



United States
Power Squadrons
Boating is fun ... we'll show you how

<http://www.usps.org/d12/PDF/>

bare facts

from Bare Cove
and Hidden Harbor Yacht Club

2013-14 OFFICERS

commander
Richard Eckhouse

ex. officer
Frank Clolkosz

seo & public
relations
Will Dawson

assistant seo
Bob Ernst

secretary
Virginia B. Gray

treasurer
George Murphy

social
Jim McIver

safety
Cindy Madden

membership &
involvement
Bob Gibbs

vsc
Dick Eckhouse

seminars
Will Dawson

December 2013
Members and Friends,

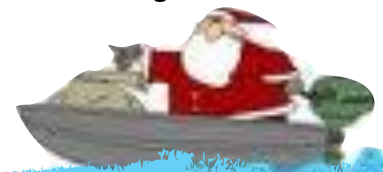
It is with deep sadness I have to inform you that our mentor and compass, Jim Gorman SN, passed away on December 5th. Jim was known to many of you as the consummate educator from Bare Cove. His dulcet tones and resonant baritone voice will long be remembered by us all. George Murphy, our treasurer, has said it all in a separate eulogy that follows.

Turning to more happy times let me wishing you and your families a very Happy Holiday Season. This is the time to enjoy family and friends and to remember how fortunate we all are. Merry Christmas and Happy Hanukah or good wishes for whatever you choose to celebrate. This is the time for good will to all and a time to remember all those in need of our love and caring.

Turning to squadron matters, this is close to my last message as commander. I have served for almost two years and appreciate all the help I have received from members of the executive committee and the squadron. You cannot be an effective commander without all the support it requires. Our nominations committee has reported out (found elsewhere in this newsletter) and has come up with a slate of hard working volunteers who will lead us for the coming years. Stay tuned for the annual Change of Watch to follow sometime in March.

Speaking of meetings there will be another meeting held at the 99 Restaurant in January (date to follow). We will have a speaker and it is a good time to enjoy the social aspects of your squadron. For those of you needing more education we will be offering classes beginning in February 2014 at the Hingham High School, specifically Piloting/Advanced Piloting on Mondays where you can complete both courses in 10 weeks includes a Wednesday night "go-to-meeting" on-line homework class, and America's Boating Course 3rd edition (8 weeks) on Wednesdays. If you have children in the Hingham school system we will again be offering a Kids Klass starting in April 2014 at the Hingham Middle School.

Dick Eckhouse, SN
Squadron Commander
Bare Cove Sail & Power Squadron



DATES TO REMEMBER
MEMBERS MEETING JANUARY 6 AT THE 99 RESTAURANT
N.E. BOAT SHOW .. FEBRUARY 22 TO MARCH 2
CHANGE OF WATCH ... MARCH 2014



BARE COVE SAIL & POWER SQUADRON

A Unit of United States Power Squadrons®
HINGHAM, MASSACHUSETTS



Squadron Burgee Heraldry

The colors of our pennant are blue and white. The white indicates the white sands of a beach. The blue is the color of the water. The design itself, with its indentation, indicates a cove, "A haven or safe harbor for yachts". It also suggests part of the name of our Squadron in that a COVE molding used in building, could be of a somewhat similar shape.

Bare Cove Power Squadron meeting

Held at the 99 Restaurant, Hingham, MA on October 14, 2013

6:58. Commander Dick Eckhouse called the meeting to order

He requested four items from our membership. In order they are:

1. Get your information for the merit marks in to Adria.
2. Next meeting. Bob Gibbs requested that we invite every one in the armed services to it. What he did not know was that the next meeting is for the Executive Committee only. It will be held on Nov 11th., Veterans Day.

3. Nominating committee

Ginny Gray, Frank Ciolkosz, Bob Gibbs and George Murphy
Commander is the first position to fill.

4. Will Dawson had some ideas on teaching courses

In the past we offered in order: Basic, seamanship, adv. piloting, and navigation course
Electives were also taught.

Honored tonight, Dick Eckhouse who finished his last course, thus becoming Senior Navigator.

Dick introduced Tom Hall, who took us on an historical journey with the T.W.Lawson, the only 7 masted ship to set sail.

Meeting adjourned at 9:06 pm

Respectfully submitted,
Virginia. Gray, secretary



Chartered in 1959, Bare Cove Sail and Power Squadron provides a setting for sail and power boating enthusiasts to learn and share experiences in social and educational settings.

Boating is fun!! We'll show you how!



