

# The Crown

## Storm King Power Squadron

Loyal Unit\* Of The United States Power Squadrons®



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Volume 35 May-June 2008

District 2



### COMMANDER'S MESSAGE

**Cdr. George P. Ghirlando, AP**

**There is a secret that has been known for thousands of years: history repeats itself. But this current fuel crisis is different than the one in 1973. Back then sportsmen found a way to fish when the season opened. And now?**

*Ahoy, Everyone!*

The boating season has begun. We all waited for it, counted the months, the days, and talked about to all our fellow boaters. So many plans, hopes and dreams. But now much of it seems like we were just dreaming. The cost of fuel has stunned most of us, except those few visionaries who could look into the future and predict the severity of our present crisis. Some are saying there is more doom and gloom yet to come. I am appealing to all of you not be crushed under by what is happening, and do not let your love of boats and the water be ruined. The season ahead can still hold much pleasure and enjoyment. Within the club or marina where you dock for the summer is a community of friends and squadron members. Consider your boat your summer home and welcome them aboard. It still is a great place to be and a wonderful getaway. But what about fishing?

Back in 1973 the problem was a lack of fuel made available to us. Today it is not the fuel that is not available but the large pockets needed to fill your boat tanks! Ron Brooks, writer of fishing articles, suggests some ways to go about fishing and keep the cost to a reasonable level. One thing is to consider changing your fishing method for a while. If you are used to trolling, try changing over to drifting with live bait. Try looking for another specie. And try staying a little closer to the shore. Those 40 and 50 mile one way runs, he says, will put a serious hole in your wallet. You can read more about his suggestions online. In the meantime our squadron has many activities that we can participate in together, including our May auction, June Picnic, and our famous Rendezvous in July. Save your big trips by cutting down on all the little trips that add up at the pump quickly. The district itself has other opportunities for us including our Summer Rendezvous. The Lake George conference is right around the corner. It is not too late to be with us in one of the most enjoyable weekends of some business and a whole lot of fun. Ask us how to get involved.

In conclusion, we as a squadron will find our way through this bumpy time. Like all things in life, we ride the waves up and down, and finally the seas become calm again. This storm will pass and one day some future commander will write about it as a distant memory. What is most important is that we stay together and share creative ways that will keep us involved in boating. Let us continue to encourage and support each other. This way we will all be there when the fog lifts and the crisis is over.

Have A Great Nautical Day!



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The Crown is the official journal of Storm King Power Squadron. Opinions expressed by contributors to The Crown are their own and do not necessarily reflect the opinions or official policies of the Storm King Power Squadron or the USPS®. The award winning SKPS newsletter, The Crown, is produced by the contributions and cooperative efforts of many SKPS members. Any articles, suggestions, and especially criticisms should be sent to Rose Moskowitz, 5 Pinehurst Circle, Monroe, N.Y. We trust you are enjoying the news from your squadron.



## National Safe Boating Week

May 17-23, 2008  
Get On Board!!!



## KAYAKERS KEEP RESCUE CREWS BUSY

An explosion in the number of kayakers along the nation's waterways, on lakes and at sea is making harrowing stories too common. At the same time, it's putting a strain on Coast Guard and other marine search-and-rescue crews and prompting calls for new laws requiring kayakers to take boating safety courses. "Paddling represents our greatest risk in the recreational boating community," says John Fetterman, a member of the Maine Marine Patrol and president of the National Association of State Boating Law Administrators. For rescue teams, it's become "a huge drain."

In the Coast Guard, the number of kayak rescues — many of which involve multiple boats and helicopters — is escalating. "It does take us away from other high-priority missions, like maritime security," says spokesman Brendan McPherson. The Coast Guard is tasked with protecting the nation's ports and harbors against terrorists.

Kayaking has become popular partly because the boats are relatively inexpensive and can be hauled and used with ease. Unfortunately, that's also contributed to the accident rate, experts say.

The Coast Guard does track boating fatalities. In 2006, the most recent year for which numbers are available, 27 people died kayaking. That's still a small percentage of the 710 people who died in boating accidents. Most died in motorboat accidents, when speed is often a factor. Statistics show 72 people died in canoe accidents during that year.

