



Colonial Sail and Power Squadron
The MANIFEST



A Unit of the United States Power Squadrons®
Sail and Power Boating

***“Come for the Boating Education –
stay for the Friends”SM***



August, 2014, Volume 7, Issue 8



**Lt/C Mike Stiglitz, AP
Commander**

Thank you to all who helped with the “Biggest Little Water Fest.” As I write this, the event is this coming weekend, but it will be in books when the Manifest is finalized. Lee Dexter headed up the event this year and Bill Walsh and Bob Beltz spent considerable time as well. It’s our biggest undertaking and the hard work of our members make it happen. Many, many thanks!

Don’t forget that we are still getting together on our regular membership meeting night, 2nd Thursday of the month. We’re not having a formal meeting during the summer months, but we’ve been socializing at York River Yacht Haven to keep our regular routine. This past month, we had dinner at the restaurant followed by dessert and drinks on the pool deck. If you haven’t been joining us, please mark your calendar and join your fellow members.

Safe boating,
Mike



**Lt/C Lee Dexter,
Executive Officer**

I want to take this opportunity to thank all my fellow squadron members who helped to make the “Biggest Little Water Festival” as great success. Some of you could not be there but helped behind the scenes to get everything ready for the big show. I especially want to thank all the folks from our sister squadron at Virginia Beach who made the Coastal Run work so well. And other squadrons who sold raffle tickets for the canoe. Job well done!

Additionally, I want to mention specifically the Sea Scouts from Virginia Beach that kept our water event participants safe and ran a game to earn some money for their squadron. The pre-event fund raising and prizes was organized/managed by Bill Walsh and Bob Beltz, who both worked extremely hard and very

effectively to raise the majority of the funds to support the event and to provide resources to VIMS to keep our Chesapeake Bay clean and available for recreation and commercial use.

Finally, I want to thank a friend of the Colonial Sail and Power Squadron who stepped up and managed our publicity and public relations, that was Capt Jay Moore who work the newspapers, radio and television stations. All of you should be proud of the event we sponsored on the 19th, great weather and folks had a good time and we raised valuable resources for VIMS. Since all of the accounting has not been completed, will report on what was raised in the next newsletter. I hope you will all follow my lead here and pat yourself on the back and take a couple of days off to reflect on a job well done!

Lee



Lt/C Connie Beltz, AP
Administrative Officer

You all know the summer council is coming up at the end of the month in Crisfield, VA. The National Governing Board will be coming to our own back yard in Sept. We as a squadron should make every effort to attend at least one or even both of these meetings. This would give us insight on how the District is going and help us with up coming events and items that might have to be vote for the good of our squadron. These are only a couple things going on.

We have the poster contest coming up and we need some 6 to 14 years old to come forward and do us some safety posters. BUT we need them to take to the Council Meeting July 31. Come on get your kids, Grand kid's, nieces, and nephews to draw a poster. If you need the directions just asked Norma or myself and we will be happy to get you going. I also need a team to judge the posters. The date to be turned in to me is Sept 1st. Let's do this have some fun.

Colonial is having a great summer with the rendezvous and the socials let us keep it going. Has anyone done a chart update to turn in? That's what we can do as a group, meet for breakfast, do the updates and then have lunch and make it a day.

Look forward to hearing from you. Let's have fun

Connie



Lt Dalene Bailey, AP
Chairman, Safety

Changes to Inland Navigation Rules

The Federal Register of 2 July 2014 announced the final rule changes for CFR 33 (Combined Federal Regulations 33) pertaining to Navigation Rules for Inland Boating. Many of the changes are cosmetic or not significant, but there are some of which you should be aware.

There are provisions for new lighting of dredges; removal of the need for a bell on vessels under 20 meters; modification of the masthead light on a sailboat; less stringent requirements for whistles; lighting for a multi-vessel tow. For the vessels cited, the cost is estimated as \$112 per year. If you would like to review the entire Summary (It is 29 pages), please write me at bylee2@aol.com and I will forward it. This is still in the comment period, so you may want to submit your comments.

