

CHAMPLAIN SKIPPER



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EDUCATION REPORT

The Advanced Piloting Class began on Monday, Sept. 14th and will continue for approximately 12 weeks. The class has 3 students and is under the very capable direction of District Commander Bob Shivokevich.

It was decided to postpone the start of the Instructor Development Class until a later date. At this time we will concentrate on re-certifying our five certified instructors, whose certifications expire in October.

We will be offering a Seminar in Understanding and Using GPS on Saturday, October 24th. The Seminar will be held at The Lodge at Gander Mountain and run from 10:00 A.M. to 12:00 Noon and from 1:00 to 3:00 P.M. The cost will be \$30.00 for books and materials.

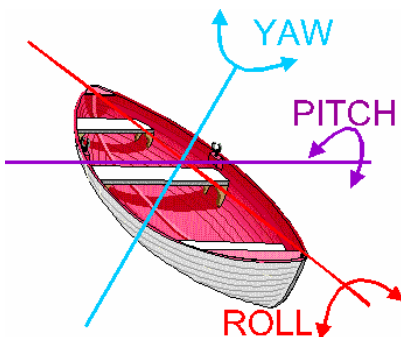
DAVE ROBERTSON'S DID YOU KNOW...

That "Dead Reckoning-Champlain in America" will be broadcast in the U.S. and parts of Canada this fall by Mountain Lake PBS (Channel 57), as part of this year's Quadri-Centennial celebrations honoring Champlain's arrival in the region 400 years ago. Throughout Canada Samuel de Champlain is known as the founder of Quebec, a brave explorer, expert cartographer, and a visionary who worked tirelessly to create a self-sustaining European settlement in North America but outside of this region he is almost unknown in the U.S. Watch your TV listings for time and date.

FRANK'S SAFETY CORNER

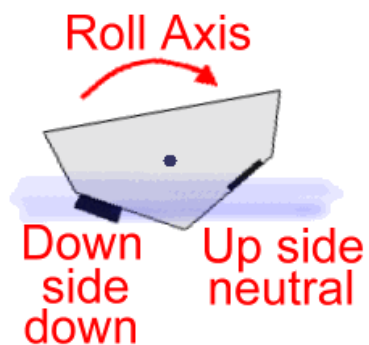
Trim Tabs - An Explanation

Trim tabs work exactly the same way as the control surfaces on an airplane. As you know, there are three axes affecting the motion of your boat as you travel through the water: **Yaw**, **Pitch** and **Roll**.

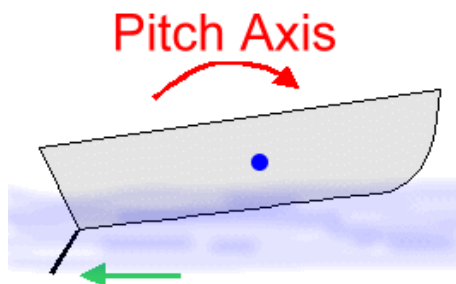


Trim tabs have little effect on the **yaw** axis, because yaw is controlled by the rudder or the side to side movement of the out-drive. Where they are effective is in the **roll** axis, to eliminate or reduce listing or heeling, especially if your boat has a deep "V" hull, and in the **pitch** axis, to raise or lower your bow. The port and starboard trim tabs act independently. It is a simple thing to adjust them to lift the down side of the boat and compensate for the three or four hundred kilos of weight caused by your passengers all

wanting to be on the same side. To do this, lower the **down side** tab. The water pressing against the tab as you move will lift that side of the boat (around the **roll axis**) and eliminate your list. As your passengers move about, you can continue to adjust the tabs to compensate for the redistribution of weight. You must understand though, the trim tabs will have less effect at slower speed than at high speed. You can understand this by a simple experiment. Next time you are in your car put your hand out of the window at an angle to the slipstream. Note that when you drive slowly, the wind has little effect on your hand but as you speed up, the wind will eventually drive your hand up and back. Now remember, water is much denser than air so prudence in applying trim is recommended.



Where most operators initially use trim is in the **pitch axis**, getting their boats to the plane mode as quickly as possible. It is then easy to maintain the boat's most economical cruising speed by tab adjustment. This is



accomplished using the **"Bow Down"** control. This lowers both tabs and the force of the water against them will push the stern up consequently lowering the bow (around the **pitch axis**). Again, smooth rather than aggressive application is recommended to prevent pitch down of the bow. Trim may also be used in the **pitch axis** to keep the bow up to avoid taking seas over the bow if the water is rough. Naturally you would use the **"Bow Up"** control to do this.

