

Absecon Light



Commander Apryl J. Bernard, P

Commander's Message

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<p>I for one will certainly be glad when the hot weather is over. I know that means the end of summer, but enough is enough. I personally like the seasons changing throughout the year.</p> <p>With the end of boating season, begins the educational season. Have any of you thought about furthering your education in boating? When was the last class that you took? There are many seminars and advanced course available to you as members for a nominal cost. We are now going to offer them to the general public so you might as well further your boating education as well. Contact Betty Byerly or Anthony Carugno to express your interest in taking any seminars or courses. USPS University has the best selection of seminars and courses available for</p>	<p>you. The advanced grades are Seamanship, Piloting, Advanced Piloting, Junior Navigation and Navigation. Elective courses offered are Engine Maintenance, Marine Electronics, Cruise Planning, Weather, Sail, Instructor Development. Seminars available are Advanced Powerboat Handling, Anchoring, Basic Coastal Navigation, Boat Handling under Power, Boating on Rivers, Locks & Lakes, How to use a Chart, Hurricanes and Boats, Knots, Bends & Hitches, marine RADAR, Mariner's Compass, Mastering the Rules of the Road, Onboard Weather Forecasting, Paddle Smart, Partner in Command, Sail Trim & Rig Tuning, Trailering your Boat, Using GPS, Using VHF, & VHF/DSC Marine Radio. If there is enough interest, I am sure the course will be taught.</p>	<p>As our membership continues to dwindle it offers chance for members to get more involved with our events. Did you know that you can earn a Merit Mark just be helping out with the boating course? You can help register students and then help with the grading of the exams. You can also earn a merit mark by helping out with an event, either chairing it, helping with various tasks. Speaking of which we need someone to chair the Christmas party. If you are interested, please contact Lou Orth (609) 652-8008 or myself (609) 625-4987. If you're apprehensive about running a event by yourself, there are plenty of members to help you out.</p>
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2019-2011 Bridge

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AIPS CALENDAR

8-12 September
AC In-Water Boat Show
Farley Marina

16 September
Regular Meeting
Absecon American Legion
1930

25 September
International Ocean
Clean-Up

5 October
Bosco's Day

14 October
GWIE Dinner
Cousin Mario's
Mays Landing

4 - 7 November
Fall Educational Conference
Rockville, MD



- 5 Sept
- Dianne Egan
- 6 Sept
- Fernando Dellasota
- 11 Sept
- Ralph Bernard
- 21 Sept
- Kristin Bernard
- 23 Sept
- Chris Caffey
- 24 Sept
- Frank Diefenbeck
- 28 Sept
- Jaclyn Carugno
- 1 Oct
- Phyllis Dellasotta
- 1 Oct
- Louis Orth
- 10 Oct
- Nance Bernard
- 15 Oct
- Nina Courter
- 16 Oct
- Janice Bilicki

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Scoop from the Poop Deck

The summer has been a busy one for AIPS. Some of the crew headed south to the Solomons for the D/5 Summer Rendezvous started off by a Southbound Cruise from Great Oaks. The cruise then traveled to Baltimore where many members took in a Baltimore Orioles baseball game. Next leg on the cruise was a stop in Knapps Narrows where a summer storm came up and deposited over 4" of rain in less than an hour. Luckily the boats escaped major damage. The fleet then traveled to the Solomons where the summer rendezvous took place. AIPS was represented well by the Bernard family contingent along with Tom and Robert Dougherty and Charlie and Ellen McGinnis. The weather was pretty good and everyone there had a great time. Thanks to Patauxant River Squadron for a great event.

The members then took to the waters of the Great Egg Harbor River to clean up the trash left behind by inconsiderate boaters. While some of the items picked up were not as odd as last year, there were many items of interest such as a flower pot, boogie board, anchor along with they typical bottles and cans. Thanks to all who

helped make the Greater Egg Harbor River a cleaner place to boat.

P/D/C Ralph Bernard and Nance along with their grandchildren, Matt & Ralph Carugno hosted a wounded veteran on their boat. Read about his story later on in this issue.

There is much more coming up for the beginning of Fall. We have a chance to promote the squadron during the AC In Water Boat Show the first week of September. Hopefully, Mother Nature will cooperate with us this year.

