

THE CHAMPLAIN BREEZE

WINOOSKI VALLEY SAIL AND POWER SQUADRON INC.
VERMONT UNIT OF UNITED STATES POWER SQUADRONS, INC.®

JANUARY 2007

D/19 Conference in Vermont Well Attended

Winooski Valley Squadron hosted the District 19 Fall Conference at the Holiday Inn in Rutland in November. Squadron members from Vermont, New Hampshire and Maine traveled to Vermont to attend. Winooski Valley members were involved in hosting guests, presenting workshops, arranging activities and making formal reports at the conference. Lt/C Dave Schaefer, our squadron secretary, was the speaker at the Saturday evening dinner, presenting his research into his book, [Sailing to Hemingway's Cuba](#). Dave's slides and discussion of his experience sailing his boat to Cuba and visiting the sites Hemingway frequented was very well received.

The conference began on Friday evening with a happy hour hosted by District 19. On Saturday there were several excellent programs for members to choose from throughout the day. In the evening, Winooski Valley hosted a very well attended happy hour followed by the banquet where a raffle of items donated by local merchants and individual squadrons was very enjoyable. A 50/50 raffle was won by John Horton, the Commander of Kennebec River squadron.

Cdr. Bob Baker took many photos of the event. Several of these photos are included inside this newsletter and can also be seen on the Winooski Valley web site at:

www.wvpsps.com

Special thanks to each of the Winooski Valley members who worked to make this such a successful conference.



Mark Your Calendar!

For details on these upcoming events and to make reservations or volunteer your time to help, see the Commander's Message on page 2.

Founder's Day

Saturday, February 3rd

The Ice House, Burlington

1:30 pm

Reservation Deadline: 26 January

Contact Cdr. Bob Baker to make a reservation at 802-235-1285.

Burlington Boat Show

Friday, February 16 through

Sunday, February 18

Contact Gerry DesMarais at 878-5959 to volunteer to help with set up or to staff the Winooski Valley booth.

Winooski Valley Change of Watch

Saturday, March 17

The Ice House, Burlington

6:30 pm

Reservation deadline: March 10

Contact Cdr. Bob Baker 802-235-1285 to make a reservation.

COMMANDER'S MESSAGE

The Christmas "Party" was a quiet dinner held at The Ice House down by the ferry dock in Burlington. Seventeen people attended including several from the Champlain Squadron in New York. Everyone seemed to have a good time and the food was excellent.

Founder's Day, our next squadron event, will be held on Saturday, February 3, 2007 at the Ice House starting at 1:30 pm with dinner at 2:00 pm. We plan to honor all those individuals who have worked for the squadron and those who have completed courses. The meal will be your choice from the standard menu. There is a children's menu for those who need it. Come out and show your support for the squadron and those who have worked hard to make the events we have had a success. The restaurant needs a count of those who are coming so that they can plan for the staff needed. Contact Bob Baker at 159 Garron Road, Middletown Springs, VT 05757 or creweldragon@yahoo.com or 802-235-1285 by January 26, 2006 to make a reservation.

The boat show is coming up during February. We need people to man the booth. If you can help at the show contact Gerry DesMarais 802-878-5959. We plan to raffle at least one item during the show. Be sure to SELL, SELL, SELL. Last year we raised \$90.00 dollars. Let's see if we can double that amount this year. The sales "pitch" I used last year was "Can I talk you out of a buck?" Most people said yes. Give them the opportunity to support the squadron by asking the question. When you have their attention while they put their name, address and phone number on the card you can ask them if they would like to attend one of our seminars about boats and trailers or GPS. Perhaps they would like to attend the boating course and would like someone to contact them when the course starts. Remember the seminars are open to everyone (squadron and the public). The seminars will be held on a Saturday and will be several hours in length.

Change of Watch will be held at the Ice House this year. It will start with an open bar at 6:30 pm with the dinner and Change of Watch to follow.

Cdr. Bob Baker

DO YOU OWN AN EPIRB?



