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**Let Me Tell You About
DANBoat**



At the Helm



Well here I am again - with tales of trips and even firsts for USPS® or America's Boating Club®. My trip to the USPS Annual Meeting was as follows:

"Everybody flew to the Marriott Sawgrass, except me, I drove! Everybody enjoyed the Marriott Sawgrass, me, I went and visited Baptist Hospital!"

Yes, that's right - I tripped in my hotel room and hit my shoulder (dislocated) - so the visit to the Baptist Hospital - it was very, very

nice. But as most know, hospitals are buildings most like to avoid!

I did get to the National Meeting on Saturday in time to see our first woman Chief Commander get sworn in! She is about change and looks to increase membership. We'll see new programs and encouragement for our Squadrons.

As for all the things we've got planned going forward, you've got to read about George and Karen's canal trip and life jackets and lots more (especially about time!). The Change of Watch is scheduled for Sunday April 19, 2020 — out with the old? And in with the new? You'll have to check the nominations!

Read on and see all the things we've got coming up! Don't forget those articles from our new contributors. Enjoy our hint of Spring and BOATS!

Susan Darcy

Welcome Guest Contributors!

***This issue we have an article by George and Karen Reynolds.
It's all about time from one of our members.***

Got something to share? Just send it to Peter or Susan - Pictures are always welcome!

BERKSHIRE SAIL and POWER SQUADRON
 172 Mountain Drive
 Pittsfield, MA 01201-7420

Website: <http://www.berkshiresailandpowersquadron.org>

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Executive Officer	Donald Rochelo, P	413-443-2858
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Treasurer	Frederick A. Mason, SN	413-499-1030

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Thomas Dailey, JN, Asst. Education Officer	413-344-6895
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Thomas A. Gilbert, P	David L. Trudeau, JN

GENERAL COMMITTEES:

Auditing	Cindy Dinan AP (Chair) Margaret Mary Richards, P (2 years)
Rules	P/C Leo O. Robillard, SN (Chair) P/C Susan L. Darcy, JN (2 years) P/C G. Richard Stidger, SN (3 years)
Nominating Committee:	Kevin Dinan, AP (Chair) G. Richard Stidger, SN (2 years) David L. Trudeau, JN (3 years)

Berkshire Log

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The opinions expressed in "The Log", by the Editorial Staff or Contributors are their own and do not necessarily reflect the opinions of the Berkshire Sail and Power Squadron or those of the United States Power Squadron.



BSPS & USPS CALENDARS

- April 4th - D2 Spring Conference - Fishkill, NY**
- April 19th - Bass Water Grill - Cheshire, MA (see flyer included)**
- May/June - Winter Blahs or Movie Night & Pizza.**
- Summer Rendezvous - To be determined**
- Sept 6th - 13th - Fall Governing Board - Raleigh, NC**
- Feb. 14th - 21st - USPS Annual Meeting - Ponte Vedra, FL**

Courses being offered for Spring (starting late March 2020)

- Weather Seminar — 2 hours**
- New Boat Handling Course (New & Improved Seamanship) — 6 weeks**
- ABC (Basic Boating) — April?**

What courses are you interested in? Let either Leo Robillard or Tom Dailey know what courses you would like.

Like Us on Facebook



Read informative articles about boating
 See announcements for courses and social events

<https://www.facebook.com/pages/Berkshire-Sail-and-Power-Squadron/528850690570303?ref=hl>



BSPS Info Line
413-266-1130

Do you know that we have an informational telephone line? Call to learn details of upcoming events. Refer your boating buddies for information on upcoming on Public Boating classes and

Berkshire Sail & Power Squadron

Forty Seven Years of Service to Boaters
 1974 - 2020

View, Download, and Print this issue and all back issues of the *Berkshire Log*

In LIVING COLOR at:

http://www.usps.org/d2/d2_squadron_news.html

Please Remember...

All members are requested to notify our commander or editor of the death of any other member or a member's family as soon as possible. We want to express our condolences in a timely manner and we need the help of all our members to this end.

We have Rules and "THEY" have Rules!

At the Annual Meeting, it was discussed that the Squadron By-Laws have changed so we will be asking for help to verify our Squadron By-Laws are in agreement with the model Squadron By-Laws.

Want to volunteer for this electronic job? Contact Leo Robillard (Rules Committee), 413-499-1625.

There is always something broken on a boat - you just don't know about it yet!

OFFERING THIS SPRING

The new Boat Handling (replacing Seamanship) has the following sections:

- 0-Getting Started
- 1-Rules of the Road
- 2-Confidence in Docking and Undocking
- 3-Boating with Confidence
- 4-Anchoring with Assurance
- 5-Emergencies on Board
- 6-Knots and Line Handling
- Final Thoughts

What do you want to learn? Please let us know. Leo, Tom or Susan



Coming Up are Some Fun Events along with the ones already listed.

Change of Watch - April 19, 2020

Winter Blahs or Movie & Pizza - May/June

Summer Rendezvous - Date to be set soon

Keep in touch - Share your eMail!

