



United States Power Squadrons®

Come for the Boating Education...Stay for the Friends™



Richmond Sail and Power Squadron

We are America's Boating Club.™

the Bullhorn!

Volume 58, Issue 1

Monthly Newsletter

April 2018



Your New 2018-19 Bridge

The Bridge

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The Executive Committee meeting: Monday, April 9, 2018, 6PM. Contact the Administrative Officer about attending.



(l-r) Secretary, Dave Childress, Administrative Officer, Mary Palmer, SEO, Bill Simpson, Treasurer, Mike Silvey, XO, Mike Jezierski, Commander, Fred Eddowes.



RSPS incoming Commander, Fred Eddowes [C] takes the Pledge from P/D/C Bill Selden, AP, (L) as Flag Officer, Dave Teets stands at the ready to raise the flags for all the new officers.

INPUT-OUTPUT



Commander

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This year's D/5 Spring Council was the coldest in history, but even the howling wind, rain and snow didn't slow us down.

It was a busy three days filled with many opportunities to learn more about the leadership roles in our squadrons. There were seminars and training sessions lead by experienced leaders and from each other. The breakout sessions provided opportunities for us to ask questions and learn what has been successful (and unsuccessful) in other squadrons.

In Ernie Burnett's ("*the Bullhorn*" editor) absence, Mike Silvay attended the Communications session and learned what could and should be included in our squadron newsletters.

The first day ended that evening with the traditional visits to the hospitality suites and, as always, it was a fun-filled time. There was lots of food and beverages but more importantly each squadron tried to out do each other with themes on education done the USPS way. There was Night Navigation, Fishing for New Members and a Casino Night built around Nautical questions.

Where was Richmond in all this activity? For many years in a row, RSPS has won this Friday night competition hands down. In fact, this has happened so many times that District made us the judges of this friendly competition to name the



winning Squadron each year and present them with a small plaque. This is unofficially known as the "John Tighe Award". John put his heart and soul into making our suite bigger and better every year - and with lots of lights. This year the award went to Kent Narrows / Annapolis.

Richmond also received two awards. To Ernie Burnett for *the Bullhorn* and to John Etheredge for our website. Both vital and essential lines of communication for keeping in touch with our members and the broader boating community.

Marketing and "*America's Boating Club*" was the next item that will be with us for quite a while. We are still the United States Power Squadrons, focused on Education and fellowship. "*For Boaters by Boaters*" is to appeal to a broader spectrum of boaters.

The day ended with the D/5 C.O.W. and installation of the new Bridge. I should mention that the new D/5 Commander, Brad Humphrey, JN, and his wife won our "Teamwork" Red, Right, Returning contest.

I am looking forward to seeing you at our next meeting at The Crossroads Art Center on the April 23rd. Please be sure to join us at 1800 for refreshments and fellowship and 1900 for the meeting. ([See page 6.](#))

-Cdr Fred Eddowes



INPUT-OUTPUT

“The best safety equipment aboard your vessel is a well-trained crew.”

The slogan above is a boating adaptation of what military and commercial aviation professionals view as a philosophy of safety. Early on in my military flying career, we generally thought of safety as that extra ingredient you added in to mission planning i.e. “the safety tip”, “Safety First! slogans” “safety posters” and more. I am sure you recall these sincere calls for safety even though they proved to be the least effective parts of a safety program.

Over time, the philosophy changed as we eventually understood the simple fact that “if you operate any piece of equipment by the book or the right way, you are operating the safest way. Safety was no longer a separate ingredient but is the result of your training in all aspects of your operation. In boating, we learn the basic skills in a combination of home study and classroom, on-the-water training and practice. When I started sailing early on, I went with the self-taught method and received some dubious advice which led to some hair raising situations -The old “school of learning the hard way”. I finally wised-up and began taking training, getting certified and generally, making my experience on the water more enjoyable.

