FROM THE COMMANDER

Cdr. Joey Wheeler, AP

February 2nd is USPS Founders Day. As we reflect on Founders Day, we recall that USPS was founded in 1914 by men from the Boston Yacht Club. Founder Roger Up- ton was chosen as our first Chief Commander. Educating boaters on how they should use the sea by applying appropriate navigation techniques to making boating safer and more gratifying soon became a major concern for USPS. USPS remains committed to this principle as is evidenced through the various USPS activities such as; educational opportunities offered, Vessel Safety Check program, Co-operative Charting effort, and Safe Boating Week activities to name a few. In the spirit of our founders I encourage you to proactively partake in the opportunities provided by your squadron.

P/D/C John Bell, AP-IN was wonderful again as Master of Ceremony at our Change Of Watch on January 16th at the Claiborne Oaks Event Center. I would like to thank those of you who attended and a special thanks to our Chief Commander. the members of District 15 bridge, and the New Orleans Power Squadron representatives that attended. Also a very special thanks to the COW committee and all those who helped make the evening a very successful one. I am looking forward to being your Commander in 2016 and together with our Bridge welcome your ideas, thoughts and participation in the Squadron’s events in this special 25th year for our squadron. It is truly an honor to be chosen by you to be your Commander again this year.

Your 2016 Bridge is truly fortunate to be part of a Squadron with so many active and involved members.
When A Squall Comes Calling

By Beth A. Leonard, Bernadette Bernon and Michael Vatalaro

Let's take the experience of a squall coming your way, which could happen to anyone, and look at ways to handle it.

Fortunately, most afternoon thunderstorms last less than half an hour. But even a "routine" squall can turn threatening and scary when combined with mechanical failure. You might be able to make it to a protected anchorage before the squall arrives and then be on your way afterward with no drama. Or, you can employ several effective techniques to deal with oncoming threatening weather.

First, check your weather before going boating, even for a day. If you're heading out on a longer trip, especially on a boat you're not very familiar with, be extremely conservative weather-wise. If a front is predicted, or thunderstorms, assume there will be squalls parading around and wreaking havoc. Wait it out and take a lay day. If you do set out, have a backup plan for seeking shelter quickly along your route, vigilantly check the weather. Squall lines can often be seen on the horizon, giving you time to take evasive action. If everyone is wearing life jackets, that's one less thing to worry about when the weather pipes up. Once facing deteriorating weather, you've got three tried-and-true options, depending on how far offshore you are and what kind of boat you have.

First Option: Tuck And Hide

Find a harbor of refuge, cove, marina, or at least a protective shoreline with good holding for anchoring. The best choice is one that limits the fetch of storm-driven waves and blocks the worst of the wind.

Put out enough line to create a scope of at least 3:1, make sure your anchor has dug in, then let out additional line to create scope of at least 7:1 — more if you're on a rode that's mostly rope and have swinging room. Secure the wheel or tiller in the center of the boat to increase stability; don't let it spin around. If you hear thunder or see lightning, go below if possible and avoid touching metal. Put on your shoes, stay low but never lie down, unplug electronics, if possible. Lower antennas. Stay out of the water. Touching two metals at the same time completes the circuit, one way people are killed by lightning.

If there's no lightning but strong winds, and your engine is in good working order, the most experienced person can stay at the helm and motor forward into the wind just enough to take the pressure off the anchor; this helps you avoid dragging, until the squall passes. In a driving rain, the helmsman may want to don swim goggles to take the sting out and wear rubber gloves when touching the wheel. Remember, lightning is still a danger for at least half an hour after a squall passes.

Second Option: Hold Station

If anchoring isn't possible, motoring slowly into the wind and waves permits most boats (power and sail) to make a bit of headway, maintain control, and take waves over the bow, minimizing the chance of swamping. The size and design of a boat, the propulsion power available, the experience level of the crew, and the severity of the squall all have their part to play in how a squall is best handled. Powerboats with open bows, such as bowriders and center-consoles, are vulnerable to swamping, so take the waves at a 20- to 30-degree angle; make sure to keep the boat moving fast enough so that the bow lifts over the waves, but not so fast that it buries on the other side. To maintain control, you may need to throttle up on the wave face, then throttle back as the wave passes under you. In this way, you can jog slowly to windward, making minimal headway, until the squall has passed.