Erie Canal Trip 2019

On Tuesday October 1st, Karen and I began our long-planned vacation on the Erie Canal. This was to be a relaxing experience after an extremely busy year during which we transferred ownership of our business and signed on with the new owners to help manage it for the next five years.

To help us celebrate we invited my 93 year old mother and my brother Steve and his wife Sylvia to join us. It was dark and raining when we picked my Mom up at 6am and began our five hour car trip to Mid Lakes Marina in Macedon NY. As we passed by Syracuse the sky began to clear and by the time we reached Macedon it had turned into the most beautiful autumn day. When we arrived at the marina we met with Shelley and took care of the necessary paperwork. While waiting for Steve and Sylvia to arrive from North Syracuse we located our boat, stowed our gear on board, and headed into town for lunch. We needed to return to the marina by 2:30pm to meet with our instructor Ken.

Ken began our instruction while the boat was tied to their dock along with ten other self-piloted hire boats. We were given the Cayuga, a 1993 steel hull 41ft Lockmaster Canal Boat designed to sleep 6 with a full galley, two heads, 50hp diesel engine, bow thruster, and tiller. I listened intently as I had never handled a boat this large. My only experience came from owning an 18ft outboard and a one day USPS Rivers, Lakes, and Locks Seminar. We left the dock at 3:30pm and under Ken's watchful eyes we headed out into the canal where he had me pull alongside an old wall, Karen handle the bow line and tie up, and Sylvia radioed the lock ahead. We then passed through the lock, turned the boat around and repeated these steps before dropping Ken off at the marina.

It was now 4:30pm, our instruction completed, and we were on our own. The sun was still beating down, the temperature had climbed to 87°F, the hottest October 1st on record and I began to sweat. Our first night's destination was Fairport which was an hour and a half away. It would be getting dark by the time we were to arrive and severe thunderstorms were predicted for the area. The weatherman was right, just as we neared the town the storm hit. It took two attempts for Karen and I to successfully tie up at an old wooded dock just north of town.

By 8:00pm the rain had slowed to a drizzle and we

decided to venture into town in search of dinner.

Here is where the story begins. We now had been up for 15 hours. My 93 year old mother, My brother in his wheelchair, my wife, sister in law, and myself all dressed in rain gear and carrying flashlights began our walk to Mulconry's Irish Pub. After being welcomed and seated we all enjoyed a pint of Guinness, a great Irish meal and reminisced about our day. It was now 10:00pm and time for us to head back to the boat.

Mom stood up first, leaned on a corner of the table to steady herself and the table tipped sending her and everything on the table to the floor. When Mom tried to get up the pain in her hip was too great. We needed an ambulance. After loading Mom into the back of the ambulance, the driver, Karen, Sylvia, and I wheeled Steve back to the boat and helped him aboard. Off to Highland University Hospital we went for x-rays. Finally, at 2:00am Wednesday the pictures were read, nothing was broken, just a bad bruise. We now had been up for 21 hours.

Mom was discharged shortly after 2:00am and the hospital needed an address for our cab voucher. It seemed "Houseboat tied to old wooden dock on north side of canal near canoe launch a short walk from Mulconry's Pub" was not enough. After much discussion a cab was called, and we were on our way. It was now almost 3:00am and we were driving down a dark dirt path when we spotted two ladies waving a flashlight and pushing a wheelchair. We thanked the cab driver, helped Mom into the wheelchair and headed back to the Cayuga for a much-needed sleep.

The rest of our trip went smoothly. We continued westward over the Grand Embankment in Pittsford, spent a night at Bushnell's Basin, traveled up the Genesee River into Rochester before returning to Macedon. The people we met, the scenery along the canal, the weather, the folks at Erie Canal Adventures, Mulconry's Irish Pub, Highland University Hospital, Pittsford Volunteer Ambulance, all contributed to a very memorable experience.

The Canalers!
George and Karen Reynolds



Nominating Committee Report

OFFICERS:

Commander Susan L. Darcy, JN
 Executive Officer Donald Rochelo, P
 Education Officer Leo O. Robillard, SN
 Administrative Officers Karen and George Reynolds, S
 Secretary Peter Samsel, AP
 Treasurer Frederick A. Mason, SN

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 P/C Leo O. Robillard, SN(3 years)

Nominating Committee: P/C G. Richard Stidger, SN (Chair)
 David L. Trudeau, JN (2 years)
 Kevin Dinan, AP (3 years)

Respectfully submitted by,
 Kevin Dinan, AP (Chair)
 G. Richard Stidger, SN
 David L. Trudeau, JN

Moby's Helpful Hints

Celestial Navigation Time

Submitted by Leo Robillard

Having the right time is very important for celestial navigation. The earth rotates 15 degrees every hour so a 4 second error in watch time will cause an error of one nautical mile.

I believe this 4 second error (1NM)to be circular in direction, so it could be North, East, South, or West of the place we are at.

A 4 second error (1 NM) could put us on the opposite shore of a lake that is a mile across.

I recommend checking your time piece with a radio signal standard. In the U.S. we have WWV and WWVH (Hawaii). Canada has CHU. One would need a short wave all band radio, or use Google to find a time signal.

