



Lazy Log



January 2023

The official publication of the Pensacola Sail and Power Squadron, a unit of the United States Power Squadrons and a member of District 15

Oops— your ladder or platform isn't available for re-boarding

By Julie B. Connerley

An informative and entertaining presentation by John von Senden and Kyrrah Drasheff recounting their chartering experience in the BVI (including the vessel's platform malfunction), I was reminded of one of my favorite "go to" sites for advice on all things nautical. While I haven't had to use the following method yet, I am prepared should it happen! Please consider joining Captain's John's email list.

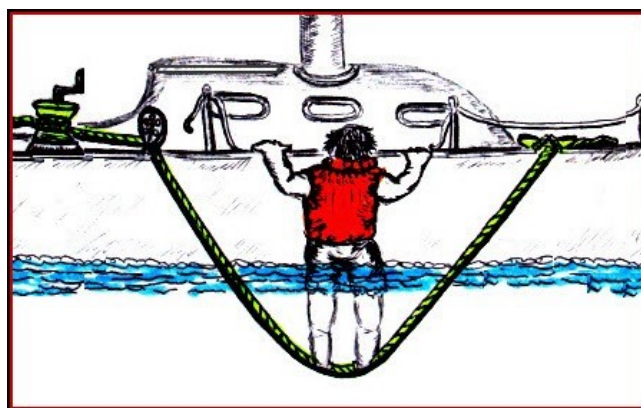
Prepare for Overboard Recovery with the "Elevator" Technique! Prepare Your Recovery-Elevator Ahead of Time

Get your small cruising sailboat ready now to put the elevator recovery technique into action if your sailing crew or

partner falls into the water.

Use the elevator technique in light to moderate sailing weather conditions. This recovery technique requires that the person in the water is fully conscious and in good shape.

Make sure that the person in the water has on a personal flotation device (pfd) before you start the alongside recovery process. The pfd will protect them in and out of the water. As they brace against the side, it will give some protection from



bumps against the hull and sharp edges like toe rails or Genoa tracks as you winch them aboard.

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Is Your Profile Up to Date? Here's how to be sure

D/Lt/C Ron Swope, SN-IN



First things first - Phyllis and I wish you and yours a Very Happy and Prosperous New Year!

When you log on to usps.org you will come directly to the page to log in as a member. Enter your member number and PIN and you will be at the member home page. This is not the same home page that is available to the public without member number and PIN. In the

upper right you will see **Member Profile** and below that your name, rank and grade if any, address, phone number and Email. Below that may be additional information pertaining to squadron, district or national offices or committees. At the end of that is a link that says **Manage Profile**.

This will take you to a page where you can change much of your personal information. You can add or correct Email addresses, phone numbers and residence address. You can indicate

whether or not a phone will take texts. There is a place to put information about your boat. When I sold our boat last spring I went in and deleted the information about it, but, since it was also registered in Phyllis' name and listed in her profile, which I forgot, it stilled showed up in squadron records. Oops! Still, easy to correct. Be sure to hit the update button after you make a change. You cannot change all infor-

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Christmas Party photos on page 4

The Lazy Log

The Lazy Log is the official publication of the Pensacola Sail and Power Squadron, Inc. It is published monthly and details the activities of the squadron.

The Pensacola Sail and Power Squadron is a private non-profit fraternal organization dedicated to "Safe Boating through Education." We restrict membership to no one requesting only that members express an interest in sharing our charter and learning the principals and practice of safe boating through education.

We hold regular business meeting and social events during the calendar year. Membership information may be obtained by visiting our website at ... www.psp.me ... or by contacting either the Commander or Secretary.



Safe Boating is no Accident -- Come for the Boating Education ... Stay for the Friendship

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Got a question? Need information? Contact us

Our website is available to assist you in answering questions about us and what we stand for. Just go to www.psp.me — it lists all the officers of the squadron, the most recent details of our meetings and rendezvous,, a complete listing of our educational program, our Vessel Safety Check program and many of the other activities we are involved in. Please feel free to peruse our site whenever you wish. If you don't find what you are looking for, send an email to one of our officers or staff members. We will make every effort to answer your questions in as timely a manner as possible.



