

# Champlain Skipper

Champlain Sail & Power News Letter

January 2008

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*Happy New Year!!!!*

WELL WE ARE CLOSING IN ON ANOTHER SUCCESSFUL YEAR FOR THE POWER SQUADRON. THE BRIDGE OFFICERS DID A GREAT JOB AS USUAL! NOW IS THE TIME TO CONTINUE FORWARD. MOST OF THE OFFICERS SAID THEY WILL HELP OUT AND RETURN FOR ANOTHER YEAR OF DUTY. COMMANDER MIKE STEPHENSON, AND EDUCATIONAL OFFICER JOHN BOULE SAID THAT WOULD NOT ACCEPT ANOTHER TERM. I WOULD LIKE TO THANK THEM FOR ALL THAT THEY HAVE DONE FOR THE SQUADRON. SO NOW WE NEED SOMEONE TO STEP UP AND TAKE OVER THEIR POSITIONS. GRANTED THERE ARE NOT A LOT OF NEW MEMBERS TO CHOOSE FROM, ESPECIALLY FOR THOSE POSITIONS. SO IF ANYONE WOULD LIKE TO STEP UP, OR CAN SUGGEST SOMEONE FOR THOSE POSITIONS PLEASE LET ME KNOW. I KNOW THAT THERE ARE MANY MEMBERS INVOLVED WITH THE COAST GUARD AUX AND THE NEW FLOTILLA HERE IN PLATTSBURGH, AND I CONGRATULATE YOU GUYS ON THE FINE EFFORT AND SUCCESS, BUT PLEASE REMEMBER THAT WE WERE ALL USPS MEMBERS FIRST, I HOPE THAT WITH OUR 60th ANNIVERSARY COMING IN 2009, AND THE FACT THAT WE WILL HAVE FOR THE FIRST TIME A DISTRICT COMMANDER FROM OUR OWN DISTRICT, THAT WE WILL CONTINUE IN OUR SUCCESS. I HAVE SOME MEMBERS THAT NEED ONE MORE YEAR BEFORE FEELING COMFORTABLE TO MOVE UP AND TAKE COMMAND, BUT IN THE MEAN TIME???? WANT TO TALK??

CONTACT ME HOME 493-7251 OR AT [SHIVOKEVICH@HOTMAIL.COM](mailto:SHIVOKEVICH@HOTMAIL.COM) LET'S CONTINUE THE FINE TRADITION OF THE CHAMPLAIN SAIL AND POWER SQUADRON!

Let's make Champlain sail and Power squadron the BEST that we can be!!!

Looking forward to serving you and District 2 as your Executive Officer in 2008

Robert Shivokevich

Commander's Message

Next meeting 8 January 2008

## **Educational News**

***There will be an ONBOARD WEATHER seminar given by District Educational Officer Joe Lynch at the D/2 Winter Council to be held in Poughkeepsie NY on Saturday February 3. If you are interested in attending contact D/2 Admin officer Bob Shivokevich at 493-7251 or E-mail [shivokevich@hotmail.com](mailto:shivokevich@hotmail.com)***

***as some of you already know, I am stepping down as squadron Educational officer. I have served in this position for the last four years and would like someone else to take over. This is a very important position and should be filled. I will still be around to help out. It has been a pleasure to serve under three different commanders and I enjoyed the experience.***

***Thank You John Boule AP***

### **UPCOMING EVENTS**

***PLEASE note the FOLLOWING date change!!! February 3, 2008. That is the tentative date for the Annual Pool Party to be held at the Inn at Smithfield. Look for details in this issue of the "Skipper" see attached flyer!!!!***

***HURRY RESERVATIONS MUST BE IN BY JANUARY 18!!!!!!!!!!!!***

***District 2 winter Council will be on February 2, 2008, in Poughkeepsie NY. CONTINENTAL BREAKFAST AND LUNCH ONLY \$28.00!! HITCH A RIDE DOWN AND BACK WITH ME!! Contact D/2 Admin Officer Robert Shivokevich for more details at [shivokevich@hotmail.com](mailto:shivokevich@hotmail.com).***

## ***Dave Robertson's Did You Know??***

**DID YOU KNOW?** Why the letters "S-O-S" were chosen for the distress signal. Contrary to popular belief, "S-O-S" does not stand for "Save Our Souls" or "Save Our Ship." Rather an international commission selected the letters in 1906 because in Morse Code they translated into an easily recognizable sound signal. "Mayday" was adopted officially in 1948 and comes from the French m'aidez ("help me"). Source-Sail Magazine