**REPORT OF THE
NOMINATING COMMITTEE**
and merit mark recipients

Commander - William Dawson

Executive Officer - Frank Ciolkosz

Administrative Officer - Robert Gibbs

Secretary - Virginia Gray

Treasurer - George Murphy

Education Officer - Fred Heap

I hereby place in nomination the above slate of candidates. If any of the above candidates cannot serve, please email me immediately (glmurphy7594@yahoo.com) and corrections and or additions will be made. It is understood that the general election will held on Dec. 11, 2013, by electronic vote or by land line 781-710-7594. Any vote received after Dec. 11, 2013 will be invalid. Members may vote any time on or before Dec. 11, 2013.

Respectfully submitted

George Murphy, chairman

2013 MERIT MARK RECIPIENTS

Dick Eckhouse, Ginny Gray,
Will Dawson, Bob Ernst,
Jim Gorman, Bob Barker,
Bob Gibbs, George Murphy,
Adria Gallagher, Todd Kaminski,
Frank Ciolkosz, Jim Mclver

a lovely day
for a sail



SEPTEMBER
2013



Bare Cove Spring 2014 Education classes

Happy Holidays!

Plans seem to be coming together for our Spring course offerings.

Classes beginning in February 2014 at the Hingham High School:

MONDAY- Piloting/Advanced Piloting - complete both courses in 10 weeks includes Wednesday night "go-to-meeting" on-line homework class tentative instructors: Frank Ciolkosz, Will Dawson, Dick Eckhouse, Bob Ernst

WEDNESDAY: America's Boating Course 3rd edition (8 weeks) tentative instructors: George Murphy, Cindy Madden, Virginia Gray, Bob Barker, Todd Kaminski

Kids Klass - April 2014 at the Hingham Middle School tentative instructors: Virginia Gray, Bob Barker, Bob Gibbs, Will Dawson

Please let me know if your instructor assignment works for you.
-Will Dawson Cell: 508-207-2402



Next time you have a 'bad day'... at work think of this guy.

Bob is a commercial saturation diver for Global Divers in Louisiana
He performs underwater repairs on offshore drilling rigs.

Below is an E-mail he sent to his sister.
She then sent it to radio station 103 .5 on FM dial in Indiana, who was
sponsoring a worst job experience contest.

Needless to say, she won.
Read his letter below...

~Hi Sharon,

Just another note from your bottom-dwelling brother.

Last week I had a bad day 'at the office'.

I know you've been feeling down lately at work, so I thought I would share my dilemma with you to make you realize it's not so bad after all.

Before I can tell you what happened to me, I first must bore you with a few technicalities of my job. As you know, my office lies at the bottom of the sea. I wear a suit to the office.

It's a wet suit. This time of year the water is quite cool.

So what we do to keep warm is this: We have a diesel powered industrial water heater.

This \$20,000 piece of equipment sucks the water out of the sea.

It heats it to a delightful temperature.

It then pumps it down to the diver through a garden hose, which is taped to the air hose.

Now this sounds like a darn good plan, and I've used it several times with no complaints.

What I do, when I get to the bottom and start working, is take the hose and stuff it down the back of my wet suit.

This floods my whole suit with warm water. It's like working in a Jacuzzi.

Everything was going well until all of a sudden, my butt started to itch. So, of course, I scratched it.

This only made things worse. Within a few seconds my butt started to burn.

I pulled the hose out from my back, but the damage was done.

In agony I realized what had happened.

The hot water machine had sucked up a jellyfish and pumped it into my suit.

Now, since I don't have any hair on my back, the jellyfish couldn't stick to it, however, the crack of my butt was not as fortunate.

When I scratched what I thought was an itch, I was actually grinding the jellyfish into the crack of my butt.

I informed the dive supervisor of my dilemma over the communicator.

His instructions were unclear due to the fact that he, along with five other divers, were all laughing hysterically.

This is even funnier when you realize it's a REAL story!

Needless to say, I aborted the dive.

I was instructed to make three agonizing in-water decompression stops totaling thirty-five minutes before I could reach the surface to begin my chamber dry decompression.

When I arrived at the surface, I was wearing nothing but my brass helmet.

As I climbed out of the water, the medic, with tears of laughter running down his face, handed me a tube of cream and told me to rub it on my butt as soon as I got in the chamber.

The cream put the fire out, but I couldn't crap for two days because my butt was swollen shut.

So, next time you're having a bad day at work, think about how much worse it would be if you had a jellyfish shoved up your ass.

Now repeat to yourself, 'I love my job, I love my job, I love my job.'
Whenever you have a bad day, ask yourself, is this a jellyfish bad day?

May you NEVER have a jellyfish bad day!!!!
Life isn't tied with a bow, but it's still a gift.

Remember, too: It was also a BAD DAY for the jellyfish!



