United States Power Squadrons® is America's Boating Club®

the Ensign®

Fall 2024



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Exceptional leadership keeps program alive

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A JULY ASEA

Couple hits the water for summertime cruises

Ship's Store

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1/



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3/ Baseball Cap
$15

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$15

2/



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Fall 2024

Vol. 112 No. 4

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Charles Wells
National Educational Officer

New courses and certifications on the horizon

BY CHARLES WELLS

"The sea was angry that day, my friends, like an old man trying to send back soup at a deli."

This comedic quote delivered by George Costanza in the '90s TV series "Seinfeld" came to me as I was at the marina the other day. A storm was brewing, and I knew it would be prudent to stay in port and avoid the "angry" sea. Yet the owner of the boat adjacent to my slip was preparing to depart. I asked him if it was a good idea to go to his favorite fishing spot on this day. He said that today was the only day this week that he could get out, so he was going.

Letting your schedule decide your boating plans can get you into trouble. You might be more likely to encounter an angry sea, my friends.

As experienced boaters, we know our boating areas. Whether boating on rivers, lakes or coastal tributaries, inland boaters tend to know their environment. This important knowledge of these areas prompted the Educational Department to consider a new course. Our seminar "Boating on Rivers, Locks and Lakes" needed an update. It contained interesting, vital information on boating in these areas, but our curriculum needed more than just a seminar on this subject. Consequently, we are developing a course that covers multiple aspects of inland boating. This course will be a welcome addition to our course directory. Additionally, it will become the foundational course for a new certificate of recognition on par with our Senior Navigator grade.

We have training that is a specialty of America's Boating Club | United States Power Squadrons. We provide on-water training at no cost to all members. If you ask, an instructor in your local squadron will come on board your vessel and help you maneuver your boat, suggest important maintenance tips or demonstrate the proper operation of marine equipment. Recently, the National Association of State Boating Law

Administrators has been researching the creation of enhanced boating certificates, which would combine the knowledge acquired from state-approved courses with an on-water skills demonstration. The Educational Department is updating its on-water course supplements to meet the standards proposed by NASBLA.

The Educational Department continues to update our educational materials while looking to create programs that help boaters. We can always use more help. Please think about volunteering your skills and knowledge at the squadron, district or national level. ❖

Vice Commander Charles "Chuck" Wells, SN-CN, is the National Educational Officer. He has chaired the Marine Environment, Instructor Development, Member Benefits and Navigation committees. He has taught many courses and seminars but most enjoys teaching Weather and Inland and Coastal Navigation. Chuck has held leadership positions at the squadron and district levels. He also served as an instructor with the U.S. Coast Guard Auxiliary and the Maryland Department of Natural Resources and holds a U.S. Coast Guard captain's license. He has crewed, owned and leased powerboats, sailboats and paddlecraft at home and abroad. With over 50 years of experience on the water, he understands the importance of boating safety and education. Since 2019, Chuck and his wife, Deany Blades, have enjoyed living on Maryland's Eastern Shore. Their daughter, and Chuck's former crew member, resides in New York.

Letting your schedule decide your boating plans can get you into trouble. You might be more likely to encounter an angry sea, my friends.



SUBMISSION DEADLINE IS DEC. 31, 2024. SCAN QR CODE OR GO TO THEENSIGN.ORG/PHOTOCONTEST FOR HOW TO SUBMIT.

Exceptional squadron hospitality

As the current commander of San Carlos Bay Sail & Power Squadron/22, I've seen a lot of America's Boating Club | United States Power Squadrons over the years. My involvement with the organization dates to the early 1960s when my father joined South Shore Power Squadron/3. I have been a member since 1970 and was an apprentice member before that.

My wife and I take two cruises a year in Florida on our 34-foot Albin, *Family Trawler*. This June we traveled to Bradenton, the home of Manatee Sail & Power Squadron. The leadership and members of Manatee welcomed us to their home port and made sure to include us in their activities and their membership meeting. Never, in my years of association with America's Boating Club | United States Power Squadrons and our travels on our boats, have I felt so welcome outside of my own squadron.

America's Boating Club | United States Power Squadrons and District 22 should be proud to have Manatee Sail & Power Squadron as part of the organization and should, somehow, recognize that squadron for hospitality well done. *–Michael L. Kohl*

Never ... have I felt so welcome outside of my own squadron.

HOW TO SUBMIT READER LETTERS

Readers of The Ensign magazine can submit letters at ensign@hq.usps.org. Letters should be under 500 words and will be edited for length and clarity. Take a look at our back issues to get a feel for the type of content we publish in the Soundings department.



2024

Nov 13–17
BOD Meeting
Raleigh, N.C.

2025

Feb 3–9
Annual Meeting
Orlando, Fla.

May 17–23
National Safe Boating Week

SQUADRON HIGHLIGHT

Squadron gets creative—and has fun—with fundraising



Members paddling on the Cuyahoga River

Akron Sail & Power Squadron/7 has been teaching Paddle Smart workshops since 2012, when Bob Ball and Marty Beech took over the program. Since then, we've given over 50 seminars and taught over 400 students.

A grant from the Ohio Department of Natural Resources funded this program, covering the initial costs of the kayaks and trailer, as well as recurring costs of insurance, registration and other expenses that our seminar registration fees did not cover. In the last few years, the grant money has dried up, so to help cover expenses, we looked at ways to generate more income for kayaks. This led to the idea of holding several kayak outings—adventures that many members may not have had before and would be willing to pay for.

Last year, we tried something new: running the Cuyahoga River Run in our

kayaks. When you're "running" with the river, you launch the kayaks upriver and paddle downriver. This means that cars meet at the starting location and must get downriver to the "take-out" location, which requires extra planning.



Unloading the kayaks at the launch point

It was a success, so in July we held our second annual river run. Bob arrived at our launch point, Brust Park, around 5 p.m., towing a 23-foot kayak trailer loaded with kayaks, paddles and personal flotation devices. After unloading the kayaks and safety gear and fitting life jackets, we moved the trailer and cars to our take-out location, River Front Park. Then, everyone piled into two cars, drove back to Brust and launched the kayaks around 6 p.m.

Craig Feldman, who has a lot of experience on the river, became the lead paddler, helping us negotiate the shallow spots and make sure no one missed the take-out spot just before the rapids at the Sheraton Suites.


Paddling downriver to the take-out spot

When you're "running" with the river, you launch the kayaks upriver and paddle downriver.



Although the forecast warned of possible storms, it was a beautiful night, and except for a couple of groups floating in inner tubes, we had the whole river to ourselves. We were going with the current, so it was an easy paddle. You really notice this if you try to paddle upriver—it can tire you out!

The water level was low, so we had to be careful of shallow spots. I touched bottom on several rock ledges and spots where sand and gravel collected. Trying to read the river, I kept thinking of the saying, "Still waters run deep." The more ripples on the surface, the shallower the depth.

ABOVE: Navigating shallow spots can be tricky.

BELOW: A river run well done

Nearly everyone ran aground a few times, but we got off with a little luck and ingenuity. One shallow spot saw Craig get out of his kayak and walk several stuck kayaks to deeper water.

This is an undeveloped section of the river, so most of the time we could have been paddling in scenery viewed by Indigenous peoples or early settlers years ago. We saw a variety of waterfowl, and several kayakers saw a deer swim across the river. The schedule for the event worked well, leaving us with plenty of daylight when we loaded the trailer around 8 p.m.