As time goes by we gain experience, wisely expand our limits and become more competent. In the classroom/home study, there is a myriad of subject matter we should be familiar with: navigation rules, federal boating laws, state boating laws, some federal codes (CFR), USCG regulations, environmental laws, and the many boating subjects you will find offered by RSPS. This list could go on and on. Although there is not enough space go into detail, there are some other methods that we could add in to our operational-safety mix which can enhance our abilities to operate safely. One is the ability to quickly perform a risk analysis of the operation/cruise you are about to undertake. It is a method of reviewing all pertinent factors together such as skipper and crew experience, crew rest limits, weather, environmental (day, night, limited visibility etc.), equipment onboard and the need or motivation to perform the operation i.e. the “I must get home today” syndrome. Another method that can be used aboard is cockpit resource management. Here you learn how to use what resources you might have available during an emergency situation. Recognizing that something is not quite right about your vessel or in the developing situation, managing crew capabilities, using time wisely, and maintaining situational awareness are just a few things that are useful. These additional methods are good subjects for further discussion in the future but, in the meantime, remember that we offer a great deal of boating subject matter training and hope you will take advantage of it in the future. We want you to be a part of the “well trained crew.”

[On page 5 you will find the upcoming class schedule.](#)

Please take a look to see if there if there is a class you would like. If you don't see what you're looking for, give me a call.

- Lt/C Bill Simpson

The Bullhorn 3



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INPUT-OUTPUT



It may not feel like Spring outside, but the calendar says it is. Your boat needs a lot of attention!

1. **Spring lines**—make sure you have enough and that they are in good shape.
2. **Running lights**—do they work properly?
3. **Anchor**—you should have one and a convenient place to store it. The lines need to be long enough and in good condition. Make sure any chain used is not totally rusted.
4. **Boat letters**—these should be in the proper location and legible.
5. **Registration**—check to be sure this is up-to-date. Unlike your automobile license, you will not be notified when your boat registration is about to expire.
6. **Sound producing device**—is there a working horn or whistle available?
7. **Trailer**—if you trailer your boat, you should grease the wheel bearings, check the tire pressure, and make sure the trailer lights are working.
8. **Radio**—check to be sure it is working.
9. **Boat inspection**—tell your friends about how and where to get a boat inspection.

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-Lt/C Mike Jezierski



Congratulations to all our new Bridge/Executive Committee members. We look forward to working together. We just celebrated with D5 Spring meeting in Ocean City, MD. A special

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thanks to our work crew and game leaders to build and host our Hospitality Suite presentation, a game titled TEAMWORK. Jim Zeigler, SN, designer of a table size game with a nautical course, Marlene Zeigler, Rebecca, Oscar and Mike Silvay, Ernie Burnett, Bob and Mary Palmer, Fred and Betty Eddowes and Bill Selden. It was enjoyed by many D5 members. We all attended meetings to learn more about our jobs and the plans from D5 and National, USPS.

Hope you will join us for our April Squadron meeting, more information to come soon.

- Lt/C Mary Palmer



Hello and welcome (finally I hope) to Spring in Virginia. I am honored that you have seen fit to entrust me with the position of Squadron Secretary and I will try to fill Mary Palmer's shoes in that capacity. To do my job well, I will need assistance from all members to help me keep addresses, phone numbers and e-mail up to date. Any changes may be sent to me at:

gdcii47@gmail.com. Please help me keep

everyone's information current.

The most recent Executive Committee meeting (delayed due to snow) was on April 9th. It was noted at this meeting that the small dues increase of \$2 single & \$3.50 family by National is targeted for additional advertising and promotion of our new byline: "America's Boating Club". Hopefully this will help increase both awareness and membership.

I look forward to an active boating season with a good mix of social, educational and "on the water" activities.

- Lt/C Dave Childress



Details of the Squadron's budget and financial status are available from the Treasurer or any Bridge Officer. You may contact us directly or catch us at one of the meetings and we'll be happy to share the financial statements.

Treasurer

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-Lt/C Michael Silvay



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Calendar of Events

April

9 - Executive Committee Meeting at 6:00PM. Contact the Admin Officer about attending.

23 - Squadron Meeting - Meeting Place is the Crossroads Art Center, 2016 Staples Mill Road, Richmond, VA 23230.

28-29 Boater's Boot Camp - Deltaville.

May

9 - Executive Committee Meeting at 6:00PM.

21 - Squadron Meeting - Location to be announced.

28 - Memorial Day

June

13 - Executive Committee Meeting at 6:00PM.

23 - 24 Advanced Boater's Boot Camp - Deltaville

25 - Annual Picnic & Squadron Meeting - Location to be announced.

Class Schedule

Seamanship & Piloting (S) (P) and Advanced Piloting are near completion.

The Boater's Boot Camps are April 28 & 29 and June 23 & 24. Places Open.

Weather starts in September through October.

Junior Navigation (JN) in October through December

Seamanship & Piloting (S) (P) in October through December.

