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Commander Richard E. Hughes, JN

## Commander's Message

Toni and I just returned from the D/5 Fall Educational Conference in Gettysburg, PA. This was a great time to "go inland" to see the beautiful fall colors. As I mentioned in my September's Message, the district events are really social events as much as they are business and provide opportunity to spend time with squadron friends and meet new members from other squadrons. Annapolis had a good contingent for the weekend.

I attended two seminars during the training sessions that are worthy of mention. The first seminar was a discussion of the new Boat Operator Certification (BOC) program. After returning from the conference I went to the BOC website to get more information. Much of my comments below are extracts from the website.

The intent of the BOC program is to extend the training of USPS to include on-the-water demonstration of boating skills. USPS will certify USPS members at various levels of recreational boating proficiency. I believe that USPS has implemented this program with the realization that some form of licensure or certification will be implemented in the future. This realization is supported in the fact that the United States Coast Guard (USCG) has asked congress to authorize the Transportation Secretary to establish requirements for standards of proficiency for recreational boaters. It is the intent of USPS to have USPS certification accepted as the above proof and be accepted as the national certificate for the US. Additionally, USPS is looking at the program from a global view and intends to have the program comply with the requirements of UN Resolution 40, *International Certificate for the Operation of Pleasure Craft*.

The plans are for a four level certification program: Inland Navigator, Coastal Navigator, Advanced Coastal Navigator, and Offshore Navigator. Each level requires certification at the previous level as a prerequisite. Currently, the first two levels, Inland Navigator and Coastal Navigator are operational. The requirements for these levels have been defined and the material is available from squadron educational officers.

Documentation of the certification process is maintained on an individual's passport. The passport is both a card carried by the individual and an electronic record in the USPS database. The electronic version has the capability to interrogate the DB2000 database to extract information on required courses that have been completed. This information is posted to the individual's electronic passport when the interrogation is conducted by an authorized individual.

Each certification level is a combination of USPS courses, seminars and demonstrated on-the water skills. The demonstration of skills is performed in front of a USPS member that has the title of certifier. It is the hope that every squadron will have at least one certifier for each level. Presently, USPS has one certifier for the Inland Navigator level in Carole Tulip.

I purchased my passport and instruction manual for the Inland Navigator at the conference and had my passport updated from the database so I am well on my way to the first level of certification. I spoke with Carole Tulip and asked if she would be available in the spring to witness a certification demonstration for anyone who is interested in the certification. I will make my 17' power boat available for anyone who would like to participate on that day. If you are interested in working toward the Inland Certification, you can learn more on the USPS BOC website, <http://www.usps.org/eddept/boc/main.htm>, or order your passport from the SEO and begin the process. (Continued on Page 2)

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The second seminar, led by D/5 Administrative Officer Marty Lafferty, was a discussion of social media, specifically Facebook. District 5 is promoting the use of Facebook as a powerful marketing tool for squadrons. Annapolis, the most recent squadron in the District to have a Facebook presence, is the 17<sup>th</sup> squadron to join Facebook. Jeff Short is our Facebook page developer. The seminar presented the potential benefits of social media especially in trying to reach the young population. Marty claimed that two strengths of Facebook make it an excellent tool for squadrons. The first strength is the ease in which a Facebook site can be created and managed. He walked us through creation of a site.

The second benefit is how quickly and broadly information can be distributed. This is accomplished when a site “likes” another site. This permits the information to pass through sites to a broader audience. The D/5 plan is to get all or most squadrons to join Facebook and then emphasize the need to “like” other squadrons. The recommendation of D/5 is to use Facebook to display pictures from squadron events to demonstrate how the squadron socializes and will encourage viewers to join our activities as a member. It is not intended to replace a website or other communications tools such as newsletters but to supplement them to promote the squadron.

Although I am not a fan of social media, Marty Lafferty made enough of a case for the use of Facebook that I will keep an open mind as I watch our Facebook evolve. I might even consider joining Facebook myself.