Thanks to Bob Ball for bringing and ably maneuvering the kayak trailer into tight parking and turn-around spots. You can view more photos on Facebook. *–Brian Logan*



ABC | USPS NEWS

VSC Promotional Toolkit now available

■ The Safety Committee has created a Vessel Safety Check Promotional Toolkit for vessel examiners to help local squadrons promote their vessel safety check program. The toolkit includes an explainer, how-to guides, social media post materials, business card templates, customizable flyers and banners, press releases, talking points for membership, and more. This project is the result of great collaboration by Safety, Public Affairs, Marketing, Membership and headquarters staff. You can download the toolkit online.

–Jeff McKinney







#ICYMI

In case you missed it, here's what's been happening in the boating world on social media.

America's Boating Club of Milwaukee/10, with the Sea Scouts, had a successful flare shoot. National Executive Officer Mike Wiedel was in charge of the aerial flares. Around 40 people attended.

America's Boating Club Peace River/22 opened its new learning center in Port Charlotte, Florida, nearly two years after Hurricane Ian destroyed its former location in Punta Gorda. Members also participated in a cleanup at Bayshore Live Oak Park.

America's Boating Club-Golden Corner Lakes/26 members went for a boat ride on Lake Glenville in North Carolina.

Akron Sail & Power Squadron/7 held a weekend rendezvous with 20 people in attendance.

America's Boating Club of the San Juan Islands/16 kicked off the annual Pig Wars with Brentwood Bay Power Squadron.

Oklahoma City Sail & Power Squadron/21, working with Oklahoma City Riversport, helped with the Stars and Stripes River Festival.

The Cyber Squadron is now on Facebook. Developed by John Davison, this new page showcases updates from national, other squadrons, USCGAux and other boating-related sources.

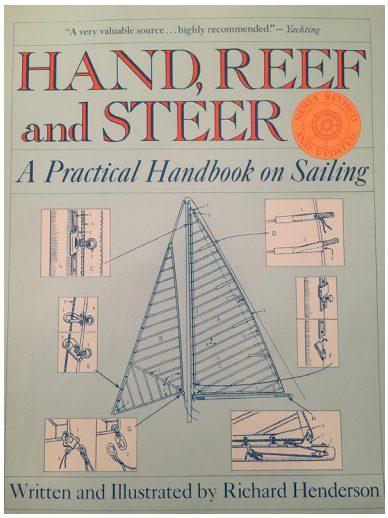
America's Boating Club of Cape Coral/22 held a fire extinguisher training class with the help of the Cape Coral, Florida, Fire Department.

America's Boating Club of Snohomish County/16 participated in Kids Fest 2024 by hosting games and handing out stickers.

Help our squadrons increase their reach. Like their pages and share their posts!

Want to see what other clubs and squadrons did for National Safe Boating Week this year? Turn to page 35!

Ship's Library



Hand, Reef and Steer: A Practical Handbook on Sailing
Richard Henderson
Henry Regnery Co., starting at $10.35

Back to the basics

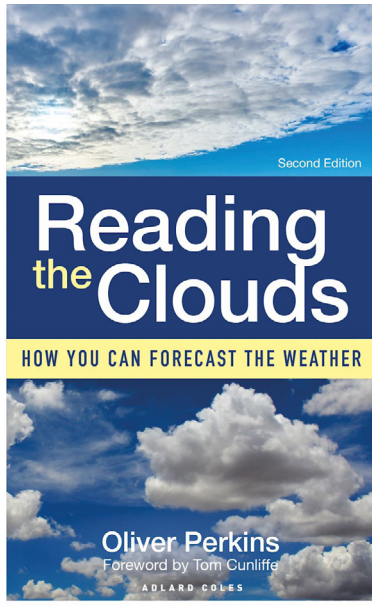
■ "Hand, Reef and Steer" is an excellent reference for those who sail or are interested in sailing. For those taking America's Boating Club | United States Power Squadrons' Boat Handling or Sail courses, this book clarifies nomenclature and the basic aspects of such courses. (Note that I am reviewing the 1965 edition of the book, authored by Richard Henderson, which has many illustrations and an intensive index. The updated second edition's author is Tom Cunliffe.)

The first section on terminology attaches the term to pictures rather than listing definitions. This excellent approach ensures the reader fully understands the term and the purpose of the object being named. The next three sections deal with the hull, rig options and sails. The author then covers the theory behind the use of sails, including on-the-wind and off-the-wind sailing techniques. The sections on securing the boat, marlinespike and heavy weather sailing cover only the basics, as does the section on emergencies. Still, all make for informative reading. *–C. Henry Depew*

Fail to plan, plan to fail

■ Military experts say, "Amateurs talk strategy, but professionals talk logistics." A parallel rule applies in boating: Amateurs talk of driving the boat, but professionals talk weather. The best voyage planning and expert piloting can collapse in bad weather. Failing to pay attention to it can be uncomfortable, inconvenient or dangerous.

Predicting weather is a valuable, complex skill. The clear photographs and succinct explanations in this thin book help you recognize and interpret what the clouds say about short- and medium-term weather. Brief, well-organized sections provide succinct explanations that make sense of what you see and link it to weather knowledge you've already gained. The 2023 edition has added material but is convenient to carry around. You'll reach for this book on the boat and onshore in all seasons.
–Richard McCandless



Reading the Clouds: How You Can Forecast the Weather
Oliver Perkins
Adlard Coles, $16



Anclote Key Lighthouse off Tarpon Springs, Florida

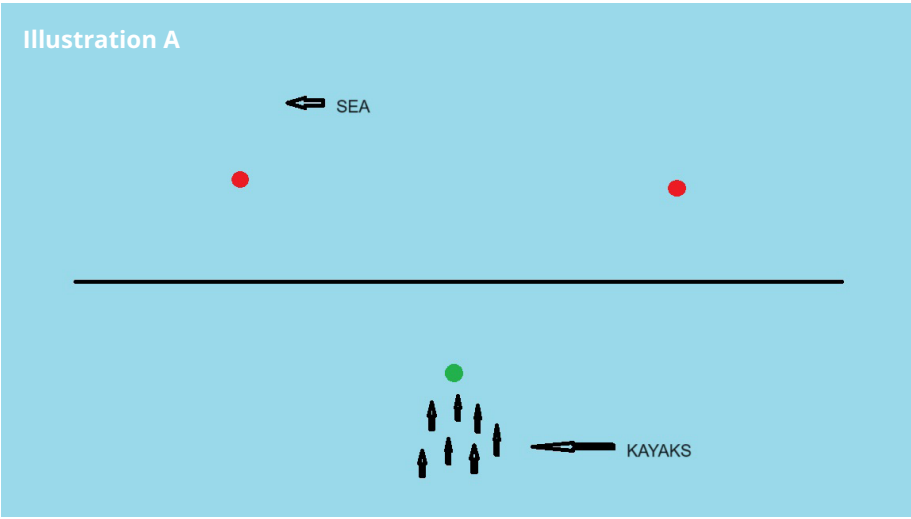
ALL PHOTOS AND ILLUSTRATIONS BY JIM GREENHALGH

Paddlers and the Aids to Navigation System

BY JIM GREENHALGH

A group of experienced sea kayakers were paddling northbound on a sound near the Intracoastal Waterway when they came to a crossing channel. The channel came in from the open sea through a pass that was west (left) of their position. They noticed a fast-moving powerboat inbound from sea, so the group stopped to wait at a green day beacon, which appeared to mark the side of the channel. All of a sudden, the powerboat unexpectedly swerved and cut around behind them, narrowly missing some of the paddlers. The paddlers were shocked that the powerboat had apparently driven out of the channel and nearly collided with their group.

