

**COMMANDER**

Cmdr Kevin McCarthy, P  
465-6706

**EXECUTIVE OFFICER**

Lt/C Joan Londynsky  
793-6852

**ADMINISTRATIVE OFFICER**

Lt/C Stephen W. Traver  
798-4684

**SECRETARY**

Lt/C David Wilkinson, S  
393-5394

**TREASURER**

Lt/C Max Gollmer, AP  
399-2479

**EDUCATIONAL OFFICER**

P/C James Kelley, JN  
843-0839

**MEMBERS AT LARGE**

P/C Armand Canestraro, P  
Marvin Snyder, P  
Peter R. Wiel  
Frank M. Beyer

**SAFETY OFFICER**

Lt/C Paul Kenny, JN  
393-0089

**NEWSLETTER EDITORS**

P/C John R. Jermano, AP  
P/C Armand Canestraro, P

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# L.G.P. Sounding



**Cmdr. Kevin McCarthy**

## Commander's Message

*Cmdr. Kevin McCarthy, P*

I hope that you have all had a fun filled Holiday Season.

On Saturday January 12th, the annual tri-squadron Holiday Party was held at Mallozzi's banquet house. There were members from all three local squadrons as well as members from District 2 attending. It was a wonderful time! Mary Murphy, a local storyteller, entertained us with stories of the sea, mermaids and a fisherman being turned into a brilliant woman. (You had to hear the whole story!)

I would like to thank all the members who have participated at the different rendezvous that have been held over the past year. I think it is safe to say that each rendezvous was different and all have been enjoyable and educational. Our next rendezvous will be the Change of Watch. It is planned for Sunday April 13 at Longfellows restaurant in Saratoga Springs at 1:00PM (1300hrs). Hopefully you will be able to attend.

On a similar note, if you have an idea or suggestion for a rendezvous, please contact a member of the Bridge and give us your ideas. We are always looking for suggestions.

I'd like to thank Stephen Traver, our Admin Officer, for all the work he has done in setting up the arrangements for the rendezvous.

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# Commander's Message

*Continued From Page 1*

Elsewhere in this edition of the Soundings (page 4) you will find a list of the candidates for the Bridge for the upcoming year. These members, or others who may be nominated, will be voted on at the Change of Watch.

I would like to suggest that all of you consider volunteering for some role in the squadron. There is always a need for your help.

The Basic Boating class will again be offered in the spring at Niskayuna High School. If you know of anyone who would like to learn basic boating skills, have them contact Niskayuna High School for further information. If you are interested in taking an advanced class, let me know. If there is an interest in a class, we will try and offer the class.

The new charts are progressing. They are almost ready to go to print. I would like to take this opportunity to thank Buck Bryan for his generous giving of time, energy, knowledge, and financial assistance to the chart project.

Finally, I would like to wish all of you a very happy, healthy, New Year.

## Condolences

*LGPS notes the passing of long time member P/C Stephen J. Heenan, AP, We extend our condolences to his family.*

## Next Bridge / Executive Meeting

Third Wednesday of the month, 7:00 pm,  
(Good Shepard Church – Rt. 50  
Burnt Hills)  
*-All are welcome!*

## THE MAINE EVENT

By Lt/C David Wilkinson - Secretary



**Yours truly at the helm, along with Captain Doug Lee**

*“Way haul away, we’ll haul away together, way haul away, we’ll haul away Joe!”*

It was a Monday morning in August. While local commuters were trekking to their 9-5 world, the Schooner *Heritage* set sail from the North End Shipyard in Rockland Maine with her two captains, crew of 6, and 30 adventuresome passengers. I was fortunate enough to be one of the passengers. To be sure, passengers can also double as crew since it takes many hands to hoist the sails of this 85 footer. As the sails are raised we sing a sea chantey to help us in our efforts. In fact, there is always a lot to do aboard. Passengers are always welcome to help out and indeed all are encourage to assist with the task of

raising sail. Of course, you can just relax if you wish.

Every trip on the *Heritage* is different so, though I had sailed before, I still did not have a complete idea of what to expect. Our travels would follow wind, tides, and weather and the Captain was always ready to listen to ideas about where folks would like to go.

Rockland, Maine, an authentic coastal town, is about 7 plus hours from Albany by car. There are also flights available that can get you as far as Portland, with ground transportation available for the two hour scenic ride from Portland to Rockland. My itinerary this year found me flying from Albany to Portland via Philadelphia (don't ask). Unfortunately, weather and other factors delayed my departure from Philly to Portland by several hours. Finally, I arrived in Portland only to discover that 2/3 of my luggage had decided to overnight in Philly rather than travel with me. Since I was missing my bags and had missed the last shuttle, I ended up for the night at a local hotel, determined to start fresh the next day. Fortunately, when I returned to the airport the next morning, my bags arrived on the first incoming flight. This gave me time to catch my rearranged shuttle so I was now off to Rockland where smooth sailing awaited.

