send a completed registration form* along with a check made payable to “Buzzards Bay Sail & Power Squadron” to:
Richard Moore PO Box 1685 Sagamore Beach, MA 02562-1685
Email: chmbrrck@live.com Telephone: 508-888-8238

* *Registration form can be found on the web site www.bbsps.org*



BUZZARDS BAY SAIL AND POWER SQUADRON
presents

2023 SEMINAR SERIES

BBSPS will present a series of *live, interactive, online* seminars on a comprehensive range of boating topics designed to make you a more confident and secure boater.

JUST WHAT YOU NEED TO NAVIGATE THE CAPE WATERS
KNOWLEDGE IS CONFIDENCE

all seminars are presented on-line evenings 6:30 – 9:00PM

Date	Cost	Subject
	<i>USPS member</i>	
	<i>/non-member</i>	
MARCH		
7 Tuesday	\$30/40	New England / Cape Cod Weather
14 Tuesday	\$30/40	Navigating and Boating with Electronics
28 Tuesday	\$30/40	Rules of the Road & Ropes
APRIL		
4 Tuesday	\$40/50	Basic Power Boat Handling
11 Tuesday	\$40/50	Advanced Power Boat Handling
18 Tuesday	\$40/50	Basic Coastal Navigation part 1 of 2
25 Tuesday	included	Basic Coastal Navigation part 2 of 2
MAY		
2 Tuesday	\$40/50	Basic Powerboat Handling
9 Tuesday	\$30/40	Advanced Anchoring
16 Tuesday	\$40/50	Advanced Powerboat Handling
30 Tuesday	\$30/40	Trailer a Boat
JUNE		
6 Tuesday	\$40/50	Basic Powerboat Handling
13 Tuesday	\$30/40	New England / Cape Cod Weather
20 Tuesday	\$40/50	Advanced Powerboat Handling
JULY		
11 Tuesday	\$40/50	Basic Powerboat Handling
25 Tuesday	\$40/50	Advanced Powerboat Handling
AUGUST		
1 Tuesday	\$30/40	Navigating and Boating with Electronics
8 Tuesday	\$40/50	Basic Powerboat Handling
15 Tuesday	\$40/50	Basic Coastal Navigation part 1 of 2
22 Tuesday	\$40/50	Advanced Powerboat Handling
29 Tuesday	included	Basic Coastal Navigation part 2 of 2

SEPTEMBER

5 Tuesday \$30/40 [Advanced Anchoring](#)
12 Tuesday \$30/40 [New England / Cape Cod Weather](#)

*Join us for a fun and effective learning experience with no tests and no pressure
Where the instructors are live on line with you and available to answer all your questions*

PRE-REGISTRATION IS REQUIRED

**TO REGISTER: Send a completed registration form* along with a check made payable to “Buzzards Bay Sail & Power Squadron” to:
Richard Moore PO Box 1685 Sagamore Beach, MA 02562-1685
Email: chmbrrck@live.com Telephone: 508-888-8238**

**We will email you an on-line link just prior to the presentation.
the registration form can be found on www.bbsps.org web site*

Have we got a deal for you!!



District 34 Conference New Bedford Fairfield Inn Friday 3/24 and Sat. 3/25/2023

Here is just some of what's included!



[This Photo](#) by Unknown

- ❖ **FREE cocktail reception**, Friday night at the Fairfield Inn
- ❖ Coffee and pastries during Saturday morning registration
- Morning presentations
- ❖ National Secretary VC David Allen will present CC Craig Fraser's message and take our questions.



❖ The Joy of Geodetics- find "lost treasure", perform a valuable service, or make it a club outing/contest!

❖ *What you may not know about your compass*,
PC Robert "Ridge" White, Jr., SN



❖ **Buffet lunch** – included!

Historian Robert Begin enthralled us at the Fall Conference. He returns with the heart wrenching story of the WWII sinking of the cruiser Indianopolis. This event became a significant part of the *Jaws* storyline.



Afternoon presentations

- ❖ Marty & Sari Lafferty have created numerous award-winning videos for the nation's most highly viewed boating safety and education video service on YouTube, **America's Boating Channel**. Now that they've moved to District 34, we can become much more involved in this exciting endeavor, including the launch of its new all-things-boating channel and app on ROKU and FIRE TV!
- ❖ D34 council meeting and Change of Watch
- ❖ **FREE attitude adjustment hour**, early evening at the Fairfield Inn.