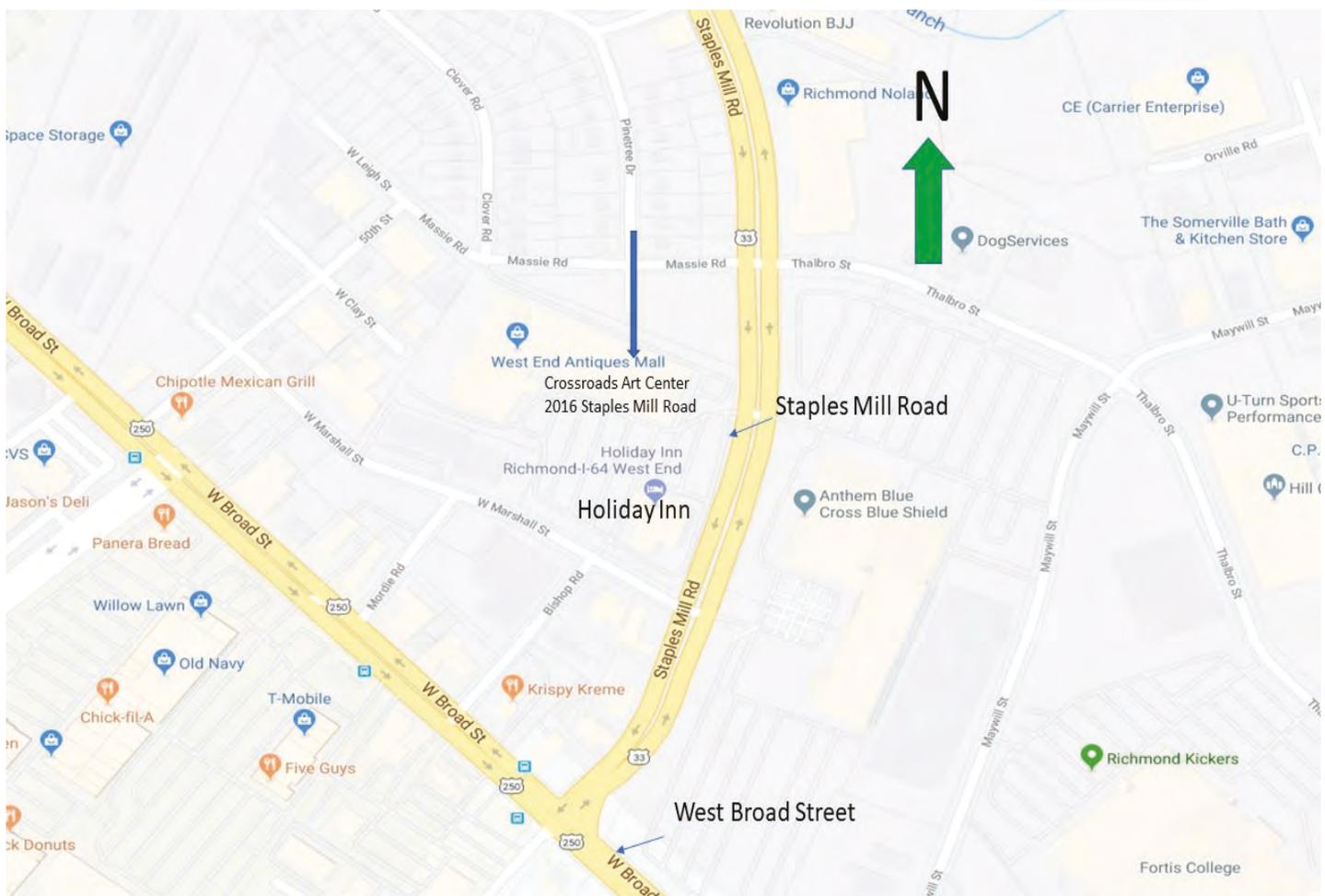
Calling all skippers!

The Boot Camp Program is ready for another great year in 2018, but we need some additional help with the classes and as crew on the boats. As you know, the previous boot camps have been run by a small cadre of skippers for the past 5 years, but we are ready to expand the instructors, skippers and training vessel crew to assure continuity and to spread the experience around a little bit.

The April 28/29 and June 24/25 sessions at Deltaville Yachting Center needs some additional help. We would like you to sit in on the classes on Saturdays and be available to crew on the boats on Sunday. This will allow you to experience the Boot Camp program and help you qualify as an additional instructor.