The group had failed to properly assess the situation and apply the “red, right, returning” rule. The channel appeared to them as a straight-through



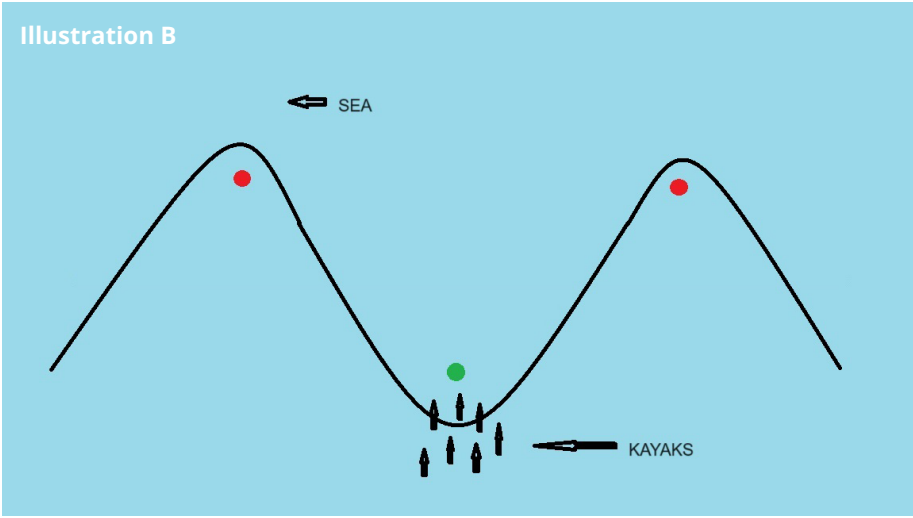


ILLUSTRATION A: **How the channel appeared to the kayakers**

ILLUSTRATION B: **The actual channel when the "red, right, returning" rule is applied**

channel (Illustration A), but it was actually a serpentine channel (Illustration B). The paddlers were on the wrong side of the green marker holding in the middle of the channel, not on the outside as they thought.

All paddlers should learn the U.S. Aids to Navigation System as they will be navigating with other vessels on the water. A USATONS booklet, which can be downloaded, is a great resource that explains this system. Most importantly, paddlers need to understand the various red and green channel markers and learn to apply the "red, right, returning" rule. By understanding how this system works, paddlers will know where larger powerboats will be transiting so they can avoid the type of situation described in this article.

A powerboat headed outbound on a major channel with buoys on each side of the channel



Understanding 'red, right, returning'

The United States uses the lateral International Association of Marine Aids to Navigation and Lighthouse Authorities buoyage system B, which indicates the sides of a channel or the safe water side to avoid hazards or shallows. Two main types of red and green navigation aids mark channels: buoys and beacons. Buoys float on the water, and beacons are permanently fixed to the ground. The red aids mark one side of a channel, and the green aids mark the opposite side.

The "red, right, returning" rule, used in system B countries, is simple: When returning from sea, proceeding upstream or traveling in a clockwise direction around a landmass, a boater keeps the red markers on the right side to remain in the channel. Thus, the green markers would be kept on the left side of the vessel in the channel. If heading seaward, the colors would be reversed with the green markers on the right side and the red on the left.

In the incident described earlier, most of the paddlers were experienced boaters and had probably heard of the "red, right, returning" rule, but no one took the time to apply it. If they had focused on the color of the marker and the direction of open water, they would have realized they were on the wrong side of the mark.



A lone red marker on a minor channel. This view faces the open sea; thus, the channel is on the right side of the marker.

Red versus green

Red marks are labeled with even numbers while the green have odd numbers, and the numbers increase as you proceed inland. For night navigation, some aids have lights that flash various patterns to identify the aid. If lit, red aids have a red light and green aids have a green light. Some lateral aids are both red and green to mark the junction of two channels. The color on top designates the preferred channel. Each aid to navigation is labeled on the nautical chart with information indicating the specific characteristics of that mark.

Typically, major channels have red and green markers on either side of the channel across from each other so it's easy to distinguish the channel (see photo on page 16). However, many lesser channels only have intermittent standalone markers, so all boaters must apply the "red, right, returning" rule (see photo above).

On the ICW, the channel markers include a yellow mark to indicate they are marking the ICW. The green markers contain a yellow square, and the red markers contain a yellow triangle. Traveling in a clockwise direction on the ICW around the mainland from New Jersey through Texas, boaters keep the red markers on their right side. In other words, the red markers will usually be on the mainland side (see photo on page 18).



Markers on the ICW as noted by the yellow square on the day beacon. Note the red marker in the background is on the mainland side of the channel.

ATONs on nautical charts

All paddlers should review a nautical chart of the area when planning a trip. ATONs displayed and labeled on nautical charts can help paddlers locate their position when out on the water. They also display the various channels that will be encountered on a voyage. Some areas have multiple channels, intersections and even parallel channels, so it's best to prepare beforehand to avoid confusion when navigating with other boat traffic.

Other ATONs

Many different nonlateral ATONs on the water provide information, regulations and warnings. These include safe water marks, danger marks, ranges and yellow special marks. Important to paddlers are the orange and white information and regulatory marks. These are white cylindrical buoys, or sign boards, containing orange stripes and one of four different orange symbols with black text indicating danger, restricted operations, exclusion or information. Paddlers should pay particular attention to danger marks, which warn of rocks or other hazards to navigation, and exclusion marks, which display an orange diamond-shaped symbol with a cross indicating that certain vessels are prohibited from the area. Text stating "no boats," "no vessels," "swim area" or such encompasses all boats including paddlecraft (see photo on page 19). Read "Paddlers and vessel exclusion zones" in the Summer 2023 issue of The Ensign.

To learn the U.S. Aids to Navigation System and the "Rules of the Road,"



A nonlateral ATON indicating a vessel exclusion zone

all paddlers should take a public boating safety course like America's Boating Course. In a boating course, paddlers will not only learn the rules and regulations that apply to them but will also gain an understanding of how other vessels must operate. Learning to apply the "red, right, returning" rule with channels and being able to anticipate the movement of other vessels can make paddling with other boat traffic safer. ❖

Jim Greenhalgh of St. Petersburg Sail & Power Squadron/22 is a senior navigator, vessel examiner, and instructor, having taught boating safety and navigation since 1991. He draws on his vast sail and powerboating experience as a lifelong boater and avid sea kayaker. Jim leads trips for the Kayak Adventure Group, a sea kayaking club based on Florida's west coast that he co-founded. He also wrote Navigation Rules for Paddlecraft, a must-read for all paddlers.



Family lessons

Hurricane delivers hands-on experience to boaters and their kids

BY MICHAEL L. KOHL

The aftermath of Hurricane Bob

One of the joys of cruising with family on our Pearson 39 sailboat, *Hydrotherapy*, was being there to watch the kids as they grew. One such instance took place on Aug. 21, 1991, a date burned in my memory by a storm named Bob.