Only \$39 or \$69 per couple!

For hotel information, complete agenda, registration and payment information go to <https://abc-d34.org>



Buzzards Bay Sail & Power Squadron
2023 SPRING MEMBERS MEETING & CHANGE OF WATCH
April 29

Sagamore Inn 1133 Sandwich Road Sagamore, MA 02561
Canal Room

5:00 PM social time / cash bar

5:30 – 6:30 members meeting Change of Watch

Canal Side Pavilion

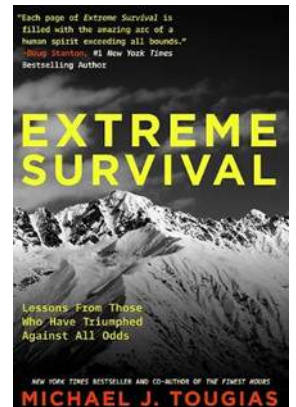
6:30 – 7:30 dinner

Salad; choice of 2 entrees; desert



7:30 PM Speaker
A narrated slide presentation from
New York Times Bestselling author
Michael Tougias

Extreme Survival
Lessons from Those Who Triumphed Against All Odds



Author of 37 books, one became a Disney movie

Cost: Buzzards Bay members \$35
Non-Buzzards Bay members \$45

Registration Contact: Richard Moore
Email: chmbrrck@live.com
Phone: 508-888-8238
Mail: PO Box 1685 Sagamore Beach, MA 02562-1685

Bridge Officers

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Assistant Treasurer

Bill Kelly

508-314-4692

bikelly@verizon.net

The View

This month, we begin our 2023 program of courses and seminars. This would be a great time for you to hone those skills for the upcoming boating season. And we have an upcoming district meeting on March 25th at the Fairfield Inn in New Bedford. Next month, on April 29th, we will have a dinner get-together at the Sagamore Inn in Bourne featuring a noted author as guest speaker, Michael Tougias, and our annual change of watch. One of his books was made into a Disney movie. He will talk about his latest book.

On a sad note, we lost two very special people in the past month or so, Charlie Perkins passed away in January. He was a 50-year member of USPS and a great friend to all who knew him. And, in February, Cdr. John Rossi's wife Rosemary passed away after a long illness. Our prayers and best wishes go out to their families and friends.

We just completed the Offshore Navigation course (known as JN), Congratulations to Rooster Fricke and Andrew Campbell for essentially perfect scores on the exam. They both now have the USPS grade of JN. Already, we have folks signing-up for the companion course, Celestial Navigation (known as N) which we will be offering this Fall. These are the most advanced of the USPS navigation series. We are beginning the initial two courses in the navigation series this month, so join us, but do it quickly. They are Piloting and Advanced Piloting.

We continue to offer courses and seminars live and online. Everyone seems to enjoy the convenience which we intersperse with face-to-face sessions so we compare notes and share experiences.

Many changes are happening in our boating area. Of special importance is the retiring of many charts we have used for decades. NOAA has decided to sunset the entire suite of paper charts in favor of using digital vector charts. A large number of our charts will be retired by this summer. You will still be able to get paper charts of your own using an online program from NOAA, but they will not look like those you know. That is a good reason to update your navigation skills with our seminars.

We continue to add new members to the squadron and we have had a number of members transfer from the Mattapoisett squadron. We welcome one and all. And...Our commander, John Rossi, has also been nominated to become the District 34 Executive Officer.

Continue to stay warm, stay tuned and think about boating! Spring will be upon us soon.

Best regards,



Bob Sweet

EDUCATION REPORT JANUARY 2023

2022/2023

Celestial Navigation / Junior Navigation

Bob Sweet & Dick Moore

This is the first of a two part program of study in offshore navigation. It is designed as a practical how to course. Subject matter included: basic concepts of celestial navigation; how to use the mariner's sextant to take sights of the sun; the importance and techniques of accurate time determination; use of the nautical almanac; how to reduce sights to establish lines of position; and the use of special charts, plotting sheets and other navigational data for offshore positioning and passage planning.

