

LGPS SOUNDINGS

November – December 2013



LAKE GEORGE POWER SQUADRON, INC.
OF UNITED STATES POWER SQUADRONS
PO Box 411, BURNT HILLS, NY 12027

Commander Message

By *Cmdr. George K. Williams, AP*

Whoa, hold on now! What happened? Already it's past boating season? Well I did get everything winterized and put away and my snow blower ready. But I only finished less than half of my "to do" list from this past summer. Now I am starting a list for the fall and I have started a few of my fall-winter projects. Let me help you make your list! How about starting with a USPS course to study? One I would recommend is Operations Training – it will provide you with all the information you will ever need to know about USPS. Secondly, I would recommend the elective course of Weather. This class is very helpful and lots of fun to take. Let me tell you a couple of stories about weather experiences I have had - in two chapters one this month, the other coming in the next newsletter. Just a little piece of advice from an "old timer" - before you start any cruise (1) have your course planned, (2) your charts ready and (3) check the weather. By weather, not only the temperature, wind direction and clouds, but look at the water level for the body of water you plan to cruise on. Now let me tell you my first story.

One day with a course set for Burton Island on Lake Champlain, we were advised that the lake was quite low. We had traveled this course several times and were confident we could navigate easily to our planned destination. Our course took us through a portion of the lake called "The Gap". As we approached the location we noticed that the depth was getting shallower and shallower. We draw two feet of water to float and when the depth was three feet and the propeller started to make a different sound, we had to decide whether to chance it and go through The Gap or to go an hour out of the way to a deeper channel. We decided to chance it! Soon the water riled up with the motion of the propeller and I was afraid I would foul the water intake of the water cooled engine with sand and debris. I turned the motor off and went overboard with a line attached to the boat so as to pull the boat thru The Gap. That was no small task - pulling a 2,000 pound boat through a shallow channel with no steering. Oh I know, you don't have to tell me - a boat is weightless when floating but it was still a challenge. When we finally made it through The Gap, I climbed back onboard; I put on some dry clothes and re-started the engine. Let that be a lesson to you; always know your boat and know your boat's draft. Know how she steers under various conditions and what she (the boat - not your wife) is telling you with the various sounds she makes. Of course you can have trouble with high water too - that is another story. Elizabeth and I each wish you a wonderful Thanksgiving and a safe and wonderful Christmas season.

WANTED

Quality - high resolution digital photographs for the Squadron Website Photo Gallery Page

All photo's should be submitted in landscape - digital jpeg format

Mail a CD or e-mail your photo's to Armand at lgpsinfo@nycap.rr.com

LAKE GEORGE POWER SQUADRON BRIDGE – EXECUTIVE MEETING

Wednesday, Nov. 20th & Dec. 18th, 2013

NOTE: Winter meetings to be held at Cmdr. Williams home at 715 John Paul Court Niskayuna at 1830 Hours (6:30 PM)

Lake George Power Squadron wishes to extend
their sympathies to the family of
Women Certificate Holder
Elizabeth J. Verman

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Now Hear This...

The Lake George Bridge/Executive meetings will take place during the winter months at the home of Commander George Williams, 715 John Paul Court, Niskayuna at 1830 Hours (6:30 PM) and **NOT** at the Church of the Good Shepard. For directions, please call George at (518) 393-6414

Next scheduled meetings are **Wednesday, November 20th & December 18th, 2013**

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50 Year Membership Plaques Awarded

At the recently held D2 Fall Conference in Williamstown, MA the following Lake George Power Squadron members were honored for their 50 years of membership
Congratulations to

Michael S. Rappaport
Lake George, NY

E. Joseph Sharkey, Jr.
Queensbury, NY

Governor Cuomo Signs Legislation Mandating All Boaters to Meet Educational and Safety Requirements

New Requirements to Encourage Safety on New York State's Waterways
Albany, NY (September 27, 2013)

Governor Andrew M. Cuomo today signed legislation to improve safety for boaters in New York's waterways by requiring safety classes for all boat operators. "New York State has some of the best recreational and thriving commercial waterways in the country, and it is our responsibility to ensure they remain safe for all boat operators and passengers," Governor Cuomo said. "This legislation will make sure that those who operate any kind of boat have the necessary training and experience, and they are aware of the risks and proper protocol for handling their vessels. I thank Senator Carlucci and Assemblywoman Galef for putting together this important new law to protect all those traveling on our waterways."

The new law (A.3471-A/S.1639-A) requires all boat operators to obtain a boating safety certificate by completing an eight hour safe boating course. The requirement will be put into effect over a period of years, beginning next year with all 18-year-old boaters. Certificates can be obtained and the safety course completed with the New York State Office of Parks, Recreation, and Historical Preservation, U.S. Power Squadrons, or the U.S. Coast Guard.

Previous law only required the operator of a *personal watercraft* to obtain a boating safety certificate or be accompanied on the vessel by a person over 18 years of age who is the holder of a safety certificate. The new law extends the requirement to all motorized water vessels. Senator David Carlucci said, "This new law will enable New York State to finally protect its waterways and save countless lives. For the first time ever, we have a framework in place that will ensure that every New Yorker will be properly educated and only the most experienced boaters allowed to navigate our waters. I would like to thank Governor Cuomo for signing this bill into law and for his leadership on this important issue."