**Executive Officer**  
Lt/C Marianne L. Ponzio, P

Looking back on October I can't help but think of all the volunteer hours members of our squadron have given. The Sail and Power Boat shows had volunteers for most shifts. We had the help of some of our fellow squadron members from Rockville and Dundalk. Our District Commander Bernie Karpers and Kathy Karpers stopped by as did our District Administrative Officer, Marty Lafferty and District Executive Officer Jeff McKinney. Our District Education Officer spent a day promoting the On Water Training (some of the best sandwich board advertising I ever saw!) taking place in Baltimore and SeaVester had a great time greeting children as well as adults. Once again our Boat Show Chairpersons, Lars and Denise Lindenhall did a great job keeping the staffing in order. They devoted countless hours to the boat show to ensure its success.

I attended the District 5 Fall Conference in Gettysburg. While I attended the Marketing Forum there were many education and workshops offered on Friday and Saturday. On Saturday morning our Squadron received an award “The Commander’s Collaborative Boating Award”. This was presented to us for the success we had this year working with the Coast Guard setting up at the National Safe Boating Kickoff at Annapolis City Dock as well as our hosting the District 5 Sail Regatta and Fishing Tournament, and organizing two boat shows. All of these events take many volunteers at the scene and also in planning. I thank all of you for your service. If you did not have a chance to volunteer this year we will be beginning a new year with many opportunities and all our members are encouraged to do as little or as much as they like, but please do something.

At our Dinner Meeting last night our Nominating Committee Chair, Ron Albrect expressed our need for volunteers to fill our Executive Branch. We are in need of people to step up to serve our Squadron as all of these activities that we enjoy cannot happen without leaders. We will offer training and support for any positions. If you would like to serve but not sure of taking a position we have need for Assistants also. Serving as an assistant will give you insight on the position and perhaps enable you to make a commitment to serve at a future date. If you can give of your time kindly contact Ron Albrect, Howard Cupples, Sam Lyness, Peggy Slattery, or Sherry Sandbridge as soon as possible.

**Volunteers aren't paid, not because they are worthless, but because they are priceless.**

***America's Boating Club!***



### **Administrative Officer Report**

Lt/C Judy Michaelson, AP

410-267-7553

[josie3201@msn.com](mailto:josie3201@msn.com)

Our next member meeting will be our Christmas dinner Meeting, Thursday, December 1, 2011 at the Sheraton Hotel on Jennifer Road. This has always been an enjoyable event and I hope you will all come and join in the fun. Cocktails at 6pm and dinner at 7pm. (\$29 payable at the door). The cost will be an additional \$ 5 due to a more upscale menu. The executive board wishes to pay for the difference as a Christmas present and thanks for all the support you have all given us this year. So, your cost will remain at \$29.

### **Choice of the main course must be made at the time of reservations.**



**Salad**

**Prime Ribs or Herb Crusted Salmon**

**Butternut medley**

**Garlic Mashed Potatoes**

**Apple Pie**

**Coffee or tea**

**Last date for reservations is Monday, November 28 by 10 am**

Our program will be our annual fun gift exchange. If you wish to be part of the gift exchange, please bring a gift between \$10 - \$15. And yes our jolly Santa will be there. I am working on having the Toys for Tots Marine here for Xmas dinner. Please remember to bring at least one unwrapped toy for up to the age of 14. I will be in California and will try to handle the reservations from there. Ann Albrecht has volunteered to act as hostess on my behalf at the dinner.

We will have our next Fundraiser Wine Tasting Saturday, November 19 at the Michaelson home. See Flyer. Hope to see as many of you there as possible.

