

Galley Gossip

COLUMBUS
SAIL AND POWER
SQUADRON



A UNIT OF UNITED STATES POWER SQUADRONS

NOVEMBER 2008

VOL. 46, NO. 7

DISTRICT 29

www.columbussailandpower.org



CS&PS Dinner & Meeting Thursday, 6 November Grandview Cafe

1455 W Third Ave., Columbus, OH 43212

TIME: 6pm social time - 6:30pm dinner

PROGRAM: Don Hall of Watt Works will show us energy efficient products that can save us money while also reducing our impact on the environment. Whether you are a money-conscious or a green-conscious consumer... Watt Works is our local source to get Energy-Conservation and Alternative-Energy advice, see the products in action, and find answers to your lighting, solar and HVAC questions.

PRICE: \$15 per person - Cash Bar

DRESS: Business Casual

RSVP: To Michael Hughes at mtbuckets@aol.com

or
call 614-488-4758 before October 30th.

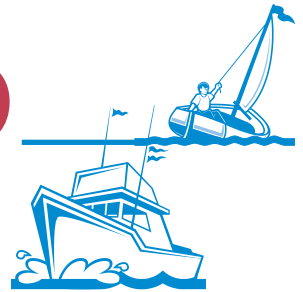




Galley Gossip

COLUMBUS SAIL AND POWER SQUADRON

Official Publication of Columbus Sail & Power Squadron



Cdr Larry R. Whiting, P

Commander

Lt David R. Fannon, AP

Editor

Chartered 1940 • Hdq.: 8492 Cotter St., Lewis Center, Ohio 43035-7139 • 614-384-0245 • bdmichael@core.com

CALENDAR OF COMING EVENTS

NOVEMBER

6	Thursday	Dinner Meeting - Grandview Cafe
25	Tuesday	Executive Committee Meeting - HQ
6	Saturday	Christmas Luncheon - Raymond Memorial Golf Course
16	Tuesday	Executive Committee Meeting - HQ
8	Thursday	Dinner Meeting & Elections - TBA
10-18	Sat.-Sun.	Boat Show - Fairgrounds
27	Tuesday	Executive Committee Meeting - HQ
7	Saturday	Change of Watch
12-15	Thurs.-Sun.	Boat Show - Fairgrounds
12-22	Tues.-Sun.	National Annual Meeting - Anaheim, CA

Secretary
Lt/C Steven Smith, JN

Photography
Lt Jeff Mirgon, S

Distribution
Excelsior Printing Co.

Note: The Post Office does not forward or return to sender 3rd Class Mail. Therefore, we have no way to know if you are not receiving your CSPS mailings unless you tell us. Mail name or address changes to: Lt/C Steve Smith, 535 Pointview Dr., Westerville, OH 43081.

"GALLEY GOSSIP" is published monthly for the members of the Columbus Sail and Power Squadron. **Deadline for receiving articles is the first of the month for the following month's publication.** Articles of information can be mailed to Lt David Fannon, AP, P.O. Box 07798, Columbus, OH 43207-0798 (443-6164), or send e-mail to: dfannon@xlcrr.com.

CSPS Web Site:
www.columbussailandpower.org



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2008-2009 EXECUTIVE COMMITTEE COLUMBUS SAIL AND POWER SQUADRON

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Member-at-Large	Lt Tracy Garrett, S	614 488-4758
Member-at-Large	Lt Ron Hupman, S	614 291-0248
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Member-at-Large	Lt Jeff Mirgon, S	614 207-2650
Member-at-Large	Lt Sue Nadolson, AP	740 397-8385

COMMANDER'S MESSAGE

Cdr Larry R. Whiting, P



The Squadron's greatest challenge is the gradual decline in membership that we have been experiencing for several years. Once we had over 400 members; now we are down to around 275.

Our decline is not an anomaly. National Squadron membership is on the decline as are most of the Squadrons in our district. And membership decline is not just a problem for the U.S. Power Squadron. Other similar organizations, such as the Coast Guard Auxiliary, are also having similar trends.

Over the years many of our new members were recruited through our public boating classes but enrollments have been down compared to what we accomplished eight or 10 years ago. We have more competition for those students offered by other organizations including on-line educational opportunities, including on-line educational opportunities. USPS feels we have the best curriculum around, for new boaters as well as for those Squadron members who desire the advanced courses.

Helping this decline is the downturn in the economy. Fewer boat sales generally mean fewer new boaters. Higher fuel costs and increasing difficulty obtaining credit for boat purchases is having a major impact in recent months. We have seen several Columbus auto dealers close shop this



fall; one wonders if some boat dealerships will suffer the same fate. And there is simply the economic downturn's impact on our family budgets. People are looking for ways to trim their expenses and, unfortunately, boating recreation takes some hits.

Also a factor is the X and Y generations who are more likely to communicate with technology (iPods, the web, cell phones, text messaging, etc.) than socially such as joining various organizations. Because of not attaining new and younger people, the average age of our Squadron is creeping upward, not downward.

