



**Grand Lake Power Squadron**



# The Pelican

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**December**

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**Monthly Newsletter**

**2018**

## 2018-2019 Bridge

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### EDUCATIONAL OFFICER

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### ASST EDUCATION OFFICER

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### ASSISTANT ADMIN OFFICER

Julie Jones

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### ASSISTANT SECRETARY

Brenda Stewart, S

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P/C Bruce Watson, P

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Lt Mary Alice Moore, P

Tom Pinkley

Tom Rice, S

P/Lt/C Al Scarriot, AP

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### VESSEL SAFETY CHECK CHAIR

Lt Sharon Dennis

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Cdr Kevin Kamrath, S

[www.grandlakeusps.com](http://www.grandlakeusps.com)

### THE PELICAN EDITOR

Lt Micki Kamrath, S

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## Commander's Report



### Seasons Greetings,

If you were unable to make it to the annual Change of Watch meeting this past month you missed out on a wonderful new venue at Shangri-La Resort, great food, and a lot of nice items in the silent auction. None of this was possible without the help of a great COW setup team led by our Past Commander's wife, Mary Alice Moore. Thanks to all the volunteers who assisted her. I want to thank each of you who attended the meeting, donated items and dug deeply into your pockets bidding on items which helps fund our Squadron's Education programs. Our thanks go out to District Commander Kent Simpson, and his wife, District Executive Officer Tracy, for joining us and swearing in our new bridge and e-board. Well deserved congratulations to Bob Hunt on receiving a Lifetime Educator Achievement award from our squadron at the dinner.

It's that time of year again to celebrate the holidays, spend time with your family and good friends. I want to wish everyone travelling to visit-family this winter to be safe on the roads!

Your new Commander, along with your fantastic new Bridge are looking forward to making the coming year a fun one filled with community events, great dinners, and especially fun gatherings on and in the water. I encourage you to get involved with our projects, education classes, and social events. Coming up this month we will once again be decorating and participating in Grove's annual Christmas Parade. Please come to the Miller's on December 8 to help decorate and enjoy the comradery of the occasion. After all it is the season to be Jolly! Looking forward to seeing you all at the many other events we have coming up in the New Year. Peace be with you!

*Kevin Kamrath, S*

*Commander, Grand Lake Power Squadron*



S ———Seamanship  
P ———Piloting  
AP ———Advanced Piloting



JN ———Junior Navigator  
N ———Navigator  
SN ———Senior Navigator



# CHANGE OF WATCH

## All Hands on Deck!

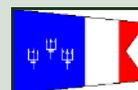
It was a joint effort on Thursday morning, 11/1/18, as many of our members lent a hand at Shangri-La preparing for the Change of Watch. Lynda Watson coordinated the set up of the room. Michele Hooper, Bob Russell, Micki Kamrath, and Renae Russell folded napkins. Earl Starkman and Steve Snyder worked on the programs. Bill Miller and Roger Zinn set up the projector. Julie Jones, Barbara Zinn, Arlene Starkman, Sandy Hendrickson, Bruce Watson, Ken Moore, Ed and Sharon Dennis helped set up the auction tables. The room was transformed into a beautiful dining area with stunning tables of auction items for us to bid on and help fund our education fund.



# CHANGE OF WATCH



57 members attended the Change of Watch on 11/1/18. Kevin Kamrath welcomed our guests from District 30, Kent Simpson, District Commander, and Tracy Simpson, District Executive Officer. Everyone enjoyed a wonderful buffet dinner. The auction was a big success and we made \$2703 for the education fund. Roger Zinn presented a life time educator achievement award to Bob Hunt. Peggy Miller announced the incoming slate of bridge members. D/C Kent Simpson inducted Commander Kevin Kamrath, Treasurer Lynda Watson, Education Officer Bob Russell, Administrative Officer Michele Hooper, Executive Officer Scott Graves, and Secretary Arlene Starkman. Commander Kevin Kamrath presented P/C Ken Moore the Past Squadron Commander's flag and Ken presented Kevin with the Commander's flag.



## DID YOU KNOW?



By P/D/C Larry Stout SN-IN

### ARTICLE 1

There are both GRDA rules and maritime navigation rules that regulate boat wakes. The GRDA rule is consistent with Maritime Inland Rules in that all vessel operators are responsible for any damage that their wake might cause to property. In addition, the GRDA states that a "No wake zone" means in any area posted with buoys or within 150 feet of any boat ramp, dock pier or anchored/ moored vessel.

Rule 6 of the Inland Rules states that each vessel "shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision". The courts have read the word "collision" to include both a collision with a vessel's hull as well as with its wake. There are court cases where individuals on small craft have been injured by the violent action of a boat wake from a larger vessel. However the small vessel operator also has a responsibility to take action to prevent a collision with the wake.

Inland Rule 2(b) provides for departure from the "Rules of the road" to prevent a collision including a collision with a boat's wake.

### ARTICLE 2

Towards the end of the boating season, delaying refueling until closer to the time of winterizing your boat will give more room for fresh fuel and reduce the aging process of fuel in your tanks. Don't forget to add a fuel stabilizer to reduce problems caused by condensation of water, fuel evaporation and fungus (in diesel engines). Preventing a problem is easier and less expensive.

### ARTICLE 3

Protect your boat and its contents from theft. Most law enforcement officers agree on three things that criminals try to avoid: 1) Time- the longer it takes, the more likely they are to get caught. 2) Light- They do not want to be seen and possibly identified. 3) Noise- They try to avoid alarm systems and/or calling attention to themselves by making noise.

Good locks require more time and difficulty. The best locks are stainless steel and use tube-type keys. Be careful with combination locks and always set the numbers the same (0000) so that only those numbers will become tarnished and not give the thief the real combination. Boat trailers should always be locked. There are several types available to make theft more difficult.

