

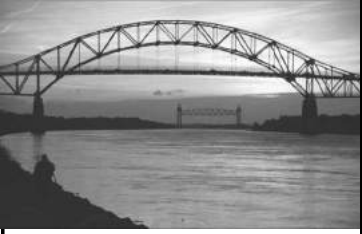
The *Log*

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®**

**Sunset from The Knob
(Photo by Andrew Campbell)**



2023 EVENTS

Inside this issue:

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BUZZARDS BAY SAIL AND POWER SQUADRON
presents

2024 WINTER SEAMANSHIP SEMINAR SERIES

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

**JUST WHAT YOU NEED TO OPERATE ON THE CAPE WATERS
KNOWLEDGE IS CONFIDENCE**

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

Date	Cost <i>USPS member</i> <i>/non-member</i>	Subject
January		
16 Tuesday	\$30/40	Rules of the Road for collision avoidance
23 Tuesday	\$40/50	Boat Handling slow speed maneuvering Docking and undocking
30 Tuesday		Boat Handling with confidence Underway on open water
Boat handling is presented in 2 parts the listed fee covers both		
February		
6 Tuesday	\$30/40	Anchoring with Assurance
13 Tuesday	\$30/40	Emergencies on board Handling common problems
20 Tuesday	\$30/40	Knots & Line handling

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. The above seminars are all part of the “Boat Handling” course. If you are interested in multiple seminars, we suggest that you take that course, which we are offering simultaneously with this seminar series.

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**



BUZZARDS BAY SAIL AND POWER SQUADRON
presents

COASTAL NAVIGATION 2024
Marine Navigation (P) & Advanced Marine Navigation (AP)

Marine Navigation and Advanced Marine Navigation are the United States Power Squadron’s courses providing you with skills needed to safely navigate coastal and inland waters.

Since most boaters use GPS, these courses provide you with what you need to successfully use GPS or a chartplotter to plan and navigate, as well as navigation software for planning using a computer. You’ll also learn how to check your navigation, and what to do if the GPS becomes faulty.

By merging the two courses, we can reduce the overall class time. If you have not taken Marine Navigation or wish to review the material take the initial sessions and be up to speed for Advanced Marine Navigation.

WHEN:	Mondays	6:30 - 9:00 PM
	February 12; 19; 26	Marine Navigation (P)
	March 3; 11; 18; 25	
	April 2	
	April 8; 15; 22; 29	Advanced Marine
	May 6; 13; 20	Navigation (AP)
	June 3	

Notes:
We will use 2 methods for class presentations: live interactive ZOOM classes as well as in person classes. Depending on the material being presented and the student needs we will use both these methods. We will always make sure the students fully understand the material through in person classes and if necessary individually scheduled in person discussion/help during the week following the presentation.

COST: Marine Navigation + Advanced **\$200**
*Includes: USPS course plotter / ultra light dividers
student manuals / Weekend Navigator*

Non USPS member add \$100

PRE-REGISTRATION IS REQUIRED
SO WE CAN ORDER 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: chmbrreck@live.com Telephone: 508-888-8238

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



BUZZARDS BAY SAIL AND POWER SQUADRON
presents

USPS BOAT HANDLING (SEAMANSHIP) COURSE

Boat Handling, which replaces USPS seamanship, is the next course after the ABC boating class which treats subjects in greater depth and covers:

**A practical approach to navigational rules of the road
Confidence in docking & undocking and slow speed maneuvering
Handling your boat while underway
Anchoring with assurance
Emergencies on board and handling common problems
Knots and line handling – the knots you need to know
This is also the first in the USPS Advanced Grades sequence of 5 courses which cover seamanship, coastal and offshore navigation.**

WHEN: Tuesday Evenings 6:30 – 9:00 PM
JAN 16; 23; 30 FEB 6; 13; 20

WHERE: Virtual, on line presentation
Live instructors and plenty of time for questions
in person break-out session for knots as required