Congratulations to Andrew Campbell & Rooster Fricke on successfully completing Offshore Navigation (JN)

2023

ABC Classes

Bob Sweet & Dick Moore

March	9; 16; 23; 30	6:30 – 9:00 PM	exam April 2
April	6; 13; 20; 27	6:30 – 9:00 PM	exam April 30
May	4; 11; 18; 25	6:30 – 9:00 PM	exam May 28
June	1; 8; 15; 22	6:30 – 9:00 PM	exam June 25
June	26; 27; 28; 29	6:30 – 9:00 PM	exam July 2
September	21; 28 October 5; 12	6:30 – 9:00 PM	exam October 15

Seminars

Bob Sweet & Dick Moore

Tuesday evenings	6:30 – 9:00 PM		
March	7; 14; 28	April	4; 11; 18; 25
May	2; 9; 16; 30	June	6; 13; 20
July	11; 25	August	1; 8; 15; 22; 29
September	5; 12		

Comprehensive On Water Training

Bob Sweet / Dick Moore

May 2 – 15	Level 1	Basic Powerboat Handling
May 16 – 30	Level 2	Advanced Powerboat Handling
June 6 – 19	Level 1	Basic Powerboat Handling
June 21 – 29	Level 2	Advanced Powerboat Handling

Spring Courses

Coastal Navigation (Piloting & Advanced Piloting)

Bob Sweet & Dick Moore

Lectures are live, virtual on line presentations. Plotting and positioning are in person hands on training.

Saturdays	9:00 AM – 12:00 PM		
March	4; 11; 18; 25	April	1; 8; 15; 22; 29
May	6; 13 (if needed)		

Marine Electrical Systems

Dick Moore

This course covers the practices of wiring your boat, including both DC and AC power systems. Live, virtual lectures plus in person hands on sessions.

Wednesday evenings	6:30-9:00 PM		
March	1; 8; 15; 22; 29	April	5; 12; 19

Fall Courses

Boat Handling / Seamanship

Dick Moore

This is the next course after the ABC boating class and treats similar subjects but in greater depth. It is the first in the USPS advanced grades sequence of courses.

Wednesday evenings 6:30 - 9:00 PM

September 13; 20; 27 October 4; 11; 18; 25 November 1

Offshore Navigation (N)

Bob Sweet & Dick Moore

This is the culmination of USPS navigation study and companion to Celestial Navigation (JN).

Fall introduction and Sights sight Reduction sight Folder

Fall / Winter electronic navigation work of the navigator cruise

Engine Maintenance

Dick Moore

This course stresses the diagnosis of modern systems, while teaching the basics of engine layout and operation and covers repairs a person can reasonably perform.

Lectures are live, in person virtual presentations with separate in person sessions.

Tuesday evenings 6:30 – 9:00 PM

September 26 October 3; 10; 17; 24; 31 November 5

Our course offerings are all planned using live “virtual” presentations with group in person sessions and individual in depth sessions with each student as necessary. We are striving to bring our members and the boating public high quality, comprehensive, boating education opportunities. Look at our schedule of classes and seminars and join us....learn something.....have fun..... and have some person to person interaction, either virtually or in person.

Respectfully submitted,

Richard Moore SN IN

Education officer

E BOARD MEETING AGENDA TUESDAY MARCH 21, 2023

Where: Virtual On Line Meeting
When: 6:30 PM Tuesday January 17, 2023

Call to Order Commander John A. Rossi

Reports

Secretary minutes from January E board meeting
Treasurer Richard Moore
Administrative John Rossi
Executive Richard Moore
Mattapoisett Squadron
Bob Sweet
Re write/simplify BBSPS by laws
Richard Moore / Karen Hong
Change of Watch April 29, 2023
Sagamore Inn Speaker Michael Tougias
Proposed slate of elected officers
Commander John Rossi
Secretary Karen Hong
Treasurer William Kelly
Education Richard Moore
(see above BBSPS by laws simplification)

Vessel Safety Check John Rossi, VSC chairman Bill Gedraitis

Website Bob Sweet
Updating website

LOG Publication via e mail & website

Event Advertising Richard Moore
Public service announcements
Enterprise Newspapers Points East

Marine Trades businesses
Falmouth / Barnstable Patch (on line)
BBSPS Roster Update and electronically publish roster (pending)
Update USPS BBSPS roster with required information

Education Richard Moore

Other old business

Other new business

Date and Time of next meeting Tuesday May 23 6:30 PM

Richard Moore SN IN

Education officer

CHARLES PERKINS OBITUARY

Charlie was a member for over fifty years of the U.S. Power Squadrons where he taught many boating and celestial navigation courses and was the recipient of the Chapman Award for Teaching Excellence. He originally was a member of the Attleboro squadron, but transferred to Buzzards Bay when Attleboro closed. Charlie also served as District 14 Educational Officer and Captain of the Boston Navigators Club. He lived on the Cape for decades and taught many of our members. He also was an active member of the USPS national Navigation committee. He coached students and graded many exams. Charlie was a special friend to the squadron and many of our members. He will be missed.