**"THE MAN WHO ROWS THE BOAT
SELDOM HAS TIME TO ROCK IT."**

Said by Bill Copelan

A History of the Magnetic Compass

Inhospitable as it can be, the sea has played an essential role in human history, and so did that indispensable navigation tool, the magnetic compass. The sea provided the cheapest way to move goods over great distances, generating wealth through trade. Navigating the oceans successfully also played a pivotal role for many countries in gaining political and military power. Along the way, the compass contributed to innovations in physics and electrical engineering.

Far from the sight of land, the sea is a seemingly endless, undifferentiated expanse. For most of history, getting lost at sea was a very real danger, often with disastrous consequences. Even when close to land, seafarers can become disoriented in bad weather. For ancient Greek and Roman sailors, weather conditions even limited visibility enough to shorten the sailing season in the Mediterranean Sea. The Roman military writer Publius Flavius Vegetius wrote in the fourth century that travel from June to mid-September was safe, but that sailing any other time was risky. He called the period between mid-November and mid-March *mare clausum*, or the time when "the seas are closed."

Seafarers adhered to these guidelines until the early 14th century, when the magnetic compass made its first appearance in the Mediterranean. No longer completely dependent on landmarks, the mariner could now find his position relative to Earth's magnetic field. With the Mediterranean now "open" for most of the year, trade increased substantially, which contributed to the rise of the Italian city-states.

on line you can read more about this at:

<http://theinstitute.ieee.org/technology-focus/technology-history/a-history-of-the-magnetic-compass>

ARE YOU INTERESTED IN HELPING MAN THE
BOOTH AT THE N.E. BOAT SHOW THIS YEAR.
YOU HAVE A CHOICE OF DATES AND TIMES
STARTING FEBRUARY 22 AND ENDING MARCH 2.

the hours are in 3 hour increments starting at 11 a.m.

sign up now with Frank Ciolkosz at 781-545-5041



'THERE IS NOTHING

**— ABSOLUTELY NOTHING — HALF SO MUCH WORTH
DOING AS SIMPLY MESSING ABOUT IN BOATS'**

**AMARYLLIS WINS THE CENTENNIAL REGATTA AROUND STATEN ISLAND
SPONSORED BY THE NEW YORK YACHT CLUB**

A piece of trivia about the catamaran - and the man behind the modern version.
(adapted from NY Times article by Douglass Martin)

In 1876, Nathanael Greene Herreshoff handily won the the Centennial Regatta in his catamaran, Amaryllis. The New York Yacht Club presented him with a certificate declaring that Amaryllis was the fastest boat in the world. At this point NYYC banned boats like it and others that would be constructed with more than one hull from competitions. NYYC claimed that this was for safety reasons.

In 1960's the multi-hull reappeared, faster and lighter. Their designers and builders were called "Hells Angels of the Sea". At the forefront of this was a designer, Dick Newick. He not only designed multi hulls by the tri-hulls. These were definitely costlier than their single hull counterparts. He contended that the old-fashion single hulls made nice floating decks for cocktail parties.

1967 he designed a version of an ancient Polynesian outrigger known as a proa. "Cheers" had no bow or stern and could sail with either end forward. in 1968 Cheers was entered in the quadrennial one-person trans-Atlantic race from Plymouth, England to Newport, RI. This race imposed no restrictions on size or design. She finished third, beating much larger conventional boats.

In 1980, Philip Weld, a retired newspaper publisher, skippered the Dick Newick design trimaran, Moxie, to victory in the solo Atlantic race. Phil Weld called this boat "a breakthrough in showing how science can use wind to drive vessels."

