

# **LGPS**

# **SOUNDINGS**

*March-April 2017*



**LAKE GEORGE POWER SQUADRON, INC.**  
OF UNITED STATES POWER SQUADRONS  
PO Box 411, BURNT HILLS, NY 12027

## ***Commander Message***

*By David J. Hawthorne*

People are always drawn to bodies of water. Large or small, water attracts people and for various reasons. We know this as boaters and we know (and teach others) that special safety, when around water, needs to be considered. This is why the US Power Squadron is so important to those who are new to boating. Safety training is valuable around any water. Lake George, being the “jewel” that it is, gets more than its share of people who wish to see and experience it’s beauty but not just during our short boating season. The northeast allows a different kind of use of the same body of water during the winter, as well. Everyone knows of the annual Winter Carnival that Lake George village hosts featuring various activities and events on the ice. Snowmobile and “ice bike” racing are some of the carnivals attractions (weather and ice permitting) as well as sportsman’s use of the lake for ice fishing. Oh, and let’s not forget the polar bear clubs annual event! There are lots of uses of our lake and the point I’m going to make is, thoughts of safety in or on water always needs to be there! Every year someone or something goes through the ice. Whether they were in a vehicle, on a snowmobile or just ice fishing. A body of water is still dangerous whether in the winter or during our precious boating season. Boating accidents aren’t the only things that go wrong on water. Safety training is the key to enjoying those bodies of water we all seem to be drawn to! The United States Power Squadrons are the key to safe boating.

Think spring!

**LAKE GEORGE POWER  
SQUADRON  
BRIDGE-EXECUTIVE  
MEETING  
MARCH 15, 2017 6:30PM  
Church of the Good Shepard  
Saratoga Rd (Rt. 50)  
Burnt Hills, NY**

**LAKE GEORGE POWER  
SQUADRON  
ANNUAL MEETING &  
CHANGE OF WATCH  
Wednesday, April 19th  
Glenville Queen Diner  
Rt.50 at Glenridge Road  
Glenville, NY**



**Now Hear This...**

## **From the Desk of the Squadron Administrative Officer**

*Lt/C Tina Russell*

Our next big event is the Annual Change of Watch on Wednesday, April 19th – see full details in this issue and to RSVP.



### **Wear It! Campaign**

The Wear It! Campaign reminds boaters of the importance of boating safety, including always wearing a life jacket. The campaign is produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

Visit [SafeBoatingCampaign.com](http://SafeBoatingCampaign.com) for **free** resources and information that you can use for your own Wear It! outreach efforts.

### **Reminder – Meetings resume at Church in March**

The Squadron Bridge/Executive meetings have moved back to our regular meeting place. The May meeting will be held on Wednesday, May 17<sup>th</sup> at 6:30pm in the Church of the Good Shepard on Rt. 50 in Burnt Hills. The church has requested we NOT arrive prior to 6:15pm due to the church hosting of after school programs in the building and security issues.

### **It's Almost Here!**



The Great Upstate Boat Show will be at the Adirondack Sports Complex (DOME) 326 Sherman Ave. - Queensbury, NY 12804 on March 31st through April 2nd. Show hours are Friday, March 31st: 11am-8pm, Saturday, April 1st: 10am-7pm, Sunday, April 2nd: 10am-5pm. For more details visit the show website at <http://thegreatupstateboatshow.com>

## **2017-18 Change of Watch – Annual Meeting**

By unanimous vote of the Executive Committee the date of the Squadron “Annual Meeting” will coincide with the “Change of Watch” in April. The Lake George Power Squadron Change of Watch and Annual Meeting will be held on Wednesday, April 19<sup>th</sup> at 6:00pm (1800) – Glenville Queen Diner located at Saratoga Road (Route 50) and Glenridge Road - Glenville, NY 12302. District 2 Commander Vince Evans will officiate. We will be ordering off the menu and have arranged for separate checks. Please mark your calendars and attend to show your support to the upcoming Bridge-Executive Committee. Please RSVP not later than April 12<sup>th</sup> for a restaurant head count to: [jrusse1@nycap.rr.com](mailto:jrusse1@nycap.rr.com) or call Tina directly at (518) 877-8494. For more information on this exciting location, go to <http://www.glenvillequeen.com/>

## **Report of the Nomination Committee**

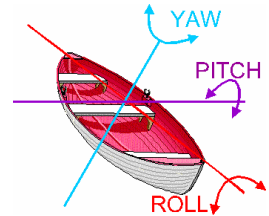
In accordance with Section 5.5 and 6.8 of the By-Laws of the Lake George Power Squadron, the Nomination Committee, is pleased to submit the following slate of officers for consideration by the membership at the election to be held at the Annual Meeting. “All nominees have indicated a willingness to serve for 2017-18”. The Squadron can always use your help – please join us by volunteering!

