



Sound of the Pamlico

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PAMLICO SAIL AND POWER SQUADRON
A unit of United States Power Squadrons®
Sail and Power Boating

On the web at <http://www.pamlicosailandpowersquadron.org>

Commander's Corner

Cdr. Jim Cope, S

As members of the Pamlico Sail & Power Squadron, we are all dedicated to promoting safe boating. And, along with your membership also come some very personal financial benefits.

Our annual software sales results are a perfect example. Jim Hackney, in his tenth year heading up the software project, has completed another successful year. Our members purchased \$ 1,233 of software. The retail value of the software would be about \$ 17,000, a savings to our members of \$15,000. What an incredible benefit for our membership! If you have not participated in the software sales, please consider doing so in April of next year. To those of you who purchased software items, thank you for helping through your purchase to fund our educational programs. Thank you Jim Hackney for all the time and effort you put into this project.

Another benefit of membership is our Vessel Safety Check Program. Fred Schroeder has been heading up our program for ten years. Under his direction we have provided VSCs to more than a 1,000 vessels in the last ten years. This is a vital service to our community. It would be impossible



Commander Jim Cope

to determine the number of injuries prevented and lives saved by performing the vessel safety inspections. Fred, thank for your dedicated service in organizing and performing these vessel inspections. If you have not yet had your boat inspected, it's not too late. Just give Fred a call, and he will make arrangements to get your boat inspected.

As 2011 moves forward, our Nominating Committee is working on presenting Bridge Officers for election in 2012. The Committee is headed by Bob Hatala, along with Tom Miller and Bill Waite. These three gentlemen have a wealth of squadron experience and knowledge. They bring both personal and professional leadership to our squadron. I thank you for doing the task at hand, and would urge everyone to consider becoming involved in some capacity in our squadron. It is a very rewarding experience and gives you an even greater insight in the workings of our organization. Please contact any member of the Nominating Committee if you are interested in serving. Do not be shy!

Thank you for your membership in the squadron. Hope to see you soon. It is a pleasure to serve as your Commander. Safe boating.

Boating is fun - we'll show you how!

SeaTow Offers New Service To NC Boaters

SeaTow Pamlico is offering a new service which will allow boaters to check the effectiveness of their VHF radios. This service, which started on May 21, 2011, will send a message from an antenna near the Washington, NC docks informing boaters how well their radios are working. The service is made possible by Sea Tow International in a partnership with MariTEL. The checks can be made on either VHF channel 26 or 27, depending on your location in North Carolina. Locally, use channel 27.

For more information about the radio-check service, click on the link below :
http://www.seatow.com/boating_safety/ARC.asp



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Captain Ed Says...

Ed Galston, SN

**Fishing vessel and bulk carrier collide off New York,
even though both saw each other on radar.!**

Read the full article by clicking on this link:

<http://www.professionalmariner.com/ME2/dirmod.asp?sid=420C4D38DC9C4E3A903315CDDC65AD72&nm=Archives&type=Publishing&mod=Publications%3A%3AArticle&mid=8F3A7027421841978F18BE895F87F791&tier=4&id=1C31590A6BA9489289468D5664CA46D7>

You must be asking yourself.....how can this happen?

A clear night, visibility over 10 NM, wave height two feet, wind less than 9 knots and both vessels with their working radar on, yet they collide!

Since the official Coast Guard investigation is still pending we can only guess at what could have been the contributing events:

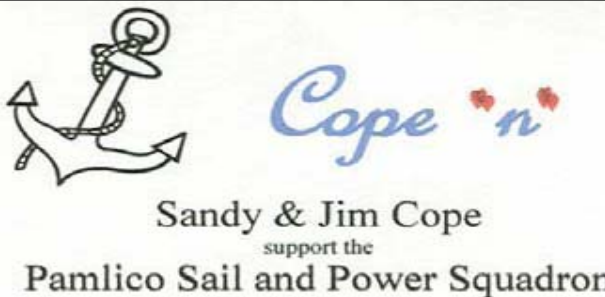
1. Loss of “situational awareness”, a fancy word for not paying attention to what is happening around you.
 - Talking on a cell phone or VHF radio;
 - Reading something other than the nautical chart in use at the time;
 - Watching TV (they were only 10 miles off Long Island);
 - Listening to entertainment radio;
 - Writing a letter or their next great novel.

