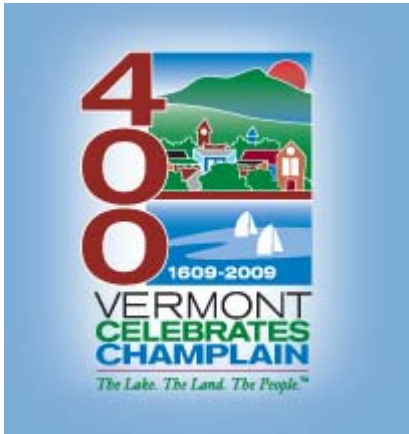


THE CHAMPLAIN BREEZE



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

NOVEMBER/DECEMBER 2008



Vermont Celebrates Lake Champlain

The Lake, the Land, and its People

400th Year Anniversary

2009 marks the 400th anniversary of Samuel de Champlain's travels to Lake Champlain. In 1609, Champlain, a French explorer and cartographer, was the first European to travel the waters of our lake which would later bear his name. The year will be marked by many exciting events including heritage festivals, art and craft shows, competitions, shipwreck tours, films and musical tributes.

Winooski Valley Sail and Power Squadron is forming a committee to plan our participation in the upcoming activities. We are looking for your help on this committee and in events as they unfold next year. Until this committee gets off the ground please contact Commander Dick Lednicki to express your interest at (802) 233-5960.

To learn more about the 400th Anniversary Celebration and the events schedule, check the Celebrate Champlain website or the Lake Champlain Basin Program website at:

www.celebratechamplain.org

www.lcbp.org/champlain440.htm



Winooski Valley's Holiday Party

► Sunday, December 14th

We have been invited to share our Annual Holiday Party with the Coast Guard Auxiliary who will also have a Change of Watch. The party will be on Sunday, December 14th at 2 PM. The meal will be a buffet which will cost \$15 per person. The location will be at the American Legion which is at the intersection of Routes 2A and 7 in Colchester (3650 Roosevelt Highway).

Please contact Gerry Des Marais at (802) 878-5959
AS SOON AS POSSIBLE to make your reservations.



COMMANDER'S MESSAGE

Fall is here and winter is rapidly approaching. I'm still in the water but I hope most of you are not as crazy as I am. Don't forget to winterize your boat; put anti-freeze in your head and water system. And, don't forget your engine. I also put some anti-freeze in my bilge.

We will be having our annual "Holiday Party" on December 14 (see front page for details). I hope to see you all there and to share your boating stories with us.

In February 2009, we will be offering Piloting and Engine Maintenance. These courses have recently been updated, so even if you have taken them before you might want to take them again. The courses will run for eight weeks. The cost for Piloting is \$45.00 and for Engine Maintenance is \$40.00.

Course Descriptions from USPS®:

Piloting – the first in a sequence of courses on navigation, covering the basics of coastal and inland navigation. This all new 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 GPA fails.

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: displays and information they provide, setting up waypoints and routes, staying on a GPS route
- 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.

Engine Maintenance

This course stresses the diagnosis of modern systems while also teaching the basics of engine layout and operation. Topics include repairs that

do-it-yourselfers can perform, teaches how to diagnose problems that might be beyond your ability to fix, and how to share information with your mechanic so the right repairs get performed. This new course also covers basic mechanical systems such as drive systems (propellers), steering systems, and engine controls. Gasoline inboards, outboards, and diesel engines are taught in a way that reinforces the common aspects of how engines work.

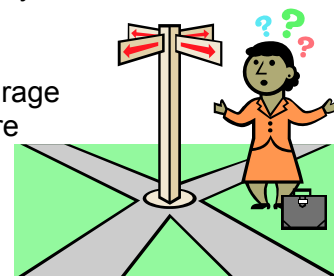
IMPORTANT! We need a minimum of five people to run each course. So sign up today. Please e-mail me before December 20, 2008 at lednicky.vanhoven@mac.com or phone 233-5960 to register or tell me at the Holiday party.

This year our major task is membership involvement. **Without it we will cease to exist!** We have 62 members and only a small percentage of you are actively involved in the squadron. How can we get you more involved?