In addressing the decline, the Squadron must look at both internal and external factors that may be playing a part. Our Strategic Planning and Membership committees are exploring all the issues surrounding membership decline. Maybe the Squadron can reverse this situation, but it will be a tremendous challenge for the next several years.

EXECUTIVE OFFICER

Lt/C Robert L. Prior, S



In the September/October issue of "Great Lakes Boating" there is an excellent article about organized group clean ups of coastal areas. Taking on a clean up project of a local stream, lake or river is an ideal squadron project for the coming year. I would like to cite some interesting facts about the problem and the strides that have been made in recent years.



There is an organization called "Ocean Conservancy" which has developed an effective protocol for how to effectively execute a group coastal clean up project. By way of example, last year 378,000 volunteers world wide collected and removed 6,000,000 pounds of trash from shore lines.

Part of the protocol insists that volunteers identify and log into a data base every piece of trash picked up. Years of collected data produced some interesting findings. The majority of the trash comes from shore side activities and, to a lesser extent, careless boaters. More specifically, 57 percent of all trash emanates from shoreline recreational activities. Of that amount, fully a third was from smoking-related activities.

Organizing a clean up of a local area would not only help out cash strapped government agencies but provide evidence that CS&PS is heavily committed to construction community involvement as well. I envision that with some carefully placed publicity, we would be able to attract many non-member volunteers to assist with the clean up project.

A local "coastal" clean up by its very nature is bound to attract attention. The condition of our planet is a hot topic today and by focusing on a remedial project that is easily understood and accepted, the squadron is bound to receive publicity from local media outlets. Raising our profile of public awareness in central Ohio should attract new members.

Moving this project forward towards reality is in its conceptual planning stage at this point. A shoreline clean up project has nothing but positives to it and if you are at all interested in being involved in the planning, please let us know. I can be reached at rprior@columbus.rr.com or 614-457-6772.

National now has a committee that is in the process of outlining plans and practices for local shore line clean up. Our own P/C Phil Osborne, AP is a part of this group. We are fortunate that we can draw on Phil's knowledge to help us get started.

It is up to us to make it happen.



Fellow Boaters – As our boating season is winding down, our social activities and education classes are getting wound up. Fall is a very busy time of year for boaters, winterizing all our water vessels, getting back into the books of the new classes, and the holidays are right on our heels. So as you are putting your boat away, consider becoming more involved in our squadron. We need you to volunteer to help at a boat show or at the public boating class; we need you to sign on as an officer within the squadron; we need you to voice your opinion at the upcoming elections in January; we need you to represent your squadron at a conference; we need you to get involved.

This year's Christmas party will be different from previous years. We are holding a luncheon at The Reception House at Raymond Memorial Golf Course on Trabue Road. Each couple is asked to bring a wrapped gift with a nautical



theme valued under \$25 to exchange. Each couple will be given a ticket at check-in which will be used for the exchange. This gift giving event has a twist – any opened gift is up for grabs but will be retired after the 2nd exchange. We will have some neat items in the silent auction and also some wonderful gifts to give away from boating vendors. If you or your company would like to donate a gift for the silent auction, please contact me at 614-488-4758. We hope to see many old friends and many new faces at this party.

GALLEY GOSSIP SPONSORS CLUB 2009

Would you like to have your boat, business or pets listed on the *Galley Gossip* Sponsors Club page? Your \$20 contribution will receive a full year of sponsorship listing. Please indicate below the manner (UPPER & lower case) which your listing should appear.

Your Name: _____

e-mail address _____

Please PRINT your listings as they should appear.
Indicate UPPER & lower Case (A a)
Limited to 30 characters AND spaces per line:

Send your \$20 per listing fee made payable to Columbus Sail and Power Squadron to: Tracy Garrett, 1263 Oakland Ave, Columbus, OH 43212. If you have any questions, please e-mail mtbuckets@aol.com or phone at 614-488-4758. Submissions received before the 1st of the month, will be in print the following month.

- Some examples of current Sponsors Club members:
- | | |
|-------------------------------|-------------------|
| ANOMOLY | Aqua Glow |
| HER REAL LIVING/Linda Whiting | |
| Ralph & Lois Behner | Summer Breeze |
| Catawba West | Harbor Yacht Club |
| PUT 'N' CALL | Sojourner |
| ROSIE & RILEY | |

Read 'em and keep 'em... a great resource!





The Boat Operator Certification (BOC) program is moving forward. Larry Lowe is our BOC Certifier. The Inland Navigator starter package became available in late September. Larry now has a copy of the starter package and is studying it for use with the squadron. The BOC program includes on-the-water training which has stalled use of the program because of liability exposure. National now has insurance coverage which now allows this program to move forward to the next level.