2. Not looking at, or not understanding, what they see on their radars. This is known as the “radar assisted collision” and it happens more times than anyone in the industry cares to face up to.

Although this collision happened between two commercial vessels, the causes apply to pleasure craft as well. Know how to use and understand your Radar. Put it on and use it. Situational awareness is life saving!

USPS has a course on use of your marine radar.....Take It!

Until next time, safe boating.



Sandy & Jim Cope
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Treasurer's Report

Lt/C Bruce Billings, AP



As of June 30 we had \$8,873.60 in our checking account, of which \$1,057 was the Colwell Education Fund, leaving an unrestricted operating balance of \$7,816.60. We had a net operating loss for the month of \$94.61. On a YTD basis as of June 30, we show a net profit of \$1,082.55.

Our plant ledger balance remains at \$7,082.31 which represents, at cost, those items owned by PSPS.

We have filed for a sales tax refund in the amount of \$372.58, and have been invoiced by USPS for educational materials in the amount of \$101.86.

Administrative Officer's Report

Lt/C Chris Young, S

Hi folks....Wow, another hot summer! However, that doesn't keep us from enjoying our planned cruises and events. For those who missed the Belhaven Cruise, we must tell you it was a great time! There were over 50 people attending from PSPS, Belhaven Yacht Club and three visiting boats from the Albemarle Squadron. Between the auctions, the truly good Pig Pick'n and the live music, we all had a great time. Thanks to Nancy and Bob Jackson for their detailed planning, and Don and Donna Dunlap for coordinating the auction, it was a memorable visit to the Belhaven Waterway Marina.



**BE SURE YOU HAVE THESE AUGUST ACTIVITIES ON YOUR CALENDAR
AND GET YOUR RSVPS IN SOON!**

PSPS and the Washington Yacht Club Flare Seminar Training and Pot Luck Social

On Saturday, 8/13, 10:00 - noon, Ben Reed, Coast Guard Auxiliary, will demonstrate the use of flares. Local EMS and Fire Dept. Representatives will be on hand to answer further questions relating boats and fire risks. At noon, we'll fire up the grill for hamburgers and hot dogs. Please bring a dish to share, as well as your choice of beverages. If you have expired flares, bring them, and we will show you how to dispose of them safely. For more details, click on:

http://www.pamlicosailandpowersquadron.org/documents/WYCC-PSPS_Flare_201108.pdf

**PSPS Cruise to River Dunes & Morehead City -
Thursday, 8/18 to Sunday, 22 – Boat or Car**

Larry and Fran Hyde are the cruise coordinators for this event, and they've put in a lot of up-front work to ensure a great time. We will depart early on Thursday, 8/18, and stay in River Dunes two nights. Early Saturday, 8/20, we will cruise to Morehead City Yacht Basin Marina and stay through Monday 8/22. A cruise planning meeting will be scheduled near the end of July to work out other details. A list of hotels and bed & breakfast locations will be distributed for those who want to travel by car to join the cruisers in River Dunes, Morehead City and Beaufort. Click here for more details and get your reservations made with both marinas. <http://www.pamlicosailandpowersquadron.org/documents/CruisetoRiverDunesMoreheadCity.pdf>

Also, let me know at cyoung@pamlicosailandpowersquadron.org if you are going either by boat or interested in joining by car and want to be part of the cruise meeting.

Finally, Raft Ups have not been forgotten....we are just trying to get a break in the weather. Watch your email for a last minute call to the water.