Into the hurricane

After a bumpy sail from Woods Hole, Massachusetts, we arrived in Provincetown, on the tip of Cape Cod, on the morning of Aug. 20. While we were checking into the town marina, the dockmaster casually informed us that if the hurricane hit, we would be thrown out of the marina because

the concrete floats always broke up in a hurricane. We were shocked considering that we neither knew there was a hurricane on its way nor where we would go if we were evicted. With the typical Long Islander attitude that hurricanes were no big deal, we went about our business exploring the town that afternoon and evening.



With the hurricane rapidly approaching, Robin and I could not sleep. While the boys (Josh, 10, and Dan, 9) slept blissfully, we used our nervous energy to strip the boat in case the hurricane struck us.

***Hydrotherapy* in dry dock**

Aug. 21 dawned gray and windy. The dockmaster came by to tell us we had to vacate by 8 a.m. After a good deal of searching, the harbormaster found us a mooring abandoned by a fishing boat seeking a safer haven, but we had to hurry to catch the last run with the launch before they hauled it.

The four of us started for the boat when Dan let out a howl of pain. He had leaned against an unfinished wall and punctured his palm with a nail. With the dockmaster pushing us to leave and Danny screaming in pain, we decided that I would put the boat on the mooring with Josh helping me.

The 6- to 8-foot waves in the harbor were intimidating. I put Josh in a harness on the bowsprit and tied him down. Approaching the mooring, there were times when he was 12 feet in the air and times when he was in the water to his butt. It was scary, yet he stood his ground and concentrated on grabbing the pennant with the boat hook.

I approached the mooring with more than the usual caution. Half the time it was over my head and then I couldn't see it. Plus, I was nervous about my young son on the bow. I eased up to the mooring, and Josh reached out, snared the pennant on his first try, flopped the loop over the cleat, and ran like hell for the cockpit. After I put a few more lines on the mooring, we jumped into the launch and sped for shore.

When we were "safe" on shore and I relaxed a bit, I had a chance to marvel at Josh's performance. Grabbing a mooring pennant can be an adventure





LEFT: Damage to *Hydrotherapy*'s stern

RIGHT: Damage to *Hydrotherapy*'s bow

in the best of conditions, and these were the worst, yet my 10-year-old handled it with aplomb and skill that I did not know he possessed. While we all prefer ideal conditions, some of the adversity that we go through when cruising brings out the best in us and enables our children (and us) to grow before our eyes.

The aftermath

With the family stashed in a motel, I took off to see what happened to the boat after the eye of the storm passed. When I arrived at the harbor, there was not a floating boat to be seen. Masts stuck out of the water, and boats lay smashed under the concrete town pier. Dozens of boats were stacked like cordwood on the beach. I walked the length of the beach and could not find *Hydrotherapy*. I was somewhat upset.

Finally, another sailor told me that he saw what had happened. Several boats had broken from their moorings and were hanging on *Hydrotherapy* until it broke loose, too. The other boats were carried to the beach while my boat, with the wheel locked, took off across the harbor until it hit the concrete U.S. Coast Guard pier. After hitting the pier with the forestay, the boat turned right and beached itself, bow first, between the concrete pier and an abandoned wooden pier.

I found the boat there, bobbing up and down with the incoming tide, looking as if it had been through a war. The bowsprit was gone, all the stanchions were knocked flat, the stern rail and ladder were missing, and there were huge holes near the transom and one of the cabin windows.

I tied the boat to the pier so that it would not go aground again.

I hired a local marina to pull the boat off the beach, an easy job since it was floating and I had tied it to the pier. They pulled it off with a Boston Whaler and secured it to a mooring.

The next morning, I caught a ride to the boat with a launch. After surveying the damage, I figured that I could patch the holes and bring the boat home. I set up the dinghy and went looking for supplies. When I got to the motel, Robin wanted me to go back to the boat to make coffee since there was no electricity in town. Since we had electricity, water, cooking facilities and a telephone on the boat, we decided to move out of the motel and back onto the boat.

After moving onto the boat, we got the bad news. I started the engine to charge the batteries. When I tried to put it in gear, the vibration was serious. After cutting the engine, I dove to check it out and found a severely bent prop and shaft. The local marina could not haul the boat until Thursday or Friday. While we were waiting, I patched the holes and straightened out the deck as best I could. I unfurled the jib and discovered that it looked more like a colander! I set up the inner forestay so I could sail with the storm sail.

Since there was nothing open in town, we invited a family from the motel to join us on the boat for a barbecue, swim and water gun party.

The boat was hauled on Friday. At high tide the boat was lashed to the dock, and when the tide went out, the marina workers went to work. After pulling the prop and shaft and plugging the log hole, they sent me off to New Bedford for replacements. I got back in time for the next low tide, and repairs were made. The boat was refloated, and I motored out to the mooring.

The next day we took off for Plymouth and the start of our miserable journey home. ❖

I found the boat there, bobbing up and down with the incoming tide, looking as if it had been through a war.

Michael Kohl received his first boat (an Old Town dinghy) at 8 years old and joined South Shore Power Squadron/3 as an apprentice in 1969, becoming a full member in 1970. He and his wife moved to Fort Myers, Florida, in 2018 and transferred to San Carlos Bay Sail & Power Squadron, where he serves as commander. They travel up and down Florida's east and west coasts on their Albin 34.



Medical training aboard

Your crew should be prepared for any medical emergency

BY GINO BOTTINO, MD

What should you or our crew be trained for? It depends on how close and fast you can get help.

If you're near your homeport and only minutes from help, not much training is needed. If you're traveling in a group or with supervision, as in a regatta or rendezvous, you are much safer and often professionally covered.

If you're going offshore for more than eight hours, however, having more training could potentially save a life.

In this article is a chart of actions with the recommended level of training as well as the number of crew (whether you are inshore or offshore) who should be trained. Note: As this is a limited article, I will not be able to address the many variables that are inherent in discussing this issue.

		Number of trained crew members	
Action	**Training level**	**Inshore**	**Offshore**
Take a history of illness	2	2	3
Do a physical exam	3	1	2
Recognize severity of situation	2	2	3
Provide explanation and give advice	3	1	3
Ability to access the medical system	2	2	3
Provide basic first aid	2	2	3
Provide basic life support/CPR	2	2	3
Provide advanced first aid	3	-	2
Provide advanced life support	4	-	1
Provide trauma care	4	-	2
Perform wound closure	3	1	2
Provide IV fluids	4	-	1
Give oxygen treatment	3	1	2
Perform bladder catheterization	4	-	2
Provide splinting	3	1	3
Prescribe drugs	4	-	1
Provide bleeding control	4	-	2
Treat severe pain and distress	4	-	2
Provide psychiatric support	4	-	1
Communicate situation clearly to USCG	3	1	2
Communicate with telemedical personnel	3	1	3
Communicate bad news	3	1	2
Deal with aggressive behaviors	3	1	3
Communicate with media	2	1	3
Maintain confidentiality	1	Everyone	Everyone
Engage in health promotion	2	1	3
Conform to state and federal regulations	2	Everyone	Everyone

Chart Key

Level 1: Has basic training/ awareness of issues

Level 2: Has classroom training

Level 3: Has some practical experience and training

Level 4: Is a practitioner/ medical professional



There are many avenues to get training. America's Boating Club offers first-responder training, CPR training and onboard medical preparedness training.

