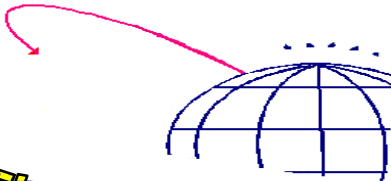


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The Rhumb Line

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Commander Rodney Kidder's Message

On behalf of the Bridge, I would like to make a very exciting announcement:

Nobscot Sail and Power Squadron introduces a "Tuition Reimbursement Program" for all Nobscot members.

The Tuition Reimbursement Program will reimburse Nobscot members for the course fees upon the successful completion of any US Power Squadron Advance Grade Course (Seamanship, Piloting, Advanced Piloting, Junior Navigation, and Navigation). You may take the course when Nobscot offers it or from any other Squadron. You must pay for the course upfront and then submit a request to the SEO (Fred Costanza) for reimbursement once you have successfully passed the exam. This program is effective for any Advance Grade Course completed after January 1, 2013.

This program is made possible through a generous donation from the estate of a former member and past commander **Alfred E. Horka, AP**.

Please be sure to see our upcoming schedule of courses and sign up!

The entire Bridge would like to encourage all members to take advantage of this new program, and sign up for our courses. Also, be sure to mention this to friends and family who may be considering becoming members, as this program will be open to all new members as well once they have passed the Basic Boating Course and have become members of the Squadron.

THE BOSTON HARBOR ISLANDS NATIONAL PARK
AN INTRODUCTION TO THE ISLANDS AND POINTS OF INTEREST
WED. 20 FEB. 2013
AT BELLA COSTA RISTORANTE

AN AFTER-DINNER TALK BY DONALD CANN, A NATIONAL PARK RANGER AND CO-AUTHOR OF *BOSTON HARBOR (MA) (POSTCARD HISTORY SERIES)*.

He will discuss the various islands and points of interest. There are 34 distinct places in the park, each with its own name. Both islands and peninsulas comprise the park and each of these places has a natural environment, combined with an overlay of cultural features, that give it its unique character.

GO TO THE ISLANDS THIS SUMMER. Travel by your own boat or take the ferries from Hingham – way-less hassle and less expensive than driving to the ferry and parking in downtown Boston. Ferries to the Boston Harbor Islands leave from the Hewitt's Cove Shipyard in Hingham seven days a week during the summer season. This inter-island connector provides direct service to Grape, Bumpkin, and Georges Islands as well as Pemberton Point in Hull. Standard ferry fees apply when boarding in Hingham via cash or credit card. Of course, all service between islands is free.

JOIN US AT Bella Costa Ristorante, 147 Cochituate Rd. (Rt. 30) Framingham, MA. It is beside KFC/Taco Bell. Social "hour" starts at about 6:30 PM and dinner will be served at 7:00 PM. No reservations needed. Three or four choices for the entree. Cost is just \$16 per person for entree, salad dessert, coffee/tea, tax and tip. Dress is business casual to informal.

Letter to the Editor:

Reference article entitled "Secrets of the US Coast Guard":

US Coast Guard Communications Watchstanders are trained and must meet the qualifications **stated** in COMDTINST M16120.7A. The situation described in the Rhumb Line article is categorized as a Distress Message. Whereas the vessel operator did not state a "Mayday" situation but that he merely had lost power the initial information received by the Watchstander was one of no immediate urgency or danger. The article makes no mention of the distressed boater providing his location. Watchstanders are required to obtain the vessel's position, number of persons on board (POB), status of everyone on board, condition of the vessel, sea state, advise everyone to don life jackets, and, if available, resume communications on a cellular phone. If none is available, the Watchstander will advise the vessel operator to switch to VHF Channel 22A to resume communications. The Coast Guard will continue to monitor the situation on 22A or telephone.

The boating public should be educated that in today's world, the U.S. Coast Guard's mission of Search and Rescue has to do with Life and Limb, not personal property. According to the article in the Rhumb Line, there was no initial mention of anyone being ill or the vessel being in immediate danger. The Coast Guard is not a towing service. Routine breakdowns are referred to commercial towing assistance. The Radio Watchstander is not required to provide fundamental boating education to the boating public. The article stated that the person making the distress call simply dropped an unteathered anchor overboard. The Coast Guard cannot be held accountable for the inadequacy of the boating public.