PERKINS, Charles Arnold of Bourne, MA, formally of North Attleboro, MA and Wayland, MA, passed away, on January 9, 2023, at the age of 94. He was born in Newton, MA and was the son of the late Frank Kendall and B'Deau Arnold Perkins. He is preceded in death by his wife, Sara "Sally" Emerson; his brother, Frank Kendall; and sister, B'Deau Anne Gange.

His family and friends meant the world to him. He leaves his three children, Charles Perkins, Jr and his wife, Ronda Ziner of North Andover, MA, Pamela Au and her husband, Stanley of Essex Fells, NJ and Scott Perkins of Waterbury, CT. Charlie also leaves four loving grandchildren, Justin, Heather, Ashley, and Kendall.

The family would like to thank Charlie's loyal caregivers. Charlie could not have had a more compassionate care team.

Charlie proudly served in the United States Army Corps during the Korean War and was a graduate of Boston University. Charlie started his career as an actuary, switched into computer programming before starting his own consulting firm.

Charlie will be remembered as a true 'Newton Corner guy', an avid tennis player, lobsterman, fisherman and for his love of reading. He also was known as the "mayor" of Gray Gables. He will be sorely missed by his family, friends, and neighbors.

Boating Accident Statistics in 2023 (Latest U.S. Data)

By Robert Owens Updated on January 23, 2023



Thanks to worldwide lockdowns and social distancing, we are seeing an increase in recreational boating and related accidents.

Sadly, boating accident statistics show that the majority of accidents are related to operator negligence.

Here are some of the not-widely-known statistics about boating accidents.

Boating Accident Statistics

Highlights of accident statistics:

1. Boating **fatalities surged** 25.1% during the Covid pandemic.
2. Over 5,000 boating accidents **occur yearly** in the U.S., causing \$62.5 million in damages.
3. Lack of boating **safety education** accounts for 77% of fatal accidents.
4. **Alcohol** is the leading contributing factor in fatal boating accidents.
5. 86% of **drowning victims** were not wearing a life jacket.
6. Only **11.6% of adults** and 65.8% of kids wear a life jacket.
7. **Collision** with another vessel is the most common type of boating accident in the U.S.
8. The majority of boating accidents take place in **calm waters**.
9. Boat **propeller accidents** surged 44% during the Covid pandemic.

adapted from Quicknav.com

Boating Accident Statistics in 2023 (Latest U.S. Data) | Quicknav

5 Famous Shipwrecks in New England

From luxury liners to pirate ships, some of the most famous shipwrecks in history have happened right here in New England.

Joe Bills June 24, 2022 Yankee Magazine

New England was built along the sea — and in many respects, it was built *by* the sea. We marvel at its beauty and partake of its bounty, and many have become wealthy navigating its waters. But life on the sea is fraught with danger, too. Hundreds of ships and many lives have been lost off the New England coast. Here are a few of the region's most famous shipwrecks.

Famous Shipwrecks in New England



After a collision with the Swedish ship *Stockholm*, the *Andrea Doria* slowly sinks off the coast of Nantucket in July 1956.

Harry Trask/*Boston Traveler* via Wikimedia Commons

S.S. Andrea Doria: New England's Titanic

The 697-foot *Andrea Doria* was a superstar ship of the 1950s. Decked out in luxurious furnishings and sporting an unprecedented three outdoor swimming pools (one for each passenger class), it was a premier luxury liner of its day. Launched in 1953, the ship had completed 100 transatlantic voyages by July 25, 1956, when human error set it on a collision course with the icebreaker bow of the *Stockholm* off the coast of Nantucket, Massachusetts. The impact left the *Andrea Doria* taking on water and listing so sharply to

the side that half of its lifeboats were inaccessible. Other ships in the vicinity responded quickly and were able to rescue all but 46 of the approximately 1,700 people on board (five people aboard the *Stockholm* were also killed). Just after 10 o'clock the next morning, the giant ship disappeared into the sea.