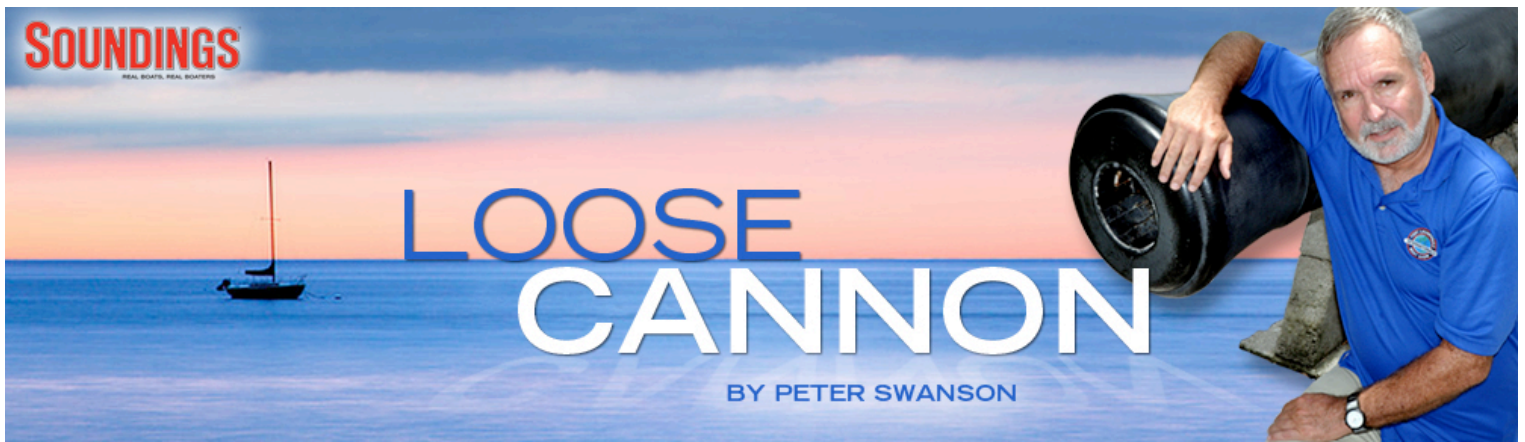
In 1851, a radical design schooner, America, left the Royal Yacht, stationed in Solient, England bound for America, to a race that represents the singular pursuit of excellence. A perpetual challenge cup, as of today there have only been four countries who have won. Today we see the AC72 catamaran, with the 130 foot tall wing sails, defending the 2013 Americas Cup in San Francisco, California.

Dick Newick helped advance the look of multihull boats, which fly along with at least one hull out of the water. These boats were once boxlike and unattractive. Today they are sleek machines and contoured with the America's Cup defender a descendent of Newick's concept.

VISIONARY DESIGNER OF MULTIHULL SAILBOATS PASSES OVER THE BAR

Dick Newick died at the age of 87 in Sebastopol, California

Born in Hankensack, NJ. Grew up in Rutherford, NJ. At the age of 12 he designed and built 2 kayaks. Mr. Newick leaves his wife & 2 daughters; a brother, Bob, and 6 grandchildren.



LOOSE CANNON: How I almost took on the mission of freeing a beautiful Hans Christian 43 from a Cuban “jail,” where she was being held after the sailboat was pulled off a reef and her new American owners abandoned her

Abandoned in Cuba (send lawyers, guns and money)

Posted on **September 5, 2013**

This is a sad story about a couple that lost their sailboat after hitting a reef in Cuba. I’ve been waiting to write about it until I knew the conclusion — that is, whether the insurance company paid out. I have not been able to nail down every detail, but here is their story, along with my personal involvement and maybe even a lesson or two for us all.

David and Anita Laurence are West Coast business executives. The name of their boat is Satori (previously Liberte), a 1986 Hans Christian 43 that the Laurences purchased on the East Coast. In March 2012 they were en route from Florida to Cancun, Mexico, with two friends as crew, the first leg of a delivery voyage to California.

Anita remembers that the accident happened March 10 as Satori paralleled the northwest coast of Cuba on a course to the Yucatan Peninsula. Favoring the Cuban coast avoids the strong northeasterly current through the Straits of Yucatan, which then becomes the Gulf Stream. In fact, there is often a countercurrent that favors vessels sailing west. It worked for me on a trawler delivery in 2003.

“We had weather coming in, and we were in probably a thousand feet of water, going about 7 knots. It was actually a beautiful sail,” she said.

They struck coral somewhere on the Colorado Archipelago, a 62-mile-long fringing reef and graveyard for hundreds of galleons and merchant naos once in service to the Spanish Empire. It must have felt like a car wreck.

Anita said what I’ve heard others say when they’ve gone aground: She said the reef was uncharted. Occasionally this is true, but often it means “we did not have the charts” or “we were not looking at the charts.”