### ***EDITOR'S NOTE.***

***In a little over a year I will become District 2 Commander, and this will involve more of my time, SO!!!***

***I AM LOOKING FOR SOME ONE TO TAKE OVER BEING THE SKIPPER'S EDITOR. I HAVE BEEN EDITOR FOR THE LAST 4-5 YEARS AND WOULD LIKE SOME ELSE TO TAKE OVER. I BELIEVE THAT THE SKIPPER IS A VERY IMPORTANT TOOL FOR COMMUNICATIONS TO SQUADRON MEMBERS. INTERESTED? CONTACT ME ROBERT SHIVOKEVICH, 493-7251 OR E-MAIL [SHIVOKEVICH@HOTMAIL.COM](mailto:SHIVOKEVICH@HOTMAIL.COM)***

# Frank's Safety Corner

## Navigation Lights - Sidelights

Is your boat legal? Of course, you say...it is a brand new boat. Well you might want to think again after reading the following article. And remember, it is your responsibility, not the manufacturer's, to make sure your boat is in compliance with state and federal regulations.

During factory and boat show inspections we have observed that many manufacturers of recreational boats do not have a good understanding of the navigation rules governing proper installation of navigation lights. The requirements are found in the Navigation Rules, International-Inland, and in Parts 81, 84 and 89 of Title 33, Code of Federal Regulations. The problem appears to be particularly prevalent for manufacturers located in the western States. Since most manufacturers routinely equip the boats they produce with navigation lights, navigation light installations are routinely inspected and discussed during factory visits and boat shows.

One problem which has increased recently is the installation of flush mounted sidelights in the boat hulls, usually below the rub rail. Many manufacturers build boats using similar sidelight fixture installations. This is a dangerous trend which is likely to end up costing somebody a pile of money when a plaintiff's attorneys go after everyone who might have been liable for a serious collision.

Sidelights which meet the rules are designed to cover an arc of the horizon, or sector, of 112.5 degrees. Intensities are required to attain a visible range of 1 mile for vessels less than 12 meters (39.4 ft.) and 2 miles for vessels 12 meters or longer. These fixtures are designed for intensities to decrease and reach practical cutoff between 1 and 3 degrees outside their prescribed sector. Sidelight fixtures must be installed parallel with the fore and aft centerline of the vessel and arranged to show an unbroken light from right ahead to 22.5 degrees abaft the beam, a total sector arc of 112.5 degrees.

Sidelights that are installed in the contour of the bow without providing a mounting surface tooled to be parallel with the fore and aft centerline of the vessel are not in compliance with the Inland or International Navigation Rules. Depending on the breadth of the

vessel near the bow and how far aft from the vessel's stem the lights are mounted, this shift can be more than 20 degrees in some cases. Installing the fixtures too far aft of the vessel's stem may result in the sidelights not being visible from a position dead ahead.

Another factor in proper installation of sidelights is that they must maintain their required minimum intensity in a vertical sector from 5 degrees above to 5 degrees below the horizontal. They must also maintain at least 60 percent of their minimum required intensity from 7.5 degrees above to 7.5 degrees below the horizontal. Installing flush mounted sidelights, designed to be mounted to a vertical surface in the hull contour, without providing a mounting surface tooled to be vertical, shifts the vertical coverage sector. This also results in a noncompliance with the Inland or International Navigation Rules.

Additionally, most of these flush mounted sidelights are installed below the vessel's rub rail. International Navigation Rules require that sidelights be installed above the uppermost continuous deck. Therefore this configuration would not be in compliance with International Navigation Rules.

When separate red and green sidelight fixtures are used, the masthead or all-round white light, whichever configuration is installed, must be located as close as practical to the vessel's fore and aft centerline. For vessels less than 12 meters in length, the masthead or all-round light may be displaced from the fore and aft centerline providing that the sidelights are contained within a common fixture and mounted on the vessel's fore and aft centerline. The masthead or all-round light must be installed at least one meter (3.3 ft.) above the sidelights.

This article was written by the Coast Guard Short Range Aids to Navigation Division (G-NSR)

### **EDITOR'S NOTE**

The following story is from our squadron members Peter and Claudia Hornby, involving one of their many sailing trips down south (Way South). Please enjoy, and thanks to Claudia for submitting the story

The Editor

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## Snubber's Harbor Cruise

Marsh Harbour

Great Abaco

April 7-13, 2003

Toward evening the wind settled down and as we looked around the harbor, we noticed our neighbors from C-gull Seeker taking off in their dinghy for what appeared to be a spin around the harbor. Looking more closely, I noticed something unusual in the bow of their dinghy. It was a cat, sitting up like a proud figurehead surveying the scenery. Now, we've seen plenty of cruising dogs do this, anxious to complete their business ashore, but this was the first time we had seen a cat! We reached for the camera and took a snapshot, just to have a record of this unusual sight!