COST: \$75 USPS member \$175 non member

PRE REGISTRATION IS REQUESTED

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 web site www.bbsps.org

Collision Avoidance

part 1 of 2 rules of the road April 3
 part 2 of 2 AIS, Radar & you April 10

Boat Handling

Part 1 docking with confidence April 17
 Part 2 underway in open water April 24

Anchoring, don't get carried away May 1

Boat Handling

Part 1 docking with confidence May 8
 Part 2 underway in open water May 22

Summer Winds / Cape Cod Weather May 29

Ropes; Lines & Knots Thursday May30 IN PERSON

Using your GPS /Chart Plotter June 5

Boat Handling

Part 1 docking with confidence June 12
 Part 2 underway in open water June 26

Coastal Navigation

Nautical Charts – are changing July 10
 Navigation part 2 of 3 July 24
 Navigation part 3 of 3 July 31

Boat Handling

Part 1 docking with confidence August 7
 Part 2 underway open water August 21

Collision Avoidance

Part 1 of 2 Rules of the road August 14
 Part 2 of 2 AIS, Radar & you August 28

Using your GPS / Chart Plotter September 11

Anchoring, don't get carried away September 25

ON WATER TRAINING

Part 1 using training boat close quarters maneuvers & docking
 By appointment after boat handling part 1

Part 2 using student's boat review of close quarters
 Open water boat handling
 By appointment after boat handling part 2

Revision E 11/5/2023

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The View

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Happy Thanksgiving. By now, most of you have your boats put away for the winter. This is a quiet time for our squadron as most of us become more absorbed in family activities and holidays.

We will begin our 2024 educational program in January. The 2024 plan is included in this edition of the LOG, so make note of what interests you and make sure to sign-up. Even as Covid has subsided, we continue to offer most of our seminars and course lectures live and online. This has proven to be more convenient for all and we have mastered the use of Zoom and online tools to make this mode of presentation a very positive experience. It is our desire to offer what interests you, so make sure to contact us and let us know.

On October 28th, we attended the District 34 Fall Conference which was held in Hyannis. The National Chief Commander, Craig Fraser attended and let us know what is happening across the organization. Dick Moore and I led a workshop discussing educational issues and the participants had a number of excellent ideas which we will look to implement. In addition we presented two seminars, *Avoiding Collisions using Radar, AIS and You*, and *Charts have Changed – You Need to Know*. Both of these seminars were well received and will become part of our 2024 program.

That's all for now. Enjoy your Thanksgiving get-togethers, and stay tuned.

Best regards,



Bob Sweet

Avoiding Collisions

Bob Sweet

The primary mission of the Navigation Rules is to avoid collisions. The big problem we face today is the large number of new boaters who have purchased boats during the Covid crisis. Many lack the training and understanding of the rules. Having a sharp lookout and knowing how to use your eyes, radar, and AIS will help you avoid those other boats. It also helps to know what to do when there is a risk.

Using your eyes, a collision will result from another boat remaining on the same relative bearing from you as you two approach each other. We encounter this situation every day while walking in pedestrian traffic. Somehow, our brains have been trained to recognize this situation and cause us to either change direction or slow down. On the water, assuming you are in a powerboat, there are rules.

Any vessel approaching from the right (bow of the boat to 112.5° on the starboard side) is the stand-on vessel. It must maintain course and speed. You are the give-way vessel. You are required to take early and substantial action to stay out of the way. In other words, you turn to starboard to go around behind the other boat.

In a different scenario, any vessel approaching from the rear (an arc of 135° centered on your stern) becomes the give-way vessel, and you are now the stand-on vessel.

In the final sector on your left side (bow of the boat to 112.5° on the port side) who is stand-on, which is give-way depends upon the "pecking order." In other words, for a power-driven boat, you are essentially at the bottom of the pecking order. You must give-way to any vessel except another powerboat. In the latter case, that powerboat should stay clear by turning to his or her starboard.

Now, let's say you have radar. It really is a good idea! Remember the constant bearing scenario. That appears on your radar screen as a blip approaching the center (you) over time. You have a handy tool on your radar called an Electronic Bearing Line (EBL). It displays a radial line from the center to any selected relative bearing. If you place the EBL on a blip and that blip follows the EBL, you are on a collision course unless one of you alters course or speed.

