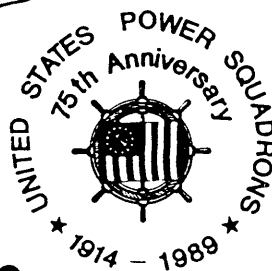
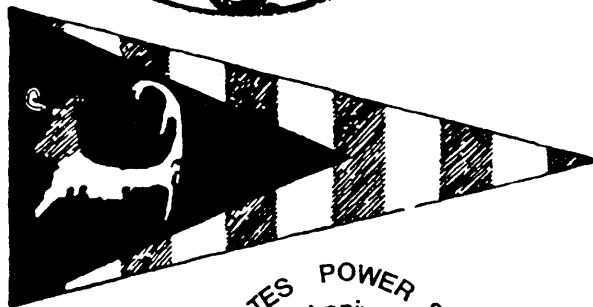
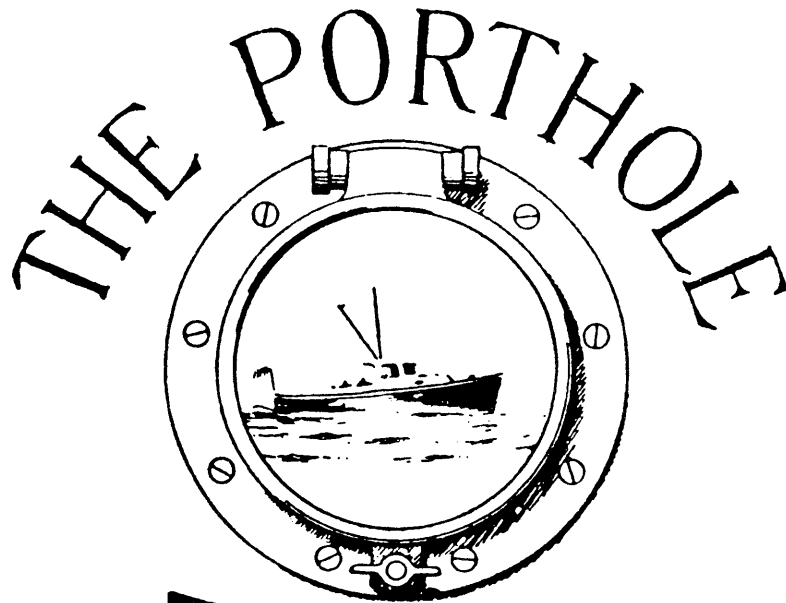


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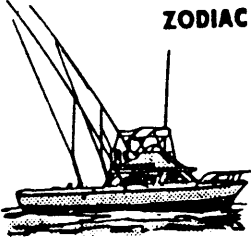


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THE COMMANDER'S MESSAGE

In the last three years that I have been involved with the CCPS, I have seen more excitement and dedication within the membership towards the USPS goals than I have seen in the last 19 years of my membership in other squadrons of USPS.

What I propose for the upcoming year is to keep this level of excitement and momentum alive by setting the following goals to accomplish this squadron year. I want to challenge the incoming bridge and all the membership to strengthen our logo, the USPS triangle that all of us should know so well.

We can strengthen the fraternal leg by setting a goal for attendance at our monthly dinner meetings. There is no reason why we cannot have an average of 150 members and guests at each monthly meeting. We proved what can be done last year by averaging 70 members and guests for dinner meetings this past year. In the coming months the new bridge will be hard at work assuring the most interesting menus and speakers for our monthly dinner meetings.

Last year we had some successful "on the water" activities that we will build on, planning more for this coming summer.

There is no debate that we are already strong in our "self education" and "civic service" legs of the triangle. With our new Squadron Educational Officer, I am confident that we will meet the goal of strengthening our education department. All will agree that we are very fortunate to have P/C Bill Foster to head our "Education Department". Over the past few months he has had numerous and very thorough meetings to assure that CCPS has a smooth transition of the Education Dept into this next educational year.