Once aboard, my gear was quickly stowed and the crew gave me a ride, which allowed me to obtain needed beverages for the trip. Plentiful and delicious meals, along with iced tea, hot tea, coffee, and lemonade are provided and there are two large coolers on deck for passengers to store a daily supply of libations. Once I returned, preparations were made to get underway.

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# The Maine Event

*Continued From Page 2*

It turned out to be a wonderful week. We saw lighthouses, porpoises, seals, osprey, eagles, and plenty of gulls. We enjoyed beautiful sunrises, sunsets, great fellowship, and delicious meals. The highlight of the trip is a real down-east "lobstah" cookout on the beach of an island. In the evening, we sang songs and listened to sea stories shared by the Captains and crew. Trips ashore via rowboat gave us chance to exercise and explore.

All too soon, our week was over and it was time to get back to civilization. Ugh!

If you would like to learn more about my trip, just ask. I have photos, brochures, and a DVD to share. You can also check out the website [info@schoonerheritage.com](mailto:info@schoonerheritage.com) to help plan your adventure. I highly recommend it to one and all.

*LGPS BURGEEES*  
*Make wonderful gifts.*  
*\$20.00*

*Call P/C Armand Canestraro to order yours today – limited quantities available so call today!*  
*518-372-7220*

## Save the Date!

Sunday, April 13, 2008

## Change of Watch

Longfellows Restaurant  
Saratoga Springs, New York

A buffet luncheon beginning at  
1:00 PM (1300hrs).

More Details to Follow!

Cost \$20.00

## RENDEZVOUS NEWS

*Lt/C Stephen W. Traver*

### Tri-Squadron Holiday Party at Mallozzi's

Members of the Lake George, Sacandaga and Mohawk Hudson Power Squadrons met at Mallozzi's in Schenectady for the annual Tri-Squadron Holiday Party on January 12. Hosted this year by the Lake George Squadron, forty party goers enjoyed fine Italian dining and delightful stories of land and sea told by entertainer Mary Murphy.

The Tri-Squadron event marks the midpoint of the winter season and the role of host is rotated among the three squadrons. At this recent event, much discussion took place among members eager for the spring boating season.

The three squadrons were also delighted to welcome P/D/C Susan Darcy and D/C Martin Feldberg and his wife to the event.

The next Squadron event will be the Change of Watch ceremony to be held on April 13, 2008. Additional details for this important event will be announced soon.

## BOATING SAFETY

Lt/C Paul Kenny, JN – Safety Officer

### MAINTAIN YOUR STABILITY

As it pertains to boating, "stability" is the property of a body (i.e., your boat) that causes it, when disturbed from a condition of equilibrium or steady motion, to develop forces or moments that restore the original condition.

This means keeping your boat upright, i.e., not capsizing. To a broader extent, it means

maintaining your boat on a reasonably steady plane without any significant roll (port to starboard motion) or pitch (forward-aft motion). Excessive steady angles such as heel (leaning to one side) and trim (forward to aft angle) can also be unsafe. These conditions can cause passenger or gear to shift while underway. This in turn may cause further listing, injury to passengers and possibly result in them falling overboard, and damage to gear.

Smaller boats are more prone to becoming unstable than larger boats. This has been reflected in the boating accident fatality data over the years. The most recent boating accident data published by the US Coast Guard, such as that summarized in Feb-Mar 2007 USPSoundings, once again exhibited a strong correlation of increased fatalities due to capsizing and falls overboard with smaller boat size. (Larger boats have greater rate of accidents, such as collisions, but there are fewer fatalities.)

Information concerning recreational boat stability can be found in "A Consumer's Guide to the Coast Guard Boating Safety Standards." The U. S. Coast Guard has a Maximum Capacities label and a Safe Loading Standard that apply to monohull boats of less than 20 feet in length. They chose this length because the interior of a small boat can hold more people and gear than the boat can safely carry.

The Safe Loading Standard requires the manufacturer to calculate two weight capacities, the maximum persons capacity and the maximum weight capacity, using test methods prescribed in the standard, and to provide this information on a capacity label.

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# Boating Safety

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The total pounds, not the number of persons, should be regarded as the controlling figure. Further, if you want to bring on board more portable gear than allowed for, you will have to carry fewer people to compensate.

Although these standards are for boats of less than 20 feet in length, the concepts of stability and overloading apply to all boats.

To maintain your stability, you want to stay within the weight capacity of your boat and to maintain a reasonable weight distribution within your boat. If you make any modifications to your boat, be sure to consider any possible impact on stability. Become familiar with how your boat responds to disturbing forces. If your boat starts to feel “tender” (inclined to heel over easily), investigate the possible causes.