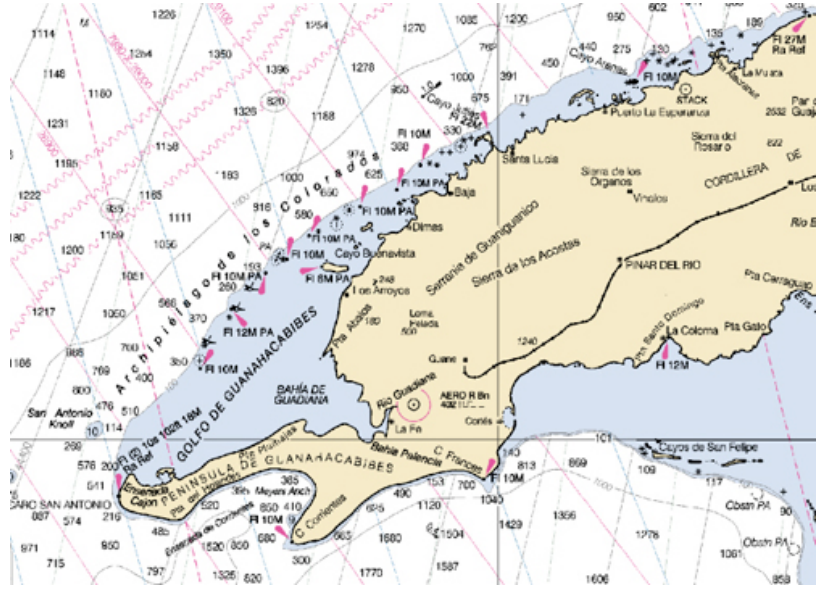
“What we found out later was that the area had not been charted in years, and the last time it had been charted was by the Russians,” she said.

Cuba has the most up-to-date charts in the hemisphere, its hydrography certainly better than our own because it is based on soundings as recent as the 1970s.

Yes, thank the Russians, who did not want their submarines running aground during the Cold War.

And the U.S. chart accompanying this story also shows a series of lights along the Colorado Archipelago, a 62 mile-long fringing reef and graveyard for hundreds of galleons and merchant naos once in service to the Spanish Empire. It must have felt like a car wreck.

I never got an answer other than uncharted, but I'll hazard a guess based on other similar groundings I've researched. The boat was maintaining a heading on autopilot, but the



autopilot was not tracking to a charted waypoint, just maintaining a heading. Meanwhile, the freshening breeze that was pushing the boat at 7 knots was also introducing leeway into the equation, unbeknownst to the crew. Had there been a waypoint set in a GPS or chart plotter, leeway would have shown up on a display as a cross-track error to port. Anyway, Satori was not merely aground. She was seriously aground.

“Our boat was actually OK. We needed to get it pulled out. The engine was fine. The prop was fine. There was no water coming in. It’s a pretty solid boat. We just needed to get pulled out, and then we probably could have continued on,” Anita said.

Unfortunately, no one responded to their VHF distress calls — not a big surprise since no one on board spoke any Spanish. Eventually, fishermen took them to the Cuban coast guard base at nearby Arroyos de

Mantua. They desperately needed a tow before the weather worsened and waves would begin pounding the boat. Cuban officials did not share their sense of urgency.

Of course they didn’t. There is no infrastructure for recreational boating in Cuba because there is no recreational boating — no Sea Tow, no TowBoatUS — and Arroyos de Mantua is in the most remote and least populated area of the island. The Cuban coast guard did what it always does there: It deputized a couple of divers from a nearby scuba resort to see whether they could help — and they could not. Efforts to float the boat using lift bags also failed.





Jim Gorman: Friend, teacher, mentor Passes over the bar

Out from Crow Point under the tutelage of a Constable on Patrol, to a trap line near Wompatuck, to navigating the China Sea, Jim has served as our compass and lighthouse all these many years. He is truly Poseidon's gift to Bare Cove. As SEO he has taught us the skills of seamanship, piloting, and navigation. He has touched the youth of Hingham with the Kids' Klass as well as the adults in the Boating Course. Jim was truly the driving force behind

Bare Cove's education efforts. He was our stalwart leader in all things nautical. Jim was always willing to help; he was our rock and our mainstay. We cannot thank him enough.

At times he was at odds with the Power Squadron National Headquarters in Raleigh, North Carolina. We watched as the national organization assimilated many of his points into their educational system. They became a positive partnership. It is noted that our faults are written in the sands of time and our strengths are carved on the tablets of love and memory.

In 2004, the U S Power Squadrons presented Jim the Charles F. Chapman Award for outstanding performance & skill in teaching the science & art of navigation, seamanship & small boat handling. It is the highest recognition award given to any individual in the USPS. In 2013, Jim completed his studies in celestial navigation & received the Senior Navigator Award from the USPS.

This true son of Prince Henry of Portugal has never stranded on Nix's Mate. He could find "B" buoy without a Recon Beacon and was the master of Loran with a chart. We can still hear him say, "True is the language of all charts". He stands tall to us at Bare Cove as the symbol of a husband (Gracie was his biggest supporter), father, sailor, teacher and mentor.

When the rode is secured on deck and the ensign is struck for the last time, we will not look back, but we will look forward for there we see Jim sailing out of the harbor, tugging on the halyard, easing the sheet, sliding past the SA buoy, forever into fair winds and calm seas.

Bare Cove salutes you, Jim