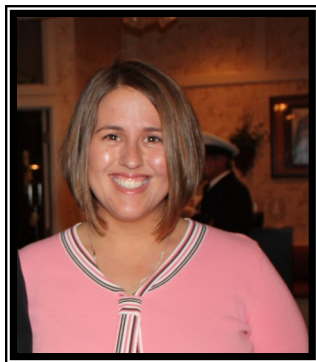


# Absecon Light



Commander Jaclyn Carugno, P

- \* Upcoming Events/Birthdays ..... Page 2
- \* Scoop From the Poop Deck ..... Page 3
- \* Hurricane Preparation ..... Page 4
- \* Special Article ..... Page 5
- \* Education Officer Message ..... Page 6
- \* D5/ Summer Rendezvous Pics..... Page 7
- \* Special Article continued ..... Page 8
- \* Safety Article..... Page 9
- \* Safety Article continued..... Page 10

## Commander's Message

Happy summer fellow boaters! I hope that everyone has taken full advantage of the wonderful summer we have had so far.

Last month, I attended the D/5 summer rendezvous hosted by Richmond Sail and Power Squadron. It was a fabulous event with activities for people of all ages.

One great event was a crab picking class. As an avid crab eater, I believed I knew the best was to pick a crab. Oh how wrong I was! Two professional crabs pickers came and taught a class on the most effective techniques of crab picking. I can't wait until the Dundalk crab feast to test my newly learned skills.

While at the summer council, I spoke with several D/5 members about the current status of their squadron. While some spoke of mergers, others are thriving. Absecon Island is somewhere in between, however, we do need members to get involved and stay involved. Within the next couple of years, if AIPS is going to remain a sustainable squadron, we are going to need new members to join the Bridge. For those currently on the Bridge and teaching boating classes, THANK YOU!!!

I encourage you to come to a meeting, join the fun and get involved. Hope to see you at

our next meeting on 15 September at the Absecon American Legion.



Absecon Island Power Squadron  
2019-2011 Bridge

**Commander**

Jaclyn C. Carugno, P  
1127 Riverside Drive  
Mays Landing, NJ 08330  
(609) 625-2374  
[jtcarugno@comcast.net](mailto:jtcarugno@comcast.net)

**Executive Officer**

Ralph A. Bernard, AP  
PO Box 682  
Mays Landing, NJ 08330  
[rb3513@comcast.net](mailto:rb3513@comcast.net)

**Educational Officer**

Esther E. Byerly, AP  
1315A Riverside Drive  
Mays Landing, NJ 08330  
(609) 909-  
[Jerseygal341@verizon.net](mailto:Jerseygal341@verizon.net)

**Administrative Officer**

Lou Orth, P  
632 S Second Avenue  
Galloway, NJ 08205  
(609) 652-8008  
[Patlou8008@verizon.net](mailto:Patlou8008@verizon.net)

**Secretary**

Sandy Wytoshek, S  
732 W Shore Drive  
Brigantine, NJ 08203  
(609) 264-9274

**Treasurer**

Patricia Orth  
632 S Second Avenue  
Galloway, NJ 08205  
(609) 652-8008  
[Patlou8008@verizon.net](mailto:Patlou8008@verizon.net)



**AIPS CALENDAR**

**9—12 September  
AC In Water Boat Show**

**15 September  
AIPS Regular Meeting  
1930**

**30 September - 2 October  
D5 Sail Regatta  
Herrington Harbor South**

**20 October  
GWIE Dinner**

**3 - 6 November  
Fall Conference  
Gettysburg, PA**

**17 November  
AIPS Regular Meeting  
Absecon American Legion  
1930**



- 6 Jul Shirley Kline
- 14 Jul Benjamin Sooy
- 16 Jul Allan Bernard
- 16 Jul Kelso Taylor
- 17 Jul Michael Hull
- 28 Jul Ken Scribner
- 28 Jul Sue Stiles
- 1 Aug Kathy Stablini
- 14 Aug Joe Dickinson
- 23 Aug Tina Austin
- 23 Aug Harry Bilicki
- 29 Aug George Brennan
- 5 Sept Dianne Egan
- 6 Sept Fernando Delasotta
- 11 Sept Ralph Bernard
- 21 Sep Kristin Bernard
- 23 Sep Christopher Caffrey
- 24 Sep Frank Diefenbeck
- 28 Sep Jaclyn Carugno
- 1 Oct Phyllis Dellasotta
- 1 Oct Louis Orth
- 10 Oct Nance Bernard
- 15 Oct Nina Courter
- 16 Oct Janice Bilicki