Many radar units have another tool called MARPA (Mini-Automated Radar Plotting Aid). If you move your radar cursor over a blip and hit the MARPA button, your radar will follow the blip and plot a predictor line of its relative course. It may also provide you with two valuable pieces of information, CPA and TCPA (Closest Point of Approach) and (Time to CPA). In other words, how close will that other boat come and when will that happen. An alarm can be set so you know to do something. Most radar sets allow you up to 10 of these MARPA tracks, but who has the time to do all of that?

Next, let's assume you have an AIS receiver (or transponder). AIS stands for Automatic Identification System. It is a transponder on a vessel that transmits its identity, location, course and speed on a continuing base. Most commercial vessels are required to use AIS and you can too. AIS pro-

vides CPA and TCPA information on all AIS-equipped vessels in range. So, you can set an alarm for those that may come too close for comfort.

In any event, if you are the give-way vessel, make sure to take early and substantial action to stay out of the way. You do that by turning to starboard in a way that is clearly visible to the other boat. Slowing down is okay, but that is not as obvious. Whatever you do, never turn to port unless that is the only thing you can do, unless you are dealing with a pecking order priority vessel on your port side. In that case take it with caution. Remember, the other vessel, if it senses it is the give-way will be turning to starboard. You really don't want to meet them that way...remember the *Andrea Doria*, they turned to port and look where it got them!

Stay safe, stay alert, and consider adding radar and AIS to your boat.

Regards,

A handwritten signature in cursive script that reads "Bob".

EDUCATION REPORT
NOVEMBER 2023

Offshore Navigation (N)

Bob Sweet & Dick Moore

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

Mondays starting September 11

Fall introduction and Sights

sight Reduction

sight Folder

Fall / Winter electronic navigation

work of the navigator

cruise

Please see our 2024 Education Program pages in the LOG.

Please tell us what interests YOU and we can try to schedule it!

Our course offerings are all planned using live “virtual” presentations using ZOOM, 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. Help us develop our schedule of classes and seminars and join us....learn something.....have fun..... and have some person to person interaction, both virtually and in person.

Respectfully submitted,

Richard Moore SN IN
Education officer

E BOARD MEETING AGENDA
THURSDAY NOVEMBER 16, 2023

Where: Virtual On Line Meeting
When: 6:30 PM Thursday November 16, 2023

Call to Order 6:30 PM Commander John A. Rossi

Reports:

Secretary minutes from September E Board meeting
Treasurer Bill Kelly
FY Quarterly reports April 1, 2022 – March 31, 2023
Publish in LOG
Invest \$10,000 from checking account into savings account
Education Richard Moore 2024 program
BBSPS social events John Rossi 2024 plans
2024 NE Boat Show John Rossi January (dates?)
Cape Cod Boat Show dates? Plans?
Re write/simplify BBSPS by laws Bob Sweet
FY APR - MAR
Change of Watch 2024 date? Location? John Rossi
Slate of officers?
Vessel Safety Check John Rossi, VSC chairman Bill Gedraitis
Plans for 2024?
Website Updating Process Bob Sweet
Consult with Virtualize It on simplification or assistance
BBSPS Roster Richard Moore / Andrew Campbell
List of current members obtained from USPS website
Spread sheet of members created
Working on filling in missing data
Update USPS BBSPS roster with required information

Other old business

Other new business

Date and Time of next meeting Wednesday January 17 6:30PM

Richard Moore SN IN
Education Officer



Coast Guard responds to demasted schooner near Rockland Harbor, Maine

/ Published Oct. 9, 2023

BOSTON – The Coast Guard responded Monday to a schooner that was reportedly demasted, injuring four of the 33 people aboard approximately a mile east of Rockland Harbor.

Personnel aboard the Grace Bailey, a 118-foot schooner, contacted the Coast Guard Sector Northern New England command center around 10 a.m. requesting assistance after their mast reportedly broke and fell onto the deck causing head and back injuries to four people.

Coast Guard watchstanders dispatched a Coast Guard Station Rockland 47-foot Motor Lifeboat (MLB) crew to assist.

The MLB crew arrived on scene and transferred a woman from the Grace Bailey to Rockland Harbor where she was transferred to awaiting EMS and pronounced deceased.

The MLB crew returned to the Grace Bailey with two EMS personnel to retrieve the three remaining injured people. The three people were transferred to EMS at Rockland Harbor and taken to Pen Bay Medical Center in Rockport.