People go to "big-box stores like Costco and Sam's Club, buy a kayak, and, boom, off they go," says John Malatak of the Coast Guard's Boating Safety Division. "They don't take a boating course, they go into an area that's remote, they don't know the No. 1 thing to do, which is wear a life jacket, they turn over and there's no one nearby to assist them."

Hypothermia can set in - Even experienced kayakers can run into trouble. "Things can go south in a heartbeat," Andrusic says. Capsized kayakers suffering from hypothermia have been rescued by the Coast Guard from Seattle to Philadelphia.

Such accidents and the rescue efforts involved are prompting calls for more boating education. Fetterman says he supports legislation to require kayakers to take courses that would teach people the basics: wear a life jacket, bring a phone or radio, tell someone on land where you're going and when you expect to be back, how to handle it if your boat capsizes, how quickly cold water can be incapacitating and who has the right of way in busy harbors.

Some maritime organizations, including the American Canoe Association (ACA), oppose mandatory education for paddlers. The groups say it would be akin to requiring everyone who rides a bike to take a class first. Experts say many people underestimate how easy it is to flip a kayak because the boats seem so simple and easy to use. Of course USPS offers a great course called PaddleSmart which would certainly help to inform people of the safe ways to kayak and canoe.

## Administration Officer's Report

by L/C Pete Skorewicz, P

### Auction 2008

Our May meeting will mark the return of the **SKPS Annual Auction**. If you have items, preferably nautical, to donate please get them ready and bring them that night, but please call Rose Moskowitz to let her know. Please ask your favorite vendor or eatery for either an item to donate or a gift certificate. We will also need assistance in picking up gift certificates from the many vendors that have supported us in the last 5 years. To help or any questions, please call Rose at 845 820-0990.

### June Picnic 2008

It has been suggested that we do something special for our June picnic this year since SKPS will be marking its 30th anniversary and welcoming its newest members from the Tappan Zee Squadron. The picnic will be Wednesday, June 11th at CYC at 6:30pm. Please contact me for suggestions to ensure that something special happens together.

### July Rendezvous 2008

Hurry! Hurry!! Make your reservations for our fabulous annual July Rendezvous to be held at the Hop-O-/Nose Marina Fri -Sun. July 18, 19 & 20th. It should prove to be another successful event and fun for all - with great food, fun, and friendship.

## SKPS Annual Auction

### by P/C Rose Moskowitz, AP

May 14, 2008, will be the date of the SKPS annual auction. We will have our regular membership meeting at 6:30, viewing of the merchandise and followed by the auction. Please—if you helped last year getting donations from various restaurants and business, it is not too late to ask for them. Also, if you have anything to donate let us know. Invite your friends to attend as this is our primary fundraiser. Looking forward to a great auction in May— so mark your calendars!

For each of the last 4 years, I have been proud to say that we raised over \$2000 in each due to the hard work and dedication of our members. This year we have wonderful new members -- please share our successes with them and invite them to participate in this great annual event. Should you have anything to donate that is nautically inclined, or if you know a vendor who will donate an item or a gift certificate, please call me at (845) 820-0990 and I will arrange to

## BOATING STATISTICS SHOW INCREASE FOR SECOND STRAIGHT YEAR

According to recently released U.S. Coast Guard Boating Statistics for 2006, boating accidents resulted in 710 deaths, 3,474 injuries and \$43,670,424 in property damage—an increase for the second consecutive year despite a 2 percent decrease in the number of registered boats. The report suggests a correlation between boating fatalities and lack of boating education, failure to use personal flotation devices and alcohol consumption. This report is the latest and usually have a two year window of study. Here are some highlights:

- Two-thirds of all fatal boating accident victims drowned. Of those who drowned, a staggering 90 percent were not wearing a life jacket.
- A lack of boat operator instruction accounted for 71.3 percent of fatalities.
- Of the 710 fatalities, 133 were due to alcohol abuse.
- Alcohol use is the leading contributing factor in fatal boating accidents, accounting for nearly 20 percent of all reported fatalities.
- Nearly twice as many children drowned in 2006 compared with 2005. Boaters are more likely to perish if involved in an accident during fall and winter. The data indicates that the simple use of PFDs and responsible consumption of alcohol while at sea will significantly reduce the occurrence of fatal accidents. It is also imperative that boat operators are properly educated to ensure the safety of themselves and those aboard.