I made this table to be included in the Nautical Almanac page I of The CONVERSION OF ARC TO TIME page.

Seconds	Miles	Seconds	Miles	Seconds	Miles
4	1	24	6	44	11
8	2	28	7	48	12
12	3	32	8	52	13
16	4	36	9	56	14
20	5	40	10	60	15



*You Are Invited
To Attend the Change of Watch
For
Berkshire Sail & Power Squadron
19 April 2020*

TIME 2:00 PM Cocktails
 2:30 PM Dinner
 3:30 PM Meeting

WHERE **BASS WATER GRILL**
 287 South State Road (Route 8), Cheshire, MA

COST: **Only \$15 per person**

MENU

SALADS

Caesar Salad, Tossed Green Salad, Fresh Fruit Medley

HOT SELECTIONS

Chicken Piccata

Tenderloin Tips

** Vegetarian Entrée available on request*

Seasonal Fresh Vegetable & Starch (Potato, Rice or Pasta)

Assorted Bread and Rolls

DESSERT

Carrot Cake

BEVERAGES

Regular. Decaffeinated Coffee and Tea

Reservations (& Payment would be *VERY* nice)

BY 10 APRIL 2020

to George and Karen Reynolds

58 Mill Hill Road

PO Box 423

Cheshire, MA 01225-0423

413-743-3048 or eMail georgereynolds279@gmail.com

Not Wearing a Life Jacket?? Idiotic!!!

There's no excuse not to wear a lifejacket on the water! Boaters enjoy the feel of sun and spray. So it's tempting to boat without wearing a lifejacket especially on nice days. But most boating related drownings happen on nice days.

Lifejackets are available in a wide variety of shapes, colors, and sizes. Many are thin and flexible. Some are built right into fishing vests or hunter coats. Others are inflatable as compact as a scarf or fanny pack until they hit water, when they automatically fill with air.

[How to Choose the Right Life Jacket Brochure - PDF](#)

Things to Know:

- The best lifejacket is the one you will wear.
- Certain lifejackets are designed to keep your head above water and help you remain in a position that permits proper breathing.
- Some styles of lifejackets are not intended for weak or non-swimmers (read the label and be honest).
- To meet U.S. Coast Guard requirements, a recreational vessel must have a U.S. Coast Guard Approved lifejacket for each person aboard.
- Lifejacket wear regulations for children may vary by state.
- Adult-sized lifejackets may not work for children. Child size lifejackets are available.
- When worn correctly a foam filled lifejacket will fit snugly, and will not allow the lifejacket to rise above the wearer's chin or ears.
- Foam filled lifejackets should be tested for wear and buoyancy at least once a year. Waterlogged, faded, or otherwise damaged lifejackets should be discarded.
- Inflatable lifejackets should be maintained per the manufacturer's instructions.

Most adults only need 7 to 12 pounds of buoyancy (31 to 53 Newton) to keep their heads above water.

How Do Lifejackets Save Lives?

- By providing buoyancy if you unexpectedly find yourself in the water.
- By providing buoyancy if you purposely jump into the water to save someone else.
- By providing buoyancy when you are no longer able to keep yourself afloat due to fatigue, injury, or cold.
- By providing buoyancy if you are a weak or non-swimmer.

Lifejackets must be

- *the appropriate size for the intended user,*
- *appropriate for the intended activity,*
- *in good and serviceable condition, and*
- *Coast Guard approved to meet carriage requirements.*

Size and Fit

- Check the label for user weight and chest size.
- Different body types float differently.
- Try your lifejacket on in the water to ensure your airway is clear.
- A good fit is secure, comfortable, and adjustable.

Not Wearing a Life Jacket?? Idiotic!!!(Cont'd)

Accessibility

- Though not always required by law, a lifejacket should be worn at all times when the vessel is underway. A wearable lifejacket can save your life, but only when you wear it.
- Wearable lifejackets must be readily accessible.
- You must be able to put your lifejacket on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.).
- Lifejackets should not be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them.
- Throwable devices must be immediately available for use.

Inflatable Lifejackets

- Inflatable lifejackets may be more comfortable to wear.
- Inflatable lifejackets require the user to pay careful attention to the condition of the device.
- Inflatable lifejackets must have a full cylinder and all status indicators on the inflator must be green, or the device is NOT serviceable, and does NOT satisfy the requirement to carry lifejackets.
- Inflatable lifejackets are not appropriate for weak or non-swimmers.

Child Lifejacket Requirements:

- Federal Law requires that when a vessel is underway, children under 13 years of age must wear their lifejacket.
- exceptions for when below deck or within an enclosed cabin.
- State laws may vary. Check with your state boating safety officials.

A New Member Benefit

Memorandum of Understanding (MOU)

Renewals are coming up so don't forget about DAN Boater charge of only \$25 for the extra travel insurance - everyone I know who has been a member of DAN Boater has raved about the benefits (especially security away from home).

Check out the website:

(<https://danboater.org/travel-insurance/>)

