

ROTARY ANCHOR



New London Rotary Club
District 7980 Club 6741
 P.O. Box 654 New London, CT 06320
 www.newlondonrotary.org



"America's Tall Ship" USCG Barque *Eagle*

2009/2010 Rotary Theme

New London AM Club at City News

Feb 4 Dave Goebel's Ground Hog Day Program

Feb 11 Troops Program - Gerry Tom and Dave Goebel

Reporters:	Feb 4	Alan Messier
	Feb 11	Lorraine Allen
Greeter:	Feb 4	John Bysko
	Feb 11	Holly Jermar
Song Leader:	Feb 4	Liz Binger
	Feb 11	Millie Devine
Birthdays	Feb 6	Marj Taggart Dedrick Jerry Olson
Anniversaries		None

Haiti Relief

Past President Tracee Reiser passed the bucket for dollars for Haitian relief. The donation will be put to work directly with one of the organizations able to use the funds at once. The club generated over \$350 towards the relief effort.



New Theme for 2010-2011 Released

After taking the stage to the tune of "California, Here I Come," RI President-elect Ray Klinginsmith announced the 2010-11 RI theme, Building Communities -- Bridging Continents, during the opening plenary session of the 2010 International Assembly.

Klinginsmith said he arrived at the theme after reviewing RI themes of years past. He noticed that only a few spoke to non-Rotarians.



"As a result, I decided to search for a briefly stated theme that would fulfill two objectives: the first to explain Rotary to non-Rotarians, and the second to validate our work for Rotarians," he said. "The words I have selected to describe Rotary's current mission and to highlight our achievements are what we do best: Building Communities -- Bridging Continents."

Program January 14, 2010

By Julia A. Kushigian-Secor

Our own Rod White treated us to a mid-winter, timely talk about ice and the angles needed to break it. His informative presentation was accompanied by slides detailing the theory behind the design of ice-breaking ships. In an earlier meeting Rod had regaled us with a story of how one year on Friday, the 13th a very young Rod received a phone call telling him to report for duty because he would be going to sea for 2 weeks to break sea ice. He began his presentation by reminding us of the story and concluding his tearful wife had been right that it was a "bad luck day". The ceiling collapsed and he was away for

2 months rather than the planned 2 weeks!



Rod had studied at MIT, served in the Coast Guard, and then returned to MIT for a Doctor of Science Degree on the concept of breaking ice. The design of the bow was of utmost importance. Many general theories were dispelled when Rod explained that simply running into the ice would not work because ice is not impact-sensitive and the ship could run up onto it and get stuck there. Their motto, "Do the Ice more Injury than the Vessel" was

made evident through careful planning beginning with 1) design 2) computer work and finally 3) the drafting of the lead concept, which in one case was scaled to accommodate the length of Rod's drafting table in his office.

When the Coast Guard decided to make a new generation of ice breakers it was a case of being in the right place at the right time for Rod. He was assigned to the design team and his concepts were incorporated into the design of the Polar Star and Polar Sea. Their ability to break thick sea ice was unmatched at that time. Now most polar ice-breakers world-wide use that basic design.

The Humble Oil Company (now Exxon-Mobil) wanted to convert a super-tanker which could traverse the Northwest Passage. The "Manhattan" was selected. As there were not enough resources to build it in one shipyard, they distributed the work over four different yards, cutting it into 4 parts that were modified and later reassembled. The result was an icebreaker-tanker which had a draft of 35 feet and was over 1000 feet in length -- about the size of the Empire State Building.

When asked by the Public Information Officer at MIT if the bow should be referred to as the MIT Bow or the White Bow, Rod answered drolly "If it doesn't make it, the MIT Bow, if it does, the White Bow!" It did make it. We learned a new respect for ice and nature in general knowing that 22 ft. thick ice will break into chunks the size of a school bus, high winds may cause the broken ice to compress in around the ship and trap it, and ice buildups, called rafting, cause a new set of problems. Rod delighted us by ending his talk with the same line he gave when he was awarded the gold medal by the American Society of Naval Engineers, "I will now show you the White Bow," after which he proceeded to bow.