On 25 September, our Squadron has the opportunity to help clean up the beach in Brigantine. Not much info yet, but if you are interested, contact Commander Apryl Bernard (609) 625-4987 to express your interest.

Executive Officer
Jaclyn C. Carugno, P

Have you signed up for the Boat Show yet? If not what are you waiting for. This is your opportunity to help out the Squadron and get into the show for free. The dates are 8—12 September with times from approximately 1000 to ? Please contact Charles Heuer (609) 652-0522 or Anthony Carugno (609) 625-2374 to reserve your spot in the booth. We are looking for 3-4 hour time slots. Call today!

During the first week of September P/D/C Ralph Bernard and Nance will travel to the Governing Board in Bellevue, Washington. Ralph will represent our squadron there and vote on matters for us.

The D/5 Fall Education Conference will be here before you know it. The dates are 4 - 7 November in Rockville, MD. Also there is an opportunity to become certified in CPR on Thursday 4 November. There is a fee for this but the cost is nominal. If you are interested please contact me at (609) 625-2374 or at jtcarugno@comcast.net.

Did you know that two members of AIPS will become Life members this year? Our own commander, Apryl Bernard and educational officer, Betty Byerly will join the ranks of the Life Members. Why not make the trip down to Florida and watch as they receive their life membership certificates. The Annual meeting is at the Disney Coronado Resort 2 - 5 February of 2011. More details will be in the Ensign and/or Mark 5.



Wounded Warrior Trip - June, 2010

On June 26, Nance, Matt, Rally, and I took our boat to Annapolis from Baltimore in order to participate in a program, Wounded Warriors, which takes wounded soldiers from either Afghanistan or Iraq on a boat ride. Annapolis Sail and Power Squadron organized this outstanding program as are many other squadrons within District 5, and it was our opportunity to go along. We arrived at the docks of the Annapolis Sailing Club at approximately 9:30 AM and waited for the bus to arrive from Walter Reed Army Hospital. While talking to other members of USPS, the bus arrived and 15 soldiers stepped off, some with their families. It was amazing to see them with smiles on their faces even though some had fresh scars very visible.

We were assigned to Dan, his wife, and young son. Dan is a member of the 101st Airborne Division and was in Afghanistan when he was wounded. He had a brace on his ankle and a brace on his right hand, but refused any assistance in walking and wanted to board the boat on his own. Although his wife was very concerned about him falling, he was able to navigate the docks and then board "Four Play" without any help. After advising of all the safety features we had to offer, we cast off the lines and headed out to the Chesapeake Bay. At the mouth of the Severn River, we turned south and went to Bloody Point to show them the lighthouse, turned around and went north to the Bay Bridge, then came in the Severn River and went up the Severn to view all the beautiful houses on the shore line. Of course, when leaving Annapolis and also returning, we were able to see the United States Naval Academy.

While enjoying the boat ride, Dan and I chatted about his experiences and I was amazed at his very positive mental outlook. He was on his third tour, two in Afghanistan and one in Iraq, and has been in the Army for eight years. He

was attached to an artillery unit with 105mm guns and was supporting an infantry unit against the Taliban. Behind his unit were artillery units with 155mm guns who were also supporting that same infantry unit. With both artillery units firing, a round from the 155mm fell short and landed on Dan's gun, injuring 16 American soldiers. Dan received 275 pieces of shrapnel in his body and was immediately evacuated to a make-shift hospital within Afghanistan where an operation was performed to stabilize him and within 24 hours he was in a modern hospital in Germany where more operations followed. The most serious injuries, although Dan had marks all over his body from the hot metal, were to his left arm where he had a six inch scar that was almost healed, a piece hit his right wrist which cut many nerves, and to his right leg where there was still a piece of shrapnel still sticking out of his Achilles tendon as he stated it would do more damage to operate than to let his body push it out. Throughout the entire trip, I was truly amazed at his attitude. His biggest regret was he could not return to his unit and he was under the impression his recovery would not be enough to return to active duty. He could not be more complementary of the care he has received for not only his injuries but the support his family has received. Matt and Rally asked questions and Dan was very patient with them and answered them even though I am sure he has been asked the very same questions before.