I hope to see you at these events, and if you have an idea for an event, just let me know.

Executive Officer's Report

Lt/C Gene Alligood, S

Pamlico Sail & Power Squadron participated in the first annual Washington Harbor District Alliance "Marine Market" on Saturday, April 30th. We staffed a "flea market" booth, monitored admissions to the park area, and shouldered the responsibility of parking boats in the used boat sales area. The number of contributions to our booth was overwhelming; our members gave generously from their marine item inventories to the extent that we raised \$785.00 for our Squadron Treasury. Many thanks to all who volunteered time in staffing the event, and to all of you who donated items for the market sales booth. Our Squadron will provide "Letters of Appreciation" for all contributions to those who would like to take a tax deduction for the 2011 tax year. Simply advise Bruce Billings or me if you would like a letter for tax purposes. I have a list of contributors; it is reasonably accurate, I think.



PSPS again manned a booth on the Washington Waterfront to kick off National Safe Boating Week on May 21st. Six boats cruised to the Washington docks for the weekend. We had a cocktail party on the docks Friday evening, May 21st. We had a group dinner at Pia's Restaurant on Saturday evening – both events were well attended.

We turned over another \$122.00 to PSPS Treasurer Bruce Billings as a result of the Belhaven auction. We have now sold all nautical items contributed to our squadron this year.

Those of you who are missing our activities should come on in – the water is fine! Gene

July Membership Meeting

Lt/C Chris Young, S

42 PSPS members met at the Washington Yacht and Country Club for a Caribbean Night meal and a talk about modern piracy. (Get it - "Pirates of the Caribbean"? Clever, huh?) It was a very festive affair. There was island music, flowers for the ladies, and we even adjusted the temperature to capture a warm island night. The tropical buffet was a big hit right down to the special Key Lime dessert.

Our speaker was Paul Fontenoy, Curator of Maritime Research of the North Carolina Maritime Museums. He earned a B.A. in History from King's College, University of London, an M.A. in Maritime History & Nautical Archaeology from East Carolina University, and his Ph.D. in History from Queen Mary College, University of London. He is the author or co-author of six books, including "The Sloops of the Hudson River", "Aircraft Carriers: An Illustrated History of Their Impact," and "Submarines: An Illustrated History of Their Impact," and over 100 journal articles and book chapters on naval and maritime history and nautical archaeology.



After 15 years in the air transportation industry, he reverted to his first love – naval and maritime history – and taught at New York University for 4 years and Sophia University, Tokyo for 2 years before moving to Beaufort and the North Carolina Maritime Museums, where he has headed the maritime branch of the museum system since 1996. His current research concentrations are the more obscure aspects of submarine history, and modern piracy (there may be a connection there!).

He spoke to us about the changes and sophistication of the pirate enterprises. They've moved from the old "hit-or-miss ship capture for loot to modern, well planned assaults on ships for ransom of both ship and/or crew. Many middle-eastern and African countries are investors in today's pirates, with the largest concentration of piracy in the Gulf of Aden and the Straits of Malacca. With the exception of China and Russia, who actively prosecute pirate operation, most countries and naval operations do not patrol or protect against piracy.

We hope that your only encounter with pirates be in the movie theater!

IS MARINE GPS IN DANGER?

Jim Hackney, P



There has been considerable publicity lately about the possibility of a national wireless mobile broadband system interfering with GPS receivers, including chart plotters, and rendering them useless in some circumstances. Is this something we boaters need to be concerned about and, if so, when? The short answer is that boaters will probably be affected far less than other GPS users, such as aircraft and car navigation systems, but it is important to understand the background and nature of the problem in order to gauge its impact.