This list was created with the assumption of fully crewed boats. You always need a backup; therefore, in a two-person crew, both need to be able to handle everything.

There are many avenues to get training. America's Boating Club | United States Power Squadrons offers first-responder training, CPR training and onboard medical preparedness training. We are available to do this at all national meetings. Unfortunately, lately too few have signed up for us to expend the resources to provide the classes. What I suggest is for any group of five or more to directly contact the Safety Committee and request a class, at the time of your choosing during the week of a national meeting.

At home, the American Red Cross and the American Heart Association provide great courses with nationally recognized certificates. For more extensive training, I recommend the American Red Cross for advanced training. Wilderness Medical Associates International offers great extensive training programs that are one to three weeks long but expensive. REI also provides courses that are locally available, and most hospitals have a voluntary emergency medical services program open to the public.

For boaters crossing oceans, you should have a medical telemedicine service. I believe the Thomas Jefferson University Hospital offers an EMS training program that is the best and one of the oldest in the country. ❖

Gino Bottino, MD, has wide experience in medical practice and emergency medical matters. A member of United States Power Squadrons First Aid Support Team (FAST) and the Safety Committee, Gino also has a background in competitive sail racing and is familiar with health-related problems afloat.

Participate in a medical survey

The issues of safety and medical needs on the water are concerns we all share. I am conducting a survey of medical events that have occurred on your boat or any boat you were on with the intention of producing a statistical list that will in turn make us more aware of what we can expect to happen on our boats. Hopefully, we will then be better prepared for any medical problems that arise, leading to a safer and happier experience on the water. You can take this questionnaire online. Your responses will be anonymous.



SUBMISSION DEADLINE IS DEC. 31, 2024. SCAN QR CODE OR GO TO THEENSIGN.ORG/PHOTOCONTEST FOR HOW TO SUBMIT.



One of many cottages on the Inland Route sporting fall colors

Cruising Michigan's Inland Waterway

The chain of lakes and rivers is a fall treat for boaters

BY DONALD JAHNCKE



The author's boat *Lucky Two* rounds a hairpin turn in the Crooked River on plane.

I always put my largest Whaler away at the end of August, but I keep my 17- and 15-foot Whalers out for the Boston Whaler Great Lakes Cruising Club's season closer: the Fall Color Tour. Each fall for the past 15 or 20 years, my wife and I have hosted a gathering of fellow Boston Whaler owners at the family cottage on Mullett Lake and Michigan's Inland Waterway.

Touted as one of the most beautiful small-boat trips in the country, Michigan's Inland Waterway is a 40-mile-long boating adventure across the top of the lower peninsula, beginning at Cheboygan on Lake Huron and ending at Crooked Lake, just a few miles from Petoskey and Lake Michigan. It winds through Mullett and Burt lakes along the Cheboygan, Indian and Crooked rivers, passing through two locks. While it's only 40 miles, it takes the better part of a day to go from one end to another due to long and picturesque no-wake zones on the Cheboygan and Indian rivers.

One weekend every August, the Inland Waterway is the racecourse for the Top O' Michigan boat races run by Top O' Michigan Outboard Racing Club. More than 100 boats run an 80-mile course that includes tight hairpin curves on the Crooked River and large open water on Mullett and Burt lakes. Held annually since 1949, these races attract over 5,000 spectators every year.

This is my home cruising grounds where I keep most of my boats. The Inland Waterway is popular with thousands of boaters who visit each year. The summer months are busiest, but fall is an especially good time because of the spectacular colors and reduced boat traffic. The journey provides a wide variety of boating from the open waters of Mullett and Burt



Sunrise on Mullett Lake

lakes to the peaceful no-wake zones on the Cheboygan and Indian rivers. Most popular with my boating friends is a run on the Crooked River. Two long sections of this river are not a no-wake zone and provide pretzel-like turns that we run on plane. It feels like you are in a chase scene in a James Bond movie.

The area provides a range of accommodations for visitors with boats. Multiple motels on the Cheboygan, Indian and Crooked rivers have docks, or you can camp on the eastern shore of Mullett Lake at Aloha State Park, which has a protected harbor and launch ramp. Restaurants with docks welcome boaters on the Cheboygan, Indian and Crooked rivers as well as on Mullett Lake.

The 38-mile waterway is a unique adventure sure to please any boating enthusiast. From wildlife and scenic beauty to water skiing, tubing and swimming, Michigan's Inland Waterway has it all. ❖

This article originally appeared in the America's Boating Club Birmingham newsletter, Bilge Chatter.

Don Jahncke is past commander of America's Boating Club Birmingham/9. He and his wife completed the Great Loop in 2017 but now boat in the Great Lakes as he has for the past 50-plus years. A big fan of Boston Whalers, he has always owned one or more for the past 45 years.

A BOC Renaissance

Exceptional leadership keeps on-the-water training program alive

BY RICHARD CROSS, ALLAN BOMBARD, CRAIG FRASER AND ADRIAAN VELDHUISEN



Bob Gibbs on *Passing Wind*

A BOC Renaissance





LEFT: Shawn Goit and Richard Cross

RIGHT: Shawn Goit

America's Boating Club | United States Power Squadrons started the on-the-water Boat Operator Certification program in 2006, with the first "passports" approved in 2007 by Rear Commander Chris Windeler. This novel program provided a unique opportunity for America's Boating Club | United States Power Squadrons to differentiate itself from similar organizations, notably BoatUS and state boater certification programs, which do not offer the personalized on-the-water training that the BOC program does. Now, we need to recognize this nautical gift and seize our teaching advantage by offering our BOC on-the-water safety and skills training classes to the boating community.

The BOC story

Initially, the BOC program aimed to incorporate hands-on training into a classroom training program, with the ultimate objective of enabling student graduates to obtain a boat operator certificate that would be as recognized as state boater cards and some noncommercial U.S. Coast Guard licenses. America's Boating Club | United States Power Squadrons on-the-water and certification programs now include both certification of boating skills and, uniquely, real on-the-water training and competence. Our on-the-water training program provides hands-on skill development for new boaters. It also provides a practical extension to America's Boating Club | United States Power Squadrons classroom instruction. Building on our on-the-water training program, our BOC program provides credentials that certify the boating skills and educational achievements of our members and, in some locations, nonmembers at a greater cost.

Administered through the Educational Department and managed by regional directors and assistant regional directors, the BOC program recognizes that members have different levels of recreational boating proficiency. A boat operator certification represents the fulfillment of an America's Boating Club | United States Power Squadrons training program: an operator who is knowledgeable, competent and safe.

District 28 participates in the southwest U.S. region under Regional Director Shawn Goit and Assistant Regional Director Bob Gibbs. The BOC program on the West Coast now uses the 21-foot Carolina Skiff owned by America's Boating Club | United States Power Squadrons and chartered for on-the-water training out of Oceanside, California, and San Diego. This trailerable skiff was initially purchased by national headquarters, funded by an on-the-water training grant from the U.S. Coast Guard. Shawn and Bob manage the classes and training, which are currently offered by America's Boating Club Oceanside and San Diego Sail & Power Squadron.

Bob Gibbs is assistant regional director of the BOC program for the Southwest.

