



## Fall Conference - Corning, NY



**Squadrons receiving awards at Dinner Dance**

The District 6 Fall Conference 2004 was held in the beautiful scenic Southern Tier city of Corning in the Radisson Hotel.

Our members enjoyed the camaraderie of other squadron members from across the State, sharing boating adventures

and learning new ideas for promoting the safety of all of us on the waterways.

Any member is welcome to attend a District Conference—enjoying the hospitality rooms, general membership meeting, afternoon seminars, wine and cheese reception and formal dinner/dance.

“You will experience, first-hand, the actual raising and lowering process for ships within the canal system by traveling through the first three locks of the canal.”

## Tall Ship Canal Cruise - Sunday, June 12

Here’s a totally unique opportunity...a day-long cruise aboard the tall ship Empire Sandy to explore some of the locks and bridges of the St. Lawrence Seaway’s Welland Canal. You will experience, first-hand, the actual raising and lowering process for ships within the canal system by traveling through the first three locks of the canal. With an educational commentary throughout the trip, you will travel a component of the same route which international lakers and liners travel between

the Great Lakes Erie and Ontario. Time permitting, the ship will then hoist the sails for a fun sail on Lake Ontario before returning to the dock at Port Weller. A continental breakfast and full-course luncheon are included. Note: The ship sails rain or shine. The distance covered throughout the trip is directly dependent upon current, wind and weather conditions and is at the sole discretion of the Captain of the ship. Fee (\$60 US) includes meals, cruise and taxes. This trip is through the coopera-

tion of Niagara University, NCCC and Niagara College, Canada.

Contact **Karen Wallace** for further details.



## Message from the Executive Officer

I am writing with great concern for our squadron. Membership seems to be dwindling. Members who do support us usually do not attend General Membership meetings. We thank you for your support, but a friendly few at General Membership meetings would be most welcome.

Many of the deceased members of this squadron as well as certain present members were an important part of the heritage of the Niagara Frontier: Bell Aircraft, Carborundum and the earlier power

plant—to mention a few. Some of our members’ families were related to early settlers in this area, including Erie County today. Our squadron should not only continue but also pass on the heritage of the Niagara Frontier. The names of Champlain, Father Hennepin, LaSalle and the Griffon should be preserved. If it is up to our squadron to do so, we should!!

Charles Bennett and Scott Wallace have valiantly carried on the workings of the squadron. Our present com-

mander, Daniel Flynn, is walking in their shoes very well.

I did attend the Spring Conference in Canadaigua. Scott was installed as District Treasurer. Along with all the public boating classes we have conducted, that was another “feather in our cap.”

I relish being a part of Niagara Power Squadron and doing what I can to support it.

EXO Jane Hibsher, S

## SEO Report

Three Boat Smart Classes were held at the Summit Park Mall this past summer. Thanks to Cdr. Dan Flynn, AP, 1<sup>st</sup>/Lt Shirley Darin, Lt/C Karen Wallace, P/C Charles Bennett, P P/Lt/C Robert Heintz, JN, Lt/C Karen Williams, and Jennifer Wallace for the help with these classes. We had 105 Boatsmart Students and 44 ABC students, all passed. ABC tests were held at the Grand Island Library July 6, July 27, and August 3, 10,17,23,30 with 38 people passing.



A Boat Smart Class was at Grand Island High School. There were 8 students. Three ABC students have also have taken exams during the classes. A Boat Smart Class was completed at Grand Island High School with 8 students taking and passing the exams. Three ABC students also took and passed exams during the classes.

There was no interest in the Chartsmart course scheduled for Grand Island High School and it was cancelled. Two students from the Boatsmart course were interested in the class but could not take it this fall. A GPS course has been scheduled as the second course offering for the winter adult education program at Grand Island High School. The adult education director has asked us to collect a \$5 fee per student for use of the class room. This fee will be passed on to the adult education program as the program has been told to become self sufficient with no subsidies from the school system.

The Bridge is planning to make a donation to the Grand Island Library. Lt/C Karen Wallace has checked with the Grand Island Library about donating a book such as Chapmans Piloting and Seamanship. The Library Manager suggested we select the book, but allow the library to purchase it at a discount and then reimburse them.

P/Lt/C. Robert Heintz, JN and Cdr. Dan Flynn, AP taught a Piloting course to the Border Patrol at the Grand Island Nike Base this spring, only a few of the Border Patrol agents took the exam.

A cruise planning course was held this fall. It was a semi-self taught course with some group reviews. The cruise planning course had its first meeting in September and its second meeting in October. The exam was held for November 17 at the LaSalle Yacht Club. The exams have been received by P/Lt/C Robert Heintz, JN who will administer the exam.

Three people have expressed an interest in a seamanship class this fall. We could let the other area squadrons know it is happening to see if there is additional interest. The Class starts January 12 at Dan Flynn's house.