Probably our biggest goal we have set in this coming year will be to get our new members INVOLVED. We are so fortunate to have such a reliable nucleus of talent resources that we have been able to tap over and over again. We must set a goal to spread that work load around. I'm sure that many of you are sick of hearing about the need for volunteers and feel that this effort is a futile and redundant one. Just this past year I have met with students in various courses. I have seen what appears to be an enthusiastic potential for our talent pool. Our goal will be to tap that. Please call me if you can possibly help.

Bob Wenger
Commander

Educational Program NOTES:

V/C Louis Spector, N
Director of Education

R/C Thomas E. Swander, N
Asst Director of Education

Educational Department Notice
Number 42 15 July 1989

Effective Date: IMMEDIATELY

TO: ALL SQUADRON EDUCATIONAL OFFICERS

COPY TO: Squadron Commanders
District Commanders
District Educational Officers
National Educational Staff
Members of the Operating Committee

SUBJECT: GREEN GROUNDING WIRE (New Connection Recommendation)

1. This notice is effective immediately and supersedes any other information contained in USPS Educational Department Course Material regarding the GREEN INSULATED GROUNDING WIRE.

2. The present Marine Electronics Course 82/84 edition recommends that the GREEN INSULATED GROUNDING WIRE used with A.C. installations not be grounded to the vessel but be returned to shoreside ground only. THIS RECOMMENDATION IS NO LONGER VALID.

3. In accordance with the Underwriter's Laboratory, the National Fire Prevention Association and the American Boat and Yacht Council data, it is recommended that THE GREEN INSULATED GROUNDING WIRE BE CONNECTED TO THE NEGATIVE SIDE OF THE BATTERY WHERE THE BATTERY IS ATTACHED TO THE ENGINE BLOCK. THE GREEN WIRE SHOULD ALSO REMAIN CONNECTED TO THE SHORESIDE GROUND AS BEFORE.

4. For those Marine Electronics Course Instructors using 82/84 Course Material, BE SURE that you change the text to reflect the above information. (This information replaces the text in the ME 82/84 Student Manual found on Pages SM 3-4, SM 3-5, SM 5-5, SM 5-9 and any other references in Student Manual 82/84 relating to this subject).

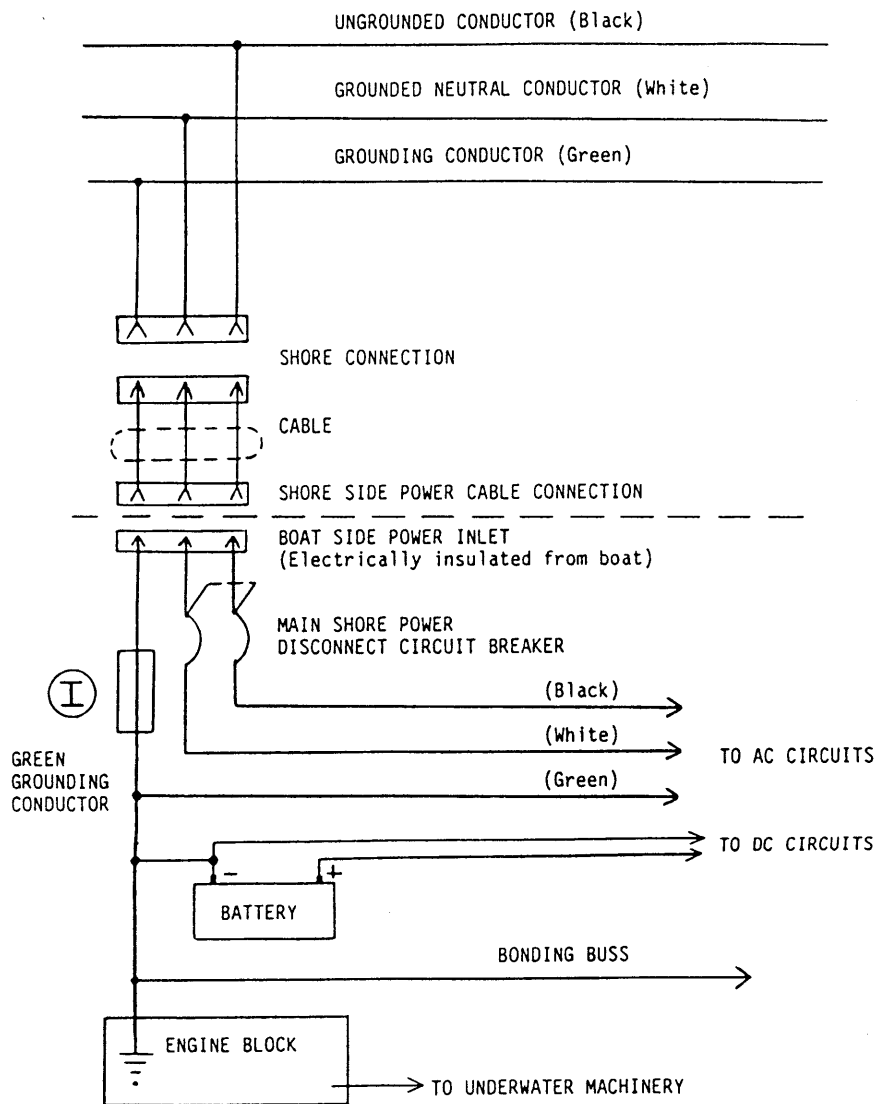
5. Other details and information are contained in the forthcoming new revised Marine Electronics Course. For further clarification - see the attached schematic drawing.