“In this time of sorrow, we offer our deepest condolences to the grieving family, and our most heartfelt wishes for a swift recovery to those harmed,” said Capt. Amy Florentino, the Coast Guard Sector Northern New England commander. “Our investigation aims to identify causative factors that led to this tragic incident.”

Charlie’s Marine Services commercial salvage personnel responded and towed the Grace Bailey to Rockport Harbor.

The Coast Guard is investigating the cause of the incident.

-USCG-



U.S. Coast Guard seeks public assistance with hoax caller

Coast Guard seeks public assistance with hoax caller.

The Coast Guard investigative service is seeking the public's assistance with information regarding hoax transmissions, October 13, 2023 in Maine. The transmissions were made over a course of two days. (U.S.Coast Guard video by Petty Officer 2nd Class Diolanda Caballero)

/ Published Oct. 13, 2023

SOUTH PORTLAND, Maine – The Coast Guard Investigative Service is seeking the public's assistance with information regarding search and rescue hoax transmissions made over the course of two days.

At 3:51 p.m., Wednesday, October 11th Coast Guard Sector Northern New England Command Center watchstanders received a report over VHF Channel 16 in a male child's voice that a boat had just ran out of gas in the middle of Portland, Maine. Can you send a ski boat out to get me?", and ends the call with "S.O.S." The call originated from a Coast Guard remote operated VHF radio tower in Charlotte, Vermont. Using direction-finding capability, it appears the caller is in the vicinity of Burlington, Vermont along the eastern shore of Lake Champlain.

On Thursday, October 12th at 4:04 p.m., the same individual made a callout over VHF Channel 16 saying, "This is a 25-foot speedboat stuck in the middle of Maine", and again ends the call with "S.O.S." The caller then made two additional transmissions stating "S.O.S."

VHF Channel 16 is for international hailing and distress only. Knowingly transmitting false distress calls is a federal crime under 18 U.S. Code § 1038. It can lead to criminal and civil penalties if found guilty and can be punishable by up to ten years in prison and up to \$250,000 in fines plus the cost of the search. Deliberate misuse of distress compromises the Coast Guard's mission of providing search and rescue assistance to the maritime community that needs it, and this crime is treated seriously.

In 2015, a Maine man was sentenced to one year in prison, up to one year in community confinement and three years of supervised probation for making false distress calls to the Coast Guard. In addition, he was ordered to pay \$15,000 for the costs associated with the search the Coast Guard conducted in response to his hoax call.

If you have information regarding the above incidents, please contact the Sector Northern New England Command Center at (833) 449-2407.

-USCG-



Fifth New England-based Fast Response Cutter commissioned in New Castle

/ Published Oct. 16, 2023

BOSTON — The Coast Guard Cutter William Sparling (WPC-1154) is scheduled to be commissioned during a ceremony Thursday at 11 a.m.

The Coast Guard's newest cutter was accepted by the Coast Guard on July 20, 2023 and will be the fifth of six Fast Response Cutters homeported in Boston.

The Sentinel-class fast response cutter (FRC) is designed for multiple missions, including drug and migrant interdiction; ports, waterways and coastal security; fishery patrols; search and rescue; and national defense. The Coast Guard has ordered a total of 65 FRCs to replace the 1980s-era Island-class 110-foot patrol boats. The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping.

William Sparling was one of the first Coast Guard enlisted members to be awarded the Silver Star Medal, one of the nation's highest military awards for valor in combat. Sparling served as a landing craft coxswain during the Battle of Tulagi, a strategically important island in the Pacific theater, during World War II. The island was captured by enemy forces in May 1942, and Allied forces were concerned that the occupation of Tulagi would be used to threaten Allied units and supply routes in the region. Allied forces arrived at Tulagi on August 7, 1942, to reestablish control of the island.

The amphibious assault, supported by the landing craft piloted by Sparling and other coxswains, was the first U.S. offensive of World War II and was one of the first in a series of battles that defined the Guadalcanal campaign. During the invasion, Sparling and other coxswains landed the first wave of U.S. Marines from USS McKean on the beaches of Tulagi. Over the next three days of fighting, Sparling and others made repeated trips between the Navy destroyer and Tulagi to deliver equipment, ammunition and other supplies to Marines as they engaged a determined occupying force of 800 troops. On August 9, the remaining enemy forces surrendered, and the Allies successfully secured Tulagi.