To help out, please contact SEO Bill Simpson or P/C Frank Timpano, SN at ftimpano@infionline.net.

Our Next Squadron Meeting



Location:

Crossroads Art Center

2016 Staples Mill Road, Henrico, VA 23230

(Behind the the Holiday Inn - Across the street from the Anthem Blue Cross Blue Shield building on Staples Mill Road.)

Time: Social Hour at 6:00PM - Meeting at 7:00PM.

Beverages and light food provided.

Be sure to come to this meeting and meet all the Bridge Officers and Executive Committee members.

2018 Change of Watch



Outgoing Cdr Bob Palmer presents his final remarks



Bob Palmer presents the Member of the Year trophy to Lt Ernie Burnett, AP



Bill Selden conducting the Change of Watch



Incoming Cdr Fred Eddowes presents his opening remarks



All the Past Commanders meet to decide if the outgoing commander meets all of the requirements of becoming a Past Commander. The decision was affirmative. Congratulations Bob!



All the Bridge Officers are pledged in and have received their Lt/C flags from Cdr Fred Eddowes.

D/5 Hospitality Suite Construction and Setup



D/5 Hospitality Suite Construction and Setup



Richmond Sail And Power Squadron

Announces It's Annual Spring Boater's Boot Camps for 2018

- On the Water Hand's On Experience
- Pure Learning Without Tests or Exams
- Learn the Pleasure of Boating and Having Fun on the Water
- Includes a Full Year Family USPS Membership

The Basic Boaters' Boot Camp

April 28-29, 2018 - 9:00 AM to 5:00 PM

Intended for the new boater and introduces you to the fundamental knowledge and skills to get you out on the water and cruising to your favorite destination. The Basic Course covers a range of essential subjects such as: Your copy should



Classroom - Day 1

- Boat Handling Under Power
- Anchoring
- VHF/DSC and Chart Plotters
- Marine Weather and Forecasts
- Charts, Navigation Aids and Rules of the Road



On The Water - Day2

- Departing the Dock or Slip
- Approaching the Dock or Slip
- Piloting with Charts
- Anchoring
- VHF/DSC Operation
- Piloting with GPS/Chart Plotter

Materials included: USPS Text, Weekend Navigator, Seminar Handouts on each subject, Charts, Maptech Chart Viewer software and Chesapeake Bay NOAA raster charts. Navigation Tools will be provided.

The Advanced Boater's Boot Camp

June 23-24, 2018 - 9:00 AM to 5:00 PM

Intended For the boater with some experience and provides a more in depth look at the basic subjects and a practical application of those skills for planning and executing a cruise. Students will plan, plot and execute a cruise using charts and electronic navigation.

Cost: Two days of training, classroom and on the water, \$200.00 per person. Couples who attend and share training materials will pay only for one person. \$100 is required at registration and the balance due on first day of training.

Materials included: USPS Text, Weekend Navigator, Seminar Handouts on each subject, Charts, Maptech Chart Viewer software and Chesapeake Bay NOAA raster charts.

Classroom-1st Day

- Weather, Tides and Currents Planning
- Electronic Navigation and AIS
- Fundamentals of Dead Reckoning
- Cruise Planning Exercise:
 - Plot a Cruise using DR Techniques
 - Determine Distances and Headings
 - Calculate ETE's and ETA's
 - Perform a Compass Fix
 - Determine Fuel Requirements

On the Water Class-2nd Day

- Giving an Operational/Safety and Weather Briefing
- Departing the Dock
- Piloting the Vessel from Port
- Navigate a Route Using DR
- Execute a Compass Fix
- Anchoring
- Review of VHF/DSC Radio
- Create an Electronic Route on Chart Plotter
- Navigate a Route Using Electronic Navigation

Cost: Two days of training, classroom and on the water, \$200.00 per person. Couples who attend and share training materials will pay only for one person. \$100 is required at registration and the balance due on first day of training.

Materials included: USPS Text, Weekend Navigator, Seminar Handouts on each subject, Charts, Maptech Chart Viewer software and Chesapeake Bay NOAA raster charts.

To register: Email richmondboatclub@yahoo.com

Don't Wait, Seats are Limited

Safety Lesson from a Professional

The Wrong Argument: Why Experience Doesn't Matter

By Mario Vittone (from SoundingsOnline.com, April 5, 2018.)

https://www.soundingsonline.com/voices/the-wrong-argument?utm_source=soundings-enewsletter&utm_medium=email&utm_content=textlink&utm_campaign=enewsletter-040618)

No one likes change when it involves creating new rules or regulations that restrict free will. Professionals should decide for themselves what is right or wrong, based on their knowledge and experience, and apply it to operate their vessels safely and effectively. The only problem is just how often that model fails. Mario Vittone explains why experience is a rotten teacher in this week's installment of Lifelines: Safety And Rescue at Sea.