**Summer, 2011  
August/September  
Vol. 15, No 4**

Absecon Light

**Editor:**

P/C Apryl Bernard, P  
[aprylber@msn.com](mailto:aprylber@msn.com)  
(609) 625-4987

**Circulation Editor:**

Lt George Austin, AP  
(609) 641-1019

Absecon Light is the official publication of the  
Absecon Island Power Squadron,  
a unit of the United States Power Squadron.

# Scoop from the Poop Deck

The summer thus far has been hot, hot, hot. It was hot in Crisfield, MD during the summer rendezvous. Some members traveled down to Crisfield by boat taking the Karpers' Kruisers cruise. Others came down for the weekend by car. It is always good to see friends from all over District 5 that you don't get to see often. The talent show presented on Saturday night proves that D5 is a talented bunch!

Check out the pictures from the Summer Cruise and Rendezvous on other pages in this issue. Next year, the Summer Rendezvous will be in Baltimore, MD. Why not make plans to be part of the fun.

Several members took the annual Delaware River Educational Cruise the end of May. This was as usual a great night as the Delaware River is absolutely gorgeous when cruising at night.

A special congratulations to Janet Dougherty and Miro Gutzmirtl on their marriage on the 17th of September. Tom and

Roberta Dougherty are the proud parents. The squadron wishes them the best. Hopefully in the next issue, we will have some pictures from the happy event.

The GWIE dinner is fast approaching. Have you been good this year? Did you make any boating mistakes that you think no one else knows about. Or do you want to report someone's misfortune? I am sure that Sue Stiles would like to hear about these. Keep the 20th of October open to learn who will be the next "lucky" winner of the GWIE.



Did you know that Absecon Island now has its very own Facebook page? If you are a Facebook user, you can search for us by typing in Absecon Island Power Squadron. There you will find many photos from past events. We also try to post upcoming events there also. Check it out! District 5 also has a Facebook page

**As we are approaching a hurricane, here are some tips to help our family prepare.****Family Disaster Plan**

- ✱ Discuss the type of hazards that could affect your family. Know your home's vulnerability to storm surge, flooding and wind.
- ✱ Locate a safe room or the safest areas in your home for each hurricane hazard. In certain circumstances the safest areas may not be your home, but within your community.
- ✱ Determine escape routes from your home and places to meet. These should be measured in tens of miles rather than hundreds of miles.
- ✱ Have an out-of-state friend as a family contact, so all your family members have a single point of contact.
- ✱ Make a plan now for what to do with your pets if you need to evacuate.
- ✱ Post emergency telephone numbers by your phones and make sure your children know how and when to call 911.
- ✱ Check your insurance coverage - flood damage is not usually covered by homeowners insurance.
- ✱ Stock non-perishable emergency supplies and a "Disaster Supply Kit."
- ✱ Use a NOAA weather radio. Remember to replace its battery every six months as you do with your smoke detectors.
- ✱ Take first-aid, CPR and disaster preparedness classes.

**Disaster Supply Kit**

- ◆ Water - at least one gallon daily per day for 3 to 7 days.
- ◆ Food - at least enough for 3 to 7 days
  - ◆ Non-perishable packaged or canned food/juices
  - ◆ Foods for infants or the elderly
  - ◆ Snack foods
  - ◆ Non-electric can opener
  - ◆ Cooking tools/fuel
  - ◆ Paper plates/plastic utensils
- ◆ Blankets/Pillows, etc
- ◆ Clothing - seasonal/rain gear/sturdy shoes
- ◆ First Aid Kit/Medicines/Prescription Drugs
- ◆ Special Items - for babies or the elderly
- ◆ Toiletries/Hygiene items/Moisture wipes
- ◆ Flashlight/Batteries
- ◆ Radio - battery operated and NOAA weather radio
- ◆ Telephones - fully charged cell phone with extra battery and a traditional (not cordless telephone set)
- ◆ Cash (with some small bills) and Credit Cards - Banks and ATMs may not be available for extended periods
- ◆ Keys
- ◆ Toys, Books and Games
- ◆ Important Documents - in a waterproof container or watertight resealable plastic bag.
  - ◆ Insurance, medical records, bank account numbers, Social Security card, etc.
- ◆ Tools - keep a set with you during the storm.
- ◆ Vehicle fuel tanks filled
- ◆ Pet Care Items
  - ◆ Proper identification/immunization records/medications
  - ◆ Ample supply of food and water
  - ◆ A carrier or a cage
  - ◆ Muzzle and leash