6. NOTE TO ALL COPIED: BECAUSE OF THE IMPORTANCE OF THIS INFORMATION IT IS STRONGLY URGED THAT THIS EDN AND SCHEMATIC DRAWING BE PUBLISHED IN YOUR IMMEDIATE NEXT PUBLICATION OR NEWSLETTER.

* * * * *

Please note the contents of this Notice. Maintain for future reference and pass on to your successor in office.

RECOMMENDED GROUNDING SYSTEM



(I) GALVANIC ISOLATOR IF NEEDED (this device will pass AC current but not DC current) (OPTIONAL)



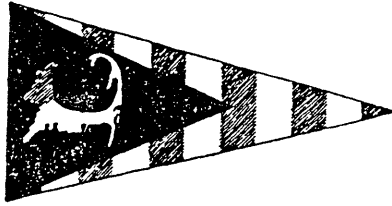
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CAPE COD POWER SQUADRON

UNITED STATES POWER SQUADRONS

CAPE COD, MASSACHUSETTS

Change of Watch Meeting

Allen Harbor Yacht Club

27 April 1989

After a delicious dinner, organized by Lt/Cdr Charles Zahigian, and catered by D'Olimpioti of Myannis, Cdr Kimber called the meeting to order at 1937. P/Cdr W. Foster led the pledge to our nation's flag and Chaplain, P/Cdr F. Eastman Jr gave the invocation. A necrology followed for departed member Herman E. Howes, JN.

The head table and other dignitaries present were introduced. Cdr Kimber who then in deference to our speakers other commitments, changed the usual order of business and presented the Honorable Henri Rauschenbach, State Senator for the Cape and Islands District. He reported on the negative status of funds for dredging of our harbors. In the 1970's Commissioner Ed Crowell suggested that the County purchase a dredge to handle the Cape's harbors. The various towns approved the concept, however the idea ultimately died due to lack of funding. The US Corp of Engineers is moving away from recreation dredging to commercial dredging only, thus Rauschenbach reintroduced the idea for appropriate discussion.

He indicated more mail has been received on the proposed DEQE Chapter 91 regulations than any other subject since being in public office. If these regulations become effective, the future assignment of moorings and ownership of slips and harbors with access thereto will be drastically changed, with the probability of massive lawsuits clogging the courts. Studies by Woods Hole Oceanographic Institute are now stating that due to the warming of the earth and rise in the sea level, the Comwith Of Mass may lose 10,000 acres of upland ocean front in the next 25 years. Miami could find itself 3 feet under water. If all these predictions come true, boating on Cape Cod will be some different than the present.