Several of us recall our first experience with the former America's Boating Club | United States Power Squadrons training vessel when it was "on the road" and showed up in San Diego in 2013. We all took the first course in the series, Inland Navigator. Katherine Law taught a four-hour class, and Barry Bean conducted the boat training maneuvers such as docking and high-speed stops under the overall management of the late Van Diehl, using a boat that has since been sold.



Don't call it a comeback

Unfortunately, with Van's passing and the lack of a readily available training vessel, this was the last such on-the-water activity for several years for many of us. Resurgence came when Shawn began to actively promote the BOC program nationally. His focus first fell to Florida, where one of three training sites was. Over the last two years, Shawn has taken many members out on *Passing Wind* to train, credential and certify America's Boating Club | United States Power Squadrons members (some as new BOC certifiers—growing the pool of members who

A BOC Renaissance



BOC OFFSHORE NAVIGATORS BY REGION

	ONs	ON certifiers
Northeast	12	5
Southwest	7	6
Southeast	5	3
Mid-Atlantic	2	1
Northwest	2	1
Midwest	1	1
Mid-South	0	0
Caribbean	0	0

Coastal Navigator and Advanced Coastal Navigator training on *Passing Wind* with Liana Mihalca, Craig Fraser, Darryel Simmons and Shawn Goit

can officially provide on-the-water training).

Shawn trained many of us at the Coastal Navigator, Advanced Coastal Navigator and, along with Adriaan Veldhuisen, the Offshore Navigator level. Largely thanks to Shawn, District 28 now has seven of the 29 total Offshore Navigator-certified members, and four of the 17 Offshore Navigator certifiers. He oversaw the on-the-water portion of this training, taking us out overnight for the training on *Passing Wind*. Because prerequisites for the advanced BOC grades include successful completion of both Junior Navigator and Senior Navigator, we also are indebted to squadron educational officers Doug Bass of San Diego Squadron, Jan Follestad of Oceanside Squadron, and Jay Higgins of Las Vegas Squadron.

Under Shawn's leadership, the BOC on-the-water program is alive and well. Shawn and Bob arranged to bring the Carolina Skiff to Oceanside, where it can be used in multiple districts and regions to train members.

Lastly, as a reminder, there are eight BOC regions nationally. Of 286 BOC certificate holders nationally, 29 members have achieved the Offshore Navigator level. So far, there have been more certifications granted in 2024 than in all of 2023, and Shawn had much to do with that.

Together, each of us has finally completed Offshore Navigator, thanks to Shawn and the America's Boating Club | United States Power Squadrons BOC program. ❖

National Safe Boating Week 2024

Local clubs across the country celebrated National Safe Boating Week 2024 by doing what they do best—serving the boating community and sharing valuable boating safety education.



Georgia governor honors NSBW with Atlanta club

Georgia Gov. Brian Kemp signed a proclamation with America's Boating Club Atlanta to recognize National Safe Boating Week 2024. Pictured with Gov. Kemp and Georgia First Lady Marty Kemp (center) are representatives from the following organizations: Daniel Vaccaro, U.S. Coast Guard Auxiliary; Earl Alford Burns Jr., USCGAux; Nan Ellen Fuller, USCGAux; Deputy Commissioner Thomas Barnard, Georgia Department of Natural Resources; David Fuller, USCGAux; Rena Peck, executive director of Georgia River Network; Barak Zukerman, America's Boating Club Atlanta; Sgt. Tim Butler, Georgia Department of Natural Resources; Andrea White, community programs coordinator of Georgia River Network and American Canoe Association Southeastern chair; Jack Williams, USCGAux and Georgia state liaison officer; Col. Mike England, Georgia Department of Natural Resources; and David Wright, game warden of Georgia Department of Natural Resources. *–Cindy Ringwall*

Gov. Brian Kemp with representatives of the Atlanta club, USCGAux, and others

National Safe Boating Week 2024



Serving the boating community

For National Safe Boating Week, America's Boating Club Oceanside members handed out life jackets and offered free vessel safety checks to their community. *–Shawn Goit*

FRONT ROW: Dale Vodicka of USCGAux and America's Boating Club of Bellevue, and Barbara Erickson and Diane Heinrich of America's Boating Club of Bellevue



STEVE ERICKSON

Bellevue and city council honor NSBW

The mayor and city council of Bellevue, Washington, signed a proclamation declaring the week of May 18–24 as National Safe Boating and Paddling Week on May 21. This is an annual event held for National Safe Boating Week as a joint effort with America's Boating Club of Bellevue and our local U.S. Coast Guard Auxiliary. *–Barbara Erickson*



Wearing PFDs for safety

To honor National Safe Boating Week, Rodger Hess highlighted the dangers of cold water and the importance of wearing life jackets at the April general meeting of America's Boating Club of Great South Bay. Members gathered afterward for a group photo in their PFDs. *–Jeanne Braun*





TOP: Members in their PFDs

LEFT: Squadron Educational Officer Michael Boland and Safety Officer Rodger Hess

RIGHT: Commander James M. Milton and Advisor Luann Kazanecki





LEFT: Greenwich's First Selectman Fred Camillo presents the town proclamation to Commander Andy Cummings. Attendees are Selectwoman Janet Stone McGuigan, three officers of the marine police, U.S. Coast Guard Auxiliarist Jen O'Connell and America's Boating Club of Greenwich members.

RIGHT: Vessel Safety Chair Susan Ryan with the marine police sergeant, inspecting one of Greenwich's town boats

Greenwich performs VSCs for NSBW

Over the years, America's Boating Club of Greenwich has developed strong relationships with town and state officials as well as members of the boating community. Our officers hand out business cards at yacht club commissionings and other boating events and are encouraged to collect contact information to add to our email distribution lists.

As a result of this outreach, a strong educational program and many dynamic social events, we have become one of the largest clubs in the Northeast.

For National Safe Boating Week, our town's first selectman presented a proclamation, and then we performed vessel safety checks on the town boats at the marine police dock because the police chief likes to set a positive example for boaters. *–Susan Ryan*



Boating education is 'king'



Susquenango Sail & Power Squadron, along with a Burger King restaurant in the Greater Binghamton, New York, area, created a unique event to promote America's Boating Club | United States Power Squadrons and safe boating to our community during National Safe Boating Week.

Our squadron staffed a booth at the restaurant from 4 to 8 p.m. on Wednesday, May 22, to spread the word about our organization and the boating safety courses we teach. Prior to the event, Burger King promoted it with flyers and posters inside and at the drive-up. Burger King also made this a fundraiser for our squadron by providing us with 20% of the sales made between 4 and 8 p.m. Commander Mary Kucharek presented the Burger King managers with a certificate of appreciation that evening.

–Anna Smith



The Journal of the *Indigo*

Boater documents two-week sailing charter with friends

BY JIM AMENT

PART 1



This article originally appeared in the Boulder Valley Sail & Power Squadron newsletter, Boulder Beacon, and retains the original editors' note.

Jim Ament, the author of this journal, was a crew member on *Indigo*, a sailing charter boat based in Grenada, Windward Islands. Jim's journal captures the excitement and adventure of the charter and the importance of the friendships built during that cruise. As for any journal written at sea, the writing style captures the cruise unlike a narrative written after returning home. For this reason, the editors have kept the journal in Jim's original form and style. We hope that you will enjoy it as much as we do. *–Bill Buffum and Laura Landis, Boulder Beacon editors*





The boat

Indigo is a 2009 sloop-rigged 44-foot Jeanneau, with a furling genoa and lazy jacks for the main. It has two steering wheels; a 6-foot 7-inch bulb keel; a fixed three-bladed prop; a blade rudder; three staterooms, three heads, a large salon, galley and cockpit—comfortable for six people; Raymarine navigation equipment; but no microwave or air conditioning. The charter cost $6,500 for a two-week trip from Horizon Yacht Charters.