## District/National News & Events

**Below is an article written by the Commander Richard Wright of Miles River Sail & Power Squadron.**

### Commander's Article - July, 2011 It's Just That Simple

It is no secret that MRSPS membership has been declining on a year-by-year basis for some time now. As I have previously mentioned, for the past five years we have lost an average of 14% of our members each year. Obviously, we need to reverse that trend (quickly!) and previous articles on this topic over the past few months have explored methods for doing just that. To be most effective in reversing those membership losses, however, we also need to begin to understand the underlying causes of those losses.

First, we need to realize that we are not the only organization with membership problems. Social and fraternal organizations of all kinds are losing members - - some more, some less - - but the downward trend is fairly universal. We are just one more organization struggling with declining membership. It is a viscous cycle: the existing membership is getting older, which causes that existing membership to become more focused on its historic interests and needs, which makes recruiting younger new members all the more difficult, which causes younger new members not to join, which causes the existing membership to get older, etc., etc. This is known as an organizational death spiral.

Second, there is the issue of what I will refer to as "the knowledge". The Power Squadron has historically been known as the premiere place to turn to gain boating knowledge - - i.e., the knowledge necessary to safely operate a vessel. We even celebrate our achievement of that knowledge through the suffix assigned to our squadron identifications; e.g., there is an "AP" following my name because I have achieved Advanced Piloting educational status. Unfortunately, however, the value of "the knowledge" is no longer what it once was. The advent of inexpensive and user-friendly, computerized navigation systems has dramatically reduced the perceived value of "the knowledge". Clearly, for those of us who have sought "the knowledge" there is absolutely no substitute for formal boating education. However, to a new generation of boaters, turning on a 15" full-color, multi-function chartplotter seems like a much easier approach to navigation and situational awareness than learning to plot a course on paper.

The third of the issues impacting Squadron membership is, perhaps, the most damaging of all - - it is the prevalence of online social networks like Facebook and Twitter among younger boaters. Now, I know that even the mention of computer-based social networks causes many of you to roll your eyes. I have even heard Squadron members refer to social networks as being juvenile. Nevertheless, they are what they are and, like it or not, they are the future. The next generation of our members communicates and interacts with each other extensively through social networks and, if we have any hope of capturing their interest in Squadron activities, we must communicate and interact with them through electronic media. We must become part of their socially networked world if we wish to remain relevant in their world.

So, how do we address each the three issues identified above - - how do we remain relevant in the twenty-first century?

We are fortunate to have a natural membership advantage over other area social and fraternal organizations. Specifically, we are more than just monthly dinner club with funny titles for our leadership. We also offer a special niche for individuals with an interest in boating activities - - and that is the first key to our survival. We need continue to focus the Squadron on activities directly related to boating, includ-

*(Continued on page 8)*

## Educational Officer Esther (Betty) Byerly, AP

WOW---Can you believe that we are more than half way through the summer. Where does the time go? There is at least six more weeks and many of us go into the early fall with the beautiful weather. Continued safe boating.

There has been quite a conflict with many of the states certified instructors of the Safe Boating Course which also includes D/4. Many instructors have to recertify and this means getting fingerprinted again. It also means you have to take a day off from work and spend most of the day going to Trenton to be recertified. Many of the instructors have been teaching for many years for the United State Power Squadrons and have been very qualified instructors. As a result some squadrons are no longer teaching the Safe Boating Course. WHAT A LOSS for our New Jersey citizens. However, our instructors will continue to teach.

Our last class has been completed and it was great to see so many young teens getting their Boating Safety Certificate. Congratulations to all. I'd like to thank Keith Boakes for bringing many of the class to us.