Do you own an Emergency Position Indicating Radio Beacon (EPIRB) that operates on 121.5/243 MHz? These units became obsolete as of 1 January 2007. The U.S. Coast Guard reminds us that **as of 1 January, these emergency beacons are prohibited from use in both commercial and recreational watercraft.** Boaters wishing to have an emergency rescue beacon aboard their vessel must have a digital 406 MHz model.

The January 1, 2007 date to stop using the 121.5/243 EPIRBs is in preparation for February 1, 2009, when satellite processing of distress signals from all 121.5/243 MHz beacons will terminate. Following this termination date, only the 406 MHz beacons will be detected by the International Cospas-Sarsat Satellite System which provides distress alert and location data for search and rescue operations around the world.

This regulation applies to all Class A, B and S 121.5/243 MHz EPIRBs. It does not affect 121.5/243 Man Overboard devices which are designed to work directly with a base alerting unit only and not with the satellite system.

This change, in large part, was brought about by the unreliability of the 121.5/243 MHz beacons in an emergency situation. Data reveals that with a 121.5 MHz beacon, only one alert out of every 50 is a genuine distress situation. This has a significant effect on expending the limited resources of search and rescue personnel and platforms. With 406 MHz beacons, false alerts have been reduced significantly and when properly registered, can usually be resolved with a telephone call to the beacon owner.

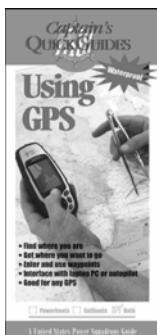
Consequently, real alerts can receive the attention they deserve. When a 406 MHz beacon signal is received, search and rescue personnel can retrieve information from a registration database. This includes the beacon owner's contact information, emergency contact information and vessel/aircraft identifying characteristics. Having this information allows the Coast Guard or other rescue personnel to respond appropriately.

In the U.S., EPIRB users are required by law to directly register their beacons in the U.S. 406 MHz Beacon Registration Database at: <http://www.beaconregistration.noaa.gov/> or by calling 1-888-212-SAVE. Other users can register their beacon in their country's national beacon registration database or, if no national database is available, in the International Beacon Registration Database at: <https://www.406registration.com/>.

The U.S. Coast Guard is the lead agency for coordinating national maritime search and rescue policy and is responsible and is responsible for providing search and rescue services on, under and over assigned international waters and waters subject to United States jurisdiction.

The Coast Guard and the International Maritime Organization recommend that obsolete EPIRBs be disposed of by removing the battery and shipping the unit back to its manufacturer or by rendering the unit permanently inoperable by demolishing it. The batteries should be treated as hazardous material and parts of the beacon may also qualify.

[Information contributed by P/D/C Everett Stebbins.]



GPS Seminar Planned

I recently bought a new GPS for our boat. It is a Garmin 478. The 478 comes with all charts for the entire United States including Lake Champlain and the Hudson River. It also includes weather features such as wind direction, velocity, surface water temperature, weather

fronts, storm information and hurricane tracking to name a few. Would you like to know more

about GPS units? How they work? How your GPS works? Which unit you might like to purchase? Well here is your opportunity.

On Saturday, May 19, 2007, Winooski Valley Sail and Power Squadron's Bob Baker and Jim Spencer will present the new USPS seminar, Using GPS. This is a one day about two hour seminar open to all members of the squadron and the general public.

Contact Cdr. Bob Baker if you would like more information about this seminar.

BE PREPARED BEFORE A STORM STRIKES



The following tips are from the National Weather Service. For more information on winter storm safety and awareness, go

to <http://www.weather.gov/os/winter/index.shtml>

At Home and Work

Primary concerns are loss of heat, power and telephone service and a shortage of supplies if storm conditions continue for more than a day. Have available:

- Flashlight and extra batteries.
- Battery-powered National Oceanic and Atmospheric Administration Weather Radio and portable radio to receive emergency information. These may be your only links to the outside.
- Extra food and water. Have high energy food, such as dried fruit, nuts and granola bars, and food requiring no cooking or refrigeration.
- Extra medicine and baby items.
- First-aid supplies.
- Heating fuel. Refuel before you are empty. Fuel carriers may not reach you for days after a winter storm.