Therefore, all boaters should take advantage of the many boating education courses offered by USPS and StormKing Power Squadron. Tell your fellow boaters to sign up for LIFE!



have it picked up. If you pick it up please let me know as we have special recognition certificates that we give to each donor. We also recognize each contributor at our meetings and in the Crown.

So come on out with your wallet in hand and get in on those great bargains. Besides -- don't forget all the fun you will have!!!



## SKPS CALENDAR 2008

All Regular meetings start at **7:30 PM** at Cornwall Yacht Club. They are held on the **Second Wednesday of each month.**  
All Bridge meeting start at **7:00 PM** at the Cornwall Yacht Club. They are held on the **First Wednesday of each month.**

<u>Date</u>	<u>Event</u>
May 7	Bridge Meeting
14	Annual Auction
23,24,25	Northern Trek
June 4	Bridge Meeting
7	RiverFest -
11	Annual Picnic
July 18-20	Annual Rendezvous
August 6	Bridge Meeting

### Comments

7:00pm CYC  
Refreshments 6:00pm  
Fri - Sun Lake George  
7:00pm CYC  
Saturday 10-6 Cornwall River Front  
6:30pm CYC  
Hop-O-Nose, Catskill, N.Y.  
7:00pm CYC



### **Suggestions & Comments**

by AO Lt/C Pete Skorewicz, P

As was discussed at prior meetings, we always welcome suggestions and comments about SKPS squadron activities. After all, this squadron's strength is composed of the good people we have with many ideas. Always feel free to talk to any bridge members about any questions, comments, or suggestions you may have.. ..

**Name tags:** -- To place an order please see Manny Sangervasio. It is great to wear your name tag to all our functions. Cost \$8.00 each.

### **SKPS Burgee's Available**

by AO Lt/C Pete Skorewicz, P

If you would like to purchase a SKPS burgee for your boat please let me know. I have 8 left and will be placing another order shortly with the company. The cost on the burgee is \$22.00 each. So if your burgee is worn out or you are a new member and want a burgee please let me know.

### **SKPS Needs YOU!!**

**The Education Department is looking for volunteers to help proctor or teach sections of the BoatSmart course. We need new blood and a new voice in our instruction. Even if you have never done anything like this before - we will guide you through the process as you discover how rewarding it can be. Call Nat or Wayne.**



Let's all be the beacon of light that illuminates the way to safe boating!

Here's to a safe and wondrous new season!!

### **Important Notice --- Scholarship Awards**

Each year SKPS awards scholarships to a graduating senior whose parent is a member of SKPS, CYC, MYC, and/or NYC. This year each award will be for \$250. It's that time to begin thinking about an upcoming graduate and have them apply for this award. For further information and how to apply call Rich Hollahan.



### **News From the Education Department**

by Lt/C Nat Sobelman, P

Congratulations to new Seaman (S) Alex Stach, & new Pilot (P) John Cuneo. The current Seamanship course is on going at CYC with instructors Rose & Bryan Moskowitz.

We will be at the Newburgh Boat Landing during Safe Boating Week May 17 & 18th to distribute flyers on safe boating and courses.

A second Public Boating Course will be held Saturday, June 8th at the 84 Diner. Please see me at the auction if you can proctor all or part of the day.

Riverfest will be Sat. June 7th at the Cornwall Landing and your Education Dept. will have a booth there promoting safe boating with handouts & demonstrations of Kid Safty & Paddlesmart. Volunteers are needed to man the booth. See sign up sheet for times.

We are planning the new Marine Electronics course in the very near future, please see me as space is limited. Also need to know if there is interest in Jr. Navigation (JN).