- More courses?
- More activities?
- What would encourage you to get you more involved?

We need your input!
Please e-mail me
with your ideas.

(lednicky.vanhoven@mac.com)



Next year is the Lake Champlain Quadricentennial. It is the 400th anniversary of the French explorer Samuel De Champlain's travels on our lake. As the leading boating organization in the world we should be actively involved in commemorating this historic anniversary. I encourage you to come up with ideas for an activity we can be involved in to celebrate. Share these ideas with me or other bridge members so that we can explore the possibilities.

I hope you all had a safe and enjoyable boating season!

Commander Dick Lednicky

IN REMEMBRANCE

Winooski Valley Sail & Power Squadron, District 19 and USPS have lost two close friends and dedicated members.

► **P/D/C Robert B. Davis, JN** crossed the bar on 28 August after suffering a heart attack. He was 88 years young.

Bob and Phyllis, his wife of 59 happy years, had recently relocated from their home in Westmore to Cheshire, CT in preparation for a move into a nearby Masonic Care facility located near their daughter, Jane and family.

Bob joined the Amoskeag Power Squadron in February, 1964 in search of boating education. He found it in Amoskeag, completing all Advance Grade courses through Junior Navigator (JN) as well as most of the Elective courses. While he received his education, he gave back to his squadron by chairing their Cruise & Rendezvous and Nominating Committees and taught the Weather course for a number of years, served as Squadron Treasurer for several years, Executive Officer and then two years as Squadron Commander (1980 & 1981). With this experience gained, he served as Aide to several Commanders that followed. In 1986, Bob was elected as Treasurer of District 19, an office he held for three years. In 1989, he became the District Administrative Officer, Executive Officer in 1990 and District Commander in 1991. Bob and Phyllis were sailors. Their fleet consisted of a 19 foot Day-sailer and a small fishing boat. They especially enjoyed participating by boat in squadron and district events and their many trips along the New Hampshire and Maine coastal waters.

In 1984, Bob and Phyllis moved to Westmore, northeast of Barton, VT to be near their son, Bill and his family. They transferred their membership to our Winooski Valley Squadron and continued to attend and participate in squadron, district and national meetings and activities. Phyllis became Winooski Valley's Chairman/Education Fund. During her tenure, Winooski Valley Squadron acquired Honor Roll status for the first time and continued the accomplishment for several years. Being

members of the USPS Highway Mariners, they hauled their 25 foot travel trailer to most USPS Governing Board and Annual Meetings, traveling coast to coast six times and twice across Canada, seeing and visiting a sizable amount of both countries. Now a Vermonter, Bob acquired a taste for maple sugaring and spent many hours each spring gathering and boiling sap with his neighbor until his failing health finally brought this endeavor to an end.

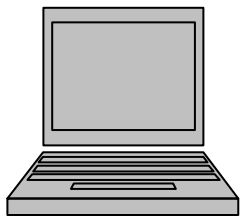
Bob and now Phyllis, due to her new location, will be dearly missed. They will be long-remembered for their many contributions to Amoskeag and Winooski Valley Power Squadrons, District 19 and USPS. Along with Phyllis, Bob is survived by their daughter, Jane Goldberg, her husband, Ronald and their son, Paul; son, William G., his wife, Beverly, and their sons, James, Cameron and Ian; and son, Jeffery A., his wife, Terri and their children, William, Robert Andrew and Michelle.

A memorial service honoring Bob's life will be celebrated at 2:00 PM on Saturday, 29 November 2008 at the Westmore Community Church. For information or carpooling questions, contact Everett W. Stebbins at: (802) 862-2760 or esteb22760@aol.com.

► **P/Lt/C Roderick M. Tarte, AP** crossed the bar Wednesday morning, 5 November 2008. Rod joined Winooski Valley Power Squadron in 1980 and remained an active member for 28 years. He chaired the Cooperative Charting, Liaison and Safety Committees, served as Squadron Treasurer for 17 years and the Executive Committee as a Member at Large for 5 years. He was awarded 22 Merit Marks. Rod was also a very active officer and certified Vessel Examiner of Coast Guard Auxiliary Flotilla 15-02.