Dal



**Lt/C Robert A. Beltz, JN
Educational Officer**

**Five Boating Skills Virtual
Trainer units available for
reservation in June—FAQ
details included**



The United States Power Squadron® proudly introduces its Boating Skills Virtual Trainer (BSVT), the industry's premier interactive simulation-based boating safety program and a powerful instructor tool. The BSVT is a USPS training unit funded by a grant from the U.S. Coast Guard with advanced water physics developed by Virtual Driver Interactive (VDI). Supporting partners include Brunswick Marine Corporation, BoatUS Foundation, Mercury Marine, Boston Whaler and the National Safe Boating Council.

USPS now has five BSVT units, and beginning at 0900 eastern time on 30 June, we will begin accepting reservations on a first-come, first-served basis via the reservation Web form at www.usps.org/php/bsvt.

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The units will be dispersed geographically to help control shipping costs. Squadrons and districts will be charged the actual shipping cost but no usage fee. Maximum time per reservation will be 14 days when specific multiple events are scheduled to maximize usage throughout the membership. Requesters will be asked to name the events in their request in order to report usage to the Coast Guard. No reservations prior to 30 June will be accepted.

More details on the reservation process are provided in the FAQ list below. Starting 30 June, please make reservations using the internal Web form at www.usps.org/php/bsvt. Visit the external BSVT website, www.usps.org/boatingskillsvt, to view videos of this exciting new addition to the educational curriculum! (Forms on the external website are only for those interested in purchasing additional units, not for internal reservations.).

1. What is The Boating Skills Virtual Trainer?

The Boating Skills Virtual Trainer (BSVT) is a training unit made up of three 20-inch monitors and a responsive steering wheel and an electronic shift/throttle with trim tab controls. There are also buttons on the wheel to expand the vision field to the left or right to a full 225 degrees, console switches for horn and nav lights, two speakers, a mouse and a keyboard.

In simulation, students may maneuver a power boat (Boston Whaler) through training exercises in a virtual environment, without the risks of a real boat on the water. The training exercises are performed in a helm seat that can be set up at a regular desk or conference table.

2. What is the website for the Boating Skills VT?

The reservation website is www.usps.org/php/bsvt, which will be the internal site for reserving the use of the five units owned by USPS and entering any pertinent usage data used for reporting to the Coast Guard. This website is internal to USPS and member number will be required for reservation of the units.

The external website for public viewing is www.usps.org/boatingskillsvt and can be used for organizations other than USPS to submit questions for commercial purchase to our partner VDI. This website is maintained by Virtual Driver Interactive, but also has links back to the United States Power Squadrons' educational classes landing page. Any internal USPS organization wishing to purchase a unit should contact USPS HQ for special rates.

3. What maneuvers/exercises are feature

- Docking
- Slalom course
- Crossing/overtaking other vessels (both sail and power)
- Departing dock
- Spring lines
- Maneuvering in fairways
- Pivot turn
- Mooring
- Emergency stop
- Trim control in throttle
- Night mode for all exercises
- 225 degrees of vision (stern view not available)



United States Power Squadrons®
Celebrating 100 years of boating fun, education and service

BoatUS Foundation July Promotion

USPS Interactive Online seminars are hosted on BoatUS Foundation's systems. Two USPS seminars (Partner in Command, and Boating on Rivers, Locks and Lakes) are currently being offered to the public with a third and fourth seminar coming in the near future. During July 2014, all seminars and courses hosted by the BoatUS Foundation, including ours, are available at discounted promotional prices. USPS seminars will be offered to everyone at \$24.95 during the second half of July.

In addition to USPS-written seminars, the BoatUS Learning Management System also hosts online course and seminar offerings written by BoatUS employees and by the Colgate School of Sailing. These courses are also available to everyone at promotional prices during the month of July.

Go to www.usps.org/edonline for more information.