**MY PAL DUFFY**

by Bill Burbage Sitter, Mid-Orange

I've been a Sitter with the wonderful PBB Program for over three years. On the average of one (1) puppy, one (1) day per week, for about fifty (50) weeks per year...yep...that's a lot of puppies! Wouldn't you agree? Actually,.. I've lost count! I'm grateful I was wise enough to keep copies of my puppy reports and photos over the years. I did this so I could sit back and relax and read them in my so called "Golden Years" to recall many fond memories. Well...I'm in my "Golden Years" .....actually .....better described as my "Rusty Years"..still working full-time, still taking a PBB puppy once a week..who has time to sit and read memoirs! Every puppy I've had has been my "Favorite" puppy! But..if really pressed to choose just one...I'd have to admit that my "Most Favorite" puppy of all times is.....my pal Duffy!

I was forewarned that Duffy "had behavioral issues" ...that he was "new" to the Program....a "little" behind in his training...he "needed" a Sitter with exper-ience...this would be his "first" time out! Do you see where we're going with this? To say that I would be a "little" apprehensive for our "first" visit together would be an understatement! On May 22nd, 2007, "D- Day" arrived! I reported at 8:30am to M.O., took a deep breath. and stepped out of my truck for the long walk..about 10 feet..to the gate to meet my fate! I could see in the distance...Duffy and his Raiser Jason. Duffy was a 4 month old Black Lab, built like a race-horse, tall, slim & trim, B-I-G for his age, he looked like he could run like the wind! Duffy seemed eager - I could tell ..as he dragged the C.O. across the yard to the gate to greet me! Alright..that's a good sign .....he's happy to see me....I hoped! Duffy needed a little assistance into my truck..a little boost to ensure the back end followed the front end! Duffy settled nicely on the front passenger floor....his head resting on the center console.....those sad Lab puppy eyes staring at me...what was he thinking! As soon as we cleared the M.O. grounds...Duffy became a bit vocal ...softly moaning and groaning ..I quickly promised Duffy a fun day ahead with many new adventures ....places to go ....people to see! Duffy quieted down and took a nap ....every now and then he'd open one eye to check on my driving! We arrived at work an hour later..my action plan....based on Duffy's unsavory reputation ....was to take it "nice" and "easy" ..bond ...get to know each other! I quickly discovered this puppy was like "putty in my hands"....he just loved attention and having his ears rubbed! The "terrorist" turned out to be a "pussycat" in a Lab's fur coat! Our first visit together revealed Duffy to be the "perfect" dog! No behavior issues....just the opposite....the "model" of good behavior....his Raiser Jason had done a remarkable job in just three short weeks of training. The Raiser's put their heart and soul into this Program and they should feel very proud of what they do.

My report of our visit was filled with glowing and well deserved remarks about Duffy..and he earned every one of them! Over the months from May until December, I had taken Duffy on over 20 visits..we even took a four day vacation the weekend before Thanksgiving to visit Santa at his North Pole office in Yankee Candle, South Deerfield. Santa told me he was honored to have his photo taken with such a distinguished dog. Everywhere we went, and everyone we met, treated Duffy as a 'celebrity"..he was a true ambassador of good will for the PBB Program. Need I mention..that Duffy and I became very close! I loved the way he would "sit" up very straight, head held high, with a regal look, and once in awhile, he would glance my way to see if I was paying attention!

Every report I filed on Duffy "hinted" that I believed he was ready to fulfill his destiny as an EDC and would make someone in law enforcement a wonderful and devoted partner. That day came in December, just before Christmas. PBB members were invited to attend graduation ceremonies at the ATF Canine Explosive Detection Training School in Front Royal, VA. Several PBB dogs were graduating and two I had, Dean and Baxter, as "challenges" from Mid-Orange...actually..they made Duffy look like the "model" dog! Oh..the stories I could tell...anyway.. I was anxious to see both Dean and Baxter again, so I planned to attend the graduation and asked permission to take Duffy with me on the trip..it would give him a hint of what was planned in his future! Not only was permission granted, but I was informed that Duffy would be "tested" while visiting ATF, and if he passed, this was mentioned with great reservation, that he would remain to start a new school in January, 2008. Gloria had her fingers and toes crossed .....I knew Duffy was ready!