Throughout the entire boat ride, I could not count the times Dan said thank you to us for taking the time to take his family out on a day where they did not have any worries and could just relax. Of course, he was backwards as we are the ones who should be thanking him.

Although most of my experience was with Dan, other soldiers were just as amazing. There was a female soldier who was injured in Iraq by a homemade bomb and this was her first chance to leave Walter Reed since February,

another soldier was wounded in the head and had gone through a couple of operations and he said he was recovering nicely and was getting his memory back, and the rest of the soldiers were wounded in some respect, but were very glad to be there.

After returning to the docks, Dan and his family got on the bus and returned to Walter Reed. He was confident he would be able to go home to Ohio for some leave soon and return to Fort Campbell (home of the 101st Airborne) and continue his medical treatment. The family could not have thanked us enough.

I have been associated with the Power Squadron since my father joined in 1963 and have never done anything more satisfying than taking that wounded soldier for a simple boat ride. Boat rides are something I have taken for granted for most of my life and this made a family, going through a very traumatic time in their lives, very happy for four hours. Although I am positive the trip was very relaxing and trouble free for Dan and his family, I think I was happier than he was. To see the looks on their faces and the satisfaction of making a soldier, who came within a breath of not coming home, happy and this made us even happier. Seeing the positive attitude of a person who had 275 holes in him has to make one look at some of our own problems and really see how insignificant they really are. Dan and his family are truly heroes and deserve all the support of the American people.

Nance, Matt, Rally, and I were honored to have the opportunity to spend four hours with a brave American soldier and his equally brave family.

(see pictures of Dan and family on page 9)

Educational Officer Esther (Betty) Byerly, AP

This HOT--HOT--HOT summer is about over but we may still have a warm fall which means many of you boaters may extend your boating season.. The fall with the change of leaves is so beautiful along our waterways.

Two Boat Safety Classes were held during the summer, one at the Weymouth Township Municipal Hall with 12 students and the other class at the Brigantine Yacht Club with 8 students. All of the students passed the tests and have received their Boat Safety Certificates. We have some prospective new members and some were interested in furthering their education.

We were asked to hold another class in Weymouth Township this fall, which is scheduled beginning Tuesday October 5, 2010. They have advertised this class in their publication and 2 have signed up so far. Other classes will be set up soon.

ATTENTION TO ALL HUNTERS AND FISHERMEN

A Bill has been proposed before the NJ Legislature to mandate all boaters with boats 21' and under to wear approved personal floatation devices between Nov 1 and May 1. The Bill is A 3098. This has already been made a law in New York State and some of our neighboring states.

There is interest in proposing a bill to ban Cell Phones also because there has been some serious accidents with major vessels and Coast Guard being involved with these devices.

NOTICE

It has been reported----

Anyone going to the Motor Vehicle Office to renew their drivers license and boat is also on the license must produce their Boat Safety Certificate to them or they will not renew your license. It's better to be prepared.

DID YOU KNOW?

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

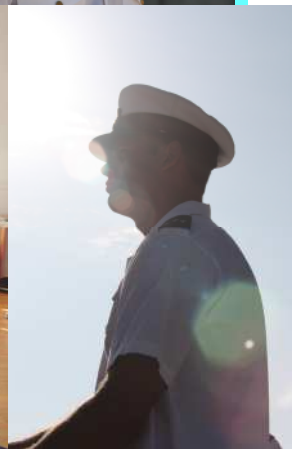
Go to www.usps.org.

- ⤵ **Click on member stuff; a drop down menu will appear**
- ⤵ **Click on Logon**
- ⤵ **When the next page appears; put in your certificate #; then your zip code, 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 with changes that are to be made.

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

AIPS SUMMER PHOTOS



Administrative officer Lou Orth, p

As the summer comes to an end AIPS has many events planned for the Fall.

The GWIE dinner is scheduled for a week earlier this year. The date is 14 October at Cousin Mario's Restaurant in Mays Landing. I know that Dave Bernard and his committee have a great agenda planned. Don't forget to contact Dave if you have some dirt on anyone. (856) 697-5678. More details to come.

Don't forget to support AIPS by purchasing your 25% Boscov's coupons. The cost is \$5.00 and all the profit goes to our organization. Contact Sue Stiles at (609) 625-0555.