Several new seminars are available including Knots, Bends, and Hitches, Anchoring, Hurricanes and Boats, and Marine RADAR. Joe Hetzel and Larry Lowe are looking at one or more of the seminars to be used in our second Remote Education event.

Michael Hughes is to be congratulated on receiving the Educational Proficiency Award. This award is recognition by National that he has completed at least Advanced Piloting (AP) and three Elective Courses. The award entitles Michael to add the Educational Proficiency award patch to his uniform. Congratulations Michael!



Instructor Bob Abell (left) and Michael Cohee discuss the topics to be covered in Cruise Planning this fall.



I NEED YOU!

Can you spare a few hours each month talking on the phone? If yes, then I need you on my calling committee. It is really easy. I call you a week before the monthly dinner meetings to give you the lowdown. Then you have a specific group of people to call from the roster to spread the information. You would call no more than 10-12 people per month. If you can help with this task, please call me at 614-488-4758. Thank you, Michael Hughes.



December 6th will be our Holiday Luncheon at Raymond Memorial Golf Course. We are asking **each couple** to bring a wrapped gift with a nautical theme valued at less than \$25 for the gift exchange. Now is the time to catch those great bargains at the lakes. The Sea Gals ask that you also bring an **unwrapped toy** for the Toys for Tots campaign.



Columbus Sail and Power Squadron Minutes of the Executive Committee 23 September 2008

(These minutes will be approved at the September Executive Committee meeting.)

Cdr Larry Whiting, P, called the meeting to order at 1930 at the Squadron's headquarters, 8492 Cotter Street, Lewis Center, OH. Lt Debra Smith, AP, gave the invocation. Lt/C Bob Prior, S, lead the Pledge of Allegiance. Roll call was taken by sight and the secretary confirmed a quorum was present. The following Executive Committee members were present: Cdr Larry Whiting, P; Executive Officer Lt/C Bob Prior, P; Administrative Officer Lt/C Michael Hughes, JN; Education Officer Lt/C Dave Clark, AP; Treasurer Lt/C John Mattis, S; Secretary Lt/C Steve Smith, JN; Lt Doug Jackson, JN; Lt Jim Igo, S; Lt Jeff Mirgon, S; Lt Sue Nadolson, AP; P/C David Michael, S. Also present were P/C Phil Osborne, AP; P/C Larry Lowe, SN; Lt Debra Smith, AP; Jim Myers, SN and Lt Teresa Nadolson.

With no objection, the order of business was varied to expedite the meeting. The minutes of the August meeting were approved.

Commander's Comments - Larry Whiting:

The Dayton Sail and Power Squadron celebrated its 70th anniversary last Saturday evening. Dayton was our sponsor when we were established. I received an invitation to attend. However, I sent a congratulatory note and a flower arrangement since the last weekend involved one of our own rendezvous and other activities that I needed to attend.

I would like to remind the Executive Committee that we will have a workshop on using the DB2000 computer program on Monday evening, 29 September. Theresa Nadolson will be our resource person. The workshop will be at 1930.

I attended the D-29 District Officers and Squadron Commanders meeting at Sandusky on Saturday evening, 13 September. The main purpose of the meeting was to rewrite some standard operating procedures for the District regarding cost recovery for D-29 meeting. These changes will be voted on at the Fall meeting in Lima.

The initial deadline for merit mark submittals is the end of this month. One merit mark should be equated with 15 hours of volunteer work. Keep in mind that you need to submit named even when hours are less than this because those hours could be added to hours being submitted by other officers for other activities. Hours need to be submitted to either P/C Don Delewese or P/C Bob Van der Wissel.

The Squadron received six free life jackets from National. These should be used by vessel safety check examiners and instructors to emphasize the importance of life jackets for boating safety.

The D-29 Fall Conference will be held in Lima at the Windgate Inn 31 October - 2 November. I hope we can have good Columbus representation there as well. Registration forms were sent out by email recently and are on the D-29 website.

I am pleased that we have met our goal of 100 vessel safety checks this year. As of mid September we had 124. We definitely will exceed Fostoria this year but it will be difficult to surpass the 200 plus record of Toledo. Our examiners need to be complimented for this year's effort. We will award a VSC jacket to the Columbus examiner who inspected the most boats and have a drawing for a \$50 gift card at the November dinner meeting. Squadron members who had their boat inspected by one of our examiners will be eligible for the drawing.

I received 25-year pins from National Headquarters for Henry E. Clark and James H. Nesser. Congratulations to these long-time members.

Report of Officers:

Executive Officer Lt/C Bob Prior, S:

The long-awaited "Kroger Cares" grocery card program has been resurrected and is underway. I am pleased to report that we have received our first check from Kroger. I thank the card participants for making the in-coming cash a reality. This program is a very efficient and painless way for our members to help generate badly needed extra revenue dollars for the squadron. Please contact me for your new card. I would welcome help selling these cards to our members and families.