Secy Lt/Cdr Pettengill advised the Squadron continues to grow with a present membership of 266. Lt R Park gave the Auditing Report which was favorable, indicating all was in balance and properly recorded. Treas Lt/Cdr P Pollock advised income for the year was \$19,823 with expenses of \$18,775. \$1,358.78 remains in the checking account with all bills paid plus a \$6,000. Certificate of Deposit. Only 13 members did not renew membership for 1989.

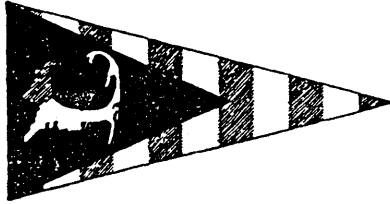
The Cdr announced the Executive Committee had voted to again extend in 1989-90 Honorary Membership to Thomas Leach, Harwich Harbormaster. He also advised that Certificates of Appreciation were sent to Greg Early, Jean Mamel, Sen H Rauschenbach, Sherrill Smith and Dr. Nick Vandemoer, Speakers at Sqd meetings, Mrs Gregory Pindell of The Brewster Ladies Library, The Cape Cod Mall, Cape Cod Vo-Tech High School, Barnstable Middle School, Allen Harbor Yacht Club, Bob Wilber, Wayne Kircher, Dick Summers and Rene Poyant for the use of their facilities to hold meetings or teach various boating classes.

Cdr Kimber reported all of the current bridge are returning to offices except SEO Larry McAtee who moved to Kentucky and Peter Pollock who is stepping down as Treasurer. Plaques honoring their service will be presented upon receipt from the manufacturer.

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771-5355



CAPE COD POWER SQUADRON
UNITED STATES POWER SQUADRONS
CAPE COD, MASSACHUSETTS

Change of Watch Meeting - 27 April 1989
Page 2

Our Squadron won top honors on District 14 awards for the most members with Advance Grades and #2 in Education for Basic Boating under the direction of Dr. Bob and Betty Dolan assisted by Dave Akin. The incumbent Bridge and all Committee Chairman and members were relieved of their duties and assignments with thanks for service freely given to the Cdr and the Squadron. District 14 Cdr George Cambria, AP was then introduced and following his remarks about the USFS 75th year celebration with "The Voyage of The Ensign", Robert J Wenger, P, was sworn in as the Cdr of the CCPS for the FY 1989-90. The other Officers duly elected were sworn in as follows:

Exec O	Lt/Cdr Charles V Zahigian	Director	P/D/C George C Shirley
Adm O	Lt/Cdr Richard F Modgkins	Director &	Lt Robert J Chase
S E O	P/ Cdr Willard H Foster	Asst S E O	Lt John S Marsden Jr
Treas	Lt/Cdr Steven B Paine	Asst Treas	Lt Peter L Pollock
Secy	Lt/Cdr George E Pettengill	Asst Secy	Lt Elizabeth N Dolan

The Bridge was returned to P/Cdr Kimber who presented our new Cdr with his gavel, Certificate of Organization, by-laws, Cdrs pin and flag. Cdr Wenger then presented P/Cdr Kimber with his P/Cdr's pin and flag. His plaque is also pending receipt from the manufacturer.

After a few brief farewell remarks, P/Cdr Kimber presented Anderson Briggs his 25 year membership pin. Senior P/Cdr Donald Chase, (not eldest) offered a toast to the junior P/Cdr; who in turn offered a toast to the new Cdr.