P/Lt/C Rod is survived by Jean, his wife of 51 years, daughter Jennifer and husband, Ryan Williams; daughter Jill and husband, Rick Karle; son Jeffrey and wife, Paula; daughter Johna and husband, Robert Mattiace; daughter Jeri and husband, Rick Guest and eight grandchildren.

A memorial service was held on Saturday, 8 November 2008.



BREAKING NEWS

Your squadron has a continuing schedule of events: classes starting, Vessel Safety Check days, boat show

participation and other news you can use to enhance your boating involvement.

Our webmaster, Peter Brownell, has been collecting our e-mail addresses, but we have a long way to go before we have everyone's. The addresses are kept secure, not published, and used only for official squadron business. So, if you don't receive an occasional e-mail from us it probably means that we don't have your address.

Please take a minute and forward your e-mail address to me at: dschaefer267@comcast.net.

Thanks,
Dave Schaefer, Secretary

SAFETY NOTICE AND PRODUCT QUARANTINE - September 26, 2008

Orion Safety Products, manufacturer of the Skyblazer hand-launched red aerial flare ("Skyblazer"), has received a report indicating the safety sleeve on the Skyblazer may become detached from the launch tube body during ignition. A report from the field indicates that upon this occurrence, users experienced bruised knuckles, a punctured finger nail and a lacerated finger in at least one instance.

Orion is currently focusing on Skyblazer production occurring since April 2008 and is working closely with its injection molder for the Skyblazer plastic parts to determine what the cause of the problem may be and when it first appeared. The detachment of the safety sleeve from the launch tube body does not affect flare performance (i.e., altitude, candela, burn time). This problem is specific to the Skyblazer signal and does not affect any other Orion products. To the extent much remains unknown at present, Orion is recommending that all retailers, distributors and dealers of the Skyblazer product remove such product from their shelves and

discontinue the sale of this product to the marketplace at this time. Orion will notify all such parties as to the proper disposition of this product once the investigation has sufficiently progressed.

Orion has not instituted a recall of the Skyblazer product at this time. For product users that are in emergency situations, Orion suggests that the Skyblazer signal only be used if alternative emergency distress signals are unavailable. For added protection, if Skyblazer signals must be used, Orion suggests:

- The user hold the signal body (not the sleeve) tightly in the upper hand during launch
- Gloves be worn to protect the lower hand (the hand pulling the ignition chain) from being jammed against the launch tube body and ignition chain following ignition

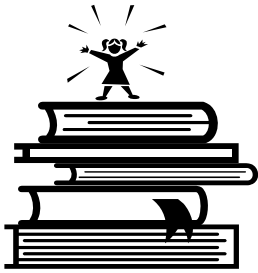
Orion is critically concerned about the safety of our customers. We are notifying the U.S. Coast Guard of this problem and will be posting updates and consumer information on the Orion website at www.orionsignals.com. We want to make certain more Skyblazers are not sold until the cause of the current problem is known and remedied. We want to make certain that current product users relying on the Skyblazer product are not put at unnecessary risk. We thank you for your patience and understanding while we continue our investigation of this matter.

Orion Safety Products
Peru Plant
3157 North 500 West, Peru, IN 46970-7559
(800) 851-5260
www.orionsignals.com

Congratulations!

1st Lt. John Stetson, Assistant Squadron Education Officer, has successfully completed the Junior Navigation Course.

Our congratulations to John for being awarded the grade of JN.



BASIC BOATING SAFETY COURSE Scheduled for February

The Winooski Valley Sail and Power Squadron will be offering the United States Power Squadron Basic Boating Course to the public starting on Wednesday February 25, 2009 at the Camels Hump Middle School in Richmond, VT. It consists of eight classes covering boat handling, seamanship, needed equipment, rules of the road, lines and knots, charts and aids to navigation, boat trailering, weather, and more. The course is suitable for boaters from age 12 and up and provides excellent training for boating families. This course satisfies the requirements of Federal and State agencies, Vermont's requirements for boat operators born after January 1, 1974, and frequently qualifies boat owners for reduced insurance premiums.