The crew

- Capt. Anne Hammond
- Harry Hammond
- Bill Buffum
- Les Ratekin
- Todd Berryman
- Jim Ament

The trip

Sunday, Jan. 22, 2017: The adventure began with five of us taking an all-night flight to Miami with a long layover. Todd flew directly to St. Lucia, where we would meet up with him and another boat, a catamaran named *Marine Venus*, captained by Rick Gulick of Boulder Valley Sail & Power Squadron. In Miami, Anne, Bill and I took trains into town to have lunch and see harbor boats. Anne, who had a cold, left the table to take a pill, but it got caught in her throat. A waiter near the bar performed the Heimlich maneuver on her. Bill ran to help while I guarded our money and passports. A rather eventful start to the trip!

LEFT: Capt. Heiden

RIGHT: Gaudy van



Entering Marigot Bay

Later, we flew to Grenada, arriving at 8:10 p.m. on Jan. 23. We stayed at the La Heliconia hotel near the airport and skipped dinner; Les and I shared a two-bed room. The cold shower felt good in the hot, humid climate.

Tuesday, Jan. 24: We slept in, had a good breakfast at the hotel, checked out at 10 a.m. and hung around the hotel for three hours. We then went to True Blue Bay, where our boat was docked. We dropped our luggage at the Horizon Yacht Charters office, and then Les, Anne and I took a gaudy van taxi to a grocery store to get supplies for the boat. This was a long process, but we returned with two grocery carts of food plus 15 gallons of water. We enjoyed lunch at the Dodgy Dock restaurant at the marina and then got on the boat at 4:30 p.m. and got all our stuff organized.

We slept on the boat that night, getting adjusted to the heat and humidity. Harry and Anne had the larger forward stateroom, Bill had the starboard room to himself and I slept in the stateroom where Les and I kept our stuff, although Les slept in the salon.

Wednesday, Jan. 25 (Day 1 of sailing): We showered at the marina and had breakfast at the Dodgy Dock. We then met our hired captain for the first leg of the trip. Heiden, a Grenada native, gave us a thorough briefing of the boat so we could all learn how the various systems worked. He was full of information and advice and had an interesting background as a charter captain for three years. We thought it funny that we were all in short-sleeved shirts in warm weather (mid-70s), and Heiden had on three layers of shirts and a watch cap. He said he was cold!

We left for St. Lucia, 126 miles away, at 1:30 p.m. The plan was to get there quickly. Heiden was essentially delivering the boat, so he ran the engine the whole time to keep the batteries charged so the autopilot could be used. We all had assigned night watches, as this would be a long trip.

Thursday, Jan. 26 (Day 2 of sailing): Our route wove through and came close to the many islands of Grenada, St. Vincent and the Grenadines, all

the way to St. Lucia. We passed through three separate nations. Heiden knew the territory, so with the autopilot on, it was a pretty straight run through crazy currents and strong winds. We averaged a speed of about 6 to 8 knots, which was a lot of fun. But it was tough getting any sleep with the sometimes rough seas banging the hull. Les got seasick for the first time in his life.

At 5:20 a.m., the engine quit, and nobody knew why. Heiden checked the engine but couldn't determine what was wrong. We accepted our fate, and sailed with our reefed main and full genoa, having to man the helm. About an hour later, Heiden tried the engine, and it surprised us by starting. Puzzling, to say the least.

At 5:20 a.m., the engine quit, and nobody knew why.

We arrived at Marigot Bay, St. Lucia, after 23.5 hours of straight sailing. We refilled our diesel fuel tanks, then hooked to a mooring ball in the harbor. Since we were entering a new country, Anne, as captain, had to deal with customs paperwork and pay the fees. We took the dinghy into the docking area to get that done, looked around and had lunch. I had an excellent mahi-mahi sandwich with a salad. Anne, Bill and I then took a hike up a steep hill with a great view of the harbor and took some pictures.

Back down at the dock area, we noticed a massive, beautiful ketch, *Drumbeat*, and talked to one of the crew, who said there were 10 crew members and space for 10 guests. They were doing minor repairs. He looked to be in his 20s, and we remarked what a great life for a young man or woman to enjoy for a while. A week's charter is about $175,000. Must be nice!

I also met a retired New Zealander at the dock who was a world traveler on his Westsail 32, a famous brand of blue-water boat with history of weathering storms, like in "The Perfect Storm." The owner was a wiry older guy who loved to talk. He was enjoying some time at Marigot Bay with no definitive plan of where to sail next.

Later, we had a snack dinner on our boat, with lots of conversation, and everybody went to bed early. Heiden flew home.

Friday, Jan. 27 (Day 3 on the boat, no sailing): I slept well, as I suspect most of the others did, after our marathon sail to get here. It became cool during the night, so I had to cover myself with a sheet to stay warm. I got up at 6:30 a.m., and eventually we all had coffee. Les made pancakes and eggs for breakfast. After cleaning up the breakfast dishes, some of us took the





LEFT: Marigot Bay Resort

RIGHT: Part of the motley crew

dinghy into the marina to use the bathrooms and purchase ice and trash bags. I also used the phone in one of the few places I could get Wi-Fi.

Back on the boat, we discussed plans and duties. Then we went back to the marina/resort area, where I took a dip in the resort pool. We relaxed by the pool and sent emails, and then Les and I had lunch at the pool bar—a fish sandwich, salad and spicy iced tea, all very good. We met up with Todd and others from Rick's catamaran, and eventually went back to *Indigo* for dinner—spaghetti with meat sauce, a wonderful salad and water to drink. One gets thirsty in this climate, so I kept hydrating. We talked sailing and boat design with the crew and went to bed at 11 p.m. Todd moved in with Bill, while I stayed in my stateroom, and Les stayed in the salon.

Saturday, Jan. 28 (Day 4 on the boat, day 3 of sailing): Marigot Bay is a completely sheltered mangrove-lined bay, famous as a hurricane harbor. British naval commander Lord Nelson hid from the French in this bay long ago. Our plan was to get cleared through customs and then take a short sail to Soufriere, St. Lucia, and the Pitons.

I went into the marina to shower while Anne tried to get our passports stamped since we would leave St. Lucia within 24 hours and then check into St. Vincent and the Grenadines, a separate country of 32 islands south of us. The bureaucrats in customs wouldn't stamp our passports, saying we had to leave the country right away if they stamped them. This was not what we had been told about the protocol, and entering a new country without having our passports stamped could result in heavy fines.

Secondly, it was too far to get to St. Vincent before dark, and the charter company's rule was to always get anchored before dark.

So, rebels that we were, we went back to the boat, had cereal and coffee for breakfast, and left for Soufriere anyway, not sure what we were going to do. Almost immediately we had engine trouble; it would die when we tried to idle. We managed to get it going, but we knew something wasn't right.

