

The Crown

Storm King Power Squadron

Royal Unit* Of The United States Power Squadrons®



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Volume 39 October-November 2010

District 2



P/D/C Wayne Ganrsey's message on The Importance of Storm King Staying Afloat: Your Squadron Needs You!!!



At the October meeting, following the tasty delights of Jeanette Sangervasio and Helene Stagliano, some of Storm Kings current leadership - including, Nat Sobelman, *Tony DiStefano*, Corey Gower, and me, Wayne Ganrsey, put on a multimedia presentation on the need for more *active member involvement* and new leadership from the members of Storm King. The meeting was well attended and seven members offered help to the squadron at the end of the meeting. The opening for the meeting that flashed up on the screen showed a headline from the October 2010 SKPS newsletter which read:

“Obituary:

Storm King Power Squadron, after a Successful Life of 33 Years, died 12 October 2010. Unfortunately, the Squadron passed away although it is survived by 98 Members. The Coroner has ruled the death, premature and unnecessary. *The investigation begins now...*”

The presentation showed the “Value of Storm King” both to the public with the mission of Boating Safety and community service and also to the individual member through the benefits of membership in the **United States Power Squadrons**. Nat talked about the educational benefits of SKPS membership to the public and to the individual members. Corey talked about his experiences with the civic service aspects of the Squadron including Vessel Safety Checks and the plans to eventually have Storm King host and sponsor Sea Scouts. Tony summed up the value of membership with the fraternal programs of the Squadron. The presentation was centered around the **USPS Triangle**:

The next part of the program focused on leadership and the jobs and responsibilities that members of Storm King could take-on to support their squadron and help it grow and succeed. Leadership styles were discussed and the attendees completed some Self-evaluation Questionnaires which helped to show members that many do have both management and leadership capabilities. Near the end of the program a news flash came up from a special edition of *The Crown* which said:

Headline: *Obit Retracted!*

Storm King Power Squadron was shocked back to life today through the heroic efforts of its members. The member-volunteers evaluated their Squadron and concluded that it is indeed VALUABLE and worth saving. Then, realizing their talents as leaders and managers, they stepped up and gave their VALUABLE time and services to the future and continued success of the Storm King Power Squadron.

Note: The Nominating Committee is still looking for a few good SKPS members who will step forward and offer their services.

GO STORM KING!!!!

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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.



As this boating season ends -- be sure you get an important professional SKPS Vessel Safety check. Or Call Bill Burbage 928-9671

to set up a ckeck as soon as you put your boat back in the water next season. Display that patch proudly.



Even though the Summer Season has ended - continue to think safety and purchase enough life jackets for your boating guests to wear.

Remeber: Safety First

The JN Adventure

P/C Rose Moskowitz, AP



OMG - What is wrong with me?? We just finished JN and was thoroughly exhausted and what did we get talked into doing again?? N Navigation!!! We are certainly gluttons for punishment. However, our teacher here in Florida from the Palm Beach Sail and Power Squadron is very insistent and he was helpful before and he did try very hard. He is knowledgable and took his time to explaining everything - over and over again!!!

So we are off and running again - could take 12-15 weeks -- not sure how this will work out. There are only 4 of us... so here we go again.

Will keep you posted!!!

From the Education Department

by NQ/C Nat Sobelman, P

New - SKPS & CYC had a joint on-water & Safe Boating class in September. There will be another ABC3 class in October watch for the date.

Both Seamanship & Piloting courses will be starting in October. If you have not as yet participated in either of these courses, please contact me to sign up -- they are great courses!!

Rose Moskowitz & Bryan Moskowitz have started their N classes - the Navigation course in Palm Beach this winter.

More and interesting courses are being planned - watch for the announcements.

**For more information, please contact Nat at:
nats@hvc.rr.com or 845 386-8810**





New News Just for You!!

Have you recently checked out the USPS Website - there is a ton of information regarding USPS member benefits:

<http://www.usps.org/national/admindept/memberbenefits.htm>. You may be pleasantly surprised by some of the benefits that have been added for our members. Scroll through the wide- ranging list of items from nautical charts to computer hardware, software, and even RV accommodations!

IMPORTANT INFORMATION
A Ship Called
Storm King Power Squadron

Volunteerism is the lifeblood of an organization -- SKPS needs you and your suggestions, your assistance, your expertise, and most of all your ideas, your thoughts.

Please join your fellow boaters on our ship called Storm King and become part of the crew that helps steer this wonderful boating organization on another successful voyage as we enter our 34nd year.



BOAT SHOW NEWS
Peter Skorewicz, Jr Admin. Officer

Please Note:

We are looking ahead to the winter at the Atlantic City Power Boat Show held at the Convention Center from February 2nd to 6th. We will attempt to run our bus trip again this year on Saturday February 5th for this boat Show-- Thanks.