The *Andrea Doria* now sits in 240 feet of water and has become a popular, if perilous, diving destination. Since it settled to the ocean floor, the ship has claimed the lives of at least 16 divers. In a 1984 TV event, the safe used by first-class passengers yielded not the multimillion-dollar haul of valuables that some had predicted, but rather a small cache of mostly paper currency.

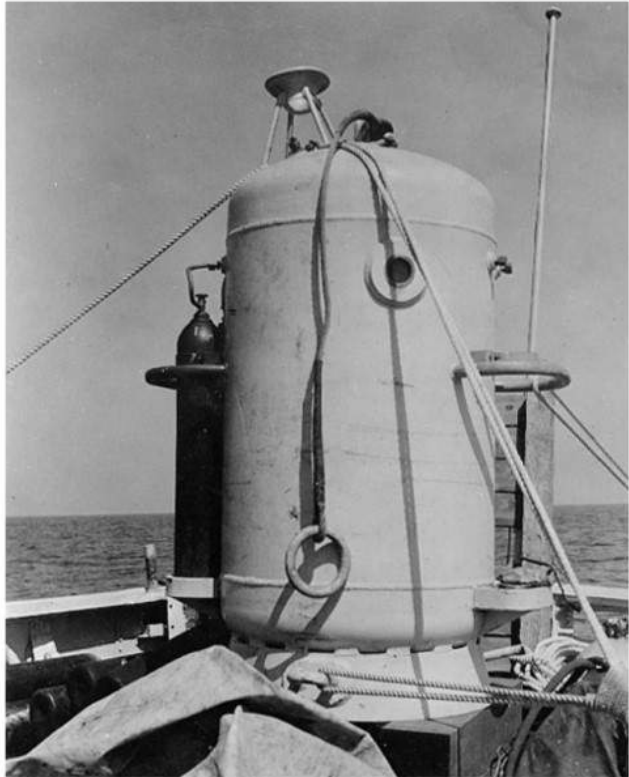
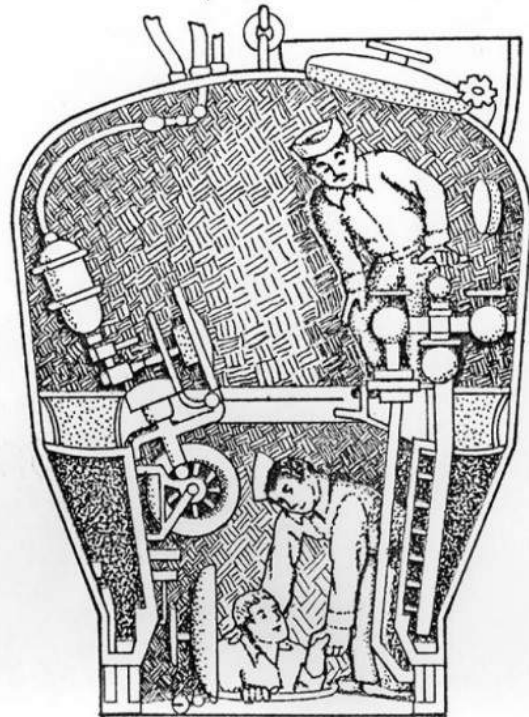


Photo # NH 97291 Cutaway drawing of McCann Rescue Chamber



U.S. Navy Historical Center images show a 1939 McCann rescue chamber similar to the one used in the *U.S.S. Squalus* rescue, and a cutaway illustration of the space inside.

U.S. Navy Historical Center via Wikimedia Commons

***U.S.S. Squalus*: The Greatest Submarine Rescue of All Time**

When the Navy submarine *U.S.S. Squalus* disappeared beneath the waves off the New Hampshire coast on the morning of May 23, 1939, all was going well. The submarine had already successfully navigated 18 test missions, and the 59 men aboard saw no signs that the 19th would be any different. Four miles beyond the Isles of Shoals, the *Squalus* had descended to a depth of about 60 feet when water started flooding through the main air induction valve. By the time the crew was able to close the valve and seal off the flooded portions of the sub, 24 men were lost. The *Squalus* had taken on too much weight, and it slowly descended to the ocean floor.