On October 2, 2005, the 40-foot tour boat Ethan Allen capsized on Lake George. Twenty passengers died, 9 were injured and the operator and 18 passengers survived without injury. The National Transportation Safety Board investigated the accidents and issued their report in July 2006. The following is taken directly from the Probable Cause section of that report:

“The National Transportation Safety Board determines that the probable cause of the capsizing of the Ethan Allen was the vessel’s insufficient stability to resist the combined forces of a passing wave or waves, a sharp turn, and the resulting involuntary shift of passengers to the port side of the vessel. The vessel’s stability was insufficient because it carried 48 persons where postaccident stability calculations demonstrated that it

should have been permitted to carry only 14 persons. Contributing to the cause of the accident was the failure to reassess the vessel’s stability after it had been modified because there was no clear requirement to do so.”

Modifications to the original design, carrying too much weight, and the involuntary shift of weight all contributed to a lack of stability that resulted in tragic consequences.

## Boat Safe – Boat Smart!

### Report of the Nomination Committee

*P/C John J. Jermano, AP*

I am happy to report that the 2008-2009 Lake George Power Squadron Executive Committee has been determined and accepted by the following:

#### BRIDGE OFFICERS

**Commander:**

*Lt./C Joan Londynsky*

**Executive Officer:**

*Lt./C Stephen W. Traver*

**Administrative Officer:**

*Bruce Catrambone*

**Educational Officer:**

*P/C Kevin McCarthy*

**Asst. Educational Officer:**

*P/C Richard Mathews*

**Secretary:**

*Lt./C David Wilkinson, S*

**Treasurer:**

*Lt./C Max Gollmer AP*

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#### MEMBERS AT LARGE

P/C Kevin McCarthy

Jack Strange

Peter R. Weil

Anthony J. Rozek

**Nomination for Audit Committee:**

*P/C James W. Grzbowski*

**Nominations for Rules Committee:**

*P/C George K. William*

*Anthony J. Rozek*

In accordance with Section 11.1 of the bylaws of the Lake George Power Squadron, additional nominations may be made by filing with the Squadron Secretary at least fifteen days before the election, a written petition signed by at least five squadron members in good standing. Further, Section 11.3 provides that if vacancies exist in the properly formulated slate of nominees at the time of the election, they shall be filled by nomination from the floor duly made by active members.

Respectfully submitted:

P/C John J. Jermano - Chairman  
Nominating Committee

MINUTES FOR LAKE GEORGE POWER SQUADRON  
HELD WEDNESDAY, DECEMBER 12, 2007 – CHURCH OF THE GOOD SHEPARD, GLENVILLE, NY  
(Next Meeting – Wednesday, January 16<sup>th</sup>, 2008 – Church of the Good Shepard, Glenville)

\* \* \*

**PRESENT**

Cdr. Kevin McCarthy  
Lt/C David Wilkinson, Secretary  
P/C Armand Canestraro, Member at Large  
P/C George Williams  
Lt/C Max Gollmer, Treasurer  
P/C John Jermano (Nominating Committee)

**ABSENT**

Lt/C Joan Londynsky, Executive Officer

**EXCUSED**

Lt/C James Kelly, Education Officer  
Lt/C Stephen Traver, Administrative Officer

**GUESTS**

None

Commander McCarthy called the meeting to order at 19:00.

**EXECUTIVE OFFICER’S REPORT:**

- Everything is reported to be “running smoothly.”

**SECRETARY’S REPORT:**

- P/C Armand Canestraro noted that the minutes from our last meeting, held in November, have not been distributed. Lt/C Joan Londynsky graciously took minutes for this meeting, as Lt/C David Wilkinson was unable to attend due to a conflict.

**TREASURER’S REPORT:**

- The chart inventory has been updated and is current. Our finances are in order.

**ADMINISTRATIVE OFFICER’S REPORT:**

- The Tri-Squadron Holiday Party will be held at Mallozzi’s Restaurant in Rotterdam on Saturday, January 12, 2008, beginning at 1300. The cost will be twenty dollars per person and will feature a delicious buffet and cash bar, as well as a surprise live entertainer. Commander McCarthy noted that several folks from Mohawk-Hudson would like to attend.
- Folks who want to visit the New York City boat show at the Javits Center may have to make their own arrangements, as no information has been forthcoming from the Schenectady Yacht Club. (Secretary’s Note: An invitation was subsequently issued to the members of the Mayfield Yacht Club, and possibly others, to participate in a trip organized by the Schenectady Yacht Club on Saturday, January 5th. Cost is about forty dollars per person, including round trip transportation and admission to the show. There were still seats left when the Secretary received the notification, which he, in turn, forwarded to the members of the Bridge and Executive Committee.)

**EDUCATION OFFICER’S REPORT:**

- No report.