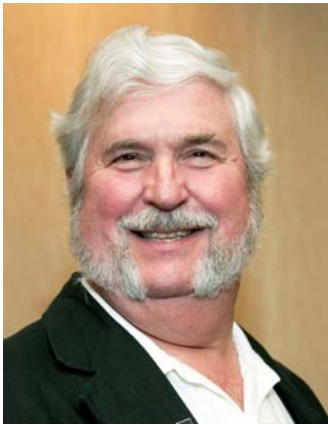
## **We are on Facebook!**



You can find us on Facebook under "Annapolis Sail & Power Squadron". We will be posting all pictures and news updates on our Facebook page. To view any Facebook page you need to create your own facebook account. This is easy to do and can be done without sharing any personal information. Go to [www.facebook.com](http://www.facebook.com) and set up your account now!

## **Call for Volunteers**

You have an opportunity to directly contribute to the success of our squadron. We are very dependent on the willing and active participation of our members. If you have a few hours month that you can contribute to help the officers and/or serve on the Executive Committee, we have opportunities for you. This is also a great way to get to know your fellow squadron members better. Contact Commander Rich Hughes at [fantastc@comcast.net](mailto:fantastc@comcast.net) or 410-224-4155 for more information about the positions open and time requirements.



**Education Officer's Report**  
**Lt/C Michael Maszczenski, Jr., AP**  
 ASPS SEO  
 410-643-5666

The year is coming to an end and I would like to thank all those who have worked hard to make ASPS education work. Here is the list of members who have taught in 2011.

Bill Klepcynski, Al Ponzio, Carl Wicks, Stu Myers, Terry Slattery, Homer Sandridge, Carol Rechner, Samuel Lyness, Mike Maszczenski and John Wesley Nash.

Richard Hughes and Marianne Ponzio also put a large effort in getting us a new location to teach (the Pip Moyer Rec. Ctr.).

Linda Wilson, Georgiana Maszczenski, Peggy & Terry Slattery for contacting the press and all the people who hung posters and distributed flyers. Kathy Nash and before her Louis Maassel get thanks for putting up with my late articles and getting them into the newsletter. Alan Segar for keeping the Website working and updating it as needed.

And the last thank you goes to all who have taken a class or seminar or continued working on their boating education with ASPS.

**Next Semester**

I am working on the lineup for next semester starting in February. We will be offering:

The USPS ABC class for the Maryland Boating Safety Certificate.

A three class mini course on Advanced Power Boat Handling

Seamanship

Advanced Piloting

If there is a particular course you would like to see please let me know.



**The ASPS Beaujolais Nouveau  
Wine Tasting**

**Featuring Beaujolais Nouveau and  
other Regional Wines**

**Date:** Saturday, 19 November 2011

**Time:** 1800

**Place:** The Michaelsen's  
 3201 Chrisland Drive  
 Annapolis, MD 21403  
 Tel.410.267.7553  
[josie3201@msn.com](mailto:josie3201@msn.com)

**Donation:** \$20 per person

**Please bring** a heavy hors d'oeuvres to share

**RSVP** by 17 November

Send check, **made out to ASPS**, to Ralph Michaelsen. Your check is your reservation.



# Captain Chess A. Peake

This section of our newsletter will be the "Captain Chess A. Peake" column. Mostly serving as an educational and review column in keeping with the goals of the United States Power Squadron, Safe Boating through Education. Captain Chess A. Peake wants you to sharpen your nautical knowledge. Below are some educational and fun facts for you!

## Nautical Knowledge

- "Slack water" means:
  - A calm day
  - Between high and low tides
  - No waves
  - Water deep enough for your boat
- "Following Sea" means:
  - Waves going away from the boat
  - Rough water
  - Waves flowing in the same direction as boat
  - All of the above.
- Inland Only: A vessel displaying an alternating red and yellow light is:
  - In distress
  - Enforcing the law
  - Engaged in public safety activities
  - Restricted in it's ability to maneuver

## Trivia

- True or False: The Delaware Breakwater at Cape Henlopen State Park was the first structure of its kind in the western hemisphere.
- What language did the word "Mayday" come from?
- True or False: The 1,200 foot Francis Scott Key Bridge in Baltimore is the second longest continuous truss bridge in the nation.
- True or False: The Concord Point Lighthouse in Havre de Grace is the oldest continuously operated lighthouse in the State of Maryland.

