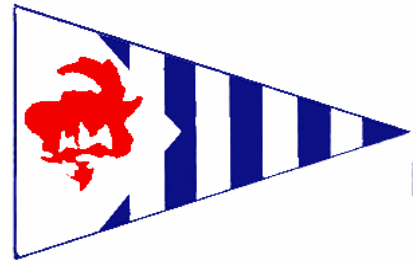


CHAMPLAIN SKIPPER



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Treasurer	John Boule	561-4980	drboule@aol.com

Commander's Message

Members,

Now that summer is history, and we are all busy getting our boats tucked away for winter, this is a good time to go over all the things that need attention. Make a list so you do not forget them in the spring. The Piloting class is underway, and doing fine. I just got back from the Fall Conference in Fishkill, NY and Champlain was tied for Second place in the shipping over award. An award given for the highest percentage of members renewing their USPS membership. We missed first by less than 2% points!! GOOD JOB and A BIG THANK YOU. We have two events coming up real soon!! First we have a National Weather Service representative coming over to Plattsburgh to give a presentation about on water weather forecasting and special weather on Lake Champlain. The presentation is free and open to the public, so pass the word on to your friends!! We are also having our Annual Hauling out Dinner at Hong Kong Jade. There will be a guest speaker, Author Eric Sorensen. I hope to see you there at both events. See the fliers in the skipper.

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 is running a Piloting Course at Gander Mountain, in the Mall. There are five members taking the course. The course will run for approx. another 10 weeks. Bob Shivokevich is teaching the course. We plan on starting another course in the Spring, possibly Seamanship. If you would to suggest a different course, go to the above web page, check out the different courses and let me know.
Dave Robertson. E-Mail tropicstar82@hotmail.com

BOATING OPERATOR CERTIFICATION

With the Boat Operator's Certification Program, USPS will certify USPS members at various levels of recreational boating proficiency. We expect that these certifications will be recognized across the boating community, both domestically and internationally. In the United States, The United States Coast Guard (USCG) has asked congress to authorize the Transportation Secretary to establish requirements for standards of proficiency for recreational boaters. We intend to have USPS certification accepted as the above proof and be accepted as the national certificate for the USA.

Breaking News

The Boat Operator Certification program is now up and running. The material to start members on their journey to Certification is in stock at Headquarters. SEOs can now order the Inland Navigator starter package. District Educational Officer Joe Lynch has made it his personal goal to have certifiers from each squadron. If you are interested in becoming a certifier he is holding the first part of training at the Winter Council to be held in Poughkeepsie on January 31 2009. For more information E-Mail Joe at jalynch22@att.net.

UPCOMING EVENTS

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 SN 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.
The registration form is attached and is also available on line at the D/2 website. Go to USPS.org, click on site index. Go to Districts pick out D-2 and Viola there it is!! CHECK IT OUT!!

SQUADRON MONTHLY MEETING

The next monthly meeting for the Champlain Sail & Power Squadron will be on Tuesday November 4 starting at 7:00 at the American Legion on the Quarry Road in Plattsburgh NY. Hope to see you there.

NATIONAL WEATHER SERVICE PRESENTATION

The Champlain Sail and Power Squadron will be hosting a free weather presentation on Thursday November 6 starting at 7:00 p.m. This presentation is open to the public, so pass the word on to your friends. Gil Murray has put forth a lot of effort in obtaining this excellent speaker and a good turn out would much appreciated. For more information please see the flier below. Make copies of the flier and post them around different venues. PASS THE WORD AROUND!!

Burlington National Weather Service Free Presentation

**Thursday, November 6
American Legion
162 Quarry Road
Plattsburgh NY
7 pm**

Marine Forecasting on Lake Champlain and Ice Safety

Topics presented will include marine forecasting on Lake Champlain, winter weather safety (including an excellent video that addresses falling through the ice), measuring snowfall, and winter storm types. Attendees will have the opportunity to become official Skywarn weather spotters.

This event is sponsored by the Champlain Sail and Power Squadron.

Public Invited! No reservations necessary!

**Further information: gilmur@westelcom.com (563-4353)
john.goff@noaa.gov**

HAULING OUT DINNER

The Annual Hauling Out Dinner will be held on Sunday November 9 at the Hong Kong Jade restaurant, in Plattsburgh. Cocktails will begin at 18:00 with dinner to start at 19:00. The cost is \$11.00. There will be a special guest of honor this year, author Eric Sorensen, who wrote "*Sorensen's Guide to Power Boating*" second edition.

Eric Sorensen has a wide-ranging, 40-year background in commercial and pleasure boats, and onboard U.S. Coast Guard and Navy patrol craft and ships. Starting at age 17 in the Coast Guard, he was a coxswain and surfman, training boat crews in boat handling, surf operations, towing and salvage. After college, he was commissioned at Navy OCS in 1981 in Newport, RI where he was regimental commander of his class. He served for 15 years on four ships in both deck and engineering positions, and was the officer in charge of a squadron of 108-foot training craft in Newport, RI, used to train navy officers in ship handling, navigation and seamanship.

Eric Sorensen is the author of *Sorensen's Guide to Powerboats: How to Evaluate Design, Construction and Performance*, an in-depth 500-page reference for the marine professional and inquiring boat owner alike. He is a marine consultant, advising boat and yacht builders on improvements to vessel design, safety, ergonomics, construction and performance. He was a founder and the director of the Marine Practice at J.D. Power and Associates, the customer satisfaction marketing research firm. He works with consumers shopping for a new boat, and consults for boat manufacturers who wish to improve customer loyalty by building superior product.