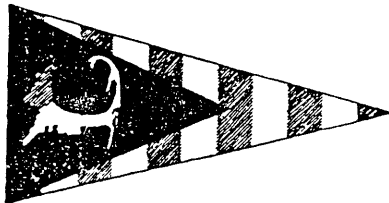
After appropriate Acceptance Remarks, the new Cdr presented Flags of Office to each of the new Bridge Officers not previously receiving same; Dick Modgkins as new AO, Steve Payne as Treas, Betty Dolan as Asst Secy and Jack Marsden as Asst SEO. He also expects to carry on the tradition developed at CCPS of a banner year. He expressed the opinion he had seen more action in the last 3 years than in his total USFS membership of 20 yrs, and welcomed the opportunity to carry on the strength seen on the CCPS bridge, hopefully to an even higher level. The key to a successful year will be involvement. CCPS has a good pool of talent which needs to be tapped. He anticipated all appointments will be completed by mid-May and hopes for a yes response when you are called for service.

Secy Pettengill requested any roster changes be submitted ASAP as reprinting will be done in early June. Finance Committee Chm P/D/C George Shirley welcomed all to The District 14 Council meeting the 1st Thursday each month; The Governing Bd meeting in Boston 20May and presented an Operating Budget for FY 89-90 of \$21,000. without an increase in dues. It was MOVED, Seconded and VOTED: To approve an Operating Budget of \$21,000 for FY 1989-90 without any increase in dues. The meeting was declared adjourned at 2204 after the Bridge Officers won all the raffle prizes.

Respectfully Submitted;

George E. Pettengill
George E. Pettengill AP
Secretary

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CAPE COD POWER SQUADRON

UNITED STATES POWER SQUADRONS

CAPE COD, MASSACHUSETTS

Squadron Meeting

25 May 1989

The Cape Cod Power Squadron held a "Commander's Spring Night" educational and dinner meeting on 25 May 1989 at the Allen Harbor Yacht Club, Harwichport.

After 67 members and guests enjoyed a variety of pizza, beer or wine, coffee and some of the most delicious ice cream tasted in a long time, the meeting was called to order by Cdr Wenger at 2030. P/Cdr Willard H Foster led the pledge to our nation's flag and Chaplain P/Cdr Frank H Eastman Jr gave the invocation.

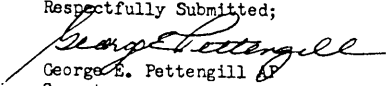
Due to the lateness of the hour, the Cdr dispensed with the formality of a Treasurer's and Secretary's report, indicating we were both financially solvent and continuing to grow in membership. Lt/Cdr Dick Hodgkins was given a hearty round of applause for his first function as Administrative Officer, Chief cook and perhaps sometime cleanup chairman.

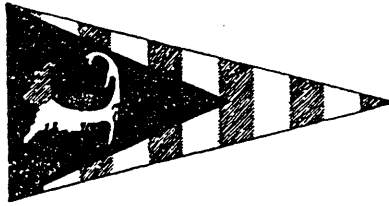
Stephen Bunnell of The Crosby Yacht Company, long time boating enthusiast and authority was introduced by the Cdr. He spoke for almost an hour to a hushed audience, completely absorbed by his comments, on the present and future situation concerning mooring and dockage on Cape Cod. There is not enough space now nor is it likely to get any better for sometime, with the funds for dredging vanishing as the state deficit expands and land prices escalate. More permanent residents begets more boaters with guests that become residents and the cycle continues. The DEQE regulations make the cost of boat ownership more expensive in that the boat yards must now comply with stringent hazardous waste disposal laws. He quoted costs to dispose of engine oil, paint, etc that were more per quart than the products cost to install only a couple of years ago. Gasoline storage tanks and the possibility of leaking are every yards nightmare.

Chairman of 3 Harbors Regatta Committee Bob Chase reported all is in readiness for a good race on Saturday, June 10, 1989, welcoming all sailors to send in their applications and have a fun day on the water.

The meeting adjourned at 2145 with all hands assisting in the cleanup; agreeing it was a very educational evening.