Assembly Member Sandy Galef said, "My heart goes out to the families of those injured and killed in recent tragedies on the Hudson River, the Long Island Sound and elsewhere. They continue to experience profound anguish, which no one should have to suffer. Thankfully, with the signing of this bill into law, we will start to see the end of boating operators with no training endangering themselves, those on the boat with them, and other boaters. I have no doubt that this new law will ensure that boat operators receive an appropriate education, helping to prevent and decrease the number of boating accidents on New York's beautiful waterways. I want to thank Governor Cuomo for signing this landmark legislation."

Senator Charles J. Fuschillo, Jr., Chairman of the Senate's Transportation Committee, said: "Individuals should learn basic safety procedures, navigation, and the rules of the water before operating a powerful motor vehicle which can kill or seriously injure someone. Enacting this law is a step in the right direction which will make our waterways safer for everyone. I applaud Governor Cuomo for signing this legislation."

Boating Certificate Classes will again be conducted in partnership with the United States Power Squadron at Guan-Ho-Ha Fish and Game Club beginning in the spring 2014. Watch this newsletter for further information and how to register.

Lake George Power Squadron Congratulates



**Lawrence Miller, AP
&
P/C Armand Canestraro, P**

**on their achieving 25 years of
USPS/LGPS membership**



Help Stop the Spread of Invasive Species

Aquatic invasive species, such as Eurasian water milfoil, Asian clams, and zebra mussels, can be spread between water bodies on boating and fishing equipment that has not been cleaned, drained, and dried. Help protect Lake George by following these guidelines. For more detailed decontamination procedures or instructions for specific vessel types, visit www.ProtectLakeGeorge.com.

CLEAN

After boating, before you leave the launch: Remove all visible plants, animals, fish, and mud from your boat, trailer, or other equipment and dispose of in a suitable trash container or on dry land. Don't transport any potential hitchhiker even back to your home. Remove and leave them at the site your visited.

DRAIN

After boating, before you leave the launch: Drain water from bilge, live wells, ballast tanks, and any other locations with water before leaving the launch. Invasive viruses, zooplankton, and juvenile zebra mussels and Asian clams can be transported in even just a drop of water.

DRY

Before you arrive at the launch to go boating: Dry your boat, trailer, and all equipment completely. Drying times vary depending on the weather and the type of material. At least five days of drying time is generally recommended during the summer. If you want to use your boat sooner, follow additional steps at www.protectlakegeorge.com to make sure it is decontaminated from any hitchhikers.

Tri-Squadron Holiday Party

**Hosted by Mohawk-Hudson
Sail & Power Squadron**

Enjoy a fantastic Brunch Buffet

Enjoy a fantastic Brunch Buffet

Partake or not in our fun “Chinese Grab-bag”

**Just bring a generic gift (must be wrapped) valued
between \$10-20.**

Rules will be explained at the party.

**To RSVP, please send an e-mail to Lt/C Janice A. Bell, AP at
jbell10@nycap.rr.com**

or

call 518-235-5911 before December 1st.

Mail payment to 371 Lansing Ave., Troy, NY 12182

Note: Checks to be made out to MHSPS

**Take some time off from your hectic
Holiday Schedule
to relax and join us for some fun times.**

Sunday 8 December 2013

11:00am – 2:00pm

The Vista at Van Patten Golf Club

924 Main Street

Clifton Park, NY 12065

Only \$28 per person

Did you know that...

Before the 14th century, most European sailors navigated by means of landmarks on the shore. Written texts describing landmarks were called portolani, in Italian. Eventually, map makers produced charts – portolan charts – based on those texts and verbal reports of mariners. “Wind roses”, showing 32 points of the compass were important features of these charts, as were the “rhumb” lines connecting one wind rose with others and showing sailors in what direction to sail for the next landfall.

Though no one knows for sure who invented the first compass, the instrument brought an important change to European map makers. Maps/Charts could now be based on direct observations made with an instrument. By determining the location of points with respect to magnetic north (the direction shown by the magnetic needle of a compass) sailors could plot these points to show the incline of a coast toward or away from magnetic north.

An accurate map/chart of the world was not possible until explorers could measure latitude and longitude. The problem of measuring longitude proved difficult. Longitude could be measured in units of time as well as distance because the Earth turns 360 degrees during a 24-hour period. Each hour the earth turns 15 degrees. If sailors could measure how far they traveled in an hour, they would know their longitude. But building a clock that would maintain accuracy on the rolling seas was a challenge. English clockmaker John Harrison (1693-1776) succeeded on his fourth attempt, finally winning the prize offered by the English Parliament in 1714 for solving the longitude problem.

Gerhardus Mercator wanted to make a map that would show new discoveries and also help navigators get to them. To do this, sailors had to be able to draw a straight line between two points and then chart a constant course for getting from one point to the other. Mercator figured out that in order to keep longitude and latitude lines intersecting at right angles, the spacing of latitude parallels had to become progressively bigger as they moved away from the equator. Thus, a map with a Mercator projection is true to size at the equator but distorted at the poles. With a Mercator’s projection, Greenland appears larger than South America. It is, in fact one-seventh the size.