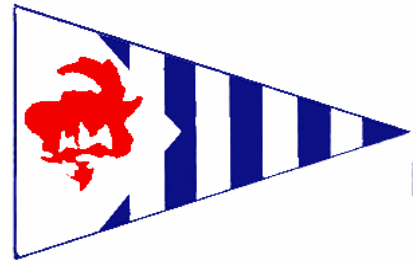


CHAMPLAIN SKIPPER



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Treasurer	John Boule	561-4980	drboule@aol.com

Commander's Message

Members,

The summer has passed too rapidly and I believe for most of us too little time was spent at our favorite passtime. The nights are beginning to have a definite bite to them and some of the trees are starting to show thier colors. We only have about a month to get more lake time in before it will begin to get too hard to use our favorite toys on.

We had a rendezvous in Pelot Bay on the 9th in what I feel is the most protected area of the lake. There were no waves , wind or noisy boats to spoil the peace and quiet of the afternoon and evening. Pete & Claudia Hornby , Tom & Margaret Malone showed up in the late afternoon to join me for a long tie-up and good conversation. For those that didn't make it you missed a wonderful afternoon in a beautiful area. The only drawback to the beautiful calm weather was the bloodthirsty mosquitoes that showed up shortly after dusk.

On the Squadron side of things we will have a piloting course starting this fall, more details in Dave's report. We will be discussing the whole education schedule for the winter at the meeting on Sept. 2. If you have a preference for a specific course show up and let us know about it.

It is again getting that time of year when we should be thinking about our annual hauling out party and the winter schedule of events. We have a lot to discuss at the meeting so please plan to attend.

Cdr. Hugh

Educational Report

What courses would you like? Go to www.usps.org and click on the Education page for a listing of the courses and seminars.

The Champlain Sail and Power Squadron will offer a Piloting Course for its members beginning the week of September 15th. and continuing for approximately 8 weeks. Bob Shivokevich has volunteered to teach the course and Margaret Malone has offered to assist him. The course will be at 7:00 P.M. on either Monday or Wednesday evenings, depending on the preference of those desiring to take the course, at Hawkins Hall at Plattsburgh State. The cost of the course will be determined at the next squadron meeting, which will be held at 7:00 P.M. on Tuesday, Sept. 2 at the American Legion. Members interested in taking the Piloting Course should contact Dave Robertson at 562-3186 or e-mail at tropicstar82@hotmail.com and indicate whether they prefer Monday or Wednesday evening.

UPCOMING EVENTS

DISTRICT 2 FALL CONFERENCE AT FISHKILL NY

The District 2 Fall Conference will be held October 24-25, in Fishkill, NY. Peekskill will be celebrating their 50th Anniversary of their Charter. This would be a good time for members who never attended a USPS District Conference to attend. If you do not want to stay over night, it can be done in a day trip. Plan some car pools and plan to attend. This would be a good opportunity to see what goes on at a Conference, and a learning experience that many can benefit from. (Our Conference will be in the spring). The cost is very reasonable. The Continental breakfast and lunch for \$19.00. If you stay over night plan to join in the fun of the dinner dance. Click on the following link for registration form. [Http://www.darcy-systems.com/district/2008_10_24-26_fall_conference_fill-in_pdf](http://www.darcy-systems.com/district/2008_10_24-26_fall_conference_fill-in_pdf).

Or contact Bob Shivokevich at shivokevich@hotmail.com, for more information.

DISTRICT 2 SPRING CONFERENCE

The District 2 Spring Conference will be held right here in Plattsburgh, NY. Did you know that at that time our squadron will be celebrating 60 years of existence? That the area will be celebrating the 400th Anniversary of the discovery of Lake Champlain?? Did you know that our Squadron will be celebrating the first time ever, that one of our own members will be the Commander of all District 2?? Robert Shivokevich S will become District 2 Commander on March 28, 2009?? Scary, isn't it?? you bet!! The squadron has formed a committee to organize and plan the event. But will need more help in the future. So when they ask, please say yes and help make this a tremendous event. Committee members are

Dave Robertson, 562-3186 tropicstar82@hotmail.com, Bob Shivokevich 493-7251 shivokevich@hotmail.com, Ray Dahle 561-7625, raybj2933@aol.com, Gil Murray 563-435 gilmur@westelcom.com

SQUADRON MONTHLY MEETING

The next monthly meeting for the Champlain Sail & Power Squadron will be on Tuesday September 2 starting at 7:00 at the American Legion on the Quarry Road in Plattsburgh NY. Hope to see you there.

DAVE ROBERTSON'S DID YOU KNOW??

DID YOU KNOW?

The U.S. Coast Guard recently changed the designation of some inflatable PFD models from Type V to Type III? This change in designation means that some models do not have to be worn in order to meet the Coast Guard's one PFD-per-person requirement for recreational boats. Type III inflatable PFDs must have a minimum buoyancy of 22.5 pounds. They must be readily accessible in an emergency, have a full CO2 cylinder, and all status indicators must show the vests are serviceable. The type V Classification refers to "special purpose" PFDs, those designated for special uses, which must have 22.5 to 34 pounds of buoyancy. Inflatable PFDs classified as Type Vs must be worn at all times in order to satisfy the USCG rule for safety equipment aboard a recreational boat. Source- Practical Sailor.

FRANK'S SAFETY CORNER

Operating in Reduced Visibility

Boating during the fall can bring special challenges for the mariner. In addition to the need to be aware of reduced temperatures which can lead to hypothermia, you also at times have to deal with reduced visibility.

Fog is the primary cause of reduced visibility, but haze, heavy rain and snow all present problems for mariners. Boating in these conditions presents two hazards, navigational errors and collisions.

Preventing both of these begins with reducing your speed. The old saying, "Be able to stop in half the distance of visibility" doesn't appear in the Navigation Rules, but it is very good advice; remember slower is better!

A sailboat with an auxiliary engine, if under sail in fog, should have her engine available for immediate use, but you'll be better able to listen for fog signals and other helpful sounds if you leave the engine off until it's needed.

Fog signals must be sounded, the time interval specified in the Navigation Rules is the minimum.

Vessel

Required Sound Signal

Power-driven vessel making way

one prolonged blast every two minutes

Power-driven vessel not making way (stopped)

two prolonged blast every two minutes with a one second interval between them

Sailing Vessel, vessel not under command, vessel restricted in ability to maneuver, vessel constrained by draft, vessel engaged in fishing and a vessel towing or pushing another vessel.

one prolonged blast followed by two short blasts every two minutes

Vary your interval so that there is no possibility of your signals being in step with another vessel's, thereby preventing you from hearing them. Listening for another vessel's fog signals is just as important as sounding your own. If you have crew aboard, post a lookout well forward and consider having another person aft if possible. The lookout should listen as well as look. Listen for other vessels, the sound of aids to navigation, breaking surf, and other helpful sounds. Lookouts are especially important if your helm station is inside. Switch bow and stern lookouts occasionally to provide some variety and increase

alertness.

If your engines are noisy, periodically shift into idle, or even shut them down for a few minutes to listen for faint fog signals. The transmission of sound in foggy conditions is tricky, if you hear something, don't jump to a quick conclusion about its direction and distance, listen some more.

If several craft are traveling together, it is advisable that they stay close in a column formation in which closely following vessels aren't directly behind the leader so they can easily steer clear if the lead vessel stops suddenly. If the fog is so thick that it is hazardous for them to be within sight of each other, each vessel should tow a floating object such as an empty fuel container or a cushion well astern on a line of approximately 150 feet. Then, each vessel can keep its "station" in column by keeping that object in sight, rather than the craft ahead.