In 2004, the Federal Communications Commission (FCC) granted a preliminary license to a company called LightSquared (also known as Skyterra) to deploy a nationwide satellite-terrestrial wireless mobile broadband (Internet) communications system. The final provisional license was granted in January of 2011. This system will use a geostationary satellite (launched last fall) and 40,000 terrestrial cellular base stations. The service is wholesale-only (provided through retail ISPs). Retail users can use the satellite, the base stations, or both, depending on their needs. The concern is that the base stations would operate in the frequency range 1.525-1.559 GHz, very close to the 1.575 GHz frequency used by the GPS system.

The LightSquared system is, of course, two-way communications, just like cell phones. It must both receive and transmit data. The area covered by a single cell is directly proportional to the power of the transmitter and to the square-root of the transmitter height. By comparison, GPS receivers are just that: receivers only. They receive signals transmitted by the various satellites in the GPS constellation and use them for navigation. There is no signal transmitted by our GPS receivers.

When a radio receiver (such as GPS) operates near a radio transmitter (such as LightSquared), there are two potential problems. One is called spurious emission – transmission of radio energy beyond the primary frequency of the transmitter. This generally isn't a problem for receivers designed with good filtration, such as LightSquared's own modems, which must enable its two-way communications to work. However, GPS receivers anticipate receipt of relatively weak satellite signals, especially near the horizon, and they trade off filtration for maximum sensitivity. They will be vulnerable to any nearby spurious emissions. Fortunately, this effect at the frequencies we are talking about diminishes with distance.

The other concern is a phenomenon called "desensitization", or "desens" for short. When a radio receiver of any type is operated in close proximity to a transmitter radiating energy close to the same frequency, the receiver's ability to receive signals is diminished. This can be severe enough that weak signals, such as those from a distant GPS satellite, are eliminated altogether.

The key words are "close proximity". The LightSquared system we are concerned about is the land-based portion and, for economic reasons, it will naturally be concentrated where it can serve the maximum population. Cars driving through major population areas, or aircraft flying over them, will be most vulnerable to both spurious emissions and "desens" of GPS receivers. How vulnerable? At congressional hearings in June 2011, the FAA stated that a study had determined that LightSquared's plans would be "incompatible with the current aviation use of GPS". Other organizations have expressed similar concerns. And, although LightSquared contends that its own studies found no problems with land-based GPS, a study by Garmin concluded that it would be catastrophic.

As so often happens in government, one branch does something that causes problems to others branches, and by the time the impact is understood we are well down the road. Congress has stepped into the fray and is trying to ensure that these potential problems are resolved. Regardless, the reality is that most marine use of GPS, including chart plotters, is over bodies of water somewhat distant from major population areas. The impact of the LightSquared system will probably be nonexistent offshore and on large bodies of water.

(GPS, continued on page 7)

(GPS, continued from page 6)

However, it may be a problem near cities. Since marine GPS receivers have a more unrestricted view of the sky and the GPS satellite constellation, sensitivity is not as great a design issue as, for example, automotive GPS. We can anticipate that future marine GPS receivers will have better filtration that will resolve even the problems we have discussed here.

Nominating Committee in Full Swing...

P/C Bill Waite, S



The Squadron's Nominating Committee is meeting regularly working toward preparation of the 2012 slate of Officers and other member positions listed on the Organization Chart. You can find the current Organization Chart here at: www.pamlicosailandpowersquadron.org. Click on "About PSPS" and then "Organizational Chart."

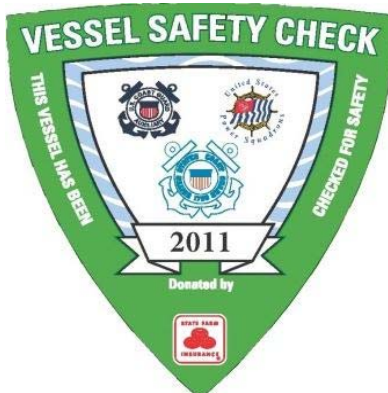
Members are welcome and encouraged to contact the Nominations Committee members about interest in any position or to convey ideas or suggestions. Contact information is as follows:

Past Commander Bob Hatala at 975-6807 or rjhatala@suddenlink.net

Past Commander Tom Miller at 975-6479 or tmiller@pamlicosailandpowersquadron.org

Past Commander Bill Waite at 946-0322 or bwaite@pamlicosailandpowersquadron.org

A Note from Past Commander Bill Waite



As the premier provider of boat safety and education programs and activities in our community, our Vessel Safety Check inspections are one of the many valuable services we provide. VSC's go hand and hand with safe boating education and, truth be told, a safe boater would never leave the dock without an annual Vessel Safety Check.

To be certain, you can be proud of our Squadron's VSC activities. Fred Schroeder is our Vessel Safety Check chairperson—has been for 10-years. He and his cadre of VSC Examiners have performed over a thousand inspections during this time. His team is made-up of dedicated members of our Squadron.

You can be a Vessel Safety Check examiner too! There is nothing more important that you can do than help to keep boaters safe and knowledgeable while on the water. And, Vessel Safety Check inspections do just that.

More information about our Squadron Vessel Safety Check activities can be found here on our website by clicking "Vessel Safety Check" on the tool bar.

Please consider joining Fred and his team - additional examiners are needed. If you have an interest, please contact Fred at 948-0682 or me at 946-0322 or bwaite@pamlicosailandpowersquadron.org.

As always, thank you for being a member and thank you again for all your support and participation in the Squadron.

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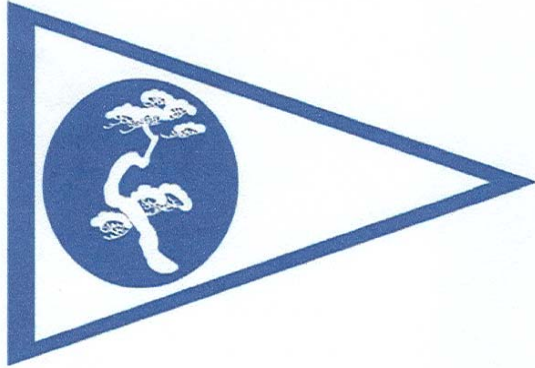
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Please join us by becoming Shipmates for just \$25.00/ line. All money supports squadron safe-boating and education efforts. Mail your check to: P/C Bill Waite, 209 Pungo Lane., Chocowinity, NC 27817



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Opinions expressed by individual authors do not necessarily reflect those of USPS or PSPS. We encourage submission of stories and articles by all members of PSPS. Deadline dates are posted on the calendar on the last page. The editor reserves the right to modify materials submitted for publication. Any questions or comments should be directed to: miller@pamlicosailandpowersquadron.org .

Lt. Edie Miller, Editor

2011 CALENDAR

For more information, go to:

<http://www.pamlicosailandpowersquadron.org>

AUGUST

- 13 - PSPS Social Event with WYCC
Flare Seminar - & Pot Luck
WYCC Marina
- 15 - 1600 Exec Committee
Cope's House
- 18-22 - Cruise to River Dunes &
Morehead City

SEPTEMBER

- 12 - 1600 Exec Committee
Chamber Office
SOTP deadline
- 15 - 1800 Member Meeting
WYCC "Salvage & Towing"
- TBDS - Sunday 1300-1600
Annual Dock Party
Moss Landing
- 17 - Nautical Cruise Challenge
Pamlico River
- 18 - 1200-1700
Beach Music Festival
Washington Waterfront

OCTOBER

- 7-10 - Cruise to New Bern,
"2011 Mumfest"
- 17 - 1600 Exec Committee
Chamber Office
- TBA - NC Oyster Get Together
Blackbeard's Washington
- TBA - America's Boating Course

NOVEMBER

- 14 - 1600 Exec Committee
Chamber Office
SOTP deadline
- 17 - 1800 Member Meeting
Toys for Tots WYCC