In the short history of the U.S. Navy submarine fleet, no rescue attempt in water deeper than 20 feet had ever succeeded. The *Squalus* was resting at a depth of 240 feet. With the clock ticking, the Navy deployed for the first time a type of diving bell called a McCann rescue chamber. Ten feet high and seven feet wide, the two-chambered vessel could be attached to the sub with a rubber seal and take on passengers. The process was slow, but over the course of several hours the diving bell made three successful trips. On its fourth and final ascent, however, the diving bell's guide wire failed and it had to be lowered to the ocean floor while repairs were made. Two divers were nearly lost in the process, but after four terrifying hours the diving bell was reconnected and the final survivors were pulled up.

Unlike the other famous shipwrecks on this list, the *Squalus* would sail again. The submarine was raised on September 13, 1939. Repaired and recommissioned as the *Sailfish*, it went on to sink seven ships during World War II. The sub's conning tower is on permanent display at the Portsmouth Naval Shipyard.



Gold coins recovered from the 1717 shipwreck of the pirate ship *Whydah*, off the coast of what is now Wellfleet, Massachusetts.

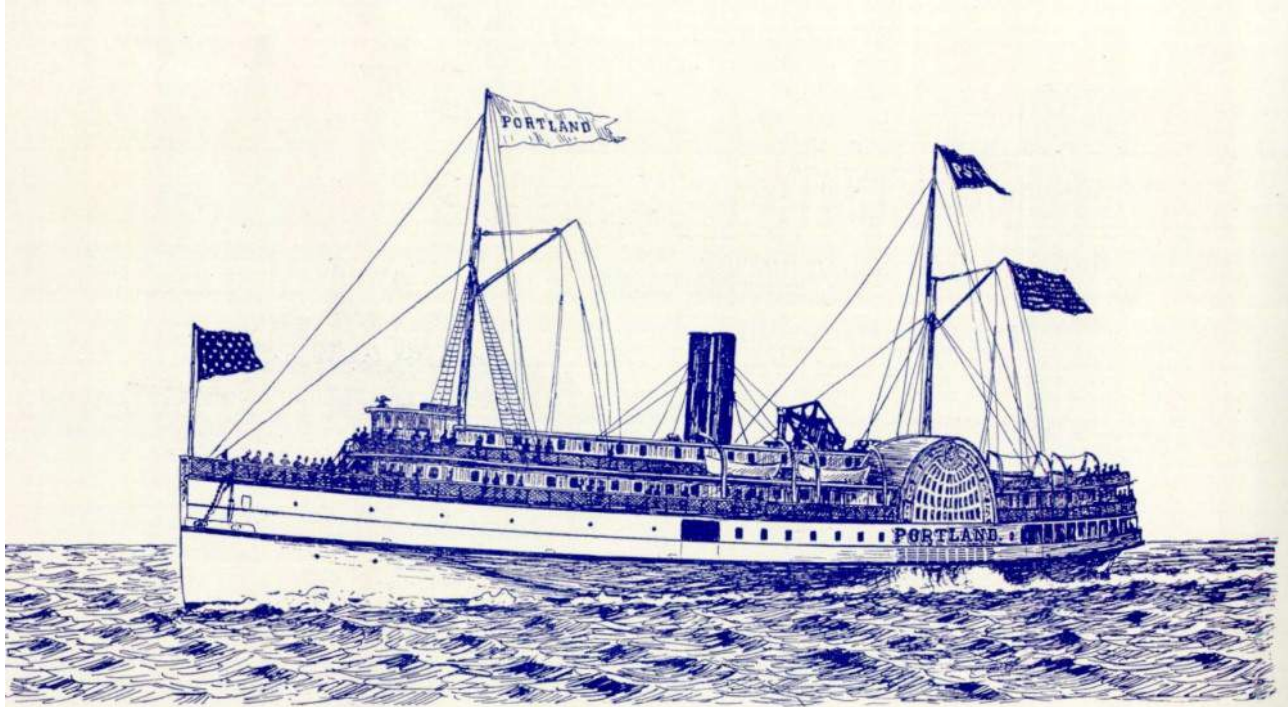
Theodore Scott via [Wikimedia Commons](#)