If any boater is ever in need of assistance from the US Coast Guard, they should be prepared to provide the answers to the following questions:

- 1) Nature of the distress (engine failure, taking on water, medical emergency)
- 2) The vessel's approximate position
- 3) Number of persons on board (e.g, 2 adults, 3 children)

The situation described in the Rhumb Line is a perfect example of why the Coast Guard requires all Boat Crew and Coxswains in both the active duty Coast Guard and the CG Auxiliary to attend annual training in TCT (Team Coordination Training). Apparently , the situation described in the Rhumb Line article occurred before the Coast Guard instituted mandatory TCT.

V/R,
P/D/C James E. Mello, AP, Coxswain, USCG Auxiliary

BEST BOOK TO START LEARNING ABOUT THE WEATHER

***Weather (Golden Guide)* by Paul E. Lehr et al**

by Peter J. Wihtol

This was one of the original Golden Science Books way-back in the 50's. They covered other subjects such as The Stars, Rocks and Minerals, Birds, North American Trees, and other topics. It gives a good starting point for understanding basic meteorology and the clouds. It explains everything clearly and simply. This book is filled with full-color illustrations, distinguishing it from other books that just have black and white illustrations. It has gone through numerous revisions with technical updates.

Simply, accurately, and graphically, this Golden Guide explains:

Massive movements of the atmosphere
Weather instruments and how they are used
The origins, development, and effects of storms
How to interpret weather maps

You will **not** find a lot of technical language that would confuse you. And the chapters are short enough to keep you on track.

Available through Amazon.com or order it through and pick it up at your local Barnes and Noble bookstore (Natick, Mall) \$6.95 plus tax.

Weather, (Golden Guide) by Paul E. Lehr, R. Will Burnett.....

In Paperback only: 160 pages, 4" X 6"

Golden Guide from St. Martin's Press;

ISBN: 1-58238-159-3

HOW DOES ONE HANDLE.....?



Novice boater:

"How does one handle their boat in rough water conditions?"

The following advice was from the USCG, Command Master Chief, (aka super-duper-chief) who ran the Cape Disappointment school, at the infamous mouth of Washington's Columbia River. They instruct the Coasties about surf and rough-water boat handling:

"One checks the weather forecast, and if it's a bad one, you simply do *NOT* go out."

The novice boater replied:

"Well how *does* one handle their boat in rough water?"

The CM Chief did not bother to reply.

Nobscot Basic Boating Safety Course student:

"How does one handle their boat in really rough-water conditions?"

Boating course instructor:

"Well, can your boat handle the general damage from a 180 degree roll – without sinking – and come back upright again, without the engines failing immediately by corrosive saltwater flooding the engine air intakes and ruining the engine? Will you and your guests be wearing crash helmets and safety harnesses, being firmly tethered to posts at the helm, and wearing either wet or dry suits -- and high flotation, uncomfortable-but-physically protective, horse-collar life vests?"

The student does not reply.

Observations by our "Nobscoteers" stuck in Nantucket Harbor, listening to several days of terrible weather forecasts.

"By the second day of being stuck in port we saw several local commercial fishing boats leaving the harbor to go fishing. And then we started thinking about escaping Nantucket Harbor to return to our home ports. In about 20 minutes, those fishing boats returned to the harbor, their tails between their legs – we stayed two more days."

UPDATE on NMEA 2000® SHIPBOARD NETWORKING STANDARD

By P/R/C Don Hagen, SN, Radio-Tech Officer

It has been six years since I last reported on the NMEA 2000® networking standard.¹ Development of this standard began in 1994 with the NMEA 2000 Standards Committee. More than 40 academic, industry, and international organizations participated.² The standard was BETA tested for 18 months, and released in 2001.

NMEA 2000 is a modern standard for designing a single network cable to replace the many cables typically used to interconnect today's shipboard equipment. The cable accommodates navigation equipment, electrical power distribution, engines, piloting and steering systems, fire and other alarms, and controls. Data, commands and status all share the same cable at speeds 50 times that of the widely used NMEA 0183. NMEA 2000 is self-configuring, requires no set-up, and needs no master controller. Equipment can be added or removed without shutting down the network.

Key to NMEA 2000 is an integrated-circuit implementation of a network access protocol commonly known as CAN (Controller Area Network), similar to networks developed for automobiles about 30 years ago. The marine electronics industry utilized CAN as the basis to develop this bi-directional multi-transmitter/multi-receiver instrument network to interconnect marine electronic devices. The goal is to facilitate data transfer between equipment made by different manufacturers. Hopefully, as a fringe benefit, this will increase competition between manufacturers

NMEA 2000 networks consist of a single trunk cable running the length of a boat, with drop cables branching off from Tee connectors to a maximum of 50 individual devices. The standard calls for a data rate of 250,000 bits/sec with a maximum backbone length of 200 meters. Each drop cable can be up to 6 meters long. The cable carries both data and electrical power to devices.

