

The SouthWind

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U.S. Brig Niagara with Sweeps

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The SouthWind

Publication of the South Hills Power Squadron
A Division of the United States Power Squadrons®

Coming Events

- **SHPS Picnic Meeting** 14 June 2006 Willow Grove South Park
- **SHPS on the *Niagara*, Pennsylvania's Tall Ship** 25 June 2006 Erie, PA
- **Cleveland Harborfest Tall Ships Challenge** 13–16 July Cleveland, OH **Parade of Sail** 12 July www.clevelandharborfest.com
- **D/7 Rendezvous Ohio River Cruise** 11–13 August 2006 Marietta, OH & Parkersburg, WV See the enclosed flyer or the D/7 Website.
- **USPS Governing Board Meeting** 15–20 August 2006 The Grand Hyatt Hotel, New York, NY



South Hills
Power Squadron

Picnic Meeting

14 June 2006

Willow Grove - South Park

Gather anytime after 1600 (4 PM)
Come and start your summer with SHPS friends.

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South Hills Power Squadron
is on the Web at
www.SH-PS.org



Be sure to take lots of photographs as you are out on the boat this summer. We welcome your photographs here and on the SHPS web site.



The deadline for the next SouthWind is 20 August.

As this was going to press, we received word from Blake Parker that he has been getting out of the nursing home for some excursions. He went to a picnic, has been out to dinner a few times, and even went to the theatre to see a movie. His spirits are good, and he has that great Blake Parker sense of humor. He still has lots of challenges but is going to try to write an article for the next SouthWind. Blake sends his greetings to all his SHPS friends.

Best Wishes
for Good Health to:
P/C T. Blake Parker, AP



Overboard! By P/Stf/C Don Stark, JN

Whether it happens at the dock or at sea, losing a member of your crew overboard is a serious situation that demands immediate action.



If someone went overboard at your dock, is there an easy way to get back aboard or back on the dock? Too many docks are too high, too slippery, too covered with barnacles or zebra mussels to climb back out of the water. Some marinas have provided ring buoys with attached lines and safety ladders designed for quick recovery if someone

slips while trying to board your boat.

What about at sea? Do you have a throw line at the ready? Do you have a Lifesling or a throwable cushion with a line attached? Do you and your crew wear lifejackets? Consider wearing a comfortable inflatable lifejacket.

Have you and your crew practiced man overboard drills? Have you practiced lately? Do you know the best method to return to a person in the water? There are several methods for use on sailboats. It is a good idea to know more than one method. The following is the Quick Stop method:

1. Shout "Crew Overboard". Assign a spotter to point at the person in the water. Throw Floatation.
2. Head up and tack. Do not release the jib sheets.
3. Bear away with the headsail backed.
4. Steer away on a broad reach for two boat lengths.
5. Furl/douse the jib.
6. Steer downwind until victim is abaft the beam.
7. Jibe in the direction of the victim.
8. Head up and approach the victim on a close reach.
9. Luff sails as you approach the victim.
10. Toss the throw line to the victim.

The advantage of the quick stop method is that as the name implies, the person in the water is never far from the boat, assuming that the reaction has been quick. This method requires lots of practice.



Now, having pulled the victim slowly to your boat, how do you get them back aboard? Swim ladders and stern platforms will work when conditions are calm, but people tend to fall overboard when conditions are rough. On any vessel with a freeboard greater than 2 feet, it will be impossible for even a strong person to hoist themselves aboard. The Life Sling method has been judged the best but requires a block and tackle to be set on a halyard at least 10 feet above the deck.

It is recommended that you practice all aspects of a man overboard drill including the recovery. Practice will give confidence to the crew in case the need arises. Think boating safety!

Education Department Lt/C James A. Stark, AP

As you prepare your boat for a wonderful boating season and put your education to the test, I would like you to think of what you don't know - specifically, engine maintenance. Yes, I know you have a really good guy that takes care of things, but what if, say, . . . you are out on the water on a beautiful cruise and the engine suddenly stops running? Do you have the inherent diagnostic skills to get it back to port? Or what if you hear a new ticking sound? How do you make the decision to stop, or to keep running? Our next class will be Engine Maintenance. If you are interested, please send me an email at jstark84@verizon.net. Tell me when it would be best to schedule the class.