January Birthdays



Katherine Yenzer—Jan. 1
Connor Nauman—Jan. 13
Lyda Brand—Jan. 18

Connor Nauman—Jan. 13
Rod Powell—Jan. 29

Profile (Continued from page 1)

mation in that section. Below the update button is a section titled **Additional Information (cannot be updated)**

Here is listed a lot of information about courses you have taken, squadron, district and national positions you hold, when you first joined, when your membership is due, if you are a certified instructor when that certification expires, etc. At the top of this page are 4 underlined links. 3 of them give insight into how the system works and will make for interesting reading. The fourth, **Show Training History**, does exactly that.

After your name and some more personal information, if you are in the Boat Operator Certification program it will have a link to **BOC Passport**. Click on that and you will see all four levels of BOC requirements and what, if any of those requirements you have met in a specific level. Hit the back button at the bottom and you are back in the training record. It starts of listing all classes (courses and exams) that you have taken. Next comes seminars, then things like leadership or operations training. Then comes level of achievement like Educational Proficiency (Advanced Piloting plus 3 electives) or Educational Achievement (Navigation plus 6 electives). Finally, a section on BOC skills and qualifications like first aid, pyrotech-

tics, etc. If you are new to the organization there won't be a lot of information, and these categories may be missing, but you should still check it to make sure everything is correct.

Now, notice that at the start I said you have to enter your **member number** and **PIN**. Both come with your membership and with dues renewal notice. If you forget your membership number, no sweat. Any member with a roster can give you that. You can call me at 850-516-1259. Roster is online but you have to have a PIN to get it. Getting a lost PIN is more complicated because national is trying very hard to protect your personal information.

I tried for several months to figure out how someone could recover their PIN and had no luck until I stumbled on helpdesk@usps.org. There, P/R/C Jan Wright, SN-IN put me on to the following:

If you **forget your PIN** and cannot log onto the USPS website, follow this procedure:

- When you get the logon failure notice, click on the "ReSubmit" button
- Click on the link for the "Security Information" pages.
- Enter your certificate number

- If you do not remember your security question

1. Click on I don't know my security question
2. Click Continue
3. Your Security Question will be sent to your email address of record in the national membership database
4. If you know your security question
5. Click on I know my security question
6. Select your security question
7. Click Continue
8. Enter the answer to your security question
9. Click Continue

Your PIN will be sent to your email address of record in the national membership database.

Note that if your Email address of record in the national membership database is not valid, you won't receive the messages mentioned above. In that case, see your squadron roster chair. I'm not sure what all the help desk can do, but I'm not going to spin my wheels for 4 months waiting for answers from someone who is "looking into it" before I check with them next time.

If your ladder isn't available (Continued from page 1)

Follow the steps described below along with the illustration. Work out the idiosyncrasies on your vessel. Practice setting up the rig with your crew or partner now. That way all hands will be ready to put this unique technique into effect at a moment's notice.

Practice the Elevator Recovery Technique with your sailing crew or partner now. This will give all hands aboard the confidence to know how to put this procedure into play right away in the event of an overboard emergency.

1. Rig the Recovery Elevator Foot-Rope. Find a long piece of large diameter line to use as the foot-rope of the elevator. Secure one end of the line to a strong deck cleat forward. Lead the line aft to the

cockpit. Stay outside of all stanchions, lifelines, rails and shrouds.

2. Fairlead the Foot-Rope Aft to the Cockpit.

Pass the line through a sheet block or snatch block to lead it to a primary or secondary cockpit winch. Wrap the foot-rope three or four times around the winch. Insert the winch handle. Drop the lifelines in the vicinity of the recovery area.

3. Recover the Person from the Water.

Ease the line to form a deep loop over the side (see illustration). Have the person in the water hold onto the toe rail

and stand on the bottom of the foot-rope. Take up tension on the foot-rope smooth and easy. Double check that the person has a good grip on the side of the boat. Grind on the winch a bit at a time to lift the person clear of the water and onto the boat.

Practice prevention to avoid the danger of recovery in an overboard emergency. Prepare now to deal with the #1 sailing emergency with your sailing crew or partner--wherever in the world you choose to go sailing or cruising!

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