Trivia: 1. True, 2. French, 3. True, 4. True

Answers: 1.A, 2.C, 3.C

## [Annapolis Sail & Power Squadron Logo Clothing](#)

Each Annapolis Sail & Power Squadron member may purchase Squadron logo clothing directly from the website of the Queensboro Shirt Company, the company we are currently using.

Each member will make their own choices on the website, submit to Queensboro their individual order, and then pay in whatever manner you choose from the options given on the website. Purchased items will be sent directly to the address you give. This way there is no "middleman" so you will receive your order more quickly.

To see the list of items in our Squadron account in order to make choices and to submit an order, type the following URL into the Internet address box at the top of you Internet screen ( do NOT use Google) & follow the directions given on the website:

<http://www.asps.qbstores.com>

Hats with our Squadron's logo are now available on the website. There are several different styles of baseball caps as well as other types of hats available. For several of the hats there are 2 choices which appear to be identical. The difference is that the word "Annapolis" appears on the front with the burgee logo but the words "Sail & Power Squadron" are optional and appear on the back of the hat if that is what you choose. The hats without the writing on the back are \$5.00 cheaper than the hats which have the writing on the back. Please pay attention to what you order so you will be sure to receive what you want.

If you have any questions, please call Sherry Sandridge at 410-384-9101 OR email me at [sherrysand@hotmail.com](mailto:sherrysand@hotmail.com).



## Safety Article

Capt. Al Ponzio, AP, SSO

# See the Light – Squared that is

There is a fascinating debate playing out in Washington that will impact nearly every American. It is over whether the federal government should allow an upstart company called LightSquared to enter the telecom market as a new national wireless broadband provider.

LightSquared is seeking Federal Communications Commission approval to build a 4G broadband communications network.

GPS manufacturers and users are horrified and warn that LightSquared's plan would disrupt navigation on land and sea and in the air.

Garmin International, which has more GPS products in use in the United States than all other manufacturers combined, is leading the charge against LightSquared. In a 72-page filing with the FCC, Garmin's Washington lawyers conclude that "operation of LightSquared's proposed broadband terrestrial network will cause catastrophic harm to GPS service, and this potential harm cannot be mitigated in any practical manner." Like Garmin, Boat US is part of the Save Our GPS Coalition, formed in reaction to LightSquared. In late July, Boat US hand-delivered 15,000 member comments critical of the LightSquared plan to the FCC.

In 2004, LightSquared received the authority to operate a satellite voice and data service that would be augmented by "ancillary" ground stations. The idea was that handsets for the LightSquared network would be dual-mode (containing satellite and cellular transceivers) and that the ground stations would serve customers in places where satellite signals were blocked — tunnels or big buildings.

The controversy began last fall when LightSquared petitioned the FCC to modify its authority for a satellite network to accommodate a new business plan to become a broadband wholesaler. It asked for permission to offer wholesale service using ground-based- only devices, rather than integrating satellite and terrestrial services. In January, the FCC granted LightSquared the waiver it needed, on the condition that the plan did not interfere with GPS systems.

GPS signals for boating and other civilian uses are transmitted in the GPS L1 Band at 1559-1610 MHz. This band is directly adjacent to the L-Band frequencies LightSquared is proposing to use at 1525-1559 MHz. Until the FCC waiver, the latter had been reserved for space-to-earth signal transmissions.

At their most basic level, GPS receivers are pretty close to FM radios. So to explain some of these principal issues behind the GPS problem in understandable terms, I'll use the basics of FM radio broadcasting.

If you had two stations broadcasting in the same area on the same frequency, they would interfere with each other, making both of them unlistenable. If the frequency is only slightly different, they will also interfere with each other. To prevent this, the FCC licenses broadcasters to transmit on a specific frequency, and also makes sure that the frequencies are far enough apart so that one station's broadcasts won't interfere with another station.