Soon we will be teaching the Course to a group of policemen. The date will soon be determined.



Remember that we are now in the Hurricane season and it is up to the individual boater to care for their own boating craft. Use extra lines and make sure they do not chafe and all the other things you need to do. This helps to keep insurances from raising rates.

See you at the next meeting

### DID YOU KNOW?

You can verify your personal information on the USPS web page. Here's how:

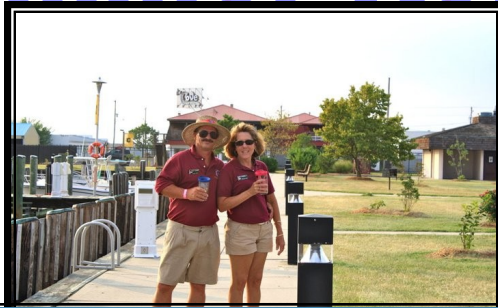
Go to [www.usps.org](http://www.usps.org).

- Click on member stuff; a drop down menu will appear
- Click on Logon
- When the next page appears; put in your certificate #; then your password, hit Enter. (if you do not know your certificate number, look in your roster)
- Click on manage your own profile from the menu on the left hand side of the page
- Your profile should come up; check it for its accuracy.

If there are corrections to be made; please e-mail Lynn Graiser at the following e-mail: [lynn39@verizon.net](mailto:lynn39@verizon.net). with changes that are to be made.

Check back in a week to see if it is correct.

# D/5 Summer Rendezvous



*(Continued from page 5)*

ing: Youth Boating Education, Vessel Safety Inspections, Navigation Contests, and Navigation and Safety Courses. Additionally, to attract new members with an interest in boating we also need to increase our on-water presence with a variety of both weekend and longer organized cruises.

Our second natural strength relates to being the keepers of "the knowledge". We have an excellent education program with courses well suited to both the beginning boater as well as the knowledgeable old salt. What we have not done sufficiently, however, is to capitalize on this natural strength by offering instruction in the one skill that all new boaters really crave - - using a chartplotter. Certainly we can all agree that there is no substitute for a solid education in basic navigation skills. How many scary tales have you heard about someone's electronics failing while underway - - situations in which that individual's navigation education became critical? I'm not for a minute arguing against the need for that kind of fundamental education, however, what I am addressing is the other 99% of the time when the typical boater largely relies on his chartplotter. Shouldn't we embrace teaching this popular navigation technology to draw boaters into our education programs?

Finally, we have the issue of social networking. The next generation of boaters has one thing in common with everyone else of their age - - they communicate differently than you and I do. They meet each other and socialize in an online world that is foreign to most of us. They communicate with each other constantly in a format and at a speed that renders even email too slow to be effective. The next generation of boaters is not going to read a hardcopy publication, they might not even read an emailed publication. To reach out to the next generation of boaters we need to begin to use their communication tools, specifically Facebook and Twitter. To reach that next generation of boaters we need to be current, concise, and quick. We need to post information about Squadron activities in their format, and in their style on their media - - not ours. At MRSPS, we have begun to change the way we communicate with the creation of a new web site and Facebook page. The next step is to begin using Twitter to update Squadron activities on a more real-time basis.

In summary, the key to growing the membership of the Miles River Sail and Power Squadron is for us to remain relevant in a world in which the organizations, skills and communications of a previous generation are rapidly changing. Organizations that lose their relevance will not survive - - it really is just that simple.

RWW 06/13/11

## Marine Safety

Hurricanes have been the cause of many maritime disasters and unfortunately, there is no single rule of thumb that can be used by mariners to ensure safe separation from a hurricane at sea. Instead, constant monitoring of hurricane potential & continual risk analysis when used with some fundamental guidelines become the basic tools to minimize a hurricane's impact to vessels at sea or in port. Today, even as our understanding of hurricanes increases, there is still much error inherent in forecasting the movement & intensity of these systems. Through the use of a recurring risk analysis, mariners can minimize potential impacts of a hurricane encounter. Coincidental with the fact that NHC issues 4 Tropical Cyclone Forecast/Advisory Messages (TCM) per day when a system is active, the risk analysis needs to be done in conjunction with each new TCM to ensure that the sailor is evaluating the latest information to make navigation decisions. This risk analysis includes a number of extremely important factors needed to make sound decisions & ultimately remain clear of hurricanes either at sea or in-port.