On Tuesday, December 18th, Duffy and I left M.O., and after a quick stop at the Galleria Mall for a photo with Santa for his Raiser Jason, we were off on our five hour journey to Virginia ..just Duffy and me. We stayed overnight at a hotel in Front Royal, our last night together, and Duffy was treated as "royalty" by staff and guests alike. On Wednesday morning, December 19th, we reported to ATF, where we were both treated as "royalty". I just can't hold back telling you this any longer...Duffy was the best dog at the graduation ceremony! While I posed for Kodak moments with Dean and Baxter and their Special Agent Handlers, Duffy was taken to be tested. Upon his return, I anxiously inquired as to how he had done. The answer was "He's one of us now and he'll be wearing blue" (collar with yellow lettering ATF Explosive K-9). What a proud moment...Duffy just received his Badge of Courage. I had a few moments to say goodbye to Duffy..and he left to begin his training. I did have a private moment to say a final goodbye to Duffy when we visited the spotless indoor kennels on a tour of the facilities... I told him to be safe and make us proud. I promised to return for his graduation. It was a long and lonely ride home. Every now and then I'd glance over and in my mind's eye, I'd see Duffy glancing back at me with his head held high with that regal look on his face. I'm very proud of Duffy, I'm honored to have been a small part in his success.

## My First Overnight Passage ... Alone

By L/C Tony DiStefano. AP



*My plan was to take my boat from St. Petersburg marina to Key West Florida to spend Christmas in Key West. I'm not a big planning type person, more of a wing it person but since I'm the captain - I do have responsibility. I knew the boat was in good shape and had the necessary charts and my GPS was updated so navigation was complete. Food would be purchased from Publix's 3 blocks from the marina so all was good. I read the cruising guide and then realized the trip would be about 210 miles each way (actually 249). With a sail boat (mine has a hull speed of 8.5 knots) that is a long distance and what will the winds be like and can the motor go that long. I started to question the trip. But as I have a dream to see the world from a boat I knew I had to do it. The friends who were to share the trip with me had to cancel so it became just me, and this added a little to the stress level. Local knowledge is the best so I spoke to a few people who had made the trip and each said it is great and fun and I should do it but they had not done it alone. They also said that the closest I could get to Key West was 60 miles before I'd have to make a passage. At five knots that's 12 hours, its winter, and the day is not that long.*

*With charts in hand I left St. Pete at 6:15 am. I was excited just to be able to leave the dock without help (a 37 foot boat is a bit to handle alone) and in the dark made it even better. Out in the bay the red and green marker lights to the Gulf looked great. It was almost like looking at a training book. There was a little fog but my eyes confirmed the plotter as correct. This gave me a lot of confidence in the plotter. The closest place to Key West was Flamingo in the Everglades. Consulting the chart I realized the water was a bit thin for a boat that draws 5.5 feet. So I made Naples the jump off point, 80 miles away. I stopped in Venice for fuel then Charlotte Harbor for the night prior to getting to Naples. So far I had been averaging just over 5 knots mostly motor sailing as the wind was poor. So it was 14 hours of travel (never believe books when it comes to mileage chart it out) It was actually 96 miles from St. Pete to Charlotte Harbor then to Naples where I left at 6pm just before sunset and felt great. I set the plotter to the center of Key West and sailed. It got dark fast and I forgot there is a period between sunset and moon rise. Gee it is dark at that time. I wanted to go back, the motor seemed to be sounding different and as I passed Marco Island I knew that these would be the last lights I would see for the night. I was not afraid or scared but I was in a new element and this was a bit more than being out on the Hudson River at night for a few hours. There was no shore in sight, no boats, no markers, no nothing. The rising of a full moon helped and soon I got into the flow of the boat and the water and started to enjoy the music and the adventure. The seas were a little rough as the inclinometer showed over 30 degree heel at times. This means I would have to pick up all the stuff I did not put away properly in the cabins. Staying awake became a problem with only one on the boat a 24 hour watch is difficult. I would nod off only to be awakened by the heel of the boat which would keep me awake for another hour then a quick nod and awake this went on till 5am when I checked the charts and realized I needed to find the north west passage to get into Key West.*

*There is a lot of thin water in the keys and entering Key West from the north has a lot of that. I'm sure it was from being tired, but I could not find the passage on the plotter and the plotter would not let me enter the longitude or latitude for the entrance marker. I started to get a little worried but a pod of dolphins showed up and played alongside the boat and calmed me down and I found a marker close to the point I wanted and set the plotter course to that point (as a note I was keeping my progress on a paper chart as I was in fear of an electrical problem).*