A piloting course is scheduled for this spring. A Marine Electronics course is starting in January. Course material has been ordered, but there is still time to join the 5 people scheduled to take the course. Anyone interested in either course should contact P/C Scott Wallace, JN. Scheduling will be firmed up once the participants are known and dates are agreed upon.

### Fall Council/Conference Report

The Fall Council meeting had seminars on the new Piloting course. The new Piloting course looks like a great course. There was also a seminar on Instructor Qualification.

There was a vote at the conference on the proposal to participate in a test of headquarters billing. The Niagara Squadron voted for this proposal. The proposal was passed by a large margin.

There was also a vote on district dues to be kept at the assessment at \$6.00 for active members, \$3.00 for additional family members. It was also passed.

The 2005 Rendezvous will be in Alexandria Bay.

*P/C Scott Wallace, JN*

## Headquarters Anniversary Billing Info

At the Fall Conference, a proposal to participate in the second round of testing of Headquarters Anniversary Billing (HQAB) was proposed and approved. District 6 will be participating in 2005.

This program will have dues paid directly to National and then disbursements to the squadrons and districts will be made electronically. Credit cards can be used to pay the dues. Members can also pay online.

New members will be billed their renewals on their anniversary date. Current members will continue to be billed in June. The districts (10, 15 and 16) that have participated in the first test have been very happy with it. The program will make dues collection easier for both squadron members and squadron treasurers. It will make it easier to sign up new members. It will make district and education fund payments automatic and payments will be much more timely (every two weeks).



United States Power Squadrons

### What's Going to Happen

- February 1—HQ sends HQAB Dues Update Form to treasurers
  - same information as before, plus
  - up to three email addresses for status reports
  - snail mail alternatives
  - bank information for EFT deposits
- Two months prior to renewal (April 1 for existing members) HQ mails dues notices to members
  - mail-to address is HQ
  - members write check to USPS, charge dues on form, or pay online
  - online payers get to update biographical information
  - members who mail payment can update skills information on back of form
- No dues transmittal to treasurer
- Members pay USPS
- Deposits made to squadrons and districts by EFT every two weeks
- One month prior to renewal (May 1 for existing members) - HQ sends second notice
- One month past renewal (July 1 for existing members) - non-paying members are marked non-renewed
- Status report squadrons and districts updated every two weeks on a secured website
- The status report will list all members in the dues cycle and their status
  - Pending—two months out, dues notice has been mailed
  - Due—one month out, second notice has been mailed
  - Past Due—first month after due date
  - Non Renewed—more than one month after due date
  - Paid
- New member writes check to squadron
  - Squadron mails or faxes MemCom
  - HQ invoices squadron for dues
- Or New Member fills out credit card voucher payable to USPS
  - Squadron sends voucher to HQ
  - EFT deposits amount to squadron
- New Member Anniversary date set to month of membership

## Happy New Year USPS Members

Time for a New Year's Resolution to include a Community Outreach initiative that will benefit both the residents in your town and the Member Involvement & Retention Program in your squadron.

As many of you may know, we are expanding the National Membership Committee Youth Team to include Retention - Involvement Programs. The idea is to encourage our squadron members to get involved with Community Outreach or Civic Service commitments involving families and those living in our towns that can use our assistance. The intent is to expand our membership reach and PR/Marketing base within our communities while we assist with much needed help in community programs.

There are many ways to do this from cleaning up parks, waterways of trash to collecting Toys for Tots to help the Marines. Contact me or your area Membership Rep to sign your squadron up for the "My Soldier Program" and send letters and "goodies" to our Soldiers overseas in Iraq. Mentor a Boy Scout troop by teaching them BoatSmart or arrange for Beta testing of the WaterSmart in an AfterSchool program. Contact your local schools and have them participate in the Youth Poster Contest. The national winners will each receive a \$100 bond. Many of these ideas were featured at the EXPO in Orlando in Jan 2005 so your National Membership Rep should be forwarding to your commander info on these activities. For your area contact Cdr. Daniel Flynn and his email address is [dflynn@wnyip.net](mailto:dflynn@wnyip.net). Contact him directly for assistance.

Another program which is offered that is in need of help is the Life Jacket Loaner Program, provided by BoatUS. They are asking for our support to find additional marinas, supervised launch ramps and waterfront businesses to host this program. Your squadron members can make the connection between the business and Boat/US. Reach Out USPS Members and get involved with your community!

I am also looking to recruit folks to the Community Outreach Program - Youth = Retention team. Please let me contact me directly if you are interested or have any suggestions.

### New Life Jacket Loaner Sites Needed

Applications are now being accepted for the Life Jacket Loaner Program for Kids, which allows families to borrow kid's life jackets from marinas, launch ramps, and waterfront businesses across the country.