With time, the FCC has loosened that frequency spacing requirement up a bit. For the most part, the system works, but you've probably experienced occasions when you've been listening to one FM station, only to have a second signal cut in and interfere with the first station's signal. This is especially noticeable if you drive right by an FM radio broadcast antenna; the signal from that station can be so strong, it wipes out reception from any stations that are even marginally close to it in frequency.

While GPS doesn't technically use frequency modulation (FM), it uses a closely-related system called "phase modulation", which also relies on a carrier wave. The main signal broadcast by GPS satellites, and used by the overwhelming majority of GPS receivers to determine position, is the "L1" frequency. As with FM radio, you need to separate the frequency bands far enough apart so that the signals don't interfere with each other; you also need to make sure that a signal at one frequency isn't broadcast at such a high power that it will interfere with signals broadcast at neighboring frequencies. The latter isn't usually a problem – the signal strength from satellites 12,000 or 23,000 miles above the earth is usually so low that interference between adjacent frequency bands is infrequent.

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Satellites get their power from solar panels. GPS transmissions need a very quiet interference environment because they must transmit a signal more than 12,000 miles using just 50 watts or less of power—the power of a single light bulb. GPS receivers are designed to be extremely sensitive in order to lock on to these whispered signals and use a wide bandwidth.

Compared with GPS, LightSquared's ground transmissions will be like screams, according to Garmin lawyer Anne Swanson. "LightSquared's power is predicted to be 96 dB higher than GPS. That translates to a LightSquared signal that is 4 billion times stronger than a GPS," she wrote in a pleading to the FCC on behalf of Garmin.

When the FCC granted its conditional waiver, it ordered the formation of a "technical working group," co-chaired by LightSquared and the Global Positioning System Industry. The working group — GPS experts from around the United States — told the FCC that LightSquared's plan was "incompatible with aviation GPS, absent significant mitigation." The authors of the working group's FCC report wrote: "For the originally defined LightSquared spectrum deployment scenarios, GPS-based operations are expected to be unavailable over entire regions of the country at any normal operational aircraft altitude."

For example, LightSquared suggested that GPS devices incorporate a filter to prevent interference from LightSquared's signals and argued that the GPS industry had been sloppy in its product design. "A 35-cent filter," one LightSquared representative quipped.

Opponents say no such filters exist, not even as prototypes and that it would be impractical to retrofit an estimated 100 million GPS devices across the United States even if they did exist. Also, opponents say, such a filter also is not possible because it would necessarily filter out portions of the GPS signal as well as the LightSquared interference.

Sandy Daugherty is one of thousands who have criticized LightSquared in comments to the FCC, and he has gone online to urge others to do so. Daugherty is a catamaran sailor with solid credentials, having retired as a Navy pilot, an investigator for the National Transportation Safety Board and a sailing coach at the U.S. Naval Academy.

"The stark reality is that there are no filters that can pick out the sound of a cricket at a heavy-metal concert. Both noises span a range of frequencies, and the relative volumes are overwhelming," Daugherty says. "LightSquared seems to be perpetuating the myth that this cheap filter will just plug in somewhere in a precision instrument. Sorry, but there is no slot that says, 'Insert filter here.' At best, each instrument will need a modified motherboard, which is seven-tenths the cost of the unit when you consider the required electronic circuit design, promulgation and manufacturing stages of modifying an existing device."

Because the FCC waiver was very unusual for having redesignated bandwidth historically reserved for satellite signals for a terrestrial network, some critics suggest the agency was influenced by contributions to congressional campaigns and the White House.

The company is being funded by private equity titan Philip Falcone, the founder of Harbinger Capital Partners, a hedge fund that has counted George Soros as a "significant" investor since 2009 and that in 2005 President Obama invested in SkyTerra which would later become LightSquared although he sold those shares later on, according to The Wall Street Journal.

