

Anchorage

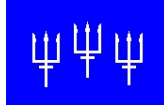
Official Publication of the
Anchor Bay Power Squadron
A unit of the United States Power Squadrons®

Mar/Apr 2011

Vol 38, No 2

COMMANDER'S MESSAGE

Cdr Jan Gawel, S



Well here it is the middle of February already and the weather is keeping us guessing. Last week was the big freeze, so cold no one wanted to venture outside. In fact, with a winter storm in the forecast for Feb. 2nd, we had to reschedule the e-board meeting. Now this Friday, it's supposed to hit 50. A regular heat wave. Hopefully the warm weather will stick around to give us a head start on the upcoming boating season.

No news on where the March 16th. general membership meeting is to be held yet. Rita wants some feedback from everyone about Dimitri's or one of your other favorite spots, before she sets it up.

Our 2011 D/9 Spring Conference will be held March 25-26 in Lansing. It is being hosted by Lansing Sail and Power Squadron. I have some registration forms, or if you like you can go on the D9 website for forms or more information. This year the Spring Council Meeting will be held in conjunction with the spring conference.

A quick reminder that the commander's Ball will be held April 9th. at Mulligan's on Selfridge Air Base at 18:30 p.m. To enter Selfridge we have to have your name on a list 2 weeks in advance, and you also have to show a driver's license at the gate when you arrive. Come help us celebrate our AMERICAN PRIDE.

God Bless All of You,

Cdr Jan



2011 Bridge Officers

COMMANDER	Cdr Jan Gawel, S	586-716-3922
EXECUTIVE OFFICER	Lt/C Gary Kowalczyk, P	
EDUCATIONAL OFFICER	Lt/C Mike Rachuk, SN mike.rachuk@gmail.com	586-725-7514
ADMINISTRATIVE OFFICER	Lt/C Frank Fakult, P	810 794-7451
SECRETARY	Lt/C Cynthia K. Chitwood	810 765-5162
TREASURER	Lt/C Ken Radjewski seeknhied@glis.net	810-748-3153

Anchorage, Web, & Roster Editor

P/D/C Mike Rachuk, SN
32877 RedBud Circle
Chesterfield, MI 48047-1452
586-725-7514 or 586-876-5818
Mike.rachuk@gmail.com

AB Public Relations Email:

pr@anchorbayps.org

ABPS Website
District 9 Website
USPS® Website

www.anchorbayps.org
www.usps.org/localusps/d9
www.usps.org

The Anchorage is published bi-monthly, 5 times a year, September through June. Articles may be reprinted without permission if recognition is given to ABPS, the author and the Anchorage. Opinions and ideas expressed in the Anchorage are those of the authors and do not necessarily represent those of the USPS® or the Anchor Bay Power Squadron.

Note: Articles for publication must be received by the 15th of each month so they can be published and circulated by the 25th.

Calendar

Apr 2011

9

Anchor Bay Commander's Ball

May 2011

20-21

Port Huron Redezvous

Have fun by Participating in your Squadron.



Hi Y'All:

Welcome to my first report and newsletter since becoming your Executive Officer.

First let me say a deep Thank You to all the members of the members of the squadron that voted me into this position and expressing your confidence in me. Even though I am a few miles away my heart is there with you.

By the time you read this the ShipWreck Festival will be over. Hopefully some members had the opportunity to attend and can share their experiences with the rest of the group.

The boat show at COBO Hall is over, too. Anchor Bay was represented on Sunday February 13th by some of our more stalwart and venerable members. My hat's off to you for your enduring assistance!!

Now that boating season is rapidly approaching, it is once again time to dust off that "To-Do" list you made last fall as you were laying up the SS Pride-N-Joy. Remember to help your fellow squadron members and return the favor to them. Projects always go easier when there is help. Also, don't skimp on the work you do – keep in mind while on your boat you are in a foreign environment. After all, the only REAL way to save on bottom paint is to buy a smaller boat, he he he.

Please make sure to see P/C Danny Woody and arrange to have your VSC done by one of our capable VSE's, too.

Remember the question from last month's article?? Just for review, here it is again: You are in your power driven vessel, motoring downbound with the current, enjoying the day. In the distance in front of you is a sailboat tacking across the river using only his sail to make way up river. In doing so the sailboat is crossing the river in nearly right angles to the current. Since the wind is blowing across his starboard and port sides (depending on his current tack) he has either a starboard (wind blowing across the port side) or port tack (wind blowing across the starboard side). When you approach the sailboat on the river who has the right of way?: A) the sailboat, but only when he has a starboard tack B) the sailboat, but only when he has a port tack C) the powerboat as long as he is stays in the channel D) the sailboat because they always have the right of way no matter what.

How many looked for the answer in an old issue of a USPS course manual?? How many looked in their copy of Chapman's?? How many did not try to find an answer at all?? Does anyone other than yours truly have a copy of the USCG Navigation Rules (COLREGS)? If your boat is 39.4 feet and larger you are required to have one aboard.

Anyhow, getting to the answer: A & B are incorrect. The tack of a sailboat is only useful when they are approaching each other to determine which one has right of way. Answer D is also not correct. Contrary to popular belief, sailboats do not ALWAYS have the right of way as we will see in the next sentences. The correct answer is C. Why you ask? Because ANY vessel **crossing** a channel must give right of way to power driven vessels operating upbound or downbound within the channel.