Courtesy of Brian (Eagle) Becker



Lt Robert A. Beltz, JN
Chairman, Co-Op Charting

Cooperative Charting . . . Using Our Skills to Help

Through an agreement with the National Oceanic and Atmospheric Administration (NOAA) and the United States Power Squadrons (USPS) the Catawba Sail and Power Squadron assists NOAA through a program called Cooperative Charting, correcting Nautical Charts.



This is a public service whereby we contribute our time to do this work which is of great value to the agencies responsible for the upkeep and publishing of this valuable data.

We utilize our knowledge of piloting, navigation, and positioning, measuring and logical skills to contribute to these databases. The government allows us to deduct all of our Cooperative Charting expenses from our taxable income as a section 501(C)3 deduction.

Specifically, we look for discrepancies in any of these nautical documents and verify physically the problems with of any features or characteristics shown. We also look for hazards to navigation that could

endanger a mariner in the vicinity. We deliver our findings routinely to the agencies by preparing printed or computer submitted reports. When immediate action is required to correct a dangerous hazard we report by radio or telephone directly to the Coast Guard or responsible agency.

Colonial Sail & Power has made a great start on chart updating with Marina Surveys. Next let's work on correcting the chart with an overhead power line. See Bob for details.

Bob



Lt Herbert Rambow, AP
Chairman, VSC

AHOY, VESSEL EXAMINERS AND READERS!

This qualifies as a perennial subject, I know, and you may tire of hearing about it, but lately it has a new 'circuitous' twist. I am referring to the same 'ole "**How do I dispose of the expired flares on my boat?**" This time around, I happened to be asking the question when we had the city Fire Department visit our home to install upgraded Smoke Detectors. [No charge, by the way, and free for the asking (installed).] I asked the Station Chief if they would accept expired handheld and/or 12 gauge marine flares. Without hesitation, he said "No, but they can be taken to the Newport News Landfill's "Hazardous Waste Facility." I explained how we, as Vessel Safety Examiners, routinely encounter vessels with expired flares, and how we usually instruct boaters to keep the most recently expired flares as spares, to be the first ones used in case of an emergency. But too often, there are too many for that solution, and/or there are water damaged handhelds, both of which should be permanently disposed of. He was adamant that in no case, soggy or not, should they end up in household waste.

I had previously had this debate with the HazMat Team at previous recycling events, and they refused them, but said they should be 'retired' by soaking them in water for a few months before putting them in the trash. I tried asking the new city "311 Hot Line," and got the same HazMat answer as before. So I turned to the Internet for some research on the subject, with some interesting results:

For background, remember a set of 3 pyrotechnics (flares) are required for boats 16 ft. and longer on coastal waters and the Great Lakes when operating between sunset and sunrise. They are recommended for inland waters during the same hours. They generally expire 42 months after the date of manufacture.

On the Orion website, they offer the following solutions:

To dispose of expired marine pyrotechnic distress signals, Orion recommends the following method:

- Donate expired flares to local Coast Guard Auxiliary or Power Squadron for use in their training classes.

- Ignite hand-held signals flares on land in a safe area, much the same as highway flares would be ignited.
- Contact local law enforcement or the fire protection agency for their advice on proper visual distress signal disposal.
- Retain flares for back-up use to expand signaling time in the event of an emergency.
- **NEVER** jettison visual distress signals overboard.
- **NEVER** activate marine flares in a non-emergency situation on or near regulated water.
- **NEVER** dispose of flares in household trash.

Ref. <http://orionsignals.com/faqs/marine-safety-faqs/57.html>

In Canada, CIL/Orion has a “Cradle to Grave” policy which allows return of expired flares to the manufacturer (freight prepaid by you). No charge for the service, but as HazMat, shipping is est. \$50-\$70, in an approved container provided by Orion. So this is only practical for a larger shipment from a group to reduce the per-unit cost. (Ref. boatingwithdawsons.com)

The Marine Servicer in Seattle also wrote about the flare disposal conundrum of a couple who had a crate full of expired flares. The USCG, county HazMat and Harbor Patrol all said “No,” but they luckily convinced the fire department to accept them. The Harbor Patrol also had a supply to dispose of, too. “The fire department’s Arson Bomb Squad can take illegal fireworks and other prohibited explosives, but not flares, since they’re not illegal.” In the end, the Washington State Patrol Bomb Squad will pick up flares (limit 12) from residents in 2 counties.

