Hope everyone had a wonderful Christmas and a Happy New Year. January brings with it our annual Change of Watch. I would like to thank our 2015 Bridge, Executive Committee, Committee Chairs and all those who have helped to keep LPSPS running smoothly.

Your 2016 Bridge, Executive Committee and Committee Chairs are actively planning for 2016. Please forward any interest or ideas you may have for our next year.

I was unable to attend the New Year’s Rendezvous at the Bordelon’s but look forward to seeing everyone at the Change of Watch on 16 January.

The Rendezvous Committee will be meeting on 9 January to plan the 2016 rendezvous. If you have any comments or ideas, please forward them so that they may be considered and incorporated in the planning of our 2016 Rendezvous.

We also will host the District 15 spring conference this year. Please let myself or Carol Bell know if you are interested in helping with the District 15 spring conference.
Watch those dock lines!
Have you recently looked into the rode locker on your boat? Instead of the neat, orderly docking lines you were sure you had stowed, did you find what looked like an explosion in a spaghetti factory? I don’t know what force of nature turns any rope into a tangled mess, but I have come to believe that if left to itself, any line will become foul and knotted beyond human understanding.
Tangled lines can be dangerous. In addition to docking and spring lines, every slip also has electrical lines and water hoses. When put together, they can present a serious tripping hazard. So, for safety’s sake, be mindful of the lines that attach to your boat.
The bitter ends of dock lines should be neatly formed into a Flemish coil. Aside from presenting a handsome appearance at the dock, this prevents the lines from running wild. Electrical cords should be plugged in and coiled twice around the outlet at the dockside then strung to the boat, leaving no excess cord on the dock. Water hoses are a particular hazard because they’re long. Now you can buy inexpensive hoses that coil themselves into a tight, manageable circle, leaving a less hazardous footprint on the dock.
If we watch our lines, the docks in our marinas will be safer for everyone.
**E DUCATION OFFICER**

**Lt/C Douglas A. Brooks, JN**

**SMALL CRAFT ADVISORY**

This past weekend there was a local news story about a 36-foot sailboat that had run aground in a nearby pass. As I read the story and watched the accompanying video taken from a sheriff’s department helicopter, all I could think of is, “What were those sailors thinking!” The two sailors had been rescued by County Deputies and the U.S. Coast Guard. Their sailboat that was taking on water and being pummeled by heavy surf.

The weather at the time of the rescue was reported as 4-8 foot seas with 30 MPH winds and temperatures in the low 50 degrees. Even the weather station at my house noted wind gusts at 40 miles-per-hour. For several days, the National Oceanographic Atmospheric Administration’s National Weather Service (NWS) had been issuing a small craft advisory.

A small craft advisory is issued by the NWS in coastal areas when winds have reached, or are expected to be reached within twelve hours, a speed slightly less than gale force, between 25 and 38 knots. The advisory strongly suggests that wind and wave action will be hazardous to small craft. Inexperienced mariners, especially those operating in smaller vessels, should avoid navigating in these waters.

Any vessel that would be adversely affected by weather conditions as described by a small craft advisory should be considered a small craft. There is also small craft exercise caution advisory which covers conditions less severe than an advisory.

The Coast Guard and the Coast Guard Auxiliary want to remind boaters to always check the weather before leaving the dock. Weather can deteriorate quickly putting boaters in harm’s way.

The Coast Guard also reminds remind boaters to carry a VHF-FM marine radio. In the event of an emergency, contact the Coast Guard on channel 16.

If these sailors had made a “May Day” call with their exact position when they first realized they were in distress, every boater who heard the distress call, including the Coast Guard, would have been alerted. They had a marine radio onboard, but it was disabled from water entering the boat. A backup hand held radio would have been very helpful.

Cellular phones often lose their signal and run out of batteries after a day on the water. They are helpful but not reliable in an emergency.

Additional recommended emergency safety equipment includes an Emergency Position Indicating Radio Beacon, flares, signal mirror and whistle attached to the life jackets. A ditch bag specifically stocked with additional safety equipment such as an air horn, hand held marine radio, some snack items and bottled water would have improved the distressed boater’s survival had he been stranded for a longer period of time.

For more information about boating safety visit the U.S. Coast Guard Boating Safety Division website at: www.uscgbboating.org/ and take a United States Power Squadrons boating course.

To learn confident and safe boating contact your local unit of the United States Power Squadrons® or the national website at www.USPS.org.

Its members always send the invitation: “**Come for the Boating Education...Stay for the Friends.**”

Be safe out there and I’ll see you on the water.

Dave Nielsen

Feature Writer

Public Relations Committee

United States Power Squadrons®
The calendar of events is still being updated and revised. Update notifications will be send out to the squadron membership via email as additions and changes occur.

Don’t forget the squadron Change of Watch event on January 16th at the Clairborne Oaks Event Center...to attend you MUST RSVP by Saturday, January 9th. Cost is $42 per person. BYOB and set ups are provided.

Instructor Re-Certification will be held on Wednesday, January 13th at the Museum—6 pm start.

Piloting Class begins on Tuesday, February 23 at the Museum—6 pm start, 5 additional class sessions will be on following consecutive Tuesdays.
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### January 2016

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|     |     |     |     |     |     | **1** New Year's Day  
Rendezvous – Happy New Year – Borderlon’s home |
|     |     |     |     |     |     | **2** |
| **3** | **4** | **5** | **6** | 7 Exec Board Meeting  
@ Claiborne Oaks Event Center – 6:30 pm |     | **8** | **9** |
| **10** | **11** | **12** | **13** |     | **14** | **15** |
|     |     |     | Instructor Re-Certification  
6 pm LPBMM |     |     |     |
| **16** | **17** | **18** | **19** | **20** | **21** | **22** |
|     |     |     |     | LPBMM Annual Meeting –  
Maritime Museum |     |     |
| **24** | **25** | **26** | **27** | **28** | **29** | **30** |
| **31** | **Notes:** |     |     |     |     |     |

**Notes:**

### February 2016

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|     |     | 1 Groundhog Day |     | 4 Exec Board Meeting  
@ Claiborne Oaks Event Center – 6:30 pm |      | **6** Krewe of Tchefuncte’s  
Boat Parade – Madisonville – 1:00 pm |
| 7 Super Bowl |     | 9 Mardi Gras – Fat Tuesday |     | 11 General Membership  
Meeting – Maritime Museum – Valentine Theme – Catered Meal –  
Social @ 6 pm; meeting @ 7 pm | **12** | **13** |
| 14 Valentine's Day | **15** **Presidents Day** | **16** | **17** | **18** | **19** | **20** |
|      | USPS Annual Meeting – Orlando, FL | USPS Annual Meeting – Orlando, FL | USPS Annual Meeting –  
Orlando, FL | USPS Annual Meeting –  
Orlando, FL | USPS Annual Meeting –  
Orlando, FL |
| **21** | **22** | **23** | **24** | **25** | **26** | **27** |
| USPS Annual Meeting – Orlando, FL |     | Piloting class begins  
LPBMM – 6 pm |     |     |     |
| **28** | **29** | Notes: |     |     |     |     |

**Notes:**