The class meets for two hours every Wednesday and the final exam will be on Wednesday April 22. There are generally between 30 and 40 students each year and their ages range from teens to seniors. Interestingly, the class last year was almost entirely experienced boaters who had just never taken a formal boating course. Though it is not required, many of the younger students attend with their parents and make it a family quality time affair.

There are several courses people can take but few are more comprehensive than the USPS course. If you have friends or neighbors who are boaters but who had never taken a formal course and might be interested, they can email the instructor, Peter Brownell, at peter@peterbrownell.com or they can give him a call at 802-399-2567. Please feel free to have people check out the course description on the squadron website <http://www.wvsps.com>

OFF-SEASON BOATING, COLD SHOCK and HYPOTHERMIA

The risk of falling overboard or capsizing may be small, but the threat-to-life of such accidents is most serious. There are no crowds of boaters on lakes and rivers in the colder months of the year. Fishermen work their favorite coves nearly undisturbed. On inland waters, migrating waterfowl appear in the fall and return again in the spring as soon as the ice goes out. The fine, breezy days of spring and fall are the best of days for many open boaters. There are trade-offs for these blessings. The water is cold (less than 60 degrees F) in the off-season. More than half of the fatal boating accidents in Pennsylvania occur when the water is cold. Most such accidents occur in calm weather, relatively close to shore. Because fewer boaters are on the water, the likelihood of a prompt rescue is greatly reduced. Off-season boaters must be as self-sufficient as possible.

Immersion in cold water rapidly incapacitates and may kill boaters who are not wearing protective clothing. Surfers, sailboarders, and river paddlers wear wet suits or dry suits when the water is cold. Off-season sailors, fishermen, hunters, and other folks out in open boats can use these same precautions to greatly improve their safety on the water.

What happens in cold water?

Cold water removes heat from the body 25 times faster than cold air. About 50% of that heat loss occurs through the head. Physical activity such as swimming, or other struggling in the water increases heat loss. Survival time can be reduced to minutes. Strong swimmers have died before swimming 100 yards in cold water. In water under 40 degrees F, victims have died before swimming 100 feet.

•Cold Shock

Without a life jacket, a victim may inhale while under water (involuntary gasping reflex) and drown without coming back to the surface. This can only be prevented by wearing a life jacket at all times on the water in the off-season. There is no second chance. Exposure of the head and chest to cold water causes sudden increases in heart rate and blood pressure that may result in

cardiac arrest. Other responses to cold water immersion result in immediate loss of consciousness and drowning.

●Hypothermia

Hypothermia (decreased body temperature) develops more slowly than the immediate effects of cold shock. Survival curves show that an adult dressed in average clothing may remain conscious for an hour at 40 degrees F and perhaps 2-3 hours at 50 degrees F (water temp.). The crisis is more serious than these numbers suggest. Any movement in the water accelerates heat loss. Survival time can be reduced to minutes. Hands rapidly become numb and useless. Without thermal protection, swimming is not possible. The victim, though conscious, is soon helpless. Without a life jacket, drowning is unavoidable.

Even with a wet suit/dry suit on, one's hands rapidly become useless in water in the low 40's degrees F. Protective fingerless gloves for fishermen can be important. Shivering occurs as body temperature drops from 97 degrees F down to about 90 degrees F. Uncontrolled rapid breathing follows the initial gasping response and may cause loss of consciousness. The victim must attempt to recover control of his/her breathing rate.

Muscle rigidity and loss of manual dexterity, physical helplessness, occurs at about 93 degrees F. Mental capacity also deteriorates at this point. Unconsciousness occurs when the body's core temperature reaches about 86 degrees F. If drowning doesn't occur first, death occurs at a core temperature of about 80 degrees F.



How Fast Can it Happen?

On Memorial Day, 1996, an 18-year old canoeist capsized into 50 degrees F lake water. He sank to the bottom before a rescuer in a boat towing the canoe could reach him. He was wearing blue jeans, a light shirt and no life jacket. His body was recovered the next day by divers. Your ability to survive accidental immersion will depend on how you prepared yourself before going out.