Marinas and waterfront facilities that serve the public are eligible to apply - especially those located in the target states of Idaho and Wyoming where we don't have any current sites.

Help us make sure kids in all 50 states have access to this program! Accepted sites will receive 12 life jackets to fit children weighing up to 90 pounds, as well as signs to draw boaters' attention and sign-out forms to easily track usage. There is no cost to become a loaner site. Applications are available at <http://www.BoatUS.com/foundation/LJLP> and must be submitted online by midnight or postmarked on or before February 21, 2005. Accepted groups will be announced in Spring 2005.

As Staff Commander for the COPY=Retention Team, I am also looking to recruit folks to this division of the Membership Committee. Remember Community Outreach Program - Youth = Retention team. Please let me know if you are interested or have any suggestions for personnel.

R/C Bruce Troth, Stf/C Lyle Rea, myself and all of the members of the National Membership Committee hope that you enjoyed a Merry Christmas, Happy Hanukah and wish you a healthy and Happy New Year.

*Roberta L. Dougherty, AP*

*Stf/C - Membership*



# Tech Corner



## Compass Errors

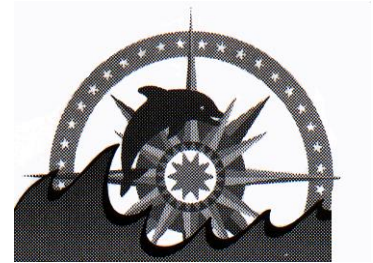
In this modern age of Ioran, radar, GPS, moving-map displays, and other electronic goodies, it is easy to overlook the most basic of navigation instruments: the wet compass. It's the simplest of instruments, has only one moving part, needs no electricity or other source of power and always works - even under water. As long as the earth has two magnetic poles, the compass works. There are, however, a few errors that it is prone to that we will address here. Okay, you have just had a complete power failure on your boat. The engine runs but nothing else electrical works and, wouldn't you know it, the batteries in your handheld GPS are dead and your backup unit fell overboard. Looks like you will need all your dead reckoning skills and your good old reliable ship's compass to get home.

The first and most obvious to mariners is compass deviation. Since the internals of a compass contain a magnet, it is important to not let this internal magnet get influenced by any metal or electric wiring near the compass. When electric current flows through a wire, it sets up a magnetic field around that wire. Also, large metal objects near the compass, especially those that are iron-based, can also affect the compass' magnet. This is why we "swing" the compass. Get on a known magnetic course, using a chart, and

see how far off the compass reads. Small compasses like we use on our craft have little adjustment screws to adjust the N-S and E-W deviation out. Large compasses like on big ships use iron balls on either side of the compass to purposely "influence out" any deviation errors. The simplest compasses have no adjustments and require making up a "compass card" that tells what card reading to steer for a certain direction. For instance, steer 92° to go 90°.

Another compass error that can confuse the mariner is acceleration error. If you are on an E or W heading and you suddenly accelerate to a higher speed, the compass will drift and show a turn to the North. Likewise, if you decelerate, it will show a turn to the South. By recognizing acceleration error when it occurs, you can avoid steering off course during changes in speed. This error does not occur on a N-S course. You can use the acronym ANDS - Accelerate North, Decelerate South - to remember this form of error.

The last error is called dip error or northerly turning error. It occurs when you are making a turn from an E or W heading to a N or S heading. The compass slows down as you approach North, so you have to stop your turn short of the compass pointing to north. This turn stoppage should occur at



an amount equal to 1/2 the latitude. We are around 44° N, so you'd stop your turn around 22° short of north, or 338° (from a westerly heading, for example). Likewise, when turning to south, the compass will overshoot, necessitating stopping the turn at 22° past south, or 202°, if turning from an easterly heading. When the compass settles down, it will show 180°. This does not show up on turns to east or west, only north or south.

These are the three major compass errors. Knowing about them can keep you on a straight course home when all you have to get there with is a little magnet in a jar of kerosene.

*Lt/C Robert T. Darin, P*



*CURRENTS is published by the Niagara Power Squadron, a unit of the United States Power Squadrons*

- Commander-----**Daniel J. Flynn, AP**-----754-4159
- Executive Officer-----**Jane Hibsher, S**-----283-9532
- Education Officer-----**Scott Wallace, JN**-----773-2140
- Asst. Education Officer-----**Robert C. Heintz, JN**-----434-2235
- Administrative Officer-----**Karen Williams**-----696-6111
- Secretary-----**Karen Wallace**-----773-2140
- Treasurer-----**Robert T. Darin, P**-----773-5020
- Newsletter Editor-----**Shirley J. Darin**-----773-5020





**Niagara Power Squadron**  
c/o 425 Colonial Drive West  
Grand Island, NY 14072

