

CHAMPLAIN SKIPPER



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Commander's Message

Members,

As the year comes to a close, and we all look back on the past year of all the memories that we shared with our fellow members, let us stop and be thankful for those great memories, and start planning for some new memories this coming year. 2009 will be an exciting year for Champlain Sail and Power Squadron. We will celebrate the 60th Anniversary of our charter, the 400th Anniversary of the Discovery of Lake Champlain, and the Inauguration of the first ever District 2 Commander from our great Squadron! So as you can see there will be a lot to do this coming year and we need your help. So when someone asks you for some help please say yes and give a little of your time for this great organization that we all choose to be a part of. If you are sure where to start attend our monthly meeting which is held on the first Tuesday of each month at the American legion on the Quarry Road in Plattsburgh. The next meeting is this Tuesday December 2, hope to see you there!

Cdr. Hugh

Educational Report

The Piloting Course is progressing under the capable direction of Bob Shivokevich with all five original participants still aboard. The class, which meets on Thursday evening at Gander Mountain Sports, will have class #10 this coming Thursday. As I mentioned at the last meeting, we need to decide which class(es) we would like to offer for our members in the Spring of 2009 and which educational programs we will offer to the public. Please bring your suggestions to the next meeting on Tuesday, December 2.

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.

UPCOMING EVENTS

DISTRICT 2 SPRING CONFERENCE

See attached flyer for all the details

As most of you know the fire at Comfort Inn was a major blow to the community as well as to us. We had plans to hold our Spring Conference at the Comfort Inn . The Conference committee met right away and with the quick thinking of Dave Robertson to to check with the Holiday Inn to see if the dates were still available with them. Dave arranged a meeting with the hotel management and as they say the rest is history. We now have a place where we can still hold the Spring Conference on the same schedule dates. How we need help to make this event one of the best in District 2.

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 December 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?

A new online weather service, Wind Mapper, is a web site well worth a visit before you venture out onto the lake. The site offers real-time, hour by hour (as well as predicted) information on average wind strength (onshore and offshore) around the country. In our area the site offers wind and weather data every three hours, 24 hours a day, for up to 5 days in advance for both the Plattsburgh and Burlington areas. This site should be helpful to both sail and power boaters in planning their next voyage on Lake Champlain. To log on go to <http://windmapper.com>.

Source: Sail Magazine

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.

Nimue's Log

A journal describing the sailing adventures of the captain, crew and boat cat aboard Nimue III, a Mariner 28 sailboat



Dragging our Feet -- We had fine sailing from Treasure Cay to the Northern Abacos. Once again, we traversed the infamous **Whale Cay Passage** successfully. We stopped for the night at Manjack Cay. We dinghied ashore for a stroll on the beach and then relaxed for the evening and watched a beautiful sunset.

In the morning we checked the weather to see if we would have enough time to explore the far northern Abacos. These cays are scattered along the north rim of the little Bahama Bank, a fragile barrier between Grand Bahama, and Great and Little Abaco. There is only one settlement among

these cays and not many harbors. They are out-islands in the truest sense of the word.

Wind direction is the determining factor in cruising here, for there are no all-around protected anchorages. Because the wind was beginning to clock ahead of a cold front, we decided to sail to **Foxtown**, a settlement on the north coast of Little Abaco where we would find protection from strong southerly winds under its high limestone bluffs. Here we anchored for the night with a few other boats. We arrived close to sunset, so we had supper and went to bed.

The next day, we headed for **Great Sale Cay** a very large sprawling cay in the middle of the little Bahama Bank. The afternoon we arrived was warm and languid so we anchored off the western shore, swam and dinghied ashore to visit with other cruisers who were planning to sneak back to Florida ahead of an approaching squally cold front.



When we awoke the next day, all but a few of the boats that had shared the anchorage were gone. The wind had clocked, so we sailed around the southern tip of the island to anchor in the wide harbor for shelter from a strong northerly wind that was expected. There are lovely beaches on this cay and shelter from many directions.

This beautiful cay is totally uninhabited and undeveloped. Yet, of course, Great Sale, too, is up for grabs. If you happen to have 7.5 million dollars and you can buy your own piece of Great Sale paradise!

We were now close enough to get the weather reports from the states and knew that if we timed it right we could visit a couple more islands in the northern

Abacos. So on Tuesday morning, we hauled up the anchor, unfurled the main and staysail, and headed north before a fresh westerly breeze to revisit one of our favorite spots.

Peter and Claudia Hornby





BOAT OPERATOR CERTIFICATION

Interested in becoming a certifier? Interested in helping your squadron's membership grow? Tired of sitting around complaining that nothing new is happening in the USPS? Then here's your chance! Attend the B O C Seminar at the upcoming Winter Council 31 January 2009 at the Best Western Motel & Conference Center in Poughkeepsie, NY. The Seminar is about 2-2½ hours and should include anyone who has an interest becoming a certifier in the program.

The USPS has learned the bitter lesson of change or wither and die. It is changing! We are going to be offering on the water training such as being offered by the Seneca Squadron in upstate New York. Imagine a squadron that has doubled its membership in the last three years.

The USPS has the program to train us to train others on-the-water, it has arranged insurance coverage for us when training on our own boat or on student's boats.

All we need to do is supply members that care enough to help create better boaters and to help their squadron grow. This is your chance to excel and show off your knowledge and experience. Do something for the good of others and most important, for your own good.

Join me there and let's be the Best in USPS!