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APRIL 2003

No 472

Commander Edward Metivier's Message:

Well the change of watch seemed to go just fine we had a fun time and I'm sure that Commander Klopping was more than pleased with the attendance. Now that spring is officially here and the weather is better, I hope to see more of you at our monthly meetings and dinners. Don't forget our suggestion bucket, I need your help. Let's have a happy hour each month with your ideas.

Cdr. Ed Metivier, S

The foghorn
Newsletter of the
MID-HUDSON POWER
SQUADRON
A UNIT OF THE
UNITED STATES
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Figure 1, THE NEW MHPS OFFICERS, from port

- Secretary Lt Cdr. Jerry Toepfer AP**
- Commander Edward Metivier, S**
- Executive Officer, Lt Cdr. James M. Silver, S**
- Administrative Officer, Lt Cdr. George Danko, P**
- Treasurer, Lt Cdr. Janice M. Silver**
- Education Officer, Lt Cdr. Dick Coulter, AP**

MARINE AUCTION ON APRIL 12,
At 18:00 and a potluck supper at 17:00.
At the St. James Church in Hyde Park.
Come and bring your friends and any items
that you wish to donate for the AUCTION.

THE APRIL MEMBER MEETING

Fellow MHPS Members the April Members Meeting: Will be at the Montauk House
395 Albany Avenue
Kingston, NY 12401

Date and Time:
Wednesday 16 April 2003 at 1830

Menu:
Choice of Entree:
Chicken Francaise
Sliced Garlic Steak
Broiled Filet of Sole

Vegetable
Salad or Soup
Dessert
Coffee or Tea
\$20.00 per member/guest

Guest Speaker:
Betsy Blair, Manager
Hudson River Habitat Protection Program and
Hudson River National Estuarine Research
Reserve

PLEASE RSVP with your reservation and
choice of entree....Email preferred.....
DANKOGEORG@AOL.COM
or call 845-724-3702 and leave a message.
See you at the meeting Lt Cdr George Danko

Mid-Hudson Power Squadron Schedule

April 9, Excom at Cosmo's, Highland
April 12, Marine Auction, at St James Church,
Hyde Park.

April 16, Members Meeting, Montauk House,
Kingston

Mid-Hudson Power Squadron Bridge

Commander

Cdr. Edward Metivier, S

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Executive Officer

Lt Cdr. James M. Silver, S

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Squadron Education Officer (SEO)

Lt Cdr. Dick Coulter, AP

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Administrative Officer

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845-724-3702, dankogeorge@aol.com

Secretary

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845-462-1786, toepfer@mindspring.com

Treasurer

Lt Cdr. Janice M. Silver, S

845-877-4777, JANSilver@worldnet.att.net

Your Editor can be reached at:

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WEB SITE

The Mid Hudson Power Squadron web site is at
www.midhudsonpowersquadron.com

Where you can get all the information about the
Squadron.

Web Master, Dave Rosenthal, N



Figure 2, Cdr. Metivier Receiving The Commanders flag
from P/C Klopping



Figure 3, P/C Klopping receiving the P/C Burgee from
Cdr. Metivier



Figure 4, Hans Hottenrott JN receiving his life
membership from D/Lt/Cdr. Mangelsdorf

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MHPS EDUCATION HAPPININGS

By SEO Lt.C Dick Coulter, P

Pat Smalley is planning a **Kid's Safe Boating Course**, sponsored by **MHPS**, the **Fallkill Grange**, the **West Clinton Fire Company**, and the **Pleasant Plains Presbyterian Church**, to be held at the **West Clinton Fire Company** (located on Hollow Road) on Saturday, April 12, beginning at 9:00 am and ending at 12:30 pm.

The **Kid's Safe Boating Course** is a United States Power Squadron course, developed to teach elementary age youth, seven to eleven year olds, the concepts needed to be safe in and around boats. The use of PFDs will be taught, as well as the concepts of the torso reflex and hypothermia. Techniques for self-preservation in the water will be demonstrated and practiced. The course includes a thirty-minute video by Bill Nye, the Science Guy. Each participant will receive a certificate and whistle for their PFD.

Pat has previously taught the Kid's Safe Boating Course to students in her grade school class. Pre-registration is required. For more information or to register contact Pat Smalley at 889-4242, or email: Lymey2@aol.com.

There are currently 41 students in the **Boating Class** being held at **Rogers Point Boating Association**, Hyde Park, NY. This is a great opportunity to increase the boating safety awareness for these students, and possibly attract some new members. Due to having to cancel two consecutive classes because it snowed, classes will be extended one week (April 10), with the remaining classes to start at 6:30 pm and end at 9:00 pm.

The MHPS will run a "fast track" **Boating Safety Course** starting Monday, April 14, to be held at **Certified Marine** on Rondout Creek. The classes will be held for three hours, beginning at 6:30 pm, for three weeks, on consecutive Mondays and Thursdays each week, until the last class on Thursday, May 1.

Albert Berwick has passed both **Piloting** Examinations; hence Albert qualifies for the Grade of "**P**". The Examination Graders had high praise

for Albert's work, and we heartily congratulate Albert!!

The **Piloting Class** taught by Dick Winchell that started on Tuesday, February 4, at the **Highland Middle School** is currently in session with five students in attendance.

Four students in the course took the Closed Book final exam Friday night, January 24; three turned in the open book part. The fourth student has since taken the open book part. Also two students have taken both the Open and Closed Book Exams. All of the students taking the Closed Book exam on January 24 passed it.