We are still looking for someone to either host or chair the Christmas party in December. If you are apprehensive about this, contact Jacki Carugno about how to do this. You can call her at (609) 625-4987.

Don't forget our meeting on 16 September at the Absecon American Legion at 1930. Light refreshments will be served.

Canoe/Kayak Trip



Wounded Warrior Trip



Safety First

Preparing Boats & Marinas for Hurricanes

Boat owners from Maine to Texas have reason to become edgy in the late summer and fall: Each year, on average, two hurricanes will come ashore somewhere along the Gulf or Atlantic coast, destroying homes, sinking boats, and turning people's lives topsy-turvy for weeks, or even months. This year, who knows? Florida is struck most often, but every coastal state is a potential target.

Experts predict that in the next 20 years there will be much more hurricane activity than has been seen in the past 20 years. Experts also fear that after a number of storm-free years, people in some of the vulnerable areas will be less wary of a storm's potential fury. But to residents of North Carolina and Virginia, crippled by Isabel in 2003, and people in Florida, ravaged from four giant storms in 2004, the hurricane threat won't soon be forgotten.

Developing a Plan

If you own a boat, the first step in developing a preparation plan is to review your dock contract for language that may require you to take certain steps or to leave the marina when a hurricane threatens.

Ask the marina manager what hurricane plan the marina has in place. Planning where your boat will best survive a storm, and what protective steps you need to take when a hurricane threatens, should begin *before* hurricane season. The BoatU.S. Marine Insurance claim files have shown that the probability of damage can be reduced considerably by choosing the most storm-worthy location possible and having your plan ready long before a hurricane warning is posted.

Knowing What to Expect

Preparing a Boat for a Hurricane Means Defending Against Wind, Rain, Waves, and High Water—All in Proportions Rarely experienced by Boaters. Claim Files from Past Storms Show That Damage Is Usually Due to a Combination of These Factors.

The damaging influence of high water, or storm surge, is often underestimated in preparing a boat for a storm. Storm surge raises the water level far above normal high tide, cutting off roads, forcing evacuation, and lifting boats above their docks and pilings. Surge accounts for major damage to boats because it puts docks and dock line arrangements underwater as the boat tries to float above.

Surge is the result of several factors. Due to low barometric pressure, the ocean surface is drawn upward forming a mound about one foot higher than the surrounding ocean. Large swells generated by the storm reach land first, while storm winds drive water toward the coast. As the storm makes landfall, water levels 10 to 20 feet above normal high tide are possible. Surge is responsible for extensive flooding and much of the loss of life that accompanies a hurricane. Dangerous high tides can reach outward 20 to 50 miles from the storm's center. Surge makes extra length and positioning of dock lines critical.

WIND

A hurricane, of course, brings high winds. Wind speeds of 70 to 130 mph are common, and winds over 200 mph have been recorded. What may be less understood is the force created by such winds. When wind speed doubles, the wind pressure quadruples. To put it in practical terms, when the wind speed increases, the damage it

causes increases at a much greater rate. This illustrates the importance of reducing the boat's windage, which is the amount of area your boat presents to the wind, by removing as much rigging, canvas, and deck gear as possible, and facing the bow toward the greatest exposure.

WAVES

Waves in the ocean have tremendous energy and can reach mountainous heights. But even in relatively small harbors, bays, and lakes, waves can build to surprising heights. In a hurricane, it is not unusual for steep, breaking waves three to six feet high to pound normally peaceful harbors. Seawalls, barrier beaches, and other structures that normally protect docks and moorings are submerged by the storm surge. This has the effect of greatly extending the "fetch," or distance, over which the wind can generate waves.

RAINFALL

Rainfall of six to 12 inches within 24 hours is normal during a hurricane, with extremes of 24 inches having been recorded. A hurricane that struck Puerto Rico in 1928 is estimated to have dumped over two-and-a-half billion tons of water on the island. Boats that are spared the worst high water and wind still can be sunk by the torrential rain. Cockpit decks are seldom 100% watertight, and the ability of a bilge pump and battery to handle rain accumulation is greatly overestimated. Deck drains and pump discharges located near the waterline can backflow when waves and rain put drains underwater.