Tomorrow night, 24 September, there will be a budget meeting, 1900 at HQ. Although the meeting has been called to address mostly current and immediate past officers, all are welcome. The purpose of the meeting is to review current finances and to address the draft budget for next year. As next year's incoming Commander, I want the membership to know that I have a strong aversion to red ink.

In light of the above, our Strategic Planning Committee meeting will be moved to early October.

I received an executed copy of our contract with Hart Productions, Inc. for the 2009 Columbus Sports, Vacation and Boat Show. We have exhibitors space guaranteed for the show (Booth 111) which runs 12-15 February 2009. It is not too early to sign up with me to become a volunteer.



us, besides taking or keeping trash out of the waterway, would likely include inexpensive visibility and publicity for the squadron. More details to follow as possibilities are investigated.

Administrative Officer Lt/C Michael Hughes, JN:

Dinner Meetings:

The September dinner meeting held at Spaghetti Warehouse was a huge success. Dan Libby gave a wonderful presentation on oil sampling and how to choose a surveyor. If you have any questions for Dan, please send them to him via internet. See his column in the *Galley Gossip*. New members Walter McEnery, Chris Varvarosky and Mark Griffiths were in attendance to receive their certificates and pins.

9 October will be a Pig Roast co-hosted with the Sea Gals at the Guild Athletic Club. Cost is \$15 per person - bring a side dish and/or dessert to share. Complementary drinks provided by the squadron (beer, wine, pop & water). Yes that's right - open bar complements of CSPS. John Wargo of the Army Corp of Engineers will speak about Alum Creek State Park and what the USACE has planned for Central Ohio. Social hour 1830 with dinner at 1900.

6 November will be a buffet at Grandview Café located at 1455 W Third Ave. Social time begins at 6pm - dinner begins at 7pm. Cost is \$15 per person - cash bar. Don Hall of Watt Works will show us energy efficient products that can save money while also conserving energy. Among the options we will hear about are LED lighting, portable solar panels, and neon cold cathode lighting that doesn't throw off heat.

6 December is the Christmas Luncheon Party at Raymond Memorial Golf Course. Please bring one wrapped gift per couple for the gift exchange valued under \$25. This should be in the nautical theme of gifts. Now is the time to catch those great bargains at the lakes.

Membership:

All new members have been contacted and invited to Pig Roast for the October meeting.

Cruises & Rendezvous: By Ron Lavelly

Civic Activities:

Larry the Cable Guy may be doing some radio announcements for us about the GIR-R-ON slogan we paint at the Delaware Dam. We should know more next month on this matter.

Member Benefits:

Sherwin Williams Neighbor-to-Neighbor program saves anyone who mentions the Columbus Sail & Power Squadron a 20% savings on most purchases.

The Kroger program benefits the squadron when you use your CSPS gift card. This card can be recharged on a regular basis by cash, check or credit card. See Bob Prior to purchase a card that is loaded with \$5. A great gift for the holidays. Please remember to use your Kroger card for food, gas and in the pharmacy.

OTHER STUFF:

I would like to see more of our members attend the fall conference in Lima on 31 October. We always have a great time.

Education Officer Lt/C David Clark, AP:

Fall courses have begun. We have students in Piloting taught by Don Delewese and Michael Cohee. There is one student in Engine Maintenance taught by Michael Hughes and one in Cruise Planning taught by Bob Abell.

Jeff Mirgon has detailed plans for the Squadron Boating Course (SBC). A committee chaired by Ron DeCapio was formed last spring to consider alternate locations for the SBC. Ron told me yesterday that his committee will be meeting soon.

P/C Larry Lowe, SN, reporting on the status of Squadron Remote Education (SRE) stated that Joe Hetzel has made contact with the Charleston, WV, squadron concerning their wishes and currently we are awaiting their reply.

Secretary Lt/C Steve Smith, JN:

Debbie and I audited the entire squadron email list we have against the



current squadron roster and found about 20 email listings between our list and the roster that did not agree. Those members have been contacted to verify their email address and updates have been sent to Theresa Nadolson for update to the roster and to National.

Treasurer Lt/C John Mattis, S:

Copies of the Treasurer's report for last month were distributed. There was discussion on the current state of the stock market and the resulting affects on squadron investments/budget considerations.

Immediate Past Commander David Michael, S:

Hurricane Ike caused a delay in printing the *Galley Gossip* due to electrical outage at the Excelsior Printing. The *GQ* has been printed and you can look for a copy in your mailbox soon.

The USPS National Web Site "Pro-log" section has good information. Please check it out.

USPS National insurance will now cover squadron "on-water" activities that are pre-arranged. This is a change that will allow for the new seminar activities that are performed on the water to take place.

Member-at-large reports:

Lt Tracy Garrett, S:

(as provided by Lt/C Michael Hughes) We are waiting on the Alum Creek Sailing Association (ACSA) to have their meeting and discuss the duck race marketing proposal. Once we know if the ACSA is willing to participate, we will get back to this committee with an update.