The pilot responsible for the greatest airline disaster in history, Jacob van Zanten, had been a pilot for 21 years when he misjudged the risk of taking off into fog. He killed 538 people. Captain Lee Joon-seok had more than 40 years of experience when he gave an order that contradicted everything he had ever learned as a professional. More than 300 passengers and crew on his ferry died; most of them were in high school. And on January 28, 1983, NASA, an organization made up of a team of long-experienced professionals, decided to not listen to other professionals who told them something was critically unsafe. They launched the Space Shuttle Challenger anyway, killing all seven aboard.

Last week, when I suggested that perhaps racing sailors may be made safer by the implementation and enforcement of a few rules, I was just trying to start a discussion. I expected some pushback and I got it, but wow, did some people let me have it. Egos are predictable if nothing else and fans of racing and racers alike attacked with the same version of an old argument. "We are professionals with years of experience and know what we are doing. We know the risks and manage them!" But here's the problem: most don't actually fully understand the risks. The experience of a professional is as likely to be in the way as it is to help. Experience is a rotten teacher.

I've been speaking to experienced professionals of one maritime ilk or another on ocean survival and rescue since 1994. I've stopped being amazed at how much they can know about their jobs and their boats while still understanding so very little about the water that surrounds them.

"Under five minutes!" is the most common answer I get from professional captains when I ask how long it takes to become hypothermic in icy waters. It's not true. A marine insurance underwriter once complained to me that "over four hours" was too long for the Coast Guard to recover one of his clients who went overboard during the day close to shore. Four hours is speedy and above average. And earlier this week I wrote a letter to a high school rowing team to talk them out of allowing their long-experienced coach to train the kids on a sub 45-degree river.

The coach's professional advice to a concerned parent was, "The kids are good swimmers; they can make it to shore if they go overboard." I'm sure he's a nice guy with decades of experience, but he had no earthly idea what he was talking about.

(Continued on next page)

Safety Lesson from a Professional

(Continued from previous page)

Professionals do not understand the risks better just because they have been exposed to them more — they have just managed to dance around them where novices may not have. Or, as Laurence Gonzales puts it, “The word ‘experienced’ often refers to someone who’s gotten away with doing the wrong thing more frequently than you have.” That’s it. It is exactly that experience — the experience of nothing bad happening — that allows the experienced to nonchalantly decide which rules to follow and which ones don’t apply to them or shouldn’t.

So, when a career sailor decides that it is not necessary to put his crew into life jackets as they work on the unstable deck of a boat speeding through the open water at 18 knots, he is not making a professional risk decision, he is a teenager texting and driving because he’s never been in a wreck while doing it.

Here is what I know — for sure — from my own (very limited) experience. The ocean has no idea how good you are. It doesn’t care how many races you’ve won or how many miles you have under your keel. If you find yourself off your boat and actually in the water, your experience as a professional whatever-you-are means nothing.

Things are actually pretty safe now in the world of boats and boating. There really is only one thing left to achieve to get us the rest of the way: we’ve got to change the way we think. NASA didn’t have any idea what they were doing. A 20-year rowing coach knows how to row, not how to swim in cold water. And somewhere in the air right now a very senior pilot is being talked out of a tragedy by a rookie who is on his first professional flight.

So, try to be less proud of your experience. Quit bragging about how long you’ve been at the helm. A lack of humility can get you killed. We are all students here— or should be — and listening to each other and having conversations about options should never anger a true “professional.”



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Address 2
City, State, zip

Next Squadron meeting will be April 23, 2018. See the details on page 6. We need to see you there!

The Bullhorn is published monthly by and for the members of Richmond Sail and Power Squadron. Copyright 2018. No portion of this publication may be reprinted or reused without express written consent of the Editor. Contact the Editor, Lt Ernie Burnett, AP-IN at eburnett17@verizon.net; 3313 Fox Chase Dr., Midlothian, VA 23112. (804)241-4170.

For more information, visit our website at richmondboatclub.com.

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email: eburnett17@verizon.net

We would like to recognize and thank our donors for their sponsorship of the Squadron's activities and mission.