Coast Guard launches formal investigation into schooner casualty

/ Published Oct. 16, 2023

BOSTON – The Coast Guard has launched a formal investigation into the dismasting of the commercial passenger vessel Grace Bailey.

The casualty aboard the schooner Grace Bailey killed one passenger, and injured three others.

At 10 a.m., on Oct. 9, the Coast Guard responded to a schooner that had been dismasted, injuring four of the 33 people aboard approximately one mile east of Rockland Harbor. There were 27 passengers, and six crew aboard the Grace Bailey.

A Coast Guard Station Rockland 47-foot Motor Lifeboat (MLB) crew launched to assist, and transferred a woman from the Grace Bailey to Rockland Harbor where she was transferred to awaiting EMS and pronounced deceased.

“As a member of a lifesaving service, I am deeply saddened by this tragedy,” said Capt. Amy Florentino, Commander of Coast Guard Sector Northern New England. “The Coast Guard is committed to conducting a thorough investigation aimed at identifying causal factors that will prevent an accident like this from reoccurring.”

Rear Adm. John Mauger, commander of the First Coast Guard District, ordered a formal investigation to determine causal factors that led to the incident and to identify any other information that can improve maritime safety in the future.

For additional questions, please contact D1PublicAffairs@uscg.mil



Latitude Announcements



CONTENT

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.

COMMERCIAL ADVERTISING

FREE

The business must be a BBSPS supporter and provide assistance to BBSPS in presenting its programs and/or events.

Up to 1 Page Ad

MEMBER ADVERTISING

FREE

BBSPS member AND LOG Booster

Ads are limited to boating related items (not your lawnmower)

Ads are limited to 1 page maximum

Ads will run for 4 consecutive months

All Ad submissions should be made to Andrew Campbell using a Microsoft Word attachment for the desired Ad.

Please notify the LOG editor if your item(s) is(are) sold so the ad(s) can be removed.

UNITED STATES POWER SQUADRONS WEBSITE

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

BOOSTERS

Our Boosters list is embarrassingly small at the moment. 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 2023 - 2028



Dates reflect booster expiration

Willett, Herbert III Estate Continuing Support	Buzzards Bay	Lingard, Frank & Bobbie 5/31/28	Buzzards Bay
Bellingham, Duane 10/31/24		Meigs-Brown, Nawrie 2/28/25	Buzzards Bay
Campbell, Andrew 2/28/25	Buzzards Bay	Moore, Richard & Ellen 8/31/24	Buzzards Bay
Church, Ron 2/29/24	Buzzards Bay	Rossi, John & Rose 1/31/24	Buzzards Bay
Dane, Alan & Barbara 10/31/26		Scavotto, John & Eleanore 11/30/26	Buzzards Bay
Diekmann, Werner 4/30/24		Schofield, Robert & Penny 11/30/23	Buzzards Bay
Kerr, Louie 10/31/24	Buzzards Bay		

Enjoy the LOG? Become a Booster!

Annual Booster memberships are being accepted for the 2023 and 2024 seasons.

Members of BBSPS can become a booster for \$10, non-BBSPS, \$15 (Adds you to our mailing list).

So show your support by becoming a Booster today!

YES! I want to become a Booster NOW!

Name _____ E- Mail _____
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6 hours - Includes lunch stop for up to 6 persons
- **Anchor & Relax – Half-Day Charter**
4 hours - Suggested Destinations: Bassett Island, Phinney's Cove, Cleveland's Ledge Lighthouse, Cape Cod Canal/Round Trip
- **Coffee & Coastal Calmness**
Sunrise Charter - 3 hours
- **Red Sky at Night – Sailors Delight**
Sunset Charter - 2.5 hours
- **A Celebration of Life**
Scattering of Ashes at Sea, call for details
- **Departure Location**
Monument Beach Marina,
Phinney's Harbor, Bourne, MA



41°43'10.38"N 70°36'43.11"W

