



Commander Edward Metivier’s Message:

How about that cold weather?

In my younger days I looked forward to that Canadian blast, I never did begrudge winter sports, the pleasure in skiing and speed skating or just plain ice-skating, for I too belonged to a Massachusetts speed skating club. So thank you Canada, but we wouldn't mind if you were a little selfish and kept the Canadian Geese at home. Ha! Ha!

Well, we had a very good meeting at Gloria's building, a good turn out, good pizza, and good conversations. Our February meeting will be at Fred's home. This is always a good time for everyone to join in on the fun.

March will bring on a very important meeting, our change of watch. Please plan on this day to welcome our new board.

High Tides
Cdr. Ed Metivier



Figure1, A relaxed Commander starting the Show And Tell Meeting in Poughkeepsie.



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FEBRUARY 2004

No 480

The foghorn

Newsletter of the
**MID-HUDSON POWER
SQUADRON**
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UNITED STATES
POWER SQUADRONS ©

THE FEBRUARY MEETING

MHPS Members and Guests:

Our February meeting on Feb. 20 will be at Fred Mangelsdorf's home at 7 Alpine Dr. Hopewell Jct. NY.

This is an informal meeting at Fred's house where all (who can) bring their favorite desserts for all to sample.

If you have no dessert, please come anyway, there is always much more food than we can munch through.

We always have an excellent time there talking with old and new friends. If you know someone who is interested in joining MHPS please bring her or him along, we show our best side at these informal gatherings.

At this meeting we also vote on the new slate of officers and accept nominations from the floor, so you-all come vote and have a delicious time.

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WEB SITE

The Mid Hudson Power Squadron web site is at

www.midhudsonpowersquadron.com

Where you can get all the information about the Squadron.

Web Master, Dave Rosenthal SN



Sad News for our Wallets

by Treasurer Lt Cdr. Jan Silver S

Unfortunately, District 2 will be increasing their dues assessment for their 2004/2005 fiscal year which means we must in turn increase our dues proportionately as the District assessment and National assessment are paid from our dues.

Please refer to the following quote from the District 2 news letter:

"For those who were unable to attend the Fall Conference, the budget for the year 2004/2005 was approved as amended. The budget included an assessment increase of \$1.00 per member. The last assessment increase was in 1996. The D/2 budget was increased by approximately 37%. In order to maintain the quality of leadership that we have had in the past, it was felt an increase in reimbursable expenses was needed."

The Executive Committee voted on and approved a corresponding increase in the Mid-Hudson dues at the last monthly meeting. The membership will be requested to vote on this item at the February meeting at Fred Mangelsdorf's home on Feb 20, 2004. Please be prepared to cast your vote at the meeting. . Mid-Hudson will have to pay the increase in the district assessment in any case, so if we do not approve an increase in the dues the increased district assessment will have to be paid from our squadron reserve funds.



Figure 2, Ed Weber SN, describing his trip through China with multiple pictures projected with our new computer powered projector.

MHPS Education Program

The Boating Course is scheduled to start on February 12 in Hyde Park. This will be the regular eight week class.

Starting April 19 a Fast Track class is scheduled at Certified Marine in Connelly. Fred Mangelsdorf is lead instructor for these classes. Please contact him to offer your assistance.

The Engine Maintenance course is scheduled to start on March 15. Bruce LoPresti will conduct this class at his shop in Saugerties. Please contact him to sign up for this class.

Information provided by the National Education Officer (NEO) at the Annual Meeting indicates that Piloting, Advanced Piloting, Junior Navigation and Navigation courses are being completely revised. The new P and AP Courses will be available this Fall.

The Coast Guard has recently released an addendum to the Rules of the Road.

Rule 8 (a) now reads "Any action to avoid collision shall *be taken in accordance with the Rules of this part and shall (emphasis added)*, if the circumstances of the case admit, be proactive, made in ample time and with due regard to the observance of good seamanship.

The need here is to discourage turning to port to avoid collision when using radar in an attempt to widen the distance of the closest point of approach.

Another change in the Rules eliminates the requirement that vessels between 12 and 20 meters be equipped with a bell for sound signaling. Other forms of sound signaling in restricted visibility, like whistles or air horns are now permitted.

If you have an interest in taking any course please contact me at 845-691-7606 or n2exv@hvi.net.

SEO Dick Winchell SN

The SEO's question for this month concerns fire extinguishers. You have a 26-foot power driven vessel. How many and what type of fire extinguishers are required by New York State? Answer can be found elsewhere in this publication.



Figure 3, P/Cdr John C. Kwak AP showing the corroded old propeller from "Dutchess" and stressing the need for zincs on the propeller shaft to avoid this problem.



Figure 4, an attentive audience is a wonderful thing.



Figure 5, Pat Smalley's District 2 Teaching Aid Award.

SAFETY CORNER:

By Jim Smith, S

Overloading the Dink

It's a water taxi, delivery truck, sightseeing facilitator and all-around water sport buddy. It's your dinghy. It's also a small boat. How many times have you seen too many people and too much stuff in one small boat cruising Hudson harbors? Small boats tend to have stability problems when they are overloaded, incorrectly balanced, and/or out of trim. What makes it worse, from a safety viewpoint, is that many times we don't even carry PFDs in the dinghy, let alone wear them.

Since we most often use our dinghy in protected waters, we sometimes become overconfident. That's not "boating-smart." One nasty wake can toss occupants, the dog, and gear into the water.