Many sailboat mainsails have only two reef points and, in many cases, even pulling down to the second reef still may prove too much sail in a strong squall. In this case, it may be best to take all the sail down and motor slowly to windward.
If you’re confident in the boat, then leaving a patch of sail up on a larger, well-ballasted sailboat and motorsailing at a 20- to 30-degree angle to the wind can steady the boat and minimize the amount of water coming aboard. In smaller, lighter sailboats, it’s often best to drop all sail before the squall hits and motor slowly to windward; if the boat gets even a little sideways to the wind, you risk loss of control or even capsize.

Third Option: Heave To

Sailboats can heave to, which will all but stop the boat in a controlled way, an invaluable technique — like engaging a handbrake on a car — that can be used in a short squall so long as you have room around you. Reef and sheet in the mainsail and partially furl the headsail. Then tack the boat without releasing the jib sheet (which backwinds the jib), and secure the helm; this holds the boat with the bow 20 or 30 degrees off the wind. With the sails and rudder balanced against one another, the boat will steady itself and drift slowly downwind, usually at no more than 1 knot. Heaving to takes practice, and its effectiveness and the precise tactics depend upon your boat’s design. To make sure you’re ready to employ it when you need it, head out on a day with strong but steady winds and practice. Your maneuverability will be limited when hove to, so don’t try it in a ship channel in poor visibility.

— Published: October/November 2015

Summary Year End Treasury report for 2015

Income:
- Dues: 3070
- Meetings and rendezvous: 2215
- Change of watch: 1676
- Education: 1834

**Total Income:** 8775

Expenses:
- Meetings and rendezvous: 1996
- Change of watch: 1897
- National meetings: 250
- Education: 2070
- Secretary: 136
- Vessel safety: 948
- Membership: 203
- Website: 74
- Misc: 117

**Total Expenses:** 7678

**Excess income:** $ 1097

This report is subject to change as the Bridge determines the Squadron’s contribution to the Museum.

John
RENDEZVOUS ANNOUNCEMENT

Mike & Nolia Chaisson’s home
16 St. Jean De Luz St.
Mandeville
985-624-3637
Sunday, Feb. 7, 2016 1700 hours (5:00 PM)
Super Bowl Party – Carolina Panthers vs. Denver Broncos

RSVP – Please call Nolia to coordinate what to bring as your contribution to the party.

Please RSVP by Sunday, Feb. 2, 2016 to Nolia (Not Helen or George!)

There will be a Super Bowl Pool – come & have some fun!

From the Newsletter staff

Dear John,
Congratulations on receiving the Distinctive Communicator Award for 2015 for “Under the Bridge”. You and your squadron should be proud of your publication.

The 2015 DCA logo is available to download on the Communications Committee page. Please let me know if you have any problems obtaining it.

Regards,
Stf/C
Kathleen Lambert

Ed. Comment: Our thanks to all the squadron contributors to the newsletter. Without your inputs we would not have a newsletter. Great Job TEAM!
Published by the Public Relations Committee
United States Power Squadrons
Contact: Greg Scotten gscotten@comcast.net

KNOW THE DANGERS OF HYPOTHERMIA

With the passing of cold fronts in northern summers or year-round in the sunny south, temperatures continue to drop. It is important that every boater understand the dangers of hypothermia as well as how to treat it. Hypothermia in its simplest terms is a lowering of the body core temperature. It is usually brought on by a combination of cold, wet and windy conditions. With a normal body temperature of 98.6 degrees Fahrenheit, our core body temperature needs only to drop to 95 degrees to bring on the onset of hypothermia.

One does not need to be submerged in iced water to experience hypothermia. A combination of damp clothes and wind can drop body temperatures quickly. In fact, statistics show that there are more hypothermia related deaths in the summer months than in winter.