**NOMINATING COMMITTEE’S REPORT:**

- P/C John Jermano and P/C George Williams offered a report from the Nominating Committee, which is to appear in the next issue of the Soundings. It was noted that the slate of candidates must be published 60 days prior to elections.
- Lt/C Max Gollmer suggested the creation of Membership Chair. After brief discussion, it was determined that Squadron members would be solicited to see who might be willing to serve.
- The Squadron thanks the Committee for all their hard work and time that they put into this effort.
- Paperwork has been submitted to National and P/C Jermano presented a form pertaining to the position of Squadron Education Officer, which the Commander needs to complete, approve, and submit to national.
- Regrettably, due to Health reasons, Lt/C Jim Kelly declined to continue as Squadron Education Officer. Kevin McCarthy will take over this position. The Squadron thanks Jim for all his efforts.

**COMMANDER'S REPORT:**

- Commander McCarthy will discuss possible dates for the Change of Watch with Joan Londynsky, who will become our next Commander.
- Thanks to P/C John Jermano and P/C Armand Canestraro for the latest issue of Soundings. It looks great. Their efforts along with Lt. Donna Canestraro are very much appreciated.
- Thanks to P/C John Jermano and P/C George Williams for all their help with the Merit Mark program. All of our marks have been submitted and accepted. Thanks also to P/D/C Susan Darcy for her Guidance and assistance, both with merit marks and with our website.
- P/D/C Susan Darcy has requested a 2008 Calendar of Events from the Squadron.
- Members were asked if they were aware of any agencies, such as BOAT-U.S., that award grants for boating safety.
- The Commander noted that he received information from National regarding the HQAB (Headquarters Anniversary Building) program and asked if we should participate. Consensus: probably not, due to concerns about possible control and tracking issues.
- The D2 Winter Council takes place on February 2nd in Poughkeepsie. There is an application and information in the current Soundings. The Squadron will reimburse member representatives for the \$28 registration fee. (Secretary's note: Commander McCarthy and Secretary Wilkinson have made plans to attend and Lt/C Gollmer has issued checks to cover their fees.)
- It has come to my attention that Kathy Smoji (spelling) has resigned as Commander of the Sacandaga Squadron, after having served two years.
- I regret to inform you that Tony Day, of Mohawk-Hudson, is seriously ill.
- At the suggestion of P/C George Williams, Commander McCarthy made a motion to cancel the scheduled rendezvous for March 2008 due to difficulties we have been experiencing in making arrangements with the banquet hall. Motion passed.
- Flags need to be ordered for the upcoming Change of Watch including, but not limited to, Commander and Past Commander. Commander McCarthy will place the order. Lt/C Gollmer was advised to expect a bill from National for same.
- Commander McCarthy anticipates a need to order materials for the next Basic Boating class. He noted that there might be some materials in our storage facility, although some may be obsolete. P/C Canestraro and Lt/C Gollmer will arrange a convenient time this spring to spend time organizing our storage unit.
- Our next "get together" is the January 12th Holiday Party.

**CHARTS:**

- Discussion took place regarding the status of the project and anticipated completion and distribution of the new charts, as well as disposition of our existing charts. Artisans and craft people have expressed an interest in our charts so we may attempt to market the old charts to them.
- Buckley Bryant had applied for a boating safety grant to assist with the cost of the new charts.

**HISTORIAN:**

- P/C John Jermano picked up 5 boxes of archival materials from our former Historian, Janice Dempster. In going through the materials he received from Janice, John noted that materials were well organized and that Janice did a terrific job. We are grateful for all the work that she did for us during her tenure.
- Lt/C David Wilkinson noted that he has a couple of boxes of materials, which he picked up from past Historian Dorothea Mikelson. Sadly, Dorothea is no longer with us. Lt/C Wilkinson will forward these items to P/C John Jermano.

**PUBLIC RELATIONS:**

- P/C George Williams requested a copy of our Squadron brochure to share with a prospective member.

**GOOD AND WELFARE:**

- Commander McCarthy wished Happy Holidays to one and all of the LGPS.

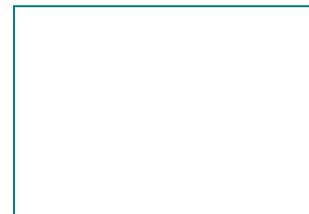
*Motion to adjourn made by Canestraro, 2<sup>nd</sup> by Wilkinson. Passed and meeting adjourned at 1945.*

NEXT MEETING – WEDNESDAY, JANUARY 16, 2008 – GOOD SHEPARD CHURCH, GLENVILLE

*Respectfully submitted,  
Lt./C David J. Wilkinson, Secretary*



Lake George Power Squadron, Inc.  
PO Box 411  
Burnt Hills, NY 12027



*LGPSoundings* awarded