*As I got comfortable I started to play with the plotter and it had a function to overlay longitude and latitude grids on the plotter which I did and just put the curser on the coordinates I wanted and zoom in to see the buoy that marked the channel. As I got closer to the entrance to the channel my plotter showed the proper course and markers. I followed them right to Wisteria Island and anchored.*



*Things I learned from the trip were to plan better for anchorages on the way, do not leave the cockpit without my life jacket, trust my plotter more - read the manual and learn what it can do, get more food on the boat that does not have to be cooked, and most of all that if no one says I cannot do it, I say - yes, I can. On the way back I did two more over nights and it got better as I was more comfortable and could enjoy the sky more. I do not feel at any time during this trip that I was in any danger but when you do something new you tend to get nervous and do not always think correctly. If there was another person on the boat I could have asked questions or asked their thoughts which would have reduced stress levels. I would suggest if you plan to do this bring a friend, .... but the alone time was great!*

**Boaters Unite -- Message from Boat US**

Dear BoatUS Member,

We need your help now to pass NEW federal legislation in the Senate that would provide a permanent exemption for recreational boats from the upcoming EPA discharge permit requirement. Remember that if we don't get legislation passed, we all need to get EPA permits to operate our boats effective 9/30/08!

We appreciate the time that many of you have already taken to let your Senators or Representatives know your support of S. 2067 or HR 2550 "The Recreational Boating Act of 2007." **Now there is a new Senate Bill #2766 "The Clean Boating Act of 2008", which is more politically viable, and our best chance to eliminate the permit requirement before it comes in effect on September 30, 2008.**

**Please pick up the phone or email today and ask our Senators to sponsor and vote YES for: S 2766.** Congress may soon be on recess, we need their staff to hear from us so that this bill can move as soon as the Senators are back in Washington.

Remember to contact both of your Senators:  
State Phone Email Visit [BoatBlue.org](http://BoatBlue.org)

New York  
**Senator Hillary Clinton (D)** (202) 224-4451  
Visit [BoatBlue.org](http://BoatBlue.org)  
**Senator Chuck Schumer (D)** (202) 224-6542



**Congratulations to:**

**Philip Cameron, AP on achieving his 25th Merit Mark and becoming a life member.**

**Recognition was made at the annual meeting of the USPS National Governing's Board in Dallas, Texas on February, 2008 and at the D2 COW April 4, 2008**

**WHAT'S THE MEANING OF THIS?**

by Cdr. George P. Ghirlando, AP

GOVERNMENT. With the primaries and elections in the news, the word "government" is often in the press - even more than it is usually printed. Our old Latin studies tells us of its origins and its derivative use in many romantic languages. But, a nautical term? I thought I would look it up and here is what I found:

"In the Vulgate, the Latin translation of the Bible, the word for rudder is gubernaculum derived from the verb gubernare which originally meant to steer. Thus our word government comes from the Latin for one who steers."

So, those who we elect as our leaders of our government should be steering the country into calm seas. Interesting! The next time you cast a vote, ponder if your candidate has the ability to steer us into friendly seas.



My Pal Duffy  
by Bill Burbage



**District 2 Change of Watch - April 4, 2008**



Installation of new D2 Commander Jeff Gerwig by V/C Frank Dvorak and saying goodbye to out going D/C Martin Feldberg with Ina; past and present D/C's



**It's Here!!!! It's Time!!!**



**It's what you have been waiting for!!  
The Storm King Power Squadron  
"Annual Auction 2008"**



**Don't miss this wonderful fundraising event. There's food, fun, excitement, and great items to bid on! Once again our vendors have donated a fantastic variety of items, including: dinners at restaurants, boating supplies, gift certificates, etc.**

**The place to be is **CYC on Wednesday, May 14<sup>th</sup>** at **6:30pm**. Have food first and then the bidding and fun begins. Bring yourself, your friends, your family (and your checkbook) to a great fun-filled evening.**

*Please be sure to ask your favorite vendor for a donation or gift certificate for our auction.*

**For information, please call:  
Rose 238-5667 or  
Helene 564-1107**

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