Respectfully Submitted;


George E. Pettengill
Secretary



CAPE COD POWER SQUADRON
UNITED STATES POWER SQUADRONS
CAPE COD, MASSACHUSETTS

1 June 1989

The following named candidates have been proposed to the Executive Committee for Membership in the Squadron. If you have any comments, positive or negative, please notify the Membership Chairman, Ed Kelleher at 432-7724, or write him at 28 Captains Lane, Harwich, Ma., 02645. Invitations will be extended to the nominees, in accordance with our by-laws 15 days after public notification to the membership, therefore 15 days after you receive the June issue of The Porthole, unless we receive negative comments, invitations will be sent accordingly. Your cooperation will be appreciated by responding prior to that date.

FOR ACTIVE MEMBERSHIP

Malcolm D Campbell, 5 Ocean Ave So. Harwich 02661 (432-4927)

Karen Harding, 18 Pearl St Provincetown 02657 (487-2210)

Fredrick & Helen Illston, 56 Curry Comb Circle, W. Barnstable (420-1422)

Jackie Kelly, P O Box 22, Provincetown 02657 (487-2210)

Gail W. McCormick, 88 Chase Ave Dennisport 02639 (398-2147)

Samuel Nickerson, 12 Sears Rd E. Dennis 02660 (385-7307)

Jeffrey Peters, P O Box 1073, E. Orleans, 02643 (255-9389)

Juliet M Stockdale, 42 Gosnold St Orleans, 02653 (255-3089)

FOR FAMILY MEMBERSHIP

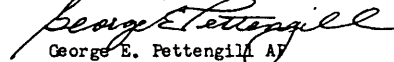
S Raymond and Vivian Desmarais, 24 Countryside Dr E. Orleans 02643 (255-3583)

George R and Barbara McCormack, 150 Tracy Lane Brewster, 02631 (896-9556)

Neal T and Joan Murray, 50 Wharf Lane, Yarmouthport, 02675 (362-3006)

Mark C and Lora A Tutuny, P O Box 3 Falmouth, 02651 (759-4576)

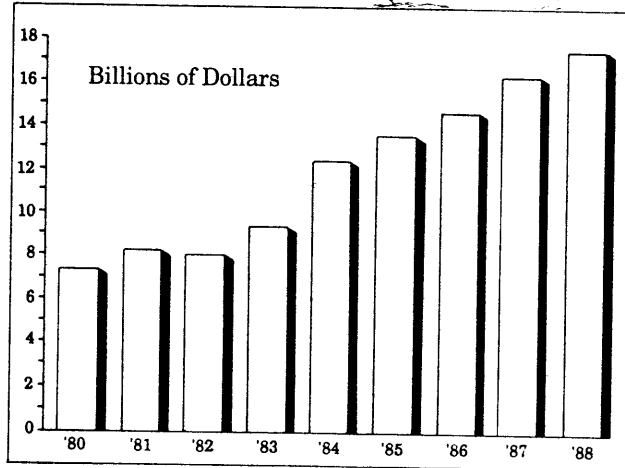
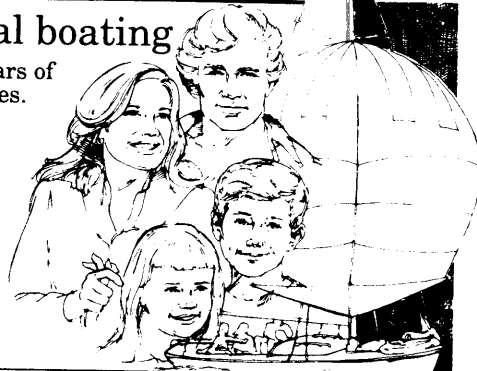
Respectfully Submitted:


George E. Pettengill AF
Secretary

Business trends

Recreational boating

In billions of dollars of boating retail sales.