Dick Coulter has passed both Advanced Piloting Exams and is now qualified for the Grade of "**AP**". The other students in Advanced Piloting await the results of their exams.

Four students took the **Instructor Development Course** have met the presentation requirements and have passed the final examination and are now "**Certified Instructors**". They have been presented with a wallet card to verify it; they are Edgar Bright, Dick Coulter, George Danko, and Dave Rosenthal. We congratulate them all!

One student will complete his Instructor Development presentations shortly, then take the **ID** exam.

George Danko and Dave Rosenthal have taken and passed the **Sail 101** exam and are ready to take the **Sail 102** exam. We wish them "Good Luck".

Ed Weber started a **Cruise Planning Course** on Tuesday, March 25, at the **Marlboro Yacht Club**. About six students are expected to attend (one may be a "self study").

See the February Foghorn for descriptions of the six **USPS Elective Courses**, of which three (3) are required for the **Education Achievement Award**, and all (6) are required for the **Education Proficiency Award**. Any member of the Mid Hudson Squadron interested in attending a course on the six topics should contact the SEO, Dick Coulter at (845) 462-7219 or at dick_coulter@compuserve.com.

RENDEZVOUS WITH GLORIA

This is the title of an article by P/C Ron Anderson (who was the MHPS Commander back in 1985) Which was published in USPS Ensign in June 1986. It is the story of how a sailboat got from the mid-Hudson area to New Berne NC. The boat is the 1977 CSY 44, owned by P/C Lloyd Cudney, and recently sold to your editor, and which will be brought back to the mid-Hudson this summer. That will be a separate story.

RENDEZVOUS WITH GLORIA

In mid-September 1985 a tropical depression north of Hispaniola grew to hurricane strength and was named Gloria. It traveled in a westerly direction, threatening the Bahamas, but turned north before causing any damage. After a day of maintaining a slow 10knot pace, the storm accelerated to the north. It brushed the Cape Hatteras region on 26 September causing a modest amount of damage. At this point, the storm was packing 150knot winds and had a central pressure around 27.20 in. Hg. The media was calling it one of the most powerful storms ever. Residents along the east coast were either warned to evacuate or to maintain a close watch on the storm's position. During the morning hours of 27 September, the storm moved along the Delaware and New Jersey coasts, again causing a modest amount of damage as the strong winds were in the storm's eastern hemisphere, well out to sea. In late morning on the 27th, the storm's eye crossed the south coast of Long Island, traversed the island and Long Island Sound and then moved into Connecticut. Damage was heavy in those areas, but the storm was rapidly disintegrating. By late afternoon, the storm had diminished into a heavy rainstorm with no appreciable winds. The entire Northeast, prepared for the worst, breathed a sigh of relieve – as did the intrepid crew of the yacht Dutchess, - Mid-Hudson Power Squadron members all – who had a rendezvous with Gloria.

The chronicle:

2030, 24 September

The Executive Committee of Mid-Hudson Squadron was in an uproar. Commander Ron Anderson, AP, had just announced that he, SEO P/C Ed Weber, N, and D/Lt Tom Gallagher, N, were going to help P/C Lloyd Cudney, N, along with Lloyd's son Max, move his CSY 44 center cockpit cutter to Lloyd's new retirement home in New Berne, North Carolina, and that they were going to leave Poughkeepsie, NY that very evening to catch a south bound current on the Hudson.

"Haven't you clowns heard about Gloria!" "You are going to be killed!" "I'm too busy to go to four

separate funerals! Please leave instructions for a joint service!" were a sampling of the comments flying back and forth across the table. R/C Dick Winchell, N, skipper of the USPS Ship's Store, thoughtfully took out a selection of condolence cards so we could select which one the squadron would send our families. A unique opportunity. "Relax," we assured them, "We may be foolish, but we aren't going to let Gloria get us. We will get the latest weather advisory before leaving, and we may well not leave at all, or, having started off, we can always turn around and run back up the Hudson." From the looks we were getting, the Executive Committee wasn't buying any of it.

2330, 24 September

The crew assembled at New Hamburg Yacht Club. Anderson produced a *National Geographic* mercator projection map of the Western Hemisphere to plot Gloria's position. We decided to adopt the following strategy: despite the fact that Gloria was east of the Bahamas, moving west at 10 knots, we will assume that she suddenly turns and heads straight for us at 50 knots. Given that assumption, can we leave this safe haven and make it to the next safe place before Gloria arrives? From this analysis, we concluded that we could proceed down the Hudson and seek sanctuary behind Staten Island in lower New York Bay before Gloria could get to us.

0015, 25 September

We bade farewell to our families and left, under power, for the trip down the Hudson. The 0600 VHF weather report placed Gloria still in the area east of the Bahamas moving at 15 knots to the west. By 0700 the wind had freshened to 10 knots on the beam, so we raised sail and enjoyed a hull-speed beam reach past New York City. The wind died a few miles south of the Verrazano Bridge, and we began to motor-sail. The 1200 location of Gloria placed the storm in essentially the same location it was the previous midnight. We conferred again, spreading the charts of the New Jersey coast on the CSY-44 chart table. Making the same assumption that Gloria was coming at us at 50 knots, we concluded that we could easily make Cape May on the southern tip of New Jersey before Gloria could get within 300 miles of us. If we were wrong, we could find safe haven inside Absecon Inlet, by Atlantic City, four hours earlier. *To be continued next month.*