For information -- please call PETE



Important Notice:

Our Veterans will be recognized and honored at a multimedia presentation during our Nov 10th meeting at CYC. This includes past and present service to our Nation. AND, to be sure that none of our Veterans are "left out" of this tribute, please send back an email to me, Wayne, (as soon as possible) with the following information:

- Veteran's Name and Rank:**
- Date of Service:**
- Location of Service or Combat:**
- Honors Received:**

If he or she has passed away, please give us the date:

Please let me know if you or your Veteran (above) can attend. If he or she cannot attend, please still provide the above information so that their service can be recognized.

Thank you, Wayne



Dates to Remember:

D2 Fall Conference: Oct. 22-24
Ramada Inn Albany, N.Y.
Hosted by:
Sacandaga Power Squadron

D2 Spring Conference:
April 1-3, 2011
Holiday Inn Saratoga Springs, NY
Hosted by:
Mohawk-Hudson Sail & Power Squadron 518-584-4550



SKPS CALENDAR 2010

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>	<u>Comments</u>
October 6	SKPS Bridge Meeting	7:00pm CYC
13	General Bridge Meeting	7:30pm CYC
November 3	SKPS Bridge Meeting	7:00pm CYC
10	General Membership Meeting Special Veterans Tribute	7:00pm CYC
December 1	SKPS Bridge Meeting	7:00pm CYC
8	Holiday Party	6:30pm CYC



“Leadership Development & Recruitment”

Storm King Power Squadron, 13 October 2010 – P/D/C Wayne Garnsey, SN – facilitator

**Leadership is not a luxury for our Squadron,
 IT IS A NECESSITY!
 It is not something to put off ‘til tomorrow,
 IT IS NEED RIGHT NOW!**

**PLEASE, DON'T PUT IT OFF...
 Questions? Suggestions? Talk with your NomCom tonight:**

Nat Sobelman, Bob Ingram, or Wayne Garnsey, Chairman

“Yes, I Believe Storm King Has Real Value and Is Worth Saving!”

I want to be a part of TEAM Storm King: (Please Print Your Name: _____)

- I would like to Help:
- 1) on the Bridge _____ Position _____
 - 2) on the Executive Committee _____ Responsibility _____
 - 3) as a Teacher _____ Educational Assistant _____
 - 4) with Civic Service _____
 - 5) with the Fraternal Aspects _____
 - 6) with Meetings _____ Refreshments _____
 - 7) Programs & Speakers _____ Setup and/or Cleanup _____
 - 8) Other _____



Wednesday, December 8th 2010 (starting at 6:30)

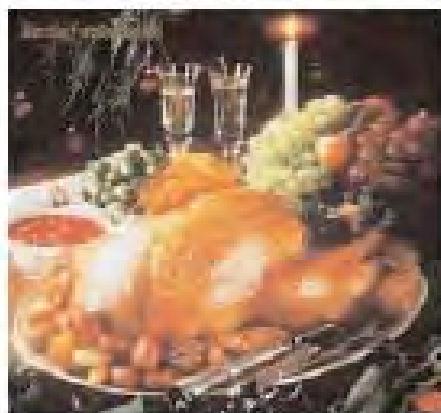
Cost: To SKPS Members - \$0.00 (zero - The Squadron's Gift to You)

Non-member Guests: \$20.00

Bring a fun or serious gift up to \$10.00 for the "real" Chinese Gift Auction

Seating is Limited - Must Sign Up by Wednesday, December 1st

by sign-up: tonight by email: waynag1@frontiernet.net or by phone: 845-856-1554 (leave message)



**Chef Lasky's
Holiday Festival Dinner**

- Seafood Cocktail
- Rolls & Butter
- Green Salad & Dressings
- Roast Turkey, Dressing, and Gravy
- Roast Virginia Ham and Glaze Sauce
- Mashed and Sweet Potatoes
- Green Beans Almondine
- Dessert, Coffee & Tea, Soda
- BYOB - or - Bring Your Own Beverage



Storm King Power Squadron Presents

A Tribute to America's Women and Men in Uniform

7:00 PM (1900), Wednesday, 10 November 2010
The Cornwall Yacht Club
175 Shore Drive, Cornwall-on-Hudson, New York



The History
from Armistise Day
to Veterans Day

LEXINGTON + SARATOGA + YORKTOWN
BARBARY WARS + LAKE ERIE + NEW ORLEANS
MONTEREY + VERA CRUZ + BULL RUN + SHILOH
ANTIETAM + CHANCELLORSVILLE + GETTYSBURG
INDIAN WARS + SANTIAGO + MANILA
BELLEAU WOOD + MEUSE - ARGONNE + MIDWAY
GUADALCANAL + ANZIO + BATTLE OF THE ATLANTIC
NORMANDY + ARDENNES - ALSACE + IWO JIMA
BERLIN AIR LIFT + PUSAN + INCHON + SEOUL
GULF OF TONKIN + ROLLING THUNDER + DAK TO
KHE SANH + TET OFFENSIVE + COLD WAR
GRENADA + PANAMA + GULF WAR I + BOSNIA
SOMALIA + KOSOVO + TORA BORA + KANDAHAR
FALLUJAH + SADR CITY + BASRA

A SPECIAL THANK YOU
THE FINAL INSPECTION
FREEDOM IS NOT FREE
IN FLANDERS FIELD



HONORING ALL WHO SERVED
Veterans Day



November 11, 2010



Please, Bring a Veteran to this special meeting. Featured is a multimedia presentation that will honor our Veterans and encourage Reverence, Respect, and Pride in all Americans.



