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At the Helm

Late July



Wet weather has been the norm, but we managed to dodge it to have a wonderful evening dock party at Onota Boat Livery, hosted by Tom Dailey.

Thanks go to Beverly and Tom Gilbert for making all of the arrangements and to all who helped to set up and clean up. Special thanks to Don Tinney our master griller.

Live on the Lake is in full swing (pun intended). Please see Emails and Flyers that have been sent out.

The Lobster Bash is also up coming. All those who wish to attend MUST reserve by the appropriate date. Please see Emails and Flyers that have been sent out.

I would especially like to again thank my team of officers and volunteers who keep the squadron going.

Thank You All

David Trudeau

APOLOGIES to our Commander and Members for the lateness of the Berkshire Log - what started out as the July issue ended up as the September one. Mea Culpa, Asst. Editor.

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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**

Sept/Oct/Nov 2023 - D2 Summer Council - Fall Conference (dates to be determined)

Trip to see the Nao Trinidad at the Hudson River Maritime Museum. See page 3 for more details.

In planning stages:

Another Pizza/Salad Party; Nautical Auction. And the After Holiday Party

And yes, we do need help so please volunteer and lend a hand?

ABC (Basic Boating) — two Saturday Mornings in Fall 2023

Possible Courses being offered soon!

Vessel Safety Examiner Course — ?? hours

Weather Seminar — 2 hours

New Boat Handling Course (New & Improved Seamanship) — 6 weeks

Webinar on Hurricanes and Tornadoes

What courses are *YOU* interested in? Let either Tom Dailey or Susan Darcy know what you would like to take.

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>

Berkshire Sail & Power Squadron

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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.

George and Karen Reynolds are coordinating an early October event at Hudson River Maritime Museum (Kingston NY) for anyone that is interested. The event is to tour the **Nao Trinidad in Kingston, NY**. It is a replica of the ship of the captain of the so-called Armada del Maluco (1519-1522) commanded by Ferdinand Magellan. An expedition of five ships, only one of which was the protagonist of the greatest maritime adventure in history: the first race around the world.

Further details and reservations visit:
[Date selection \[Nao Trinidad in Kingston, NY\] - Vela Cuadra Producciones S.L.](#)

George Says: Karen and I have purchased tour tickets for Sunday October 1st at 11am but plan to make a day of it. My brother Steve and his wife are driving down from Albany also have tickets We plan to go through the museum and have lunch as well. Nothing formal. The more the merrier.

For anyone interested in joining George and Karen, please make your own reservations and travel arrangements and coordinate with George. There is limited space for each 1-hour tour. His contact information is:

georgereynolds279@gmail.com

or 413-355-0571 (cell/text)



Thank you to Tom and Beverly Gilbert for our fantastic Summer Events! Our "Live on the Lake" Wednesday night sails were terrific (Thanks Tom Dailey) and we were not daunted by the rain cancellations. As a sign seen off of Route 20 in Nassau, "Whoever keeps praying for rain, please stop!"

Our Dock Party Barbecue was a big success and we celebrated the no rain event with our gourmet griller, Don Tinney and our Dock host, Tom Dailey.

For our Lobster and Steak Fest, Tom and Bev arranged for perfect weather - sunny, yes but with a great breeze, Super steaks and lobster plus great conversations and two super puppies. The Reynolds had put up a large tent and husked, and cooked absolutely super corn.

Did you miss some of these events? Shame on you - we missed you lots - try and come to some of the Fall events and join in our fun times.

Thank You, Tom and Beverly! **YOU DONE GREAT!!**

If you boat in CT (CT especially), please share this with your friends and fellow boaters. CT is doing everything in their power to stop invasive species in their LAKES and RIVERS. So CT boaters should be aware of the need for a new sticker/stamp.

We haven't seen a similar bill in Mass, but as we all know, the state is very worried about invasive species - Zebra mussels and the weeds in some of our lakes. Reading Tom and Bev's article, NY is worried about invasive species on the Champlain Canal.



"When will you admit the boating season is over?"

Transiting the NY Champlain Canal (Scenic views – Know your air draft)

In early August, we traveled a portion of the Champlain Canal with Tena and Frank DeBaggis, starting from Coeymans, NY on the Hudson River. It was a great voyage with great company.

The Champlain Canal is a 60-mile Canal in New York that begins just north of Troy on the Hudson River and ends at the south end of Lake Champlain. It consists of eleven locks (Fun Fact: Lock 10 is non-existent), and the walls of each lock contain pipes and/or ropes. Speed restrictions range from 30 mph to 5 mph, with many uncharted areas considered no wake zones. We opted for sailboat speeds also known by some folks as trawler speeds. With views like these, why would you want to rush the experience!