Lighting should include the outside of a boat at night plus cruisers can add a cabin light on timers. Always make sure the lights are safe to prevent a fire hazard.

Noise can consist of simply using a radio to suggest someone is around. The best is a professional alarm system with motion detectors that can sound an alarm and possibly turn on security lights too. Many of the newer systems are easy for a novice to install.

Boat Smart from the start and take a course from the United States Power Squadron, America's Boating Club. For more information visit our website at: [www.grandlakeusps.com](http://www.grandlakeusps.com) or on Facebook at GLSPS.





## Distress signals

### What signaling devices do you need on your boat?

Federal law requires that boats be equipped with serviceable and readily accessible U.S. Coast Guard-approved visual distress signals on coastal waters, the Great Lakes, and connected waters 2 miles wide or greater. The following vessels are not required to carry day signals but must carry night signals when operating from sunset to sunrise: recreational boats less than 16 feet in length, not equipped with motors, open sailboats less than 26 feet in length, not equipped with motors, or manually propelled boats.

### Types of visual distress signals

There are two kinds of distress signals: pyrotechnic and non-pyrotechnic.

Pyrotechnic signals resemble fireworks and include red flares, handheld or aerial meteor and parachute flares; orange smoke, handheld or floating; flares are marked with an expiration date, typically three years after manufacture, beyond which they will not meet USCG requirements.

Non-pyrotechnic signals must be in serviceable condition, readily accessible, and certified by the manufacturer as complying with USCG requirements. They include orange distress flags, a black square and ball displayed against an orange background at least 3 square feet (day signal only); mirror (effective in sunlight and requires no power; day signal only); dye markers mostly for offshore use (day signal only); electric distress lights (for night use only), which must automatically flash the S.O.S. international distress signal (light must meet USCG requirements).

Under Inland Navigation Rules, a high-intensity white light that flashes at regular intervals from 50 to 70 times per minute is considered a distress signal but doesn't count toward meeting the visual distress signal requirement. The international distress signal of slowly and repeatedly raising outstretched arms to each side is a simple attention-getter.

### Visual distress signal requirements

The following are examples of the varieties and combinations of devices that meet the minimum requirements: three handheld red flares (day and night), one handheld red flare and two parachute flares (day and night), one handheld orange smoke signal, two floating orange smoke signals (day) and one electric distress signal (night only).

### Use of visual distress signals

The use of visual distress signals is prohibited except for in emergency situations. USCG dispatches a vessel or aircraft each time a distress signal is reported. Do not fire flares until you're sure there's a chance of being seen.

### Hand-held flares

Keep flares in an easily accessible location. Use pyrotechnic signals safely to prevent personal injury or property damage. Flares produce a hot flame, and the residue can cause burns and ignite flammable material. Ignite the flare using the built-in striker top. Just as with a wooden match, strike the top against the flare's surface to ignite. Be aware that handheld flares burn for several minutes but are low in altitude, giving them a limited range, typically a few miles.

### Aerial pyrotechnics

Aerial flares often rise to heights of 500 to 1,000 feet and can be seen from great distances. However, meteor flares have a short, less than 30-second, illumination, so viewers need to be looking in the right direction to see them. Parachute flares take longer to return to earth, giving them longer illumination periods. Pistol-launched and handheld parachute flares and meteors are similar to firearms and must be handled with caution. To use a pistol-launched flare, open the launcher breech, load the flare, and point the muzzle away from people and your boat. Consider wind direction when using a rocket-propelled distress signal. Aim downwind but reasonably high for maximum elevation. Avoid starting a fire; never point a pyrotechnic device straight up or in any direction where it could land in your boat, another boat or on land. Store pyrotechnic signals in a cool, dry location in a red or orange watertight container clearly marked "Distress Signals."

### Orange distress flag

Flags should be used only in daytime. Fly the flags by hoisting to the highest possible point. The black square should be over the black dot. Place the flag flat on the deck to attract aircraft.

### Daytime alternative

Wave your arms up and down at the sides of your body. Use a signal mirror; it takes practice. Sweep the mirror back and forth to get coverage and cause a flash at the viewer.

### Follow restrictions

Regulations prohibit display of visual distress signals on the water under any circumstances except when assistance is required to prevent immediate or potential danger to persons onboard a boat.

## UPCOMING EVENTS

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Location</u>
<b><u>December</u></b>			
TBD	1-Day Seamanship Class	TBD	GLA
12/2	Happy Hanukkah		
12/6	Christmas Party	1800	River Bend Casino
12/8	Parade Float Decorating	0900	Miller's Home
12/8	Grove Christmas Parade	1800	Grove Main Street
12/18	E-Board	1300	GLA
12/25	Merry Christmas		
<b><u>January</u></b>			
1/1	Happy 2019		
1/7	Operation's Training	TBD	GLA
1/14	Vessel Safety Inspector Training	TBD	GLA
1/15	E-Board	1300	GLA
1/17	Dinner Meeting	1800	TBD
1/28-2/3	Tulsa Boat Show	Varies	River Spirit Expo

More details on the upcoming 2019 education class schedule will be upcoming.



## HAPPY BIRTHDAY



12/2 Todd Elson  
 12/5 Stephen Duenner  
 12/5 Donald Shroff  
 12/18 Carl Wotowis  
 12/22 Orville Edwards  
 12/24 Baxter Thorman  
 12/27 Chick Wheat  
 12/28 Harvey Blattner

## HAPPY HOLIDAYS

### From your Editor...

Please send me pictures (with names and the activity), ideas and suggestions that are most important to you. The deadline is the 25th of the month. Thanks for your input and support., Micki

## Contact Information

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