



THE HARBOR LIGHT



America's Boating Club of Greenwich - District 2 [Our website](#)
Volume 86 No. 44 NEWSLETTER Winter 2021

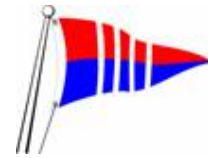


State of the Squadron

Membership has reached an unprecedented 160!
How did we do this?

It's simple - offer boaters and wannabe boaters what they want.

Despite the restraints of the pandemic, our commander Vicki Malara has kept her crew working both virtually with exceptionally dynamic Zoom presentations, and with recent in person activities. Executive Officer David Leisten has done a stellar job organizing various kinds of sunset cruises available to our members, including one on SoundWaters and on the Norwalk Island ferry. We thank the skippers for offering to take our members out. Len Lipton and Andy Cummings have been particularly generous. We thank Karolyn Armstrong and her team for managing our many monthly meetings, and for arranging cruises on SoundWaters and the Norwalk Island ferry. And everyone for such successful raftups at our mooring in Greenwich Cove.



The burgee atop the mooring has been taken down for its winter cleaning and storage, and the mooring tackle has been inspected and the frayed rope replaced. We are looking to get an 800lb mooring in a deeper area of the Cove so more can enjoy this special place.

Educational Officer Andy Cummings and assistants Bill Strong and I held a virtual boating certification class graduating almost 70 students . . . and we have scheduled an in-person one March 12th at the Greenwich Police Headquarters. The Essential Navigation course starting January 25th already has 13 students signed up. Andy has created this course with all the useful navigation components from our traditional courses. If you want to leave the harbor and return SAFELY, this is for you.

Winter activities have been planned, so save these dates and watch your inbox for details:

January 19 Mark Tedesco from the US Environmental Protection Agency will explain what the Long Island Study is doing to protect our favorite body of water.

February 16 Rick Delfosse presents his recent adventure - this one called 'Cruising *Independence* Internationally'.

March 4 Our Change of Watch will be a great celebration as always. With Innis Arden Golf Club out of commission this year, we will find a different, equally special venue this time.

So even if you have put your boats away for the winter, remember that thoughts of boating can continue through our speaker events. We look forward to seeing you then.

While 'giving members what they want' is a simple idea, it does take some time. If you'd like to help in any way, please contact GreenwichSquadron@gmail.com As an example, we'd love to have a graphic artist help with our notices. Getting the word out has been key to our increased membership - we have been using Constant Contact to introduce newcomers to our activities. If you know someone who might like to receive our notices, please let us know. You can reach any of us via email GreenwichSquadron@gmail.com

Happy holidays to all!

Past District Commander Susan Ryan, JN

Report from the Safety and Educational Officer

At a recent District Educational Officer briefing, the National Educational Officer reported that the ABC course materials would be updated to include, among other changes, new information about fire extinguisher classifications. I reported on this at the Fall District 2 conference and since then I have received several inquiries about what is going on with fire extinguishers.

The familiar A, B, and C classifications are not changing. But did you know that there are two other classifications of fires and fire extinguishers—D and K? A class D fire is the burning of a combustible metal and is suppressed with a dry chemical. A class K fire is a kitchen fire such as burning fat, grease, or oil.

In June of 2020, the Coast Guard issued guidance to Vessel Examiners and updated the Vessel Safety Check Manual. The Coast Guard now uses the Underwriters Laboratory (UL) performance-based classification system for portable fire extinguishers. Most extinguishers already have Coast Guard and UL rating classification, and all approved extinguishers installed prior to August 22, 2016 are allowed to remain on recreational vessels as long as they are still serviceable. The new classification system requires portable fire extinguishers to be marked with a combined number and letter designation. The letter designates the general class of fire for which the extinguisher is suitable, and the number indicates the relative extinguishing potential of the device as rated by UL based upon the time and distance that the fire extinguisher will discharge its fire retarding chemical. UL rating scales are 5, 10, 20, 40 and 80. UL cautions, however, that these scales are not necessarily proportionate. (I.e., an extinguisher rated at 20 is not necessarily twice as effective as one rated at 10).

The existing fire extinguisher requirements are not changing, but fire extinguishers must now contain the numerical UL rating, which for recreational vessels is at least 5. So, for example a 26 to 40 foot vessel must have at least 2 class B fire extinguishers labeled "5-B."

The new Coast Guard guidance does not have the force of law, but Vessel Examiners are required to verify that fire extinguishers placed in service after August 22, 2016 are properly labeled.

Submitted by Andy Cummings, JN

DID YOU KNOW? **Stow High In Transit (aka S.H.I.T)**

In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane

gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening
After that, the bundles of manure were always stamped with the instruction ' Stow high in transit ' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term ' S.H.I.T ' , (Stow High In Transit). So it's really not a swear word and has come down through the centuries and is in use to this very day. You probably did not know the true history of this word. In fact, many believe it to be a golfing term!

America's Boating Club is a trademark of the United States Power Squadrons.

For information on our boating courses, events and to join, email GreenwichSquadron@gmail.com





If you have any boating photos or articles, please send them to GreenwichSquadron@gmail.com for our next Harbor Light.

America's Boating Club | Tomac Avenue, Old Greenwich, CT 06870

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