- Emergency heat source: fireplace, wood stove, space heater. Use properly to prevent a fire.
- Fire extinguisher, smoke alarm. Test smoke alarms once a month to ensure they work properly.
- Make sure pets have plenty of food, water and shelter.

In Vehicles

Plan your travel and check the latest weather reports to avoid the storm.

- Fully check and winterize your vehicle before the winter season begins.
- Carry a winter storm survival kit: Mobile phone, charger, batteries. Blankets or sleeping bags. Flashlight with extra batteries. First-aid kit. Knife. High-calorie, non-perishable food. Extra clothing to keep dry. Large empty can to use as emergency toilet. Tissues and paper towels for sanitary purposes. Small can and waterproof matches to melt snow for drinking water. Sack of sand or cat litter for traction. Shovel. Windshield scraper and brush. Tool kit. Tow rope. Battery booster cables. Water container. Compass and road maps.
- Keep your gas tank near full to avoid ice in the tank and fuel lines.
- Avoid traveling alone.
- Let someone know your timetable and primary and alternate routes.

When Caught in a Winter Storm

- Find shelter. Try to stay dry. Cover all exposed body parts.
- No shelter:
 - Build a lean-to, windbreak or snow cave for protection from the wind.
 - Build a fire for heat and to attract attention.
 - Place rocks around the fire to absorb and reflect heat.
- Melt snow for drinking water:
 - Eating snow will lower your body temperature.

Caught in Storm In a Vehicle

- Stay in vehicle: You will become quickly disoriented in wind-driven snow and cold.
- Run the motor about 10 minutes each hour for heat.
- Open the window a little for fresh air to avoid carbon monoxide poisoning.
- Make sure the exhaust pipe is not blocked.
- Be visible to rescuers: Turn on the dome light at night when running the engine. Tie a colored cloth, preferably red, to your antenna or door. After snow stops falling, raise the hood to indicate you need help.
- Exercise: From time to time, move arms, legs, fingers and toes vigorously to keep blood circulating and to keep warm.

Inside

- Stay inside:
 - When using alternate heat from a fireplace, wood stove, space heater, etc., use fire safeguards and properly ventilate.
- No heat:
 - Close off unneeded rooms.
 - Stuff towels or rags in cracks under doors.
 - Cover windows at night.
 - Eat and drink. Food provides the body with energy for producing its own heat. Keep the body replenished with fluids to prevent dehydration.
 - Wear layers of loose-fitting, lightweight, warm clothing. Remove layers to avoid overheating, perspiration and subsequent chill.



Moving? Changing Your Email Address?

Please be sure we have a current mailing and email address for you. Contact Dave Schaefer, squadron secretary with updates at: dschae@worldnet.att.net

Boating Safety - It Could Mean Your Life

In the most recent year with complete data, 701 lives were lost as a result of recreational boating accidents in the U.S. and its territories. BWI (Boating While Intoxicated) was identified as part of the problem in 31% of those fatalities. Operators with a blood alcohol level of 0.10 percent (for most of us, that means just one to three beers) are 10 times as likely to be killed in a boating accident as a sober boater.

What about the remaining three deaths out of every four? Additional contributing factors were excessive speed and other improper operation, poor vision, faulty equipment, inadequate safety systems and devices, limited or inaccurate local knowledge, and ignorance of basic rules of the waterway. Take a few minutes to browse through the headings in this important section. ABA encourages every boater to be serious about boating safety, starting with the proper kind and amount of boater training. Remember, a boating mishap or fatality often involves innocent people who share in none of the blame, but all of the consequence. As a responsible boater, the life you save may very well be someone else's. Remember, **B E S A F E*** -

KNOW YOUR...

Boat

Equipment

Safety devices and PFDs

Alcohol limits

First aid and emergency procedures

Environment (area and weather)

...BEFORE YOU GO!

* Source: National Safe Boating Council

[Storm Preparation and Boating Safety articles contributed by Michael Benoit.]