### **History of Regional Hurricane Tracks**

There are climatologically favored regions/tracks for hurricane development/movement in the North Atlantic. Both are important to vessels at sea or in port in order to begin assessing risks involved during the hurricane season. Knowledge of hurricane climatology is the first significant aids in helping mariners avoid these systems in the North Atlantic.

### **Impact of Ocean Currents & Warm Water**

Certain areas in the basin support rapid intensification of hurricanes. Understanding the contribution that warm water plays in the growth of a hurricane, it is easy to appreciate that ocean regions with high sea-surface temperatures (greater than 79° F or 26° C) are often dangerous locations for mariners to be found as a hurricane threatens. Knowing local sea-surface temperatures (SST) & location of ocean currents are also important factors for the mariner. The two most prominent areas to possess this danger are the Gulf of Mexico & the Gulf Stream.

A second impact that the Gulf Stream places on vessels is enhanced sea states resulting from the interaction of ocean current with hurricane wind field. Winds of tropical storm or hurricane force opposing any ocean current can quickly create very steep, short period waves making navigation through these areas extremely dangerous and difficult.

### **Knowledge of Inherent Hurricane Track/Intensity Errors**

Generally speaking, the smallest errors associated with hurricane track forecasts occur while a system is moving in a general west to west-northwest track, south of the Atlantic subtropical ridge. Conversely, the largest errors involved in hurricane forecast tracks occur during recurvature & beyond as systems first slow when starting to recurve, then typically accelerate northeast after recurvature. Similarly, increased uncertainty in track forecasts often occurs when a system is in an area of little to no environmental steering, a situation tending to occur most often in the Western Caribbean Sea & Gulf of Mexico.

By themselves, intensity errors can be quite large through the 72 hour forecast of the TCM. These errors are accentuated when a poor intensity forecasts is combined with the average track forecast errors occasionally resulting in even worse forecasts of the radius of tropical storm force winds associated with hurricanes, particularly at the 2 to 3 day range.

### **Guidelines For Avoiding Hurricanes At Sea**

In order to help account for the inherent errors in hurricane forecasting, a few guidelines should be used by the mariner in order to limit the potential of a close encounter between ship & storm.

#### **34 KT Rule**

For vessels at sea, avoiding the 34 KT wind field of a hurricane is paramount. 34 KT is chosen as the critical value because as wind speed increases to this speed, sea state development approaches critical levels resulting in rapidly decreasing limits to ship maneuverability. It also deserves mention that the state of the sea outside of the radius of 34 KT winds can also be significant enough as to limit course & speed options available to the mariner and must also be considered when avoiding hurricanes.

#### **1-2-3 Rule**

This is the single most important aid in accounting for hurricane forecast track errors (FTE). Understanding & use of this technique should be mandatory for any vessel operating near a hurricane. The rule is derived from the latest 10-year average FTE associated with hurricanes in the North Atlantic. Application of the rule requires information from the TCM and is extremely important to remaining clear of a hurricane at sea. See Marine Safety Rules of Thumb at right for details on applying this most important technique.

The 1-2-3 rule establishes a minimum recommended distance to maintain from a hurricane in the Atlantic. Larger buffer zones should be established in situations with higher forecast uncertainty, limited crew experience, decreased vessel handling, or other factors set by the vessel master. The rule does not account for sudden & rapid intensification of hurricanes that could result in an outward expansion of the 34 KT wind field. Also, the rule does not account for the typical expansion of the wind field as a system transitions from hurricane to extratropical gale/storm.

### **Ship Versus Hurricane Track Analysis**

In the dynamic state of moving ships & hurricanes, recurring comparison of hurricane forecast track versus planned ship movement is mandatory. The continual monitoring of the latest official NHC forecasts compared to current or planned evasion options can greatly increase a mariner's confidence regarding vessel safety.

*(Continued from page 9)*

### **Never Cross The "T"**

Never plan to cross the track (cross the "T") of a hurricane. Done out of respect for the negative effects that heavy weather places on vessel speed/handling, sudden accelerations in hurricane motion can ultimately place a vessel in conditions not originally expected thereby resulting in disaster. Adjustments to course & speed in order to remain clear of the danger area in a hurricane are the most prudent navigation decisions a mariner can make in these instances.