I mentioned that trim tabs have little effect in the **yaw axis**, but they do have some. I'm sure you can readily understand that if you have only one

of the tabs hanging out, besides lifting that side of the boat it will also cause a certain amount of **drag**. This will have the effect of slowing that side of the boat causing the bow to rotate about the **yaw axis** and turning the boat to that side. The rudder or out-drive are usually adjusted slightly to compensate.

Using trim tabs is much like riding a bicycle. You learn to do it by feel. Your knot meter will tell you when you have trimmed for best speed at any throttle setting and your common sense will help you adjust trim to sea

conditions and weight distribution. I am positive that in gaining experience you will soon amaze your friends with your skills in boat handling and trim.

Capt. Pat

CEREMONY FOR RENAMING YOUR BOAT

By Capt. Pat



Everyone knows that renaming your boat will bring nothing but bad luck and make your boating experience something that you will want to forget. But what happens when, after months of searching, you find your dreamboat with a name that you just cannot live with. For example, my first love was a 28-foot Alden with the most beautiful lines I'd ever seen. She was named *Perfidious*. How could anything this graceful be named *betraye*r of trust? Well, I never bought her, but I often thought that if I had, I would have renamed her *Magic*, after my wife.

Renaming a boat is, of course, not something to be done lightly. Since the beginning of time, sailors have sworn that there are unlucky ships and the unluckiest ships of all are those who have defied the gods and changed their names. So, is there a way to

change a name and not incur the wrath of those deities that rule the elements? Yes, Virginia, there is.

According to legend, each and every vessel is recorded by name in the Ledger of the Deep and is known personally to *Poseidon*, or *Neptune*, the god of the sea. It is logical therefore, if we wish to change the name of our boat, the first thing we must do is to purge its name from the Ledger of the Deep and from *Poseidon's* memory.

This is an involved process beginning with the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly.

I once went through the ceremony after the owner had assured me that every reference to his boat's old name had been purged from her. A couple of weeks later, he discovered he had missed a faded name on her floating key chain. I advised him to start over, perhaps with a little extra libation for the ruler of the sea. Unfortunately, he declined.

Since then, his boat has been struck by lightning, had its engine ruined by the ingress of the sea, been damaged by collision and finally sunk! It pays to be thorough.

In purging your boat, it is acceptable to use White-Out or some similar obliterating fluid to expunge the boat's name from log books, engine and maintenance records etc., but it is much easier to simply remove

the offending document from the boat and start afresh. Don't forget the life rings and especially the transom and forward name boards.

Do not under any circumstances carry aboard any item bearing your boat's new name until the purging and renaming ceremonies have been completed!

Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need a bottle of reasonably good Champagne. Plain old sparkling wine won't cut it. Since this is an auspicious occasion, it is a good time to invite your friends to witness and to party. Begin by invoking the name of the ruler of the deep as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name (here insert the old name of your vessel) which has ceased to be an

entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea. (At this point, the prepared metal tag is dropped from the bow of the boat into the sea.)

In grateful acknowledgment of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour at least half of the bottle of Champagne into the sea from East to West. The remainder may be passed among your guests.

It is usual for the renaming ceremony to be conducted immediately following the purging ceremony, although it may be done at any time after the purging ceremony. For this portion of the proceedings, you will need more Champagne, Much more because you have a few more gods to appease. Begin the renaming by again calling Poseidon as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as (Here insert the new name you have chosen), guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.

In appreciation of your munificence, dispensation and in honor of your greatness, we offer these libations to your majesty and your court. (At this point, one bottle of Champagne, less one glass for the master and one glass for the mate are poured into the sea from West to East.)

The next step in the renaming ceremony is to appease the gods of the winds. This will assure you of fair winds and smooth seas. Because the four winds are brothers, it is permissible to invoke them all at the same time, however, during the ceremony; you must address each by name. Begin in this manner:

Oh mighty rulers of the winds, through whose power our frail vessels traverse the wild and faceless deep, we implore you to grant this worthy vessel (Insert your boat's new name) the benefits and pleasures of your bounty, ensuring us of your gentle ministrations according to our needs. (Facing north, pour a generous libation of Champagne into a Champagne flute and fling to the North as you intone:) Great Boreas, exalted ruler of the North Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your frigid breath. (Facing west, pour the same amount of Champagne and fling to the West while intoning:) Great Zephyrus, exalted ruler of the West Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your wild breath. (Facing east, repeat and fling to the East.) Great Eurus,

exalted ruler of the East Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your mighty breath.