How We Spent Our Summer...continued

by P/C Rose Moskowitz, JN

Day 3 - We arose rested and were ready to sail on the Champlain Canal around 7am - I called the Lockmaster at Lock 2 and asked if the water level was lowered and he said if we left at 7:30am by the time we reached the bridges in question the water would be lowered to a level that would allow a 17'3 height boat to pass under. We had a very pleasant ride through the locks passing through each lock and under each low bridge with little effort. We were trying to get to Whitehall to meet our friends in the other two boats who were to be a part of this great adventure. We weren't sure if we were going to meet at Whitehall or some other place along the canal. We passed through the last lock - Lock 12 at 3pm. We pulled into Whitehall and there were our friends waiting for us - Ricky & Jacky and Sheila & Steve. What a welcome sight. We filled with gas, ate dinner together, and then stayed the night.

Day 4 - At 8am the three boats took off up the Champlain Canal, we took up the rear, and in beautiful weather started our journey together. We traveled through narrow and sometime shallow canal waterways. As we traveled North along the base of Lake Champlain in the Champlain Canal, about 2 hours into the trip - Ricky's boat "Conquest of Paradise" hit something that perhaps was churned up something was wrong but we had to travel another 4 hours before we would reach a place that could assess the damage. He was operating on one engine and traveling at 6 knots. We stayed right with him - until we reached Point Bay Marina where we all docked for the night until they could haul him out and assess the problem.

Day 5 - Steve left in the morning with his boat as his children met him there and were going to Quebec. The Marina then hauled out Rick's boat and determined that he must have hit something very hard as his 4 finned prop was now 3 finned - the one fin was sheared off and his shaft was bent along with the strut. He needed extensive work and that it would take approximately 1 week to 10 days. We invited them on our boat to continue our journey and when we return, he could pick his boat up then. So we helped him offload their stuff onto our boat and by noon we gassed up and continued up the Champlain Canal. Our next stop was Lighthouse Marina at Rouse's Point. We arrived in a blinding rainstorm but were able to dock and connect water and electric. We went to a very nice restaurant and then turned in for the night.

Day 6 - We got up early and gassed up again and started out around 9am to pass through Canadian Customs. We arrived at a small stone building just pass a bridge and in shallow water, tied off and the guys went into register and show our documentation and passports. After about 15 minutes we were on our way again up the Champlain Canal. We traveled through the 10 Canadian Locks. These locks are different from NY locks as in NY your boat enters this giant chasm with huge high walls with long ropes hanging down - of which one member of the crew grabs for the bow and another member grabs a rope for the stern and holds on to maintain the boat next to the wall but not touching it, as mechanically the water fills the chasm to the height of the water outside the lock. When each boat is secure to the lines, the lockmaster closes these giant steel doors and as he does so the doors loudly creak shut and end with a thunderous boom. You feel so miniscule in this chasm even though it can hold a number of boats. As the water rushes in, the boat rises and it becomes necessary to hold these wet, dirty, grimy lines securely with gloves or the boat begins to wander away from the wall. When the lock is full, these giant doors creek open, lines are dropped back in the water and each boat proceeds out of the lock onto the next. The Canadian locks on the other hand, are quaint old small locks that are operated by hand - two lockkeepers turn a series of cogs, wheels, and handles as the doors are closed, and then opened, when the water fills the locks. They can accommodate approximately two boats. These operators are in matching uniforms - white golf shirt and green shorts - usually girls. They hand you clean white lines and when you are finished you hand the lines back - so they are not grimy and wet. As we finished with the triple locks (1,2,3), which occur one right after the other as steps we entered the Bay of Chambly. We traveled halfway through the bay and then BAM!!! We lost the use of our port engine again. We turned around and limped to the Marina at Chambly - through another down heavy pour and carefully traveled to a dock where we were met by a great dock hand who helped us dock in the pouring rain and high winds. We tied off and found a restaurant and went to sleep. (saga to be continued...)



docked at American Customs - see high powered chase boat lower left.



docked at beautiful Mallett's Bay



the gang at the American Customs:



Traveling the beautiful Champlain Canal



Entering Chimney point, Vermont on Lake Champlain



Fort Ticonderoga, Lake Champlain

*Moskowitz
6785 Via Bellini
Lake Worth, Florida 33467*



Sail and Power Boating



Happy Thanksgiving



Happy Halloween!!!