As we are starting to make plans for the fall "Boating" class, I would like to make sure all who would like to teach are qualified to teach. I would like to have the instructor's qualification class early in September. Please consider that the technology has changed and your skills may need to be refreshed. While you may be able to read the class it works much better when the technology works with you. I would like all who enjoy the teaching aspects of the squadron to consider retaking the class. Please send an email to me with a suggestion of when you think the class should be. We want to schedule this class when it works best for you.

Executive Department Lt/C Christine T. Orie, S

National Safe Boating Week runs from 20 to 26 May 2006. During this week, we can all promote safety on the water by educating others on the importance of wearing life jackets. The U.S. Coast Guard tells us:

In 2004, approximately 70% of all fatalities drowned (484 out of 676). Approximately 90% of the drowning victims were not wearing a personal flotation device (PFD or life jacket). Overall, fatal accident data show approximately 431 lives could have been saved in 2004 if boaters had worn life jackets.

Despite the fact that the number of fatalities has decreased by almost 27% since 1991, there is still much work to be done. As members of USPS, we can promote safety on the water by wearing life jackets ourselves and insisting that our passengers do the same. We can look for any opportunity to promote the use of personal flotation devices by making fellow boaters aware of their life saving potential. If each of us makes this our mission in the 2006 boating season, think of the potential lives we may save.

From the District Commander

Hello to my friends and fellow boaters in District 7. As we start the summer boating, I want to thank you for your support for USPS, and tell you that I am still as excited about the Power Squadron as I was 20 years ago, when I signed up for my first rendezvous!

As I start our boating season, I think about three things:

1. **Safety** – the safety of you and your family is of utmost importance. It's about more than just life jackets and fuel safety. Last summer, two of my friends – a sailor and a power boater - broke an ankle, within a week of one another. They were stepping onto their boat or in the cockpit, while tied to the dock. Be careful – you don't want to accept the "bent prop" award in a cast!

2. **Have fun** – you've prepared your boat, and prepared your mind. Now enjoy one of the best pastimes there is!

America's Boating Club® – don't forget that USPS is the best boating club there is! Go out and share that camaraderie with your fellow squadron members and dock mates. The excitement is contagious – you might even recruit a few new members !

I'd love to get to know you all better. To learn a little about my wife Coralee, and me, check out our web site at <http://www.homestead.com/batswings/index.html>.

Yours in Safe Boating
D/C Brian Logan, SN

District 7 - *America's Boating Club®*

SUPPORTERS OF THE SOUTHWIND 2006

**Warren & Liz Bell
Selden & Jacqueline Campen
Bob & Lu Colteryahn
Vi & Lew Doughton
Dan Marino
Hank & Mary Lou Marzina
Dorothy Meloy
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**Audrey Rice
Blake, Linda, & Mitchell
Parker
Art & Emily Schock
Don & Marjie Stark
Jim Stark, SEO
Ted Taylor
Dick & Nancy Toler**

Join the effort by contributing in any amount that you can.

Thank You!

Commander's Corner

by Cdr Selden Campen, JN



I'm writing this Commander's Corner message from Cyprus Cove Lodge in Fort Myers, Florida, where Jackie and I are visiting my mom for Mother's Day. The Lodge is the unassisted portion of a retirement community. Cyprus Cove is no ordinary retirement home. Like many Florida structures, it is built on elevated ground facilitated by dredging adjacent property that then becomes an aeration pond – this one being perhaps two acres large. On its shore the residents have formed and built the Cyprus Cove Yacht Club. Its physical presence consists of a gazebo, a single finger pier, a 10 foot sailing dingy, a 14' sailboat, a kayak, and several canoes. Like most yacht clubs, the shelter provides its members a place to meet and share boating experiences. However, the Cyprus Cove Yacht Club has some pretty unique safety concerns. Their aeration pond is infested with alligators.

As I pondered this, I realized that for boaters the urge to get on the water sometimes overwhelms the need for safety. My message this month, which includes Safe Boating Week, focuses on boating safety. One of the interesting features of our South Hills Power Squadron is that there is no place to go boating in the South Hills. We head in every direction to enjoy our sport. However, regardless of whether we are on the rivers, small lakes, Lake Erie, or the Chesapeake, most of the safety concerns regarding our vessels are the same.

I visited www.usps.org to obtain the list of safety issues that are covered by the Vessel Safety Check program. This may be of interest to many of you whose boats have not been examined and a refresher for others. The number in parentheses after each item is the percentage of boats examined that fail this aspect of the exam. Before you launch your boat this spring, contemplate the purpose behind each of these regulations. If your boat is deficient, perhaps now is the time to act rather than awaiting trouble (i.e. law enforcement) or a real disaster to strike. (For brevity of space, I have listed safety items with descriptions, but regulatory items by category only – view the website for full details and pictures).

Item 1 - Personal Flotation Devices (PFD): (3%) - Acceptable Life Jackets must be U.S. Coast Guard approved, in good serviceable condition, immediately available and of suitable size for the each person on the boat. Boats 16 feet or longer, must also have one Type IV (throwable).

Item 2 - Visual Distress Signals (VDS): (12%) - Recreational boats 16 feet and over used on coastal waters or the Great Lakes are required to carry a minimum of either 1) three day and three night pyrotechnic devices, 2) one day non-pyrotechnic device (flag) and one night non-pyrotechnic device (auto SOS light) or 3) a combination of 1) and 2). Recreational boats less than 16 feet on coastal waters or the Great Lakes need only carry night visual distress signals when operating from sunset to sunrise.

Item 3 - Fire Extinguishers: (5%) - Fire extinguishers are required if one of the following conditions exists: (1) Inboard engine(s); (2) Closed compartments that store portable fuel tanks; (3) Double bottom hulls not completely sealed or not



ways to sail onboard for an educational experience; she does not merely offer "Tall Ship Rides."

The US Brig *Niagara* was built in 1988 as a reconstruction of the warship aboard which Oliver Hazard Perry won the Battle of Lake Erie in 1813

during the War of 1812. *Niagara* is owned by the Commonwealth of Pennsylvania, administered by the Pennsylvania Historical and Museum Commission, and operated with the support and cooperation of the Flagship Niagara League. Her primary mission is to interpret War of 1812 history, preserve the skills of square-rig seafaring, and to promote Pennsylvania and the City of Erie.

The City of Erie, Pennsylvania takes great pride as the home of the US Brig *Niagara*. While on display at the Erie Maritime Museum for most of the year, the *Niagara* sails to other Great Lakes ports during the summer months. While away from home and in other ports, she opens



for public boarding, viewing, and historical interpretation as a dockside exhibit, often as part of a local Maritime Festival or other event. The *Niagara* typically attracts thousands of visitors daily at such events.

You can visit their web site at www.brigniagara.org for more information. For more specific inquiries, please contact Barbara Johnson, Director, Flagship Niagara League, at bjohnson@brigniagara.org or 814-452-2744 ext 202.

There are tentative plans for getting together the day before (Sat. 24 June) in Erie. More information will be coming on that soon.

Lastly, we previously mentioned getting together for a picnic at Dorothy Meloy's house in lieu of Sail Day around the second Wed. in August. Due to conflict with the D7 Cruise, which is 11 - 13 August, we are tentatively looking at **26 July** (the last Wed. in July) for the picnic. We welcome any input any of you may have on this.

Hope to see everyone at South Park.

Administrative Department Lt/C Dan Marino, S

Our picnic meeting will be held on **14 June 2006** (Flag Day). As usual, it will be at the Willow Grove in South Park and people will start rolling in anytime after about 1600. The squadron will provide meat, buns, condiments, etc. Please bring something to share. If you're not sure what you'd like to bring, you can use the following guidelines: **A-H veggies, I-O salads, and Q-Z desserts**. Also, if anyone has an extra grill, we can always use backups.

Directions: Main entrance on Corrigan Drive past the circle to the traffic light. Turn left onto Maple Springs Drive. First road to the right. Down road to soccer field. Turn right to Willow Tree Grove. Look for the SHPS burgees.

As most of you know by now, Mac McDonald has made arrangements for us to have an excursion aboard the *US Brig Niagara* in Erie, PA, on **25 June 2006**. Space is limited by now, but if anyone wants to go, please contact Mac as soon as possible for info. I've included a little information about the *Niagara* from their web site that I hope you'll find informative.

The US Brig *Niagara* is inspected by the United States Coast Guard as a Sailing School Vessel. She has auxiliary propulsion engines and modern navigation equipment, but lacks modern amenities such as warm water, showers, and privacy. During the summer, she is sailed by a crew of 16 professionals, supplemented by 20 trainees willing to live onboard for a minimum of three weeks under Spartan conditions such as hammock berthing and living out of a duffel bag. During the winter she is maintained by five full-time staff and a corps of 50 to 100 volunteers from the Erie Region who donate maintenance hours, which are valued toward their tuition to sail as trainees during the summer.



As a Sailing School Vessel, *Niagara* is prohibited from carrying passengers for hire. Sailing school vessels adhere to different design, construction, and safety standards than do passenger vessels. Sailing school trainees learn a sailing-related curriculum while onboard, and unlike passengers, are expected to be responsible and active participants in the working and sailing of the vessel. *Niagara* offers several programs for the public as

completely filled with flotation materials (4) Closed living space (5) Closed stowage compartments that contain flammable materials or (6) Permanently installed fuel tanks NOTE: Fire extinguishers must be readily accessible and verified as serviceable. The number of fire extinguishers depends on the boat size.

Item 4 - Ventilation: (1%) - Boats with gasoline engines in closed compartments, built after 1 August 1980 must have a powered ventilation system. Those built prior to that date must have natural or powered ventilation. Boats with closed fuel tank compartments built after 1 August 1978 must meet requirements by displaying a "certificate of compliance."

Item 5 - Backfire Flame Control: (2%) - All gasoline powered inboard/outboard or inboard motor boats must be equipped with an approved backfire flame control device.

Item 6 - Sound Producing Devices/Bell: (5%) - All boats must carry a sound producing device (whistle, horn, siren, etc.) capable of a 4-second blast audible for ½ mile. Boats larger than 39.4 ft. are also required to have a bell (see Navigation Rules.)

Item 7 - Navigation Lights: (8%) - All boats must be able to display navigation lights between sunset and sunrise and in conditions of reduced visibility. Boats 16 feet or more in length must have properly installed, working navigation lights and an all-around anchor light capable of being lit independently from the red/green/white "running" lights.

Item 8 - Overall Vessel condition: (5%) - As it applies to this Vessel. Including, but not limited to:

Deck and Bilge - deck free of hazards, clean bilge, no automobile parts on boat engines, engine horsepower not exceeding that shown on the capacity plate.

Safe Electrical Systems - Must be protected by fuses or manual reset circuit breakers and be protected from rain or water spray. Wiring must be in good condition, properly installed and with no exposed areas or deteriorated insulation. Batteries must be secured and terminals covered to prevent accidental arcing. If installed, self-circling or kill switch mechanism must be in proper working order. All PWCs require an operating self circling or kill switch mechanism.

Fuel Systems - Portable fuel tanks must be constructed of non-breakable material and free of corrosion and leaks. All vents must be capable of being closed. The tank must be secured and have a vapor-tight, leak-proof cap. Each permanent fuel tank must be properly ventilated.

Safe Galley and Heating Systems - System and fuel tanks must be properly secured with no flammable materials nearby.

Item 9 - Display of Registration Numbers: (5%)

Item 10 - Registration and Papers Documentation On Board: (6%)

Item 11 - Display Oil Pollution Placard: (2%)

Item 12 - Display MARPOL Trash Placard: (3%)

Item 13 - Marine Sanitation Devices must be Coast Guard approved (3%)

Item 14 - Navigation Rules – Text On Board (boats over 39 feet) (3%)

Item 15 - State and/ or Local Requirements (Contact your local authority) (10%)

Have a Safe and Happy Summer!

SHPS MEETING MINUTES – 10 MAY 2006

The meeting was called to order at 1930 by Cdr Selden Campen. There was a quorum of 23 members present. The minutes of the April meeting were approved.

COMMANDER'S REPORT – Cdr Selden Campen, JN

Thanks to Dan Marino for compiling and sending e-mail notices and to our *SouthWind* staff on the April issue – great job. There are forms on the tables for the New York Governing Board—15-20 August 2006, the D/7 Cruise—11-13 August, and the D/7 Fall Conference—3-5 November. The Youth Poster Contest submissions are due by 17 August. West Marine discount coupons and D/7 Rosters were distributed.

EXECUTIVE OFFICER- Lt/C Chris Orie, S

Safe Boating Week is 20-26 May. Vessel Safety Checks will be done by Ken Campbell at 18th Street Pier.

ADMINISTRATIVE OFFICER – Lt/C Dan Marino, S

The June squadron picnic meeting will be in South Park on Wednesday, 14 June at Willow Grove. Macko's Sausage will again be featured. Volunteers who wish to help in the sausage making will be welcomed by Bill. Call him for details at 412-279-4571.

SHPS members will sail on the *U.S. Brig Niagara* on Sunday, 25 June in Erie. There is space for others beyond SHPS. The instructions begin at 0930 on Sunday. Most members will drive to Erie on Saturday, 24 May. There will be a sail outing at the Erie Yacht Club at 1300 Saturday afternoon. In August there will be a gathering at P/C Dorothy Meloy's home. September's meeting will be at the New Eagle Boat Club.

EDUCATION OFFICER – Lt/C Jim Stark, AP

The results of the Safe Boating Class exams were very good. Forty-seven passed the test. Jim will continue to offer the test to the scouts. Engine Maintenance will be planned in the summer by Dorothy Meloy.

SECRETARY- Lt/C Vira Doughton

The SHPS rosters are in the process of being assembled. A very nice note from Bill Macko was read. The *SouthWind* deadline for the May issue is 17 May.

TREASURER – Lt/C Warren Bell, AP

The audit is being performed. Contact Warren if you have an article of clothing or any item you would like to have our logo embroidered on. REMINDER: it is time to pay your dues to National. Our squadron will receive \$20.00 of the dues.

OLD BUSINESS

Selden explained about the Cruise Club Raffle. The winner of our raffle will have a Cabin Week on a Trade Winds Cruise. This is cruising on-board a captain chartered, all inclusive resort, in the form of a 51 foot

sailing catamaran. They are in four locations – Tortola, St. Martin's, Antigua and the Grenadines. The winner will have 2 years to use the cruise week.

We will sell 80 raffle tickets at \$25 each. The winner will be drawn at the first meeting after 80 tickets are sold. If 80 aren't sold after 1 year, the squadron will decide what to do. The motion was approved to pursue this raffle of a Trade Winds Cruise.

The meeting was adjourned at 2010.

P/D/C Don Stark presented a program which reviewed the fleet of SHPS and our past Erie Rendezvous weekend. Everyone enjoyed seeing the video he prepared.

Respectfully submitted,



Lt/C Vira Doughton, Secretary

LORAN—Is it Going Away?

LORAN is again being phased out. After a recent sixteen million dollar upgrade to the system, there is no money in the 2007 proposed budget to maintain LORAN. Many boats have LORAN equipment aboard. In fact, there is new technology that combines LORAN with GPS technology for increased accuracy.



Many boaters have continued to use both technologies because of the need for redundancy. GPS relies on extremely high frequency signals. LORAN signals use extremely low frequency signals. The two types of signals behave quite differently. LORAN signals tend to bend creating errors around land masses. GPS signals tend to be blocked by obstacles particularly by metal structures. The cost of the LORAN system is tiny compared to GPS.

If you are concerned about this issue see the Boat U.S. website where they list all those responsible for this decision. Or you can contact your U. S. Congressman or Senator.