TORNADOES

Tornadoes are sometimes spawned by hurricanes. Of the 46 people who died during Hurricane Carla in 1961, 11 were killed by tornadoes. Little can be done to protect a boat from a tornado. The possibility of a twister, however, is a strong reason for you, your family, and your boat, if it is trailerable, to be far from the coast when a hurricane makes landfall

NEVER STAY ABOARD A BOAT DURING A HURRICANE

One of the most dangerous mistakes a skipper can make is to stay aboard his or her boat during a hurricane. Several accounts given in claim files indicate that there is little, if anything, a skipper can do to save a boat when winds are blowing over 100 mph, tides are surging, and visibility is only a few feet.

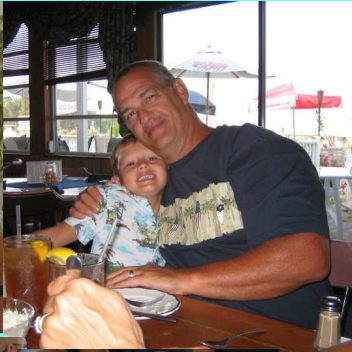
What can happen? Consider the case of a 68-year-old skipper in Charleston, who together with his grown nephew, took their trawler up the Wando River to ride out Hurricane Hugo in what they thought would be a "sheltered" hurricane hole. He reported that the boat seemed to be doing fairly well initially, but later that night the wind picked up to over 100 mph and 15' seas sent the boat crashing completely over.

The two men were trapped briefly in a pocket of air underwater when another wave rolled the boat back upright. They then scrambled onto the deck and were eventually rescued, but not before almost drowning and being overcome by exposure. Another skipper who stayed aboard his motorsailer at a marina during

Gloria had to jump overboard and swim through breaking waves, drifting boats, and debris after another boat broke free and rammed its mast (the boat was on its beam ends) through his boat's pilothouse window. Again, he was lucky to reach shore alive. Two Miami men who stayed aboard a Sportfisherman (not insured by BoatU.S.) during Andrew were not so lucky. They both drowned while trying to escape their battered and sinking boat. When a hurricane is approaching, you should certainly do everything you can to protect your boat: Secure extra lines, set out anchors, add chafe protection, strip the boat above and below decks, etc. Do whatever it takes, and then head inland. Your boat can be replaced; you can't.

The articles above are excerpts from the BoatUS Boater's Guide to Preparing Boats and Marina for Hurricanes.

AIPS SUMMER PHOTOS



Breezin' becomes an award winning boat

Dave, Nancy, Ashle, & Britne Bernard, along with Jared Cozca attended the Toms River Seaport Society & Maritime Museum Wooden Boat Festival on Saturday, July 17th. Their boat experienced its first trip into the Barnegat Bay, where it was foggy but otherwise uneventful. It was great seeing the Barnegat Lighthouse from the water. Registered as a classic fiberglass cruiser, we came in first place in our class! There were about 30 boats there of all antique varieties: sail, power, wood, and fiberglass. It was a very enjoyable day and we received hundreds of compliments (even one on our up-to-date vessel safety check!). We followed up our stay in Toms River with a night in Beach Haven, then headed down the ICW back to Brigantine on Sunday





It's easy to enter this year's contest.

Enter your life jacket photo in this year's contest!

Who can enter?:

All children from 3 to 13 years of age. Contest entries consist of contact information, parental consent, and a photo image file (jpg or gif file) of the contestant wearing an USCG-approved life jacket. Creativity of setting and surroundings is encouraged. Photo entries must have been taken within the last two years and child's age at date of entry is their current age.

Where are the entries shown?: Approved entries will be posted on the [Boating Safety Sidekicks Web site](#). To maintain online privacy, only first name and state will be identified with entries posted on the Web site. Photo galleries will be established similar to those established for other "Wear It!" campaign efforts. [Click here to see a sample gallery](#). No more than five entries will be accepted by one person during the contest period. Selection and approval of entries are at the discretion of the contest providers.

What can I win?: In a drawing from all submissions, three grand prizes of a [Nintendo Wii system with Wii Fit Plus](#) will be awarded.



What's the contest deadline?: December 1, 2010.

How do I enter?: Go to the following website:

<http://www.boatingsidekicks.com/kidsite/2010contest/contest-online.htm>