On page 34 of the current issue of *The Ensign*, there is a photograph of a lighthouse submitted by Tracy. The picture was taken by Michael Hughes. Check it out.

Lt Jim Igo, S:

I would like to setup a stand at HQ to display some of the merchandise I have for the ship's store. There are some new colors that the ladies would like and the stand would give the merchandise a little more exposure as the fall classes are going on. It was suggested from the floor that the new squadron web site could also be used to publicize the ship's store and possibly the *Galley Gossip* could carry a small ad.

Lt Doug Jackson, JN:

Today, Thursday, 18 September, I attended the day-long ODNR, Division of Watercraft 2009 Boating Safety Education Grant Program workshop. The purpose of the workshop is to help groups apply for a 2009 grant to help get boating education out to Ohio boating citizens. After attending this session, I recommend we do NOT apply for a 2009 ODNR grant. I know this will disappoint many of you, but let me run you through ODNR's goals and evaluation considerations:

In 1982, the Ohio Legislature authorized the awarding of boating safety education grants to qualified groups to be administered through ODNR, Division of Watercraft. One of the ODNR Division of Watercraft's main goals is to reduce boating accidents, mishaps, and fatalities within the State of Ohio through boater education. Grant awards are based on the potential success of the program toward this goal.

The grants themselves are funded by:

1. Boater registrations
2. Gasoline taxes (thanks power-boaters)
3. U S Coast Guard

No state general revenue funds are used for these grants.

Grants range in size from \$1,000 to \$30,000. The average grant is about \$11,000. Our 2007 grant was approximately \$9,000. In 2008, 33 groups received grants. The grant pool for 2009 is \$366,000. ODNR wants the help from non-profit groups and other organizations to assist them in getting Ohio boaters better educated regarding safe boating.

To earn a grant from ODNR, a group must help ODNR meet its own education goals (these are in ODNR priority order):

1. OBEC courses (Ohio Boating Education Course – 8 hours of classroom education). Equivalent to USPS Boat Smart class. This is ODNR's top priority – to teach 12,000 students in 2009 via this 8 hour course. ODNR does not give any more importance to our standard 8 week course than to just get folks through an 8 hour basic class. FOR ANY GRANT TO BE ISSUED, WE WOULD NEED TO HOST A MINIMUM OF 4 OBEC OR BOAT SMART CLASSES PER YEAR.

2. Advanced classes (like Navigation, weather, or skill courses, like sailing) – this is an area where CSPS could excel. They seem happy to support canoe, kayaking and sailing groups (as examples) as well as the traditional USPS squadrons and US Coast Guard Auxiliary groups.

3. Programs designed for students with disabilities and special needs
4. Develop programs that tie into the National Safe Boating Week (May 16-22, 2009). They used an example of the Toledo power squadron, who ran a program everyday of the 2008 Nat'l Safe Boating Week.

5. Programs working to increase boaters wearing life jackets. (An interesting statistic they quoted – only 6% of boaters wear life jackets – and this includes PWC and kids – so not many boaters wear their life jackets).

6. Small Boat Safety programs. ODNR wants groups to target smaller boats – the reason – most fatalities in Ohio are in small boats.

7. Go Green – the development of programs regarding conservation and environmentalism.

In addition to the above, here are some additional considerations in earning a grant:

- ODNR does not want to give funds to groups just to cover the cost of normal recurring annual expenses. They feel a group should be able design their programs to be self sufficient, and grant monies are targeted towards new programs or ones that need a boost or are expanding into a new area. Just to get money to keep an existing program running is not their idea of money well spent.

- ODNR does not normally give grants to groups year after year.

- A group may not receive a new grant while an existing grant program is in operation. Our grant earned in 2007 was extended to be a two year grant ending at December 1, 2008. This means technically we can apply for a 2009 grant.

- We would almost always need to apply for a two year grant as a grant year runs April 1 through December 1st – it misses our most active period of Jan through March when we do our boat shows and major safe boating class.

Bottom line from my perspective:

- I don't think we should apply for a Grant in 2009 unless it's for some new or expanded program. Plus, I do not recommend asking for recurring expense items such as annual advertising budgets, text books, etc. ODNR wants self sufficient programs once grants have been issued.

- Plus, ODNR wants to spread the money around, and give it to groups that have not received something recently.

- ODNR will give more importance if CSPS is running more Boat Smart classes.

I think our chances of earning a substantial grant from ODNR is best served by waiting a couple more years before applying again. The deadline for applying for the 2009 grant is October 24th, 2008.

MOTION by Doug Jackson to submit a budget revision request for the remaining funds of our last grant to use the remaining funds from said grant for advertising expenses. The motion passed.

Lt Jeff Mirgon, S:

I am preparing for next year's Squadron Boating Course. We will be having a committee meeting soon to get organized.

Lt Sue Nadolson, AP:

The District advertising budget is changing for this year. The plan is to give the eight squadrons a deadline to apply for their budget and share the pot with those who actually apply.