Dressing for the possibility of immersion helps buy time to work out a rescue in case of an accident. ***Warm weather does not cancel out the danger of cold water. Instead, wearing lighter clothing on warm days may increase risk.***

Once in the water

Try to get back in or on your boat immediately. Do not leave the boat. If you are not wearing thermal protection and cannot get out of the water, stay as still as possible. Fold arms, cross legs and float quietly on the buoyancy of your PFD until help arrives (Heat Escape Lessening Posture; H.E.L.P.). If 2 or more people are in the water, put your arms around one another. Stay still and close together (Huddle posture).

Treatment of Hypothermia

- Mild hypothermia (victim shivering but coherent). Move victim to place of warmth. Remove wet clothes; give warm, sweet drinks; no alcohol or caffeine. Keep victim warm for several hours.

- Moderate hypothermia (shivering may decrease or stop). Victim may seem irrational with deteriorating coordination. Same as above but no drinks. Victim should be kept lying down with torso, thighs, head and neck covered with dry clothes, coats or blankets to stop further heat loss. Seek medical attention immediately.

- Severe hypothermia (shivering may have stopped). Victim may resist help or be semiconscious or unconscious. Removed from water, victim must be kept prone, on back and immobile. ***Victim must be handled gently.*** Cover torso, thighs, head and neck with dry covers to stop further heat loss. Arms and legs must not be stimulated in any manner. ***Cold blood in extremities, that suddenly returns to***

the core, may induce cardiac arrest. Seek medical attention immediately.

●Victim appears dead. Little or no breathing or pulse, body rigid. Assume victim can be revived. Look for faint pulse or breathing for 2 minutes. **If any trace is found, do not give CPR.** It can cause cardiac arrest. Medical help is imperative. If pulse and breathing are totally absent, CPR should be started by trained medical personnel.

Planning Ahead

Wear clothing that permits safe cold-water immersion and a life jacket. It is the only way to combat the risk posed by cold-water boating. The common advice to wear layers of wool (nylon, polypropylene) is misleading. These fabrics do not effectively retard heat loss in cold water. They are warm when damp, after being wrung out, due to air trapped in the fibers. They must be worn inside a waterproof barrier (shell) having neoprene or latex gaskets at ankles, waist, wrists and neck. Fleece-lined "wetsuit grade" polartec clothing is rated equal to 2.5 mm neoprene and is comfortable under outer clothes. Such clothing (\$100-300) may be found in catalogs & shops that serve river paddlers and windsurfers).

Carry dry clothing in a water proof bag. Tie a bailer and paddle to your boat. Evaluate the flotation in your boat. A short sling tied to the transom, with a foot rest in the loop, may assist boat reentry. Attach a whistle or horn to your life jacket.

Tell someone where you are going and when you will return. Inform them of your return. Check the weather forecast for the day.

WATCH THE BOATS AROUND YOU. On cold water, you are depending on one another for prompt rescue in case of an accident.

© Charles Sutherland 10 February 1997
Please address comments to:
Charles Sutherland 2210 Finland Rd. Green Lane, PA 18054

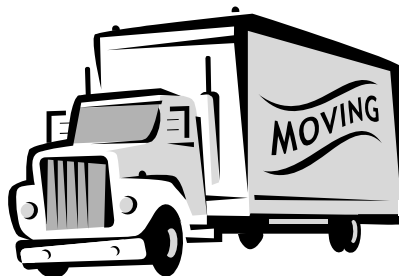


Interesting Web Address

The web address points to downloadable charts for various bodies of water, including Lake Champlain! Not all charts are there but several are. It is now possible to download the latest NOAA charts in a new BookletChart format and print reduced scale nautical charts on 8 ½ x 11 paper. There is no charge for downloading the charts which include the latest up-to-date postings of Notice to Mariners.

<http://ocsdta.ncd.noaa.gov/bookletchart>

Enjoy!
P/Stf/C James Spencer, SN



Moving?

Changing your email address?

PLEASE REMEMBER TO KEEP OUR SECRETARY INFORMED OF YOUR CURRENT MAILING ADDRESS AND EMAIL INFORMATION.

**WINOOSKI VALLEY SAIL AND POWER SQUADRON BRIDGE OFFICERS
2008 – 2009**

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Winooski Valley's Website: www.wvsps.com

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- ▶ Congratulations to John Stetson!

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