He is featured in a new (2006) book, *No Higher Honor: Saving the Samuel B. Roberts*, about a ship that struck a mine in the Persian Gulf in 1988 and managed to stay afloat. Eric was recognized by the US Navy for providing the innovative damage control training that helped the crew and ship survive.

A licensed captain and boat owner, Mr. Sorensen's boat reviews and articles have been published extensively in the marine trade and consumer press.

. He is an amateur classical pianist and lives in Upstate (Plattsburgh) New York.

SEE YOU THERE!!!!!!!!!!!! DON'T MISS IT!!!!!!!!

DAVE ROBERTSON'S DID YOU KNOW??

DID YOU KNOW?

Help with NOAA charts is available on a toll--free phone number. If you have ever had a problem with a NOAA chart or had difficulty downloading NOAA charts on your computer NOAA is now offering a toll- free Navigation Inquiry Line to help answer questions about coverage, accept reports of chart discrepancies, and provide electronic-chart support. Call 888-990-NOAA to speak to a representative weekdays between 0800 and 1600(ET) or visit <http://oscdata.ncd/noaa.gov/dr/inquiry.asp>.

Source:Sail Magazine

FRANK'S SAFETY CORNER

Ethanol & cold-weather engine care

With winter layup upon us, many boaters need to know how to avoid long-term storage problems with fuels containing 10 percent ethanol. This E-10 fuel can attract more water and “phase separate” over time, causing internal engine damage and possible engine failure. BoatU.S. offers these tips to prevent engine damage:

- **Top off your boat’s fuel tanks to about 95 percent full**, leaving room for expansion. An almost full tank limits airflow through the vent, which reduces the chance of condensation adding water to the fuel. If you boat over the winter, topping off your boat’s gas tanks between outings will also help prevent condensation.

(Note: Some mechanics mistakenly advise you to leave a tank partially filled, so you can “freshen” the old fuel by topping off the tank in the spring. However, leaving a tank partially filled with E-10 invites phase separation, which cannot be remedied by adding fresh gasoline. Once E-10 separates, the water remains at the bottom of the tank.)

- **Don’t drain E-10 from your fuel tanks.** Although it eliminates any chance of phase separation, this potentially dangerous practice is not recommended.
- **Don’t bother with additives and water separators once phase separation occurs.** They won’t help. Having your tanks professionally drained is your only option.
- **Know what your fuel tank is made of.** Ethanol can cause fiberglass fuel tanks, many of which were built before the mid-1980s, to deteriorate and fail. Unless your boat’s tank was built to withstand ethanol, you should avoid using E-10 gas (which may not be possible) or replace the tank with a nonreactive material such as aluminum.
- **Never plug up a fuel tank vent** to prevent moist air from entering. Without room for the fuel to expand, the tank could build up enough pressure to rupture fuel system components.
- **Add a stabilizer for long-term storage.** But understand that stabilizers do not prevent phase separation.

Editors Note. I am picking up the travels of the Hornbys after hearing from members that they missed their stories. I will try o continue each month. Please enjoy



IDYLLIC ISLANDS

Double Breasted is a group of small cays, totally uninhabited,

with beautiful white sand beaches and gorgeous blue water. Our choice of anchorage is a small slough which can only be navigated on a rising tide with good visibility, as the controlling depth is about five feet. We draw 4.6 feet! Just to make matters interesting, there's a really strong current that flows through the cut where the Bahama Bank and the Atlantic meet. So we wanted to wait for slack water. We arrived about 40 minutes ahead of low tide. The seas were choppy and confused with southerly waves left over against a west wind. We thought we might set an anchor to wait for slack water, but with the bottom washed clean by the current it was a no go.

"Well, let's just go for it!" Peter finally said, and my adrenalin level spiraled up a few notches. It's not that our lives were in peril, but the narrow channel passes over several shallow bars and runs at places about six feet away from the rocky shore and I was the one who would be standing on the foredeck calling out the shallow spots.



As I directed Peter from the bow where I could clearly see the bottom, I remembered our last visit here when we were greeted by a rather close brush with a waterspout. The rocky coral outcroppings to our port seemed menacingly close. But it immediately became obvious that we had enough water under our keel and that all was well. We could clearly see the bottom and we had no trouble finding our way through the maze of shoals.



Once inside, the anchorage offered us full protection and peaceful isolation. Only two other boats were in the entire area and none in our anchorage. We carefully placed our anchors up and down current in anticipation of a wind shift. We knew to make sure they were well set because on our previous visit here with cruising friends several years ago, we awoke to discover their boat nestled among the rocky outcroppings on the lee shore. We had spent the better part of a day kedging them off!

The setting sun, limned the coral and mangroves with golden glow. Nearby a lone cattle egret in full breeding feather seemed out of place among the rocks and mangrove roots. He stayed nearly immobile on his branch since we first arrived as if awaiting the arrival of a his bride-to-be or perhaps guarding a nest.





The wind died as the sun settled behind the narrow island. Millions of stars pierced the velvet sky that night, and it seemed as if our little boat was a world unto itself.



We spent the following day bird watching, exploring the beaches and pattering with the dinghy through the several channels that run among the small cays. In our opinion this is one of the most beautiful spots in the Abacos.

After a second peaceful night, we got up early so we could catch the tide on the way out. How much easier it was to exit following the magenta line of a GPS track we had created on the chart plotter on our way in! A short motor sail brought us to our next destination, Grand Cays.

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