REPORT OF COMMITTEES:

STANDING COMMITTEES:

Sea Gals: Lt Debbie Smith, AP:

The Sea Gals is having their monthly dinner meeting at the home of Barbara & Ron Hupman this Thursday evening. They are providing a delicious ham. You bring yourself, a side dish to share and your own beverages. Come have a great time with friends!

SPECIAL COMMITTEES:

Web Master Theresa Nadolson:

There will be a training session at HQ on 29 September at 1900 on the DB2000 database that National uses. This can be useful for bridge officers that need to access information at National.

Old Business:

Follow-up on membership non-renewals: There are forty one members who have not renewed their memberships from last year. Cdr Whiting has been able to contact thirty-one of them. Some said their wives were dropping out of the squadron, but staying in Sea Gals. Others said they were dropping totally out of the squadron due to financial reasons. Some could not be contacted by phone or email.

Mile Post:

William R. Findley, AP, 88, of Ft. Myers, FL, died 5 September. He was Commander of the Columbus Sail and Power Squadron 1972-73. He had 36 merit marks, indication many active years in the Squadron.

Brooks H. Hurd, MD, 91, died in Massachusetts in early September. He was active for many years in the Squadron but did not maintain his membership in recent years.

Donald R. Barnett, JN, 77, died 7 July. He was Squadron Commander in 1978-79 and District Commander in 1982. He was not a member of the Squadron in recent years.

Sick Bay:

Joe Hetzel has cardiac surgery 15 September. He is home and is doing very well.

The next *Galley Gossip* deadline is 3 October for the November issue.

The next Executive Committee meeting will be on 28 October 2008 at 8492 Cotter St., Lewis Center, OH 43035. The meeting adjourned at 2135.

CRUISE REPORT - Put-In-Bay

This month's featured cruise is the Put-in-Bay Cruise. This cruise was moved from Miller's Marina to the Crew's Nest Docks this year. Several years ago the Put-In-Bay Cruise was a very well-planned and organized cruise. Then a couple years ago, the wind and waves kicked up as is not uncommon this time of the year. The organizers, Ron and Sally Steward, had worked many hours on this event. They had enough food prepared to feed a small army. They had many door prizes to be given away. Well, to make a long story short, only six boats showed up. The Steward,s boat had to turn around and procede back to dock after encountering six foot waves. They then took the ferry boat and delivered all the food and prizes to the small group amassed in the marina. Since that time this event has had very little planning, just get your name on the list for a dock and go. The event is planned while sitting around the dock depending on what the weather is at the time. This has worked out very well and is now called the "no agenda" cruise. Just do whatever feels good at the moment.

The last couple years we have been blessed with good weather, and this year the weather super! This cruise typically brings about ten boats. This time we had 20 boats sign up, but three had to drop out mainly due to Hurricane Ike visiting Columbus. We have to thank Don Delewese for all the hard work he put in arranging our dockage at the Crew's Nest. He started by reserving our ten normal docks early in the season. The Crew's Nest had a busy weekend planned with two other large groups also planning cruises to the Crew's Nest that weekend. All Crew's Nest docks were committed early in the season. As the event drew near the size of our group grew almost every day. Almost daily I emailed Don requesting additional dockage. Days after the absolute deadline had passed there were again more requests for docks. Five more boats requested dockage; Don was able to handle three of these requests. The Crews Nest accommodated all our boat but the group had to be spread out due to its size and the draft of some of the vessels attending.

Boats started arriving at the Marina on Friday as the first ones arrived they noticed a familiar boat already sitting at the docks. There sits "More Toys" with Ol JJ on the rear deck all relaxed. Who knows how long he had been there waiting on us. Friday evening we had been invited by Put-in-Bay Yacht Club's new Rear Commander, and also CS&PS member, Rob Ault, to have dinner at the club. They serve a delicious prime rib dinner and also their fresh lake perch was out of this world. We all had a very nice dinner at a very reasonable price. After a wonderful meal many members were off to enjoy the music and dancing downtown. Others went back to the decks of their boats for some relaxation and good conversation with their boating partners.

Saturday brought a new day. First we assisted with the docking of a few members that could not arrive any sooner. Docking was getting very tight by this time. Regular members of the Crews Nest were being turned away due to

so many guest docks in use by our members. We were pleasantly surprised to see our Commander Larry Whiting arrive on Phil Osborne's boat. Other surprise attendees included Marty and Sue Headlee, Jack and Susie Ley. A large contingent of our group decided to go to the Winery for the afternoon. But, we had to make sure that we were in front of a television for the Ohio State game.