(Facing south, repeat, flinging to the South.) Great Notus, exalted ruler of the South Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavors, ever sparing us the overwhelming scourge of your scalding breath.

Of course, any champagne remaining will be the beginnings of a suitable celebration in honor of the occasion.

Once the ceremony has been completed, you may bring aboard any and all items bearing the new name of your vessel. If you must schedule the painting of the new name on the transom before the ceremony, be sure the name is not revealed before the ceremony is finished. It may be covered with bunting or some other suitable material.

LOCAL LORE

Everyone knows Sammy D: he's our squadron burgee, most of us have been flying him for years, but what do we really know about him? Frank Williams recently came across the following information from a flyer from the Lake Champlain Basin Program about our burgee's namesake, Samuel de Champlain.

1567: Samuel de Champlain is born in Brouage, France. He serves in the army of Henry IV during the French Wars of Religion. Champlain sails to the West Indies. He learns cartography and drafting skills on these early adventures.

1602: Champlain is appointed "hydrographer royal" by King Henry IV of France. He joins an expedition founded by Aymar de Chaste - who had obtained a monopoly on the fur trade in "New France"---to explore and map the region.

1603: Champlain travels up the Saguenay river, where he suspects the existence of Hudson Bay. He Voyages up the St. Lawrence as far as the Lachine Rapids, located just south of Montreal. He learns of the Great Lakes from his native guides.

1604: Champlain helps settle St.Croix Island. With no fresh water or firewood, the island is a poor choice. Only half of the 77 men survive the winter.

1604-1607: Champlain explores and maps the coastline of Acadia, looking for potential colony sites and the fabled Northwest passage. He travels along the Atlantic seaboard south to Cape Cod.

1605: Champlain assists in founding Port Royal in the Bay of Fundy ---the first enduring European settlement in northern North America.

1608: Champlain establishes Quebec City at a strategic location overlooking a narrow section of the St. Lawrence River. He establishes alliances with the Algonquin, Huron and Montagnais tribes for control of the fur trade.

1609:

June: Champlain leaves Quebec and heads up the Richelieu River to join his Indian allies on a war party against their enemy to the south: the Iroquois.

July: The war party, including Champlain and two of his men, departs the Chambly Rapids with 60 warriors in canoes. Champlain arrives to the lake called "Bitawkagok" (the waters between) by its Abnanki residents. He describes the northern part of the lake in his journal: "there are many pretty islands here, low, and containing very fine woods and meadows, with abundance of fowl and such animals of the chase as stags, fallow deer, fawns, roe-bucks, bears, and others, which go from the mainland to these islands. We captured a large number of these animals. There are also many beavers, not only in this river, but also in numerous

other little ones that flow into it.” Champlain travels down into the broad lake, noting Isle La Motte, North Hero, and Valcour islands in his journal. Champlain describes the Green Mountains: “very high mountains on the eastern side, on top of which there was snow;” and the valleys: “with plains productive in grain... together with many kinds of fruit without limit.”

July 30: After locating the enemy the evening before, the war party engages a party of Iroquois in a battle at Ticonderoga. Champlain and his men kill several Iroquois chiefs with their muskets, causing a rout. Champlain names the lake for himself.

1611: A European colony is established by Champlain on the Island of Montreal.

1613: Champlain travels along and maps the Ottawa River in search of the Northwest Passage. The Ottawa River will serve as the primary French trading route west for 200 years.

1615: After following the Ottawa River to the Mattawa River, crossing Lake Nipissing and traveling along the French River in present day northern Ontario, Champlain arrives to Lake Huron. From there, he and his Huron guides go south. They cross Lake Ontario and find an Iroquois village. They attack, but their assault fails and Champlain is wounded.

1616: Champlain heals from his wounds in a Huron village where he sketches and records the customs of the inhabitants. He returns to France.

1620: Champlain returns to Quebec where he takes up an administrative role as governor of New France. He continues working in this capacity for the rest of his life.

1635: Champlain dies in Quebec.

UPCOMING EVENTS

Monthly Meeting will be held on Tuesday, October 6 at the Mae Currier Recreation Center on Tom Miller Road. Meeting time is 1900.

Hauling-Out Party tentatively scheduled for Sunday, November 6 at the Jade Buffet. Social Hour starts at 1800; Dinner is at 1900. All members are invited to attend.