Whydah: A Relic of the Pirate Era

The 110-foot *Whydah* was commissioned by a London slave merchant in 1715. On its maiden voyage in 1716, the three-masted galley ship sailed first to Africa and then to the Caribbean, trading both goods and humans along the way. In February 1717, loaded up for its return to England, the *Whydah* was captured near Cuba by “Black Sam” Bellamy, who made it the flagship of his pirate fleet. Bellamy sailed the *Whydah* up the colonial American coast, capturing ships as he went. On April 26, 1717, the *Whydah* was caught in a violent storm and slammed stern-first into a sandbar about 500 feet from the shore of what is today Wellfleet, Massachusetts. Although they were within sight of land, only two of the *Whydah*'s crew survived. At the time of the crash, the ship was rumored to be carrying the accumulated treasure of more than 50 looted vessels.

The *Whydah* and its treasure eluded discovery until 1984, when the wreck was located submerged under 14 feet of water and buried in about five feet of sand. In the years since, more than 200,000 artifacts have been recovered from the wreckage. A [museum](#) dedicated to the *Whydah*, the only fully authenticated Golden Age pirate shipwreck ever discovered and one of New England's most famous shipwrecks, opened in 2016.

Learn more: [Barry Clifford and the *Whydah* Discovery](#) | [Brief History of a Cape Cod Pirate Ship](#)



This 1895 illustration of the steamship *Portland* was drawn by Samuel Ward Stanton in 1895. In 1912, Stanton was among those lost aboard the *Titanic*.

Steamship *Portland*: New England's Most Deadly Shipwreck

The side-wheel paddle steamer *Portland* had provided passenger service between Boston and Portland for nearly a decade following its construction in 1889. It was a sturdy and dependable ship, among the largest and most luxurious in New England at the time. But it proved no match for the wind and waves of the Portland Gale of 1898 (to which it would ultimately lend its name). As the massive blizzard struck on the evening of November 27, 1898, the *Portland* capsized and sank in the waters off Cape Ann. Since the only known passenger list went down with the ship, no one is certain how many people were on board. There may have been as many as 250, although only 51 bodies were ever recovered. The exact location of the wreckage remained unknown until 1989. In 2008, the first divers reached the wreckage, located 460 feet deep within the federally protected waters of the Stellwagen Bank National Marine Sanctuary. As with a number of other famous shipwrecks, the *Portland* has been named to the National Register of Historic Places.

Andrea Gail: The Tragedy of the Perfect Storm

Of all New England's famous shipwrecks, the private fishing boat *Andrea Gail* has become perhaps the best known, thanks to Sebastian Junger's best-selling book *The Perfect Storm* and the movie of the same name. It departed from Gloucester, Massachusetts, on September 20, 1991, bound for Newfoundland fishing grounds. But when the fishing there proved poor, the 72-foot boat and its six-person crew headed east toward a shallow area known as the Flemish Cap. Concerned that a faltering ice machine would cause the catch to spoil, the captain set course for home on October 26, despite forecasts of ominous weather ahead as Hurricane Grace moved north toward a low-pressure system pushing south from Canada. At about 6 p.m. on October 28, the *Andrea Gail* contacted sister ship the *Hannah Boden* (captained by [Linda Greenlaw](#)), stating that it was about 160 miles east of Nova Scotia's Sable Island and experiencing 30-foot waves and 90 mph winds. When the *Andrea Gail* failed to return to port on October 30, a search that

would eventually cover 186,000 square miles was launched. On November 6, the boat's emergency beacon washed ashore on Sable Island. A smattering of other wreckage was found, but the ship and its crew remain lost at sea.

Do you know stories of famous shipwrecks in New England?

This post was first published in 2018 on Yankee.com and has been updated.

Rossi on the *USCG Boutwell*

On April 10th, 1971, Dr. James M Weiner, a U.S. Public Health Service physician assigned to the *Boutwell*, fell overboard into the frigid North Atlantic waters approximately 400 miles northwest of Labrador, Canada. After less than six minutes in the water, Dr. Weiner was recovered in critical condition. *Boutwell* contacted the Canadian air force which promptly dispatched a helicopter with medical personnel aboard. Dr. Weiner was later transported to McGuire Air Force Base in New Jersey where he was placed in intensive care.