Commander	P/C David J. Hawthorne
Executive Officer	Lt/C Anthony J. Rozek, P
Education Officer	P/C Donna S. Canestraro, S
Assistant SEO	P/C Kevin McCarthy, P
Administrative Officer	Lt/C Tina A. Russell
Secretary	Lt. David J. Wilkinson, S
Treasurer	Lt/C Max Gollmer, AP
Members-at-Large	P/C Armand Canestraro, P P/C George K. Williams, AP Charles M. Puckett, S

In accordance with Section 11.1 of the By-Laws of the Lake George Power Squadron, additional nominations may be made by filing with the Squadron Secretary at least 15 days before the election a written petition signed by at least five (5) squadron members in good standing.

## Trim Tabs - An Explanation on How They Work

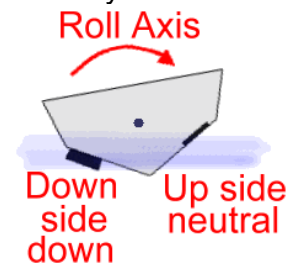
Trim tabs work exactly the same way as the control surfaces on an airplane. As you know, there are three axes affecting the motion of your boat as you travel through the water: **Yaw**, **Pitch** and **Roll**.



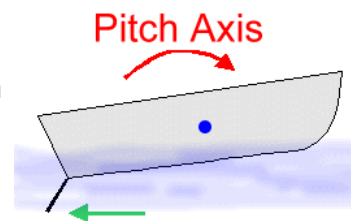
Trim tabs have little effect on the **yaw** axis, because yaw is controlled by the rudder or the side to side movement of the outdrive. Where they are effective is in the **roll** axis, to eliminate or reduce listing or heeling, especially if your boat has a deep "V" hull, and in the **pitch** axis, to raise or lower your bow.

The port and starboard trim tabs act independently. It is a simple thing to adjust them to lift the down side of the boat and compensate for the three or four hundred pounds of weight caused by your passengers all wanting to be on the same side. To do this, lower the **down side** tab. The water pressing against the tab as you move will lift that side of the boat (around the **roll axis**) and eliminate

your list. As your passengers move about, you can continue to adjust the tabs to compensate for the redistribution of weight. You must understand though, the trim tabs will have less effect at slower speed than at high speed. You can understand this by a simple experiment. Next time you are in your car put your hand out of the window at an angle to the slipstream. Note that when you drive slowly, the wind has little effect on your hand but as you speed up, the wind will eventually drive your hand up and back. Now remember, water is much more dense than air so prudence in applying trim is recommended.



Where most operators initially use trim is in the **pitch axis**, getting their boats to the plane mode as quickly as possible. It is then easy to maintain the boat's most economical cruising speed by tab adjustment. This is accomplished using the "**Bow Down**" control. This lowers both tabs and the force of the water against them will push the stern up consequently lowering the bow (around the **pitch axis**). Again, smooth rather than aggressive application is recommended to prevent pitch down of the bow. Trim may also be used in the **pitch axis** to keep the bow up to avoid taking seas over the bow if the water is rough. Naturally you would use the "Bow Up" control to do this.



We mentioned that trim tabs have little effect in the **yaw axis**, but they do have some. You can readily understand that if you have only one of the tabs hanging out, besides lifting that side of the boat it will also cause a certain amount of **drag**. This will have the effect of slowing that side of the boat causing the bow to rotate about the **yaw axis** and turning the boat to that side. The rudder or outdrive are usually adjusted slightly to compensate.

Using trim tabs is much like riding a bicycle. You learn to do it by feel. Your speedometer will tell you when you have trimmed for best speed at any throttle setting and your common sense will help you adjust trim to sea conditions and weight distribution. In gaining experience using trim tabs, you will soon amaze your friends with your skills in boat handling and trim.