After a beautiful weekend, all good things must come to an end. But Sunday brought a new problem. Marine Max had brought in several 40-50' boats Saturday and they were docked across the channel from most of our boats. With Ron DeCapios' Tiara that measures about 45' sticking out of a 35' dock on one side, and a 50' Marina Max boat sticking out of a 40' dock on the other side. No one could easily move. First Wade Grosz managed to squeeze his boat the "LuCee" through the tight opening. Ron then squeezed his boat out with lots of help and retied it up on the end of the dock, which helped to open up the channel. This brought an end to another great weekend of fun with fellow Squadron members and other friends. Start planning early to attend this event next year.



The sails of AquaGlow billowing on the ride to Put-In-Bay.

CRUISE REPORT - Put-In-Bay



Larry Lowe giving Sue Nadolson a sailing lesson.



Sunday morning on the mooring balls.

SEA GALS DINNER



Top left: David Michael with Jeff & Mary Mirgon....al smiles.



Above: Bonnie James, Barbara Hupman and Debbie Smith enjoying each other.



At left: Bob James begins the feast.

Dan,

Can you give some suggestions about boating safety from a surveyor's standpoint?

This is a broad of a subject so I will break it down into several Galley Gossip issues. This issue we will talk about "going forward". —Dan

Those of you that sail know exactly what I mean by going forward! Securing a sail or untangling a line in rough seas is quite a thrill. Not to leave the power boats out by any means as going forward on a powerboat usually means a wide open foredeck with just a few hand holds. It kind of reminds me of a large sliding board. One popular fix is a Jack Line. A simple line or webbing that runs from the cockpit to the bow, along the lifelines or the cabin top or sides, that allows you to hook on with a harness. What does this have to do with surveying one might ask? I'll say attachment points and backing plates. The one thing that will make or break your system is its ability to take a "shock load". Lifelines and stanchions are supposed to take a 400 lb tip load, meaning 400 lb's of force on the very tip of the stanchion without giving way. Sad to say, but most production boats don't make the cut. Short of re-designing your lifelines, a great way to reduce the shock load to the life lines is the use of a harness (and of course a PFD) and jack lines. Jack lines can be stored below and hooked up **before** leaving port on a blustery day. Most of the time they are not very pretty but if they keep you on the boat, does it really matter? Just like your chocks and cleats, your jack line attachment points need serious backing plates so they don't pull out under a shock load. Wood or aluminum make excellent backing plates with wood being the most user friendly to install. Always remember to bed the bolts properly to prevent water intrusion into the core material. SOLAS (Safety of Life at Sea) recommends a bright color for the jack line material.

Those of us that consider ourselves "fair weather sailors" still get caught out in some unexpected wind and weather. Not to long ago, I was heading back from Kelley's Island to Port Clinton in high wind with Lake Erie's famous square waves. As the bow jumped up out of the water, I decided to go forward to secure the mainsail that had come loose during the many downward crashes the vessel had taken. As I wrap my arms around the mast, simply to stay on the boat and make it look like I was securing the sail, I could not help but think "Jack lines....I wish we had jack lines". Guess what I'm pushing for this spring when it comes time to put the boat back into the water....Jack lines.

Please feel free to send you suggestions for future issues to dan@qudeck.com. Please address the e-mail subject line as *Galley Gossip*. If you wish to mail a suggestion, you may do so at P.O. Box 43 Lancaster, Ohio 43130 or give me a call at (740)808-2586.

Thank you all for inviting me to be your guest speaker at the last meeting. I hope it was informative and helpful.

Dan,

At the end of the season, should we store our boat with the fuel tanks full or drained?

Another topic that has been argued over the years. First and foremost lets us keep in mind that different octane levels, tank material, age of the fuel and its condition all play a part. Let's assume that the fuel is very clean and fresh. Although as similar as night and day, for the most part, gasoline and diesel have many of the same problems with storage.

Let's start with Gasoline. As the fuel sits, it tends to break down on a molecular level. Gasoline tends to "varnish" which can cause terrible problems with carburetors and injectors. The best way to slow this process is the addition of a stabilizer. Be careful to follow the directions as not to add to much or not enough. The stabilized fuel should be drawn into the vessels fuel lines and carburetor or injectors so that the fuel in the engine does not gum up during the off season. Add the stabilizer well before you plan to winterize the boat. This will allow the stabilized fuel to enter the engine while you are out for a late season weekend trip. Not saying you need to have stabilized fuel in your tank all summer but if the vessel is to sit for an extended period of time, consider adding some.

Diesel has some unique problems that need special attention. Like gasoline, diesel will break down but, it also likes to become a petri dish. Bacteria can grow and create a slimy smelly film that is great at clogging injectors. It too must be stabilized and a biocide added as well. Here is the catch, some biocides contain alcohol. Alcohol could destroy O-rings and other non-metallic parts in your fuel system. The right biocide is a great idea so read the label.

Common to both: If the tanks are full, the air space is eliminated and this cuts down on the condensation in the tank. Condensation not only adds water to your fuel, it adds the oxygen to feed the bacteria, so fill it up!

It is paramount that you contact the manufacture to get all the necessary information on the right type of biocide and stabilizer for your type of tanks and engine. Do not guess!