Source: National Marine Manufacturers Association

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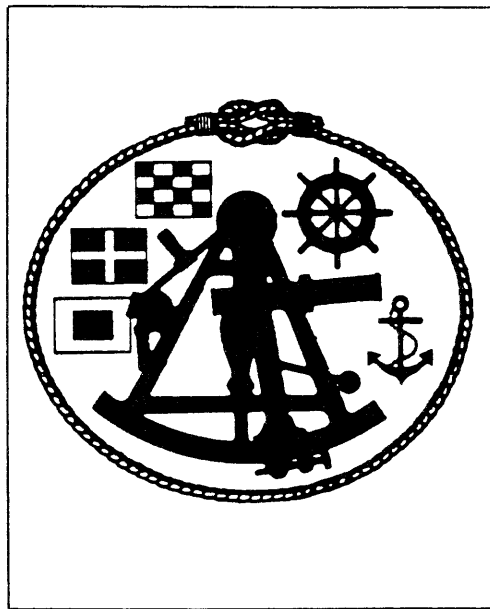
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SAFEGUARD YOUR BOAT

When you think of your boat as your second home, it is always a terrible shock to go down to your marina on a Friday night and find that someone has broken into your boat and stolen a radio or a fishing rod. It can be even more upsetting to find that your runabout is missing its outboard motor. As the number of pleasure boats increase and the price of accessories also goes up, so do the number of thefts of boats and boating equipment.

Here are a few suggestions that may help you safeguard your boat and protect your property.

Don't leave the key aboard your boat. A determined thief can always break in or jump the ignition, but the sight of the key in the ignition is an open invitation. Why ask for trouble?

Outboard motors should be secured by using a case hardened steel shackle padlocks and heavy duty hasp or locking bar. You may also want to use a locking bar to conceal the motor mounting screws that secure the motor to the transom.

Reinforce mooring or dock lines with a chain or cable. Attach the chain to a ring or another suitable device cemented into a concrete pier or through-bolted onto a wooden pier.

Record the description, serial numbers and identifying marks of all portable gear such as radios, clocks, binoculars, cameras, or fishing equipment. This information could help you recover your property. It will also be necessary if you file an insurance claim. If your boat is to be left unattended for long, don't leave any portable equipment aboard.

Put decals or identifying signs on the boat and personal identifying numbers in secret places. It is suggested that an I.D. number be placed on a principal timber or member of the hull so you can identify your boat if the registration numbers are removed or obliterated.

Don't moor your boat in a remote area. If you are not keeping your boat in a marina or yacht club where there is security, arrange to have someone keep an eye on it when you are gone.

Alarm systems are becoming increasingly popular. It is suggested that a flashing light be included in the alarm system aboard a boat in order to help the police locate a boat being burglarized. If you install a local alarm system, include portholes and hatches.

PROTECT YOUR SKIN FROM SUMMER SUN

I just returned from the doctor's office where I had three spots burned off my face. They were not cancerous, fortunately, but they were the kind of spots that, with continual exposure to the sun, could become cancerous. Considering the number of hours my husband and I spend on a boat every year, the doctor thought the spots should be removed now.

I had the spots checked as soon as I noticed them because several women in our marina have not been as lucky. When they noticed the blemishes on their face, they covered them up with makeup and forgot them. In both cases, they were later forced to have treatment for skin cancer.

The danger from skin cancer is not, of course, limited to women, but the tendency to cover up with makeup a spot or blemish that appears is something that women tend to do. . .and shouldn't.

The sun's ultraviolet rays are intensified when you are near the water. That's why doctors recommend that boaters use a sun screen that has a rating of at least 15. If your skin is particularly fair or sensitive, you may want to use a lotion rated as high as 30. This lotion will block the sun's rays and offer complete protection.

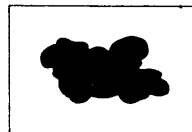
There are many sun screen products on the market. Pick one that suits your needs. Your pharmacist can help you. Make it a daily ritual to use a sun screen when you are near the water or out in the hot summer sun. Protect your face now before dangerous spots appear.

But if you should notice a spot, don't ignore it. Let your doctor check it out. The treatment takes only a few minutes, but it could prevent dangerous, disfiguring skin cancer. J.G.

THE ABCs OF SPOTTING TROUBLE (AMERICAN ACADEMY OF DERMATOLOGY)



Asymmetry, one half unlike the other



Border irregularity, scalloped or poorly defined edges



Color variations, inconsistency, tan brown, black, red, white, even blue



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