Earlier, in February, *Boutwell* was dispatched to a location 600 miles northeast of St. Johns, Newfoundland, to serve as a search and rescue unit for the disabled Soviet H-2 nuclear-powered submarine. However, the submarine failed to respond. From February 26th to March 5th, *Boutwell* battled 60-foot seas and 80 mile per hour winds to stay with the sub. Ultimately, the Soviet navy arrived to render assistance. The stranded sub was towed to port. *Boutwell* received a Commendation from the Secretary of the Navy for her efforts.

These are but a couple of exploits of the *Boutwell* while our BBSPS commander John Rossi served on her. John recalls many instances of dealing with these situations and sea conditions. This certainly qualifies him as an “old salt.”



The *Boutwell* was the fifth of the Coast Guard’s fleet of 378-foot long endurance cutters. She was built in 1967 in the Avondale Shipyards in New Orleans. She was launched on 17 June 1967. Her first home port was Boston. In 1973, she was moved to Seattle. In 2011, she was relocated to San Diego to replace the decommissioned cutter, *Hamilton*.

Important Update on Charts

Bob Sweet

In a previous article, I indicated that NOAA is in the process of “sunsetting” paper and raster charts. Well, it’s happening. As of this July, a large number of our charts will be retired. The push is on for you to use electronic charts and a chartplotter.

A little background is in order. NOAA has had some 1000 charts on paper that it has been maintaining. However, they have gone digital. That means that all of the chart data is stored in a database which is updated whenever anything changes. That database provides inputs for their digital vector charts. It also is used to update the paper charts by hand and their equivalent raster electronic charts. That means they maintain two separate sets of charts. They don’t want to do that anymore – so no more paper and RNC charts!

Well, there are strong reasons for having paper chart in addition to your chartplotter. First of all, the chartplotter screen is but a small window to the world. If you zoom in so you can see where you are, you can’t see where you are going. If you zoom out to see where you are going, you can’t see detail where you are. Secondly, paper charts present data that does not exist on the vector electronic charts. Third, you can write on the paper charts to make notes adding your own touch. And...guess what? The paper chart will still be there when the chartplotter doesn’t work.

Enough of that! You will still be able to get a paper chart. But, it will not look the same as the one you have been using. NOAA is working on an online program that will enable you to create a PDF file of a chart segment of your choice. You can then take that to a printer to get a paper chart. This program called NCC (NOAA Custom Chart) is presently available in version 2.0. Google NOAA Custom Chart and it will take you right there. This actually is a neat service and really great for printing small chart segments of local harbors, etc. that you can print on your own.

In a future article, I will describe the process of getting your own PDF and the best ways to do that.

However, the folks who have been printing NOAA’s charts will continue to offer services. One company, OceanGrafix, will create chart equivalents to those numbered charts we know and have been using. Maptech will continue to offer their famous chart books.

Here is the difference from what you presently have. The vector charts are devoid of most land features. They say that this will be added. When they created the vector database, they only entered the water-based information and little of land features other than shoreline. And the labels on navigation aids and some other features may be missing on the charts you get. They are working on that too. What will not appear is the insets that were on your paper charts showing the harbors in greater detail. That is where your own skills with NCC will get you insets printed on regular letter-sized paper.

Life will be different, but with some perseverance we will get what we need. Stay tuned, and join us in our seminars to learn more.



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Buzzards Bay Sail & Power Squadron



Latitude Announcements



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We are always looking for articles, stories and photographs to include in the LOG that would be of interest to our members. Please send them to the LOG editor.

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United States Power Squadrons Website

The USPS public URL has been changed from "usps.org" to <https://americasboatingclub.org>.

BOOSTERS

Our Boosters list is shrinking. Please re-up your membership if it has recently expired or feel free to join if you have not recently, or never, been a member. It is a cheap way to support the Squadron and in particular the Log.

LOG EDITOR

Andrew Campbell andrewriggscampbell@yahoo.com



Squadron Boosters 2022 - 2026



Dates reflect booster expiration

Willett, Herbert III Estate Continuing Support	Buzzards Bay	Meigs-Brown, Nawrie 2/28/25	Buzzards Bay
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Diekmann, Werner 4/30/24	Buzzards Bay	Rossi, John & Rose 1/31/24	Buzzards Bay
Fricke, Rooster 8/31/23	Buzzards Bay	Rugg, David 8/31/23	Buzzards Bay
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