Change you filters before they clog. Filter your fuel with a fine screen funnel when you are filling up. If you use portable tanks, make sure they are squeaky clean.

A note to the diesel engine people. Do not gauge your filter changes by the amount of fuel your engine has consumed. Most diesel engines will cycle much more fuel through the filters then what is needed to run the engine. Kind of a built in polisher, so to speak. This means the filters see a bunch of fuel, even though you have not used much to run the engine. Some gas engines are the same way. The excess fuel is returned to the tank via the return lines. I can not stress enough, the importance of changing the filters often. Rough water tends to stir up the fuel tanks and send the bad stuff from the bottom of the tank into the fuel lines. This is not the time to change the filters while standing on your head, getting sick from fumes with a stalled engine. Make sure you know the high pressure lines from the low pressure lines and be proficient in bleeding your fuel lines. Have that wrench handy! The Power Squadron offers engine classes. Let's be proactive and have a fun and safe trip.

This is a new series of articles on your well being written by member Annie Stephens.

The life jackets and lines and safety items have been carefully stowed. There isn't one inch of our boats that we haven't cleaned or flushed or polished or treated in some way to prepare for a long winter's storage and an easy spring launch. When we gather, we talk about how many hours we devoted to swapping oil for antifreeze, repairing canvas, scrubbing decks. How many minutes do we spend "winterizing" ourselves? Our bodies could certainly benefit from a bit of post-season TLC!

Our bodies have much better memories than our seafaring hearts do and winter is the perfect time to address those little things we might have forgotten but our bodies are still overcoming. Remember that misstep on the dock? The pounding we took that day when we just knew she could take the chop? The contortions we invented to reach that tool or line or to get that last bit of water out of the bilge? While we might have ignored them at the time and have by now forgotten them, our bodies remember these events well and even though the season's bruises may have disappeared our bodies are ready for some attention.

When we're sore, fatigued or are so stiff that our mobility is affected, how can we possibly reach our goals or enjoy the rewards of life? One of the greatest things we can give our bodies is a massage. Massage's various kneading, stroking, stretching and pressure techniques have pain relieving, injury treating, stress reducing and system boosting effects.

Below are just a few benefits you can anticipate from just an hour with a licensed massage therapist:

- Improved nourishment of all the body's cells from better blood circulation
- Immune system improvement by way of improved circulation of lymph
- Reduced pain, stiffness and better range of motion
- A calm mind and a more efficient body!

Massage is especially helpful for:

- Stiffness, tension and soreness
- Joint and muscle pain
- Headaches, even migraines!
- Insomnia
- GI issues
- Sinus congestion
- Anxiety & depression

Massage settles down our minds while stimulating our body's systems to work better!

Our bodies, just like our boats, work better for us when we've spent just a little time to take care of them. There's something you can do to get ready for a comfy winter and smooth spring sendoff. This month winterize your self and your soul with a massage!

CSPS Member Annie Stephens is a Licensed Massage Therapist and Reiki Master. She is the proud owner of Bliss Bodyworks. www.BlissBodyworks.com

Laughter...the best medicine?

A Captain's Wardrobe

One day, while sailing the seven seas, a look-out spotted a pirate ship, and the crew became frantic. Captain Bravo bellowed for his red shirt. The First Mate quickly retrieved the captain's red shirt, and, after donning the shirt, the captain led his crew into battle and defeated the pirates.

Later on, the look-out spotted not one, but two pirate ships. The captain again howled for his red shirt and once again vanquished the pirates. That evening, all the men sat around on the deck recounting the day's triumphs, and one of them asked the captain: "Sir, why did you call for your red shirt before each battle?" The captain replied: "If I am wounded in the attack, my crew won't notice my bleeding and will continue to fight, unafraid." All of the men sat in silence and marveled at the courage of their captain.

As dawn came the next morning, the look-out spotted not one, not two, but TEN pirate ships approaching. The rank and file all stared at the captain and waited for his usual request. Captain Bravo calmly shouted: "Bring me my brown pants!"

The New Wives Club

Three men were sitting together bragging about how they had given their new wives duties.

The first man had married a Southern woman and had told her that she was going to do dishes and house cleaning. It took a couple days, but by the third day he came home to a clean house and dishes washed and put away.

The second man had married a woman from the Midwest. He had given his wife orders that she was to do all the cleaning, dishes, and the cooking. The first day he didn't see any results, but the next day he saw it was better. By the third day, he saw his house was clean, the dishes were done, and there was a huge dinner on the table.

The third man had married an East Coast girl. He told her that her duties were to keep the house cleaned, dishes washed, lawn mowed, laundry washed and to have hot meals on the table for every meal. He said the first day he didn't see anything, the second day he didn't see anything, but by the third day some of the swelling had gone down and he could see a little out of his left eye; enough to fix himself a bite to eat and load the dishwasher.



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