This article adds: “Since they are explosives, flares are considered hazardous waste and should not be thrown in the trash. Flares contain *perchlorate*, a pollutant that will soon be regulated by the EPA, so soaking them with water to make them non-reactive is also not advised.” They also share the view of many on this topic, that the manufacturers should provide a disposal solution, even if it means including a surcharge in the purchase price. Supposedly, “some states have implemented a surcharge on flare sales and set up disposal programs.” It doesn’t say which states. And as for turning to the USCGAux for help, disposal and disposition are apparently prohibited:

USCG Aux Manual (COMDTINST M16790.1G – August 2011) Chapter 3 B.13.d. (11) Pyrotechnics Auxiliarists may incorporate training on the proper care, storage, and disposal of commercially available marine pyrotechnics into their PE classes and courses. Only simulated operation of such may be demonstrated. Activation of any pyrotechnic is not authorized as part of any Auxiliary PE class, course, or public outreach program. Acceptance of any pyrotechnic for disposal or disposition, from any individual or entity other than Coast Guard, is also not authorized.)

Ref.: <http://threesheetsnw.com/blog/2012/08/no-easy-answers-for-dealing-with-expired-flares/>

On some of the forums for this topic, there were some recurrent themes, and some off-the-wall ideas:

Use them to light a (legal) burn pile or brush fire. [Meteors and/or handhelds];

Carry them in your car/truck as road flares. [OK, but burn time of handhelds is 3 minutes!]

Soak them in used motor oil, along with old ammo. [And then what?]

Call in on Ch16 and let the USCG know you're just using up old flares. [Really?]

Shoot or light them off on July 4th or New Years' Eve.

[Pray there's no a real emergency or collateral damage!]

I'm surprised no one suggested using them as a personal defense weapon.

But the overwhelming winner with the most responses was ...

Donate them to the US Power Squadron for their local annual flare demo!!!

Some even suggested this should be part of our national mission. We'd sure get popular if it was.

So what do I conclude from all of this? As a VSE, I will instruct those with expired handhelds to practice with them at home in a safe location with a bucket of water nearby for the slag, and to extinguish what's left. As for meteor types, keep one set as spares, and keep the rest secure and safely stored elsewhere, and if they ever figure it out, let me know.

And as a final comment for CSPA membership, we are only a team of five Vessel Examiners, so we can't accomplish much more without additional Examiners. If you'd like to practice what you already know, make the waters safer for everyone, and do it all at your own leisure, give me a call and join us!

Because—

"Come for the Boating Education – stay for the Friends"SM



Margaret Stiglitz, P
CSPA First Lady

Why I Joined the Power Squadron

Mike joined the Honolulu Sail & Power Squadron when we were stationed in Hawaii. He took ABC and Piloting and he was hooked. I had intended to take ABC in Hawaii, but they cancelled the class I registered for, and we moved before I could reschedule. I ended up taking the last ABC class that Colonial taught at Thomas Nelson and of course, I've been, coming with Mike to all the squadron events.

He finally got me to join officially last year, with a little "peer pressure" from P/D/C Marty Lafferty and his wife Sari, when we talked with them at a few district events. The best thing about Colonial is the people. This is a great group and everyone's sense of humor keeps me laughing.

Margaret

USPS Youth Activities Team
17th Boarman National USPS Youth Annual Poster Contest

As a grandparent, I look forward to the end of the school year and spending more time with my granddaughter, Kelsey. Through the years, we always enjoyed doing art projects together (she “doing” and me watching, commenting and, of course, admiring).