Regarding navigation, the Hudson River and the Champlain Canal are well-marked with navigational aids. However, what is unique is that you pass under a variety of bridges, so **KNOW YOUR AIR DRAFT AND READ YOUR CHARTS FOR POSTED CLEARANCES** unless you dislike your antennas or other appendages. The New York State Canal Corporation claims to maintain a twenty-one feet minimum clearance, Although, we received notification for a NY canal bridge that was temporarily down to 19.5 feet clearance.

While it is common knowledge that the Hudson River is tidal and canals are not, we were surprised to experience unfavorable downstream “water flow” that significantly impacted our speed over ground. This was likely the result of recent extraordinary rainfall. It may have only been unfavorable by one knot, but for a body of water that is not tidal, it was surprising.

Restricted lock openings due to attempts to restrict the flow of invasive species also affected our trip. As stated in a recent notification, *“These measures are being implemented as risk reduction strategies to mitigate the spread of the round goby, an aquatic invasive species, in the Champlain Canal. Mariners may learn how they can help mitigate the spread of aquatic invasive species [here](#).”*



We were aware of this change because we signed up for notifications. The takeaway is anyone planning to transit any of the NY locks should sign up for notifications that reflect changes to operating schedules. On average there seems to be approximately two notifications per day that reflect open/closure/operating changes often due to regular and unplanned maintenance.

The scenic views were stunning. Add great company and this made for a spectacular voyage.

Things to know for Trip Planning:

Visit www.canals.ny.gov to sign up for notice to mariners that include important daily updated information about lock operating schedules. This website also provides distances between each canal as well as visuals of posted speed limits. However, factor in additional no-wake zones. And of course, allow extra time for unplanned wait times at each lock.

As for any voyage, have on board **updated charts** for navigational and bridge clearances.

Respectfully Submitted,

Beverly and Tom Gilbert
BSPS Administrative Officers



aids



On April 1, 2021 a new federal law went into effect that requires the operator of a boat with an installed **Engine Cut-Off Switch (ECOS)** to use the **ECOS link**. The link is usually a coiled bungee cord lanyard clipped onto the operator's person, Personal Floatation Device (PFD) or clothing and the other end attached to the cut-off switch, but there are plenty of variations on the market, including electronic wireless devices. The law applies on all "Navigable Waters of the US".

When an operator is wearing a link while underway, the engine will cut-off if the operator is separated from the operating area, an occurrence that can happen if the operator is ejected from the vessel or falls within the vessel. The shutdown of the engine is essential for safety reasons. If the operator is ejected from the vessel, the shutdown may prevent the operator from impacting the vessel's spinning propeller, and may aid the operator in safely returning to the drifting vessel.

The law applies to "Covered Recreational vessels" which means any motorized boat with 3 or more horsepower that is less than 26 feet in length and takes effect on April 1, 2021.

Operator Requirement: An individual operating a covered recreational vessel shall use an engine cut-off switch link while operating on plane or above displacement speed.

An earlier law, passed by congress in 2018, required manufactures to install an Emergency Engine Cut-Off Switch (ECOS). The law passed on December 4th 2018, and went into effect 1 year later. Even though it is now a law, most U.S. boat manufacturers have voluntarily installed an ECOS on their boats for decades.

The terms **Engine Cut-Off Switch (ECOS)** and **Engine/Propulsion Cut-Off Devices** are used interchangeably to denote a system that disables the propulsion engine when the operator is unexpectedly displaced from the vessel.

Why you should wear your Engine Cut-off Switch link?

A typical three-blade propeller running at 3,200 rpm can inflict 160 impacts in one second so it is critical that you are aware of what is going on around you. Be aware:

- People in the water may not be visible from the helm
- Account for passengers before starting the engine
- Inform passengers about propeller hazard areas
- Be alert in congested areas and near swimming zones
- Take extra precaution around towed watersports
- Never permit riding on the bow, gunwale, transom, seatbacks, or other locations where an occupant could fall overboard
- Children should be watched carefully at all times – it only takes a second to fall overboard
- You would childproof your home so think about childproofing your boat
- Establish rules for swim platform use, boarding ladders, and seating
- If someone falls overboard, STOP the boat; once clear begin recovery procedures
- Warning - Never put your boat in reverse to pick someone up out of the water, always circle around going forward while keeping the person in the water visible to the boat operator at all times.



For the Long Island Boaters - take a look at the Darien Sail & Power Squadron web-site at: <https://dpspsct.org/>. On the right side, you'll see current weather, tides and even a radar of the region.

Have you looked at the Membership Benefits page to see what we can use as a benny from our membership in USPS? Look at: <https://www.usps.org/departments/14000/1450001> The new benefits are on the page (sending packages with UPS, save 50%) - older benefits are on the left listed click on: [Member Benefits](#).