Whatever your thoughts about Government influence, whether perceived or real, GPS is the established system – twenty years of operation, hundreds of millions of receivers, uncountable numbers of applications. If LightSquared interferes with GPS, it should be required either to fix the problem itself, or be denied permission to function.

Its crunch time for LightSquared. If the company wants to begin testing its network next year, as planned, it will need to find a comprehensive solution to its interference problems.

The FCC has set no deadline for its decision.

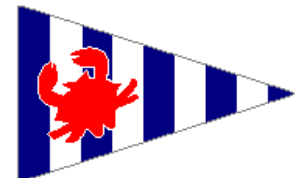
## Welcome New Members!

We are pleased to announce the following new members to the Annapolis Sail & Power Squadron:

Wayne Kirchhof from Woodbine, Maryland

Charlie & Sandy Murphy from Annapolis, Maryland

Jack & Ruth Hoffman who have transferred to us from Kent Narrows!



## Welcome Aboard!

## Calendar of Coming Events

### Member Meetings

1 December 2011, Sheraton Hotel, 1800 (Christmas Party)

### Executive Committee Meeting

17 November 2011, 1900

Ex Committee meeting at Pip Moyer Rec Center #3

### Squadron Events

19 November 2011, 1800 Wine Tasting



### AS&PS Web site

<http://www.aspsmd.org/>

### District 5

<http://www.uspsd5.org/>

### National USPS

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



**For updates to your telephone number, address, e-mail, etc., please call the AS&PS Hot Line 410-263-8777 and select option number 7**

### Anchor Watch Deadline

When: 10th of each month

Direct all material to:

Kathy Nash, [kmnash1@verizon.net](mailto:kmnash1@verizon.net)

Home: 410-956-2781

Cell: 410-703-9559



### Members Save Money

#### Great Benefits available to USPS members include:

- ◆ Up to a 23% discount on boat insurance
- ◆ Boat U.S. Membership and Towing discounts
- ◆ Map and Navigation software discounts
- ◆ Up to 12% discount on Dell Computers
- ◆ Tax Deductions on Dues and some Travel Expenses

And more, go to the USPS web site for a full list of benefits:

[http://www.usps.org/national/admin\\_dept/membenefits.htm](http://www.usps.org/national/admin_dept/membenefits.htm)

#### Bridge Officers

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##### Secretary:

Georgianna Maszczenski, S	<a href="mailto:gmaszczenski@hotmail.com">gmaszczenski@hotmail.com</a>	410-643-5666
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##### Assistant Educational Officer

1st Lt William J. Klepczynski, JN	<a href="mailto:wklepczy@comcast.net">wklepczy@comcast.net</a>	443-949-7005
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##### Immediate Past Commander

P/C Samuel s. Lyness, N	<a href="mailto:sslyness@aol.com">sslyness@aol.com</a>	410-263-2423
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#### Members-at-Large of the Executive

##### Committee:

P/Lt/C Ann Albrecht, AP  
 Capt. John Wesley Nash  
 Gretchen Cupples, S  
 Art Howard  
 Robert Lubbert, AP  
 P/C Lee Myers, AP  
 Peggy Slattery, S  
 Linda Wilson

##### Audit Committee:

Maria Museler  
 Steve Hench, Chairman  
 Dennis Johnson

##### Rules Committee:

P/C Jean Maassel, AP, Chairman  
 P/C Stu Myers, AP  
 Jan Rapkin

##### Nominating Committee:

P/C Ron Albrecht, P, Chairman  
 Peggy Slattery  
 P/C Sam Lyness, N  
 Sharon Sandridge, AP  
 P/C Howard Cupples, AP

**Annapolis Sail and Power Squadron  
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Annapolis, MD 21403  
RETURN SERVICE REQUESTED**



**“SUNSHNE LADY”**

IF YOU KNOW OF ANYONE SICK OR IN THE  
HOSPITAL,  
PLEASE CONTACT OUR “SUNSHINE LADY”,

Charlotte Lubbert  
410-923-6425



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