The trip to Soufriere was varied with bursts of wind that allowed for 8-knot sailing and calmer moments that dropped us to 5 or 6 knots. When at the helm, one could detect the boat's strong tendency to weather helm. We arrived about 1:30 p.m., and because we couldn't control the boat at low speeds, we had a bit of a circus trying to connect to a mooring ball. Complicating it were young boys in their homemade wooden boats trying to help us but getting in the way. They do this for money, but you still have to pay an official fee for the mooring.

Anne, Bill and I picked up Rick, the captain of the catamaran, and went to shore to try to get our passports stamped so we could leave St. Lucia. The bureaucrat there was bored, surly and officious, and complained that another office had given us the wrong forms. Rick, who went before Anne, killed her with kindness, and she stamped his crew's passports. When it was Anne's turn, we did the same thing while she checked the form she had against the passports and slowly stamped them all. As we left, we said, "Have a nice rest of your weekend." Her well-implanted frown never changed as she said, "I work tomorrow." Nonetheless, we were relieved to get through the official paperwork.

We walked around town, full of broken-down houses interspersed with an occasional nicely painted one. There was lots of trash, even in a stream that ran through town into the bay. We went back to the boat for some relaxation and puttering. Les worked with his kite, which he frustratingly couldn't get up. Anne and Todd got in the water. Bill fiddled with things on the boat. Harry read, and I wrote a journal entry.

Later, I showered on the boat and fixed myself a peanut butter, banana and honey sandwich for dinner. Anne, Todd and Bill went into town to visit the monthly party, where they had a fish dinner. We could hear the loud music just fine where we were. Harry, Les and I talked while sitting in the cockpit, watching the world get dark. We had only our anchor lights on, so our night vision was pretty good on a warm, pleasant tropical evening. The three partyers returned, and all eventually crashed in our respective places for the night.

Almost immediately we had engine trouble; it would die when we tried to idle. We managed to get it going, but we knew something wasn't right.





LEFT: Capt. Anne Hammond

RIGHT: Jim Ament

Sunday, Jan. 29 (Day 5 on the boat, day 4 of sailing): We were planning to sail to the island of Bequia, Admiralty Bay in Port Elizabeth, but the engine wouldn't start, which changed our plans. Mike, from the catamaran, is a mechanic for United Airlines, so he came over to our boat to check out the engine. He couldn't determine the problem, but we all thought it might be clogged filters, bad diesel fuel or both. After running the engine to charge the batteries and cool the fridge for the requisite two hours, we tidied up and readied the boat for the day, hoisting sail while on the mooring. We waited for a puff to give us power and then, dropping the mooring lines, we sailed off our mooring and out to sea.

The day was filled with exciting and enjoyable beam and broad reach sailing. In some cases, we were experiencing 12- to 15-foot rolling seas, 20-knot winds with bursts estimated to be up to 30 knots, white caps, white streaks in the water, and getting wet from ocean spray. The crew did well all around in managing the sails with Bill's guidance, and all took turns at the helm, which was a blast.

About 14 miles out of St. Vincent, we had a short period of lesser wind and tried to start the engine. We could turn it over, but it wouldn't stay running. Our collective attitude was "enough is enough."

Anne called Horizon Yacht Charters and talked to their tech person, who walked us through the procedure to change two filters. Still no engine. Instead of going to Bequia, we sailed to Blue Lagoon on the southern tip of St. Vincent where Horizon-contracted tech people were located. The

easterly winds and currents were so strong that we couldn't get through the narrow channel into the harbor. Also, there were shallow waters to avoid, and it would be dark soon.

Anne talked to the local tech people again, and shortly two guys came out, crashing through the waves in a dinghy. Brian and Kimron, locals from St. Vincent, spritely boarded our boat, with Brian taking over the helm and Kimron tearing into the engine to check things. The seas were so rough that he couldn't work; he also got sick off the stern and had to compose himself. A little later, Kimron went below again, while I held a flashlight for him. He unscrewed a part in the fuel tank under our bed, pulled out a small screen filter that I didn't know existed and used a rag to wipe off lots of gunk. I asked him about the gunk inside the screen filter, and he said they'd take care of it the next morning; now, they needed to get the engine started so they could get into the harbor. What would we have done had we not been able to get in? I assumed it would have been a long night out in the currents, probably hove to, or we'd have to be towed in.

Kimron put everything back together, and the engine started. Brian carefully took us into the dock, scraping shallow ground on the way, and we were finally parked safely on their dock, right across from a nice restaurant. It was about 9 p.m., and everyone was tired and hungry. Because this was a new country (St. Vincent and the Grenadines), we had to check into customs in the morning, so we were "officially" quarantined on the boat until we could do that.

However, because this was a special force majeure situation, we could get off the boat if we stayed in the immediate area. We locked up the boat, and all six of us went to the Loft Restaurant in sight of the boat. I had a wonderful fish dinner and then took a cold water shower at the marina. Everyone crashed about 11:30 p.m., tired from the day.

Monday, Jan. 30 (Day 6 on the boat, no sailing): Some of us had a full breakfast at the Loft, and we all waited for the customs and tech people to show up. They were expected early, but we'd learned to lack confidence in such things. We'd learned the term "liming," which means "a sublime self-indulgence characterized by a carefree detachment with neither sense of time nor duty." They get to work when they feel like it, and I suppose we Americans need to learn to go with the flow.

They eventually showed up, but something was wrong. Brian and Kimron

We'd learned the term "liming," which means "a sublime self-indulgence characterized by a carefree detachment with neither sense of time nor duty."

English is the official language, and one interesting fact is that it is illegal to import, sell, or wear camouflage clothing.

avoided us. Strange. Anne called Horizon Yacht Charters headquarters, who said we were good to go. The engine was fixed. We thought, *not good enough*, and not what we were promised regarding completely cleaning the screen filter and checking the fuel tank for gunk. So, there must have been a little battle between headquarters and the local guys, and Brian and Kimron were probably embarrassed.

After some further negotiations, the screen filter was removed and cleaned, and the tank was checked. Also, Anne was able to get the official paperwork handled. By 2 p.m., all was settled, but it was too late to sail anywhere. Horizon Yacht Charters then moved our boat to another dock so we could have shore power. Les, Todd and I went swimming at a small beach nearby and then took a shower, and later we had another great fish dinner at the Loft and went to bed.

Tuesday, Jan. 31 (Day 7 on the boat, day 5 sailing): The island of St. Vincent is located south of St. Lucia and 24 miles north of Grenada. There is little to the east except Barbados, 100 miles away. The trade winds from the Atlantic blow east to west without much to alter them. The island is 18 miles long and 11 miles wide and has 100,000 people. Heiden advised us not to stop at Kingstown, the largest city; some tourists had been killed there in recent years. English is the official language, and one interesting fact is that it is illegal to import, sell, or wear camouflage clothing.

I had Cheerios with banana and a coffee for breakfast while we waited for a Horizon Yacht Charters representative to take the boat out of the dock and through the shallows, a requirement of the charter company. We had another beautiful sail, bypassing Bequia, arriving at Britannia Bay about two-and-a-half hours later on the island of Mustique, where we got attached to a mooring ball. Les and I made meat sandwiches for everyone—turkey, ham or pastrami and then after lunch some of us went snorkeling. I saw some small fish, and I inspected the underside of our boat. A few of us then went onto shore and took an interesting taxi tour of the island with Boom Boom, our driver.

There's a small village and school for the