I’m sure many of you are happily anticipating visits to or from your grandchildren this summer. Those visits can be days filled with non-stop activities that can be hectic and tiring. A nice quiet-time or rainy-day activity might be centered on drawing or painting a poster for the 17th Boarman National USPS Youth Annual Poster Contest.

The contest’s theme this year is “The W’s of Wear It;” the who, when, where and why of wearing a PFD – or as Kelsey called it, her “boat coat.”

Rules and regulations are simple and straightforward and can be found at:

[www.usps.org/national/membership/youth/pictures/The Youth Poster Contest Awards.pdf](http://www.usps.org/national/membership/youth/pictures/The_Youth_Poster_Contest_Awards.pdf)

Artistic ability is not a factor in the contest; how well the poster depicts the contest’s theme is of major importance. The contest is divided into three age groups, 6-8, 9-11, and 12-14.

Check with your squadron for their entry deadline date. Squadron winners must be submitted to the D/5 Youth Poster Committee by 30 September. D/5 judging will be held at Fall Conference and National judging will be at the Annual Meeting in January, 2015.

We appreciate your support and involvement and look forward to a significant increase in participation this year. If you have any questions or concerns regarding the contest, please feel free to contact me at 610-366-0475 or wind6769@aol.com.

Have a wonderful, fun summer and enjoy your grandchildren.

D/Lt Bea Norris, Chair, D/5 Youth Poster Contest

My fellow boater!

As a Vietnam Vet, former Coast Guardsman and 40 year recreational boater, I would like to share a recent experience with you concerning a book I just read. It was written by a fellow Coast Guardsman and it deals with the effects of human aging on boating safety. My first response when hearing about this (handbook & guide) was to think that someone is trying to get me off the water. I was wrong, as the whole focus of this book is to help us adjust our boating habits so we can continue to boat safe for many years to come, in spite of aging. I agree with this 100% as I still love to boat.

The book was released in 2011 and is now a "best seller" on the nautical nonfiction charts. It is available at select marine supply outlets, many libraries and on-line at seniorboatersofamerica.com - I just Googled "senior boaters" and got to their website. I can truly say it was the best \$12.95 I have ever spent relating to boating information. No, I am not affiliated with this organization but a strong believer in their cause.

Enjoy my friends.... TJ Bovill - Retired Harbor Master
International Harbour Masters Association (IHMA)

“D DAY” Rend. York River Yacht Haven



Capt. Ken, Col. Don, Capt. Ward and Candi – (Candi in Ward’s 1940 Boy Scout Uniform)



Col. Don, Capt. Mike and shy Candi



Ted Weimer, Doug Mistler, Barbara Lavoie, And Carol Mistler



Ken, Don, Ward, Candi, Cathy, ?, Carol, Barbara, Doug and Ted

THE FOLLOWING IS FROM THE ENSIGN



Skipper --- Picture by Jack Reed

2014-2015 Bridge

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CALENDAR 2014 - 2015

JULY

26 D/5 Summer Cruise – various areas on the Bay
Crisfield, MD

AUGUST

4 Executive Committee Meeting, TBD -1915
14 Social - Pot Luck meeting place TBD – 1900

THE MANIFEST newsletter is published monthly. Deadline is the **15th** day of each month for the following month's issue and we welcome articles and photographs of interest to our members. *THE MANIFEST* is published for the members and member families of the Colonial Sail and Power Squadron (CSPS), Squadron #1156, District 5 of the United States Power Squadrons®. Editor: P/R/C Norma J. Parrish, AP normaparrish@cox.net

Staff Photographer - All members of CSPS

*There will be a social held through during the summer months on the nights we have are regular meeting. It will be on the Deck by the pool at York River Yacht Marina. We will have refreshments and wear our squadron shirts. The Colonial Sail and Power Squadron banner will be up.

We are doing the socials hopefully to draw interest and new members to our squadron. The regular meeting for the summer months will be at the rendezvous this summer. Come one come all.