Our boat cat, Sonnet, has no interest in dinghy exploration that we know of, and we discussed how "neat" it would be if Sonnet could enjoy the excitement of a spin in the dink. She, however, showed not one iota of curiosity toward this fellow feline spectacle nor one jot of interest in a dingy excursion.

So the next day we visited C-gull Seeker to find out the story behind this remarkable feline behavior. Maybe we could train Sonnet to be a figurehead.

As it turns out, no special training was required. Snubber, their talkative part Siamese boat cat, had figured out that the dinghy was the means to shore, a place he dearly loves. He is so fond of shore that he will sit at the stern of the boat and meow loudly until they put him in the dinghy and take him ashore. If the dinghy happens to be tied alongside, he jumps into it and complains until he is granted his wish. If shore is not an option, the only way they to appease this stubborn fellow is to take him for a spin around the harbor. Indeed, even as we sat there chatting alongside their dinghy, Snubber jumped into it. He stood on the seat and attempted to talk us into allowing him to hitch a ride to shore with us. Sadly we had to turn him down! Snubber's owners advised us to turn him down.

As we chatted with Snubber's family, we recalled the last time we had met these folks. Two years ago at Chub Cay, Snubber had figured out how to remove a screen from one of their opening ports. He then made his escape his escape by leaping to the dock. Snubber had taken a night-time tour of the marina and was missing when his owners awoke. They weren't concerned. They knew he'd be coming back in his own sweet time.

When we got back to the boat, we decided to introduce Sonnet to the dinghy. It would be nice for Sonnet, we thought, to be able to explore a pretty island ashore. I passed her to Peter who had gotten into the dinghy. He set her down; she meowed and sniffed and walked around. It looked like she was about to get comfortable. Suddenly I had a second thought. I'm not sure I want this cat to go leaping into the dinghy whenever she wanted. After all, leaping from the boat was how she had arranged her first swim in Anapolis Harbor several years ago. Peter passed the cat back to me in the cockpit. We abandoned the "cat as figurehead mission" before it even got off the ground!

Snubber is, clearly, a cat with a mission. The next morning, C-gull Seeker left the harbor, shortly before we did. Sure enough, there was Snubber, sitting like a king on top of the cabin, meowing encouragement to Mike, his master, as he hauled up the anchor. Meanwhile, Sonnet, our very ladylike boat cat was sprawled on her back on a berth in the cabin, all four paws stretched out above her enjoying a morning nap!

(part of the original article, but can be shortened here if you like)

We ended up spending a week here. In Marsh Harbor we could find just about everything on our shopping list including Sonnet's favorite cat food and oil filters for our diesel engine. Three grocery stores vied for business and we comparison-shopped until we found our favorite. Romaine lettuce that had cost me \$6.00 in the Exumas, cost \$1.99 here. Fresh (!) strip steak was a mere \$7.99 per pound. We stocked up on fresh food. We also ate out occasionally. One day we had Conch Burgers at Sapidilly's a cute restaurant near the waterfront where we watched the tourists wander by on Queen Elizabeth Way. After lunch, I watched Boo at his market stand, across from the restaurant, making fresh conch salad. I bought some for supper later. He was a little irritated when he caught me snapping his picture, so I appeased him by purchasing a conch shell for \$5.00! Of course, discarded conch shells can be found anywhere lying near the waterfront in the Bahamas!

# POOL PARTY!!!

WHEN !! Sunday February 3<sup>rd</sup> from 1:00 to 6:00 pm

WHERE!! Inn at Smithfield (Best Western )

WHY!! For squadron fun and more fun!!! and to go swimming in the middle of the winter!!!!!!!!!!!!

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Cost! \$0.00

That's right bring no money!! Just bring a snack to share and your own favorite beverage. If you want to participate in the Annual Chinese Auction/ gift exchange. Then bring a wrapped gift of your choice under \$10.00 and join in the fun. We will still have our Annual Nautical Competition. The Line Toss, with returning two time winner Bob shivokevich looking for some competition, the Knot tying contest with co champions Margaret and Tom Malone returning and of course our special Nautical Trivia Quiz!! Some come even if only for the enjoyment of spending time with your fellow Squadron members!! Let the good times of 2008 begin here!!!