The initial symptoms are shivering along with a tingling or numbness in the extremities followed by a blue or blotchy skin discoloration. Muscles begin to contract more slowly and cramps may occur. When the body reaches 82 degrees, the heart has lost 50% of its rate and below a core temperature of 75 to 80, cardiac arrest occurs.

The sensitivity to hypothermia differs from person to person. Physical and health issues also affect individual susceptibility. Avoid hypothermia while topside by wearing warm and waterproof clothing.

Even the fine spray from the bow may create a mild dampness that accompanied by the wind will begin the chilling process. If your clothing becomes damp, go below immediately and change.

In the case of an overboard or capsizing situation you must do all you can to conserve body heat. In a capsize situation stay with the boat. Climbing up on the hull will get you out of cold water but differing conditions may dictate that the water is warmer than the wind and air.

Assume the fetal position by pulling your legs up against your body while keeping your arms down to close the arm pits. If there are others in the water with you, bring everyone together facing each other and huddle close keeping your arms tight to your sides while hanging on.

If you are treating a victim of hypothermia, get them out of the elements. The natural delirium that occurs may cause the victim to say “leave me alone, I am all right.” Take no chances. Remove all wet clothing and wrap them in dry or warm blankets or clothes. Apply heat to the trunk, neck, groin and underarms. Do not provide warm liquids until all shivering has stopped. Warm sweet liquids can then be administered, but under no conditions should you administer alcohol.

Hypothermia is nothing to trifle with. Wear proper clothing and monitor your exposure. The pleasant winter temperatures in warm air conditions do not provide immunity. Watch for the symptoms and know how to treat them. It may save someone’s life. For many more tips on boating safety and maintenance, take a class from the United States Power Squadrons. Contact your local unit or their national web site at www.usps.org.

*****

Lt. Bill Hempel
Senior Feature Writer
Marketing/Public Relations Committee
United States Power Squadrons
The Educational Department is conducting another Coastal Navigation Course (Piloting) starting Tuesday, Feb 23 @ 6pm at the Museum. It’s a 2 hour meeting every Tuesday for the next 6 weeks. This is a very good learning experience that any of our members or the general public can attend. In my opinion, it’s one of the BEST courses USPS has to offer. Here are some of the details. Please call Peggy Roy @ 624-8824 for more information and to sign up.

COSTAL NAVIGATION COURSE (PILOTING)
Piloting covers the basics of coastal and inland navigation. This course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if their GPS fails. The course includes many in-class exercises, developing the student’s skills through hands-on practice and learning. Several classes of two hours each are scheduled for presentation of this course. There will be an open book exam at the end of the course.

Topics covered include:

- Charts and their interpretation
- Navigation aids and how they point to safe water
- Plotting courses and determining direction and distance
- The mariner’s compass and converting between True and Magnetic
- Use of GPS – typical GPS displays and information they provide, setting up waypoints and routes, staying on a GPS route.

- Pre-planning safe courses and entering them into the GPS
- Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning

The “Seaman’s Eye” – simple skills for checking that one is on course.

CONGRATULATIONS!

Chris Cottrell successfully completed the Seamanship Course (S). He accomplished this through the "self-study" program.

INSTRUCTOR RE-CERTIFICATION

Congratulations to the flowing Instructors for attending the Instructor Recertification Class. The USPS and the Boating Safety Law Administrators require that our instructors, who teach the ABC course attend this class every 4 years. It refreshes their skills on new teaching methods, proper ways to work with students with disabilities, the latest Power Point techniques and much more.