### **Forecast Track Tendencies**

Comparison of the most recent NHC forecast track with forecast tracks from the past 24 hours can sometimes prove useful for determining a trend in the forecast motion of a hurricane. For instance, a comparison of forecast tracks issued every 6 hours over the last 24 hours, may show a noticeable shift right or left (with respect to storm motion) in the forecast track of a hurricane. This information may provide some indication as to how the forecast & actual hurricane track are tending and provide more guidance in navigation planning for avoidance, particularly in the 2-3 day forecast range & beyond.

### **Calculating Closest Point of Approach (CPA)**

The last item to complete in the at-sea risk analysis is comparison of CPA between current & possible evasion options. Over time, increases in CPA between vessel & hurricane based on current navigation decisions should increase the mariner's confidence in current avoidance plans. However, decreases in CPA should be dealt with using the utmost urgency. An immediate review of all evasion options combined with a detailed look into the latest official forecasts/discussions needs to be accomplished with a goal of establishing a new evasion course/speed option to once again increase CPA from the hurricane.

### **Assessing Options**

Mariners must be cautioned never to leave themselves with only a single navigation option when attempting to avoid a hurricane. Sea room to maneuver is not a significant factor when operating in the open waters of the North Atlantic, but becomes extremely important in the confined waters of the Western Caribbean Sea/Gulf of Mexico. More often than not, early decisions to leave restricted maneuver areas are the most sensible choice.

### **Port Specific Risk Analysis Considerations**

Vessels seeking shelter in port or considering movement toward or away from port need to consider all the factors discussed above while acknowledging some other factors in order to finalize their risk analysis.

### **Hurricane Approach To Port**

In general, hurricanes forecast to make a perpendicular landfall tend to have the smallest amount of FTE. Conversely, systems that are forecast to parallel the coast, as is often noted in the Mid-Atlantic region of the United States, tend to have larger track errors. Additionally, hurricanes that make landfall within 50-100 NM of a particular port tend to be more destructive than those that approach the port from over land or parallel the coast in the vicinity of the port. Also, ports located in the right front quadrant, based on direction of movement of hurricanes during landfall tend to have higher winds, seas, and storm surge.

### **Go & No Go Decisions To Leave Port**

The decision to leave port for hurricane avoidance must be made very early. Consideration to the latest safe departure time & likely avoidance routes must be balanced with a number of other factors. Most important of these is time versus distance. The risk of damage to a vessel at sea increases as the motion of the hurricane increases towards the maximum safe speed of the vessel attempting to leave port in advance of that system. When reviewing these time/distance considerations, mariners must include the effects "squally weather" associated with the rainbands in a hurricane will have on underway preparations & movement from port. Similarly, building wind & sea conditions found at sea, ahead of the hurricane, can also hamper vessel speed & maneuverability. Recognizing these time/distance problems, it cannot be emphasized enough that early decisions to leave port in attempt to avoid hurricanes are crucial. There have been a number of recorded instances where vessels have made the right decision to leave port in attempts to avoid hurricanes, yet were still either damaged/lost because that decision came too late.

### **Berthing & Shelter Requirements**

Considerations to remain in port during hurricane passage must include an evaluation of the amount of protection afforded by the port. The direction from which the strongest winds are forecast to blow along with the potential for storm surge must be factored in when deciding whether to seek haven pier side, at anchorage, or further inland to more protected anchorage. For instance, storm surge can pose significant problems to vessels tied pier side. Substantial rises in water level may place a vessel, previously in a protected wind/wave regime, into an area exposed to significantly greater winds & waves. Similarly, many port & dock facilities, particularly in the Caribbean region are fixed. Although sufficient to support the normally small tidal range of the region, they can quickly become submerged when exposed to even minimal hurricane related surge. Additionally, attention to the tying of lines is also of considerable importance. This is because the force on a moored vessel will nearly double for every 15 knots of wind from tropical storm force (34 KT) to hurricane force (64 KT). Therefore, a vessel tied to the pier under normal situations can quickly break from the pier in periods of higher winds causing substantial damage to itself or other vessels.

Taken from noaa.gov website.