D/19 FALL CONFERENCE PHOTOS

Photos by Cdr. Bob Baker





Photos by Cdr. Bob Baker

USPS University Seminar Series Ready for Prime Time

At the District 19 Fall Conference held in Vermont, R/C Robert J. Sweet, SN, the Assistant National Education Officer, made a presentation outlining the new USPS University concept. The program is very exciting and includes several new publications which he circulated to the members attending. The following information is taken from the National Educational Department newsletter, *Currents* and highlights the new seminar series and the publications Bob discussed.

“USPS University is here with new programs targeted to a range of boaters and types of boating. The hallmark of this concept is the *Seminar Series*. These short seminars are targeted to specific topics and needs with a two-hour format, and valuable take-away guides. Each seminar provides credits toward the soon to be released *Boat Operator Certification* program, and credit toward elective courses. The first four of these seminars are now available. Squadrons can purchase the seminar kits from headquarters. Each student kit includes a high quality guide covering the seminar topic, student notes including copies of the presentation, and a certificate. The instructor’s kit includes the seminar series CD with Power-Point® presentation material, instructor’s notes, and a guide for presenting a seminar.”
Current seminars available are:

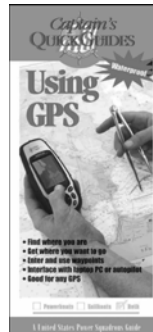


VHF & VHF/DSC Radio

VHF radio is the mainstay of coastal communication and essential for emergency communications. Digital Selective Calling (DSC) is rapidly becoming a reality as more Coast Guard *Rescue 21 System* operations go live. Currently, the mid Atlantic coast is operational

with DSC. The Gulf region will be operational early next year and all Cutters will be DSC equipped by next year. DSC vastly simplifies and improves rescue and routine call signaling – making it easier to make a call while the system frees up Channel 16 for essential

communications. However, you need to know how to use it. This seminar answers those needs and explains basic VHF operation. A CD is included with a DSC Simulator that allows you to practice on your computer at home. A waterproof McGraw-Hill Captain’s *Using VHF* Quick Guide is included with essential information that you should have aboard which will explain to anyone on your crew how to use the radio.



GPS

GPS has become a common tool for navigation. However, using GPS on the water is distinctly different from a moving map display in your car. This seminar explains the principles of waypoint navigation which you will use. It then shows you how to relate the GPS to your charts which provide essential information about what is around you. The seminar also shows you how to operate your GPS. A handheld GPS is used as the demonstration model, but all GPS receivers function similarly. By the time you have completed the seminar, you will be able to store waypoints into your GPS, activate them for navigation, and use GPS to keep you on a safe, pre-qualified course of your choosing. You’ll also get some tips for choosing a GPS if you don’t currently own one. You will get a waterproof McGraw-Hill Captain’s *Using GPS* Quick Guide to remind you of the steps, or to show another of your crew how to use your GPS.



On Board Weather Forecasting

Changing weather conditions can convert what was a delightful day on the water into a real challenge. Forecasting what weather you will encounter is one of the top priorities for safe boating. Should we go out? When should we come in? These are important questions, but some fundamental understanding of the weather can help you make these decisions. That’s what this seminar is all about. While not a course in weather, this seminar explains how just using your own senses can help you determine what conditions you will encounter where you are. By all means, a forecast is important. It will tell you what weather systems are headed your way, but they are challenged to tell exactly where and when conditions will change. Add your own observations and you have an extra edge. Add a

couple of instruments and you can verify your observations. The seminar explains weather systems, how to understand clouds and their changes, using changing wind direction, temperature, and pressure to hone in on emerging weather fronts. The seminar includes an excellent book *Fundamentals of Weather* written by the Canadian Power Squadrons, and the McGraw-Hill *On Board Weather Forecasting* waterproof Captain's Quick Guide to take aboard your boat.

For more information about USPS University, check the USPS website at: www.usps.org

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Remember to mark your calendar – we need your support and participation in squadron events!



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