Cdr. Joey Wheeler
Lynn Hasse
Bill Dietrich
Charlie Wheeler
John Gniady
John Bell
Glenn Roy
Joyce Tracy
Doug Brooks
Commander: Joey Wheeler, AP

Executive Officer: Christine Williams, P

Administration Officer: Scott Bordelon

Education Officer: Douglas Brooks, JN

Assistant Education Officer: Glenn Roy, AP

Secretary: Elaine Gardner

Treasurer: John Winters, S

2016 Executive Committee Members
John Gniady, P Lynn Haase, AP
Steve Rhodes, S Chris Cottrell, P
George Trousdale, S John Bell, AP

Nominating Committee
William Dietrich, JN
Carol Bell, S
John Gniady, P

Audit Committee
C. Mike Chiasson, S
Nicholas Chetta, S
Joyce Tracey, JN

Rules Committee
Douglas Gardner, S
Arthur Roberts, AP
Paul Warnke, S
Pictures of Lake Pontchartrain Sail & Power Squadron’s Change of watch
2016 Calendar of Events for the next 60 Days see page 11

FEBRUARY MEMBERSHIP MEETING
Thursday, February 11, 2016
6:00 Social Hour; 7:00 Dinner and Meeting
Lake Pontchartrain Basin Maritime Museum
133 Mabel Drive, Madisonville, La.

VALENTINE DINNER
$15.00 each, CATERED
RSVP BY FEBRUARY 8 to
Normaroberts1@cox.net or
225/766-4302
MENU
CAESAR SALAD
LASAGNA
GREEN BEANS ALMONDINE
GARLIC BREAD
CHERRY COBBLER JUBILEE

(Don’t forget your favorite beverage)

BIRTH'S
Hello February.

HAPPY BIRTHDAY

Joey LeBlanc 02/02
Adrian K. Diel 02/03
George Janssen 02/08
Gayle Joseph 02/11
Robert G. Tufts 02/14
Robert A. Simmons 02/24
Nicholas A. Chetta II 02/25

CLASS & SEMINAR SCHEDULE

Piloting Class begins on Tuesday, February 23 at the Museum—6 pm start.
2016 Bridge Officers

**Commander**  
Cdr. Joey Wheeler, AP 504-249-9637  
cwheeler@eagle.org

**Executive Officer**  
Lt/C Christine Williams, P 985-624-3813  
Christine20635@aol.com

**Administration Officer**  
Scott Bordelon  
sbordelon04@gmail.com

**Education Officer**  
Lt/C Doug Brooks, JN 504-453-0225  
dbrooks@gulfla.com

**Treasurer**  
Lt/C John Winters, 504-957-7011  
jwinterscp@aol.com

**Secretary**  
Lt/C Elaine Gardner, 985-845-0193  
gard3886@bellsouth.net

**Executive Committee Members**  
Chris Cottrell  
John Gniady, P  
Lynn Haase, AP  
Steve Rhodes  
George Trousdale, S  
Nicholas Chetta, S  
John Bell, AP

**Newsletter editors**  
John Bell  
jbellbcc@bellsouth.net  
&  
Dwight Coursey  
dcoursey8891@att.net

**WEBMASTER**  
Elena Janssen  
www.lpsp.org
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**February 2016**

- **1st** (Sun): Groundhog Day
- **2nd** (Mon): Groundhog Day
- **3rd** (Tue): Exec Board Meeting @ Claiborne Oaks Event Center – 6:30 pm
- **4th** (Wed): General Membership Meeting – Maritime Museum – Valentine Theme – Catered Meal – Social @ 6 pm; meeting @ 7 pm
- **5th** (Thu): Krewe of Tchefuncte’s Boat Parade – Madisonville – 1:00 pm
- **6th** (Fri): Presidents Day
- **7th** (Sat): USPS Annual Meeting – Orlando, FL

**Notes:**

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**March 2016**

- **1st** (Sun): Piloting class @ LPBMM – 6 pm
- **2nd** (Mon): Exec Board Meeting @ Claiborne Oaks Event Center – 6:30 pm
- **3rd** (Tue): General Membership Meeting – Maritime Museum – Valentine Theme – Catered Meal – Social @ 6 pm; meeting @ 7 pm
- **4th** (Wed): Piloting class @ LPBMM – 6 pm
- **5th** (Thu): Piloting class @ LPBMM – 6 pm
- **6th** (Fri): Piloting class @ LPBMM – 6 pm
- **7th** (Sat): Presidents Day

**Notes:**