Today's sensors are designed to be linked only to a specific display or network made by the same manufacturer. With NMEA 2000, sensors can be purchased independently and simply plugged into the network. . In the future, boats may be delivered to dealers with a factory-installed bus. Data carried on this bus can be viewed on a multi-function display.

NMEA 2000 continues to evolve with the advent of new technologies and new capabilities. There are now more than 100 multi-national organizations deeply involved and committed to the standard's development.

What does the future hold for NMEA 2000? The standard is still in the early adopter stage of its life cycle. Many companies are just starting to develop products for the network. The boating public, both recreational and commercial, is now demanding NMEA 2000 certified products for new vessels or retrofits.

¹ D. Hagen, "Networking of Shipboard Electronics", *The Rhumb Line*, Jan. 2007S.

² Spitzer, "NMEA 2000®", *Marine Electronics Journal*, Nov/Dec 2010, page 33.

NOBSCOT SPRING COURSE SCHEDULE PILOTING COURSE*

When: Tue, **February 26**, 7pm – 9pm

Where: Natick Morse Institute Library, Community Room, 14 East Central Street, Natick, MA

Description: The Piloting course is the first in a sequence of USPS courses on navigation. This new course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if the GPS fails.

The course includes many in-class exercises, developing the student's skills through hands-on practice and learning. Topics include: Charts and their interpretation, Navigation aids and how they point to safe water, Plotting courses and determining direction and distance, The mariner's compass and converting between True and Magnetic, Use of GPS-typical displays and information they provide, setting up waypoints and routes, staying on a GPS route, Pre-planning safe courses and entering them into the GPS, Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning, and The "Seaman's Eye" - simple skills for checking that one is on course.

COST: \$90 USPS Members*, \$110 Non-Members . **PRE-REGISTRATION REQUIRED BY FEB 12.** MAKE CHECK PAYABLE TO: NOBSCOT SAIL & POWER SQUADRON. MAIL TO: FRED COSTANZA, 12 FAIRVIEW AVE, NATICK, MA 01760-4211

***NOTE: UPON PASSING THE FINAL EXAM, NOBSCOT MEMBERS WILL GIVEN TUTION REIMBURSEMENT**

AMERICA'S BOATING COURSE (ABC)

When: Mon, **March 4**, 7:30pm – 9:30pm

Where: Natick VFW Hall, 113 West Central Street, Natick, MA 01760

Description: The cost of the course covers all the materials that you will need for the course and our hall rent. You will be given a workbook, a full size nautical chart, dividers and a course plotter. Our Basic Safe Boating Course topics include: Boat terminology, Boat Handling, Basic Knots, VHF Marine Radio, Piloting, Charts and Electronic Navigation, Course Plotting, Navigation Aids (buoys and day markers), Navigation Rules, Light and Sound signals, Adverse Conditions and Emergencies, Personal Watercraft Operation, Massachusetts and Federal boating laws and regulations This course meets state specific and National Association of State Boating Law Administrators (NASBLA*) requirements for certification. After completion of this public boating course, you will be able to join USPS and take members only courses **To register for class please contact: Frank Marobella 508-358-7415 or Jane Durna 508-241-2654.** NASBLA is the National Association of State Boating Law Administrators and it is a national nonprofit organization that works to develop public policy for recreational boating safety. NASBLA represents the recreational boating authorities of all 50 states and the U.S. territories.







The *Rhumb Line*

A publication of the **Nobscot Sail and Power Squadron, Inc.**, a non-profit organization dedicated to:

Safe Boating

Ads, articles, or comments should be directed to:

P/C Robert R. Capobianco, JN

15 West Central Street

Natick, MA, 01760

Telephone: 508-653-1770

Fax: 508-650-1869

E-Mail: captcapo@aol.com (please insert the words "Rhumb Line" in your Subject Matter)

Hard copy production chief: **Charlene Henry** at chenry@CurryPrinting.com

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Photographer: **Stephen Eakman, SN**

Deadline for Articles & Pictures: 15th day of the month

Picture of US Coast Guard Ship courtesy of Google Images.