Till next time:

FLAGS UP!!!

Capt. Gary



Spring is slowly overcoming the cold grip of Winter. For the squadron that means we have conducted a boating class. The February/March Boating class is finished. All 11 of the students passed. The passing grades for this class were mostly in the 90's, which is very good. Each of the adult students will receive 6 months free membership as part of an initiative of the National organizations. Please welcome these new members into our organization.

I want to express my thanks for the following members who helped with the class: Dave Dudek, Jim VanScott, Fred Drexler, Danny Woody, Jan Gawel, Joanne Rachuk, John Niebieszczanski, and Ken Radjewski. Thank you for making this a successful class.

I plan to hold a 2 hr. seminar after Easter, probably in early May. This seminar will be geared to working with charts. More info will be available soon.

The most notable information picked up from the Spring District Conference was the 6 month free membership initiative. The Education department continues to improve our course material and is also working on the BOC program.

Mike

Docking & Undocking

It's inevitable that when you are at their worst, you'll have an audience.

Prior planning and practice will not only keep you and your passengers safe and protect your boat; it will also help you avoid serious personal humiliation.

Undocking Plan

Prior to getting underway, you should implement an undocking plan with the help of your passengers. You should consider the traffic in the area, the direction of wind and current and the depth of the water.

(A note from the crew. Do not assume that your passengers have the same experience that you have or that they can read your mind. Be specific and give direction if you ask for their help. This not only protects their safety but their pride as well.) When the wind or current is pushing your boat away from the dock the procedure is simple.

1. Cast off lines and pull in fenders as the wind plows you away.
2. When clear and safely away from the dock and other boats, shift to forward and depart at idle speed.
3. Be careful to make sure you have been pushed safely away and that the stern will not hit the dock as you motor forward and turn. Remember: A boat does not steer like a car; it pivots on its axis.

If the wind or current is pushing your boat toward the dock you will have to do some extra planning.

1. Cast off all lines except an after bow spring line. This line will keep you from moving forward and allow the stern to pivot away from the dock.
2. You may want to use a fender forward to cushion the bow of the boat against the dock.
3. Turn the motor or rudder to the direction necessary to push the stern away from the dock.
4. Shift into forward at idle speed. Slowly, very slowly.
5. The stern will swing away from the dock. When it is clear of all obstacles and traffic, cast off the spring line and back away from the dock.
6. When you are safely away, shift to forward and idle away from the dock.

Once you are clear of the dock, stow lines and fenders so they will not be in the way or pose a tripping hazard. Be sure to control speed when leaving the dock and check for other boats, swimmers or other obstacles.

Docking Plan

Before approaching the dock, one end of the docking lines should be secured onboard, fenders readied and speed reduced.

If the wind is onshore (blowing toward the dock), the boat is brought to a position parallel to the dock and about two feet off. The wind will blow the boat in. It can then be secured by bow, stern and spring lines.

If the wind is off shore (blowing away from the dock), you should approach the dock at a 20 to 30 degree angle. A bow line is passed ashore and secured. In boats with an outboard, or inboard/outboard engine, the engine is turned towards the dock and put in reverse. This will bring the stern into the dock. The boat can then be secured with the stern line.

The procedure is different for boats with inboard engines. The rudder will be used to bring the stern in. To push the stern in using the rudder, attach an after bow spring line to keep the boat from moving forward. With the engine idling forward, turn the wheel away from the dock. Since the boat cannot move forward and the rudder is pushing the stern in, the boat will pin itself against the dock while you secure the other lines. All maneuvers are more easily accomplished if the boat has twin engines, rather than a single engine.

Thank You

From your Safety Officer-P/C Danny Woody

Port Huron May 20-21

Those attending by boat please contact either Rodney Forbes or Mike Davenport at the River Street Marina - 810-984-9744

Cost \$1.00 per ft. per night (over 30 ft. \$1.25 per foot)

Includes free breakfast and shuttle to town

Thursday night is free for those staying Fri & Sat

**Those driving and staying in Port Huron contact the Quality Inn,
1720 Hancock St – 810-987-5999**

Tell them you are with the Anchor Bay Power Squadron and the room cost will be \$69.00 per night for a 2 Queen Bed Room with Breakfast included!

Our Activities:

Friday, May 20

Andy & Candy will create a Main Course

& all you have to do is bring yourself & a Dish to Pass!!

Games will be played that evening for those interested!!!!

Saturday, May 21

Morning (around 11:00 am) we will go to see Cap'n Jim's Gallery (Jim Clary) 211 Huron Ave (downtown Port Huron) Cap'n Jim is expecting us and will talk about his amazing career

Afternoon (1:00 pm) we have reservations on the Huron Lady for a 2 hour cruise on the St. Clair River. The cost is \$16.00 per person
Dinner will be at the Quay Street Brewery where the entrees range from \$7.00 to \$18.00

Please RSVP to Candy 586-431-1947 before April 30th so I can give the Marina, Cap'n Jim & Lady Huron a count & have a count for dinner
Friday!!!