The fact that many dinghies are inflatable also gives us a false sense of security. If you have a hard dinghy, or one of those strange folding boats like your reporter does, you are reminded on boarding of the fragile nature of their stability. Here are some reminders from the "uscgboating.org" website.

http://www.uscgboating.org/safety/fed_reqs/saf_ov erload.htm

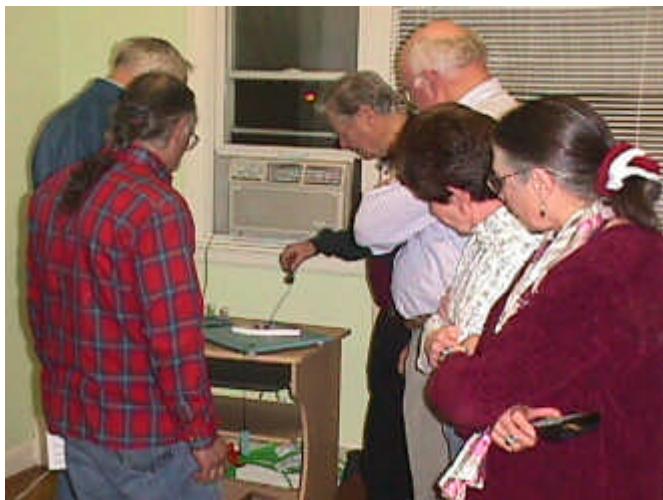


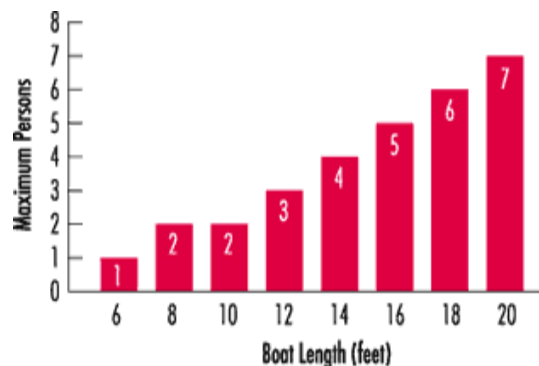
Figure 6, A group admiring a Compass Deviation Training Aid made by Tom Gallagher SN

1. *Distribute the load evenly fore and aft and from side to side.*
2. *Keep the load low.*
3. *Keep passengers seated (Do not stand up in a small boat!).*
4. *Fasten gear to prevent shifting.*
5. *Do not exceed the "U.S. Coast Guard Maximum Capacities" information label (commonly called the Capacity Plate)*

If there is no capacity plate, use the following chart as a guide to determine the maximum number of persons you can safely carry in calm weather.

(The chart is applicable only to mono-hull boats less than 20ft in length.)

A mono-hull is a boat, which makes a single "footprint" in the water when loaded to its rated capacity. For example, a catamaran, trimaran, or a pontoon boat is not a mono-hull boat.



Number of People = Length of Boat X Boat Width divided by 15.

Boat Show Attendance Up, MHPS Members Add to Numbers

From Atlanta to Atlantic City, the attendance at power and sailboat shows has been trending higher in 2004. It seems bad weather is not necessarily bad for boat shows.

MHPS members John and Minke Kwak, Ernie Klopping, Pat Smalley, Rose Taft, and Jim Smith attended the Atlantic Sail Expo in Atlantic City in January. The show not only featured new boats from all major sail manufacturers but also a number of seminars ranging from marine weather to cruising tips.

SHIP TO SHORE RECIPES

By Cdr. Ed Metivier

Sausage Gravy:

Serve over hot biscuits for a southern style breakfast

Ingredients:

1/2 lb. spicy bulk sausage
1/2 cup all-purpose flour
4 cups milk
1 tsp. salt
1/2 tsp. ground pepper

Directions:

1 - cook sausage in medium saucepan over medium heat until browned, stirring to crumble.
2 - drain off all fat except 4 tblsp. Stir in flour. Cook, stirring constantly until thickened and bubbly.
3 - gradually whisk in milk, salt and pepper. Cook stirring constantly until thickened and bubbly. About 5 minutes. (Serves 8)

Note: You should always think of serving a hearty breakfast, this meal is the foundation for your day. Always include some sort of fruit. Peaches would work well with this recipe.

Any questions, ask TinCan Sailor.
Good Luck!



Figure 7, The Pizzas were enjoyed by all.



Figure 8, Your Editor Showing the Contents of The 26 year old survival bag from the 8 man liferaft which came with "Dutchess"

SAILORS JOKE

A magician worked on a cruise ship (boating content). The audience was different each week so the magician did the same tricks over and over again. There was only one problem: the captain's parrot saw the shows each week and began to understand how the magician did every trick.

Once he understood, he started shouting in the middle of the show. "Look, it's not the same hat!" or "Look, he's hiding the flowers under the table!" or "Hey, why are all the cards the ace of spades?" The magician was furious but couldn't do anything. It was, after all, the captain's parrot.

Then one stormy night on the Pacific, the ship unfortunately sank, drowning almost all who were on board. The magician luckily found himself on a piece of wood floating in the middle of the sea with, as fate would have it, the parrot.

They stared at each other with hatred but did not utter a word. This went on for a day... and then 2 days...and then 3 days.

Finally on the 4th day, the parrot could not hold back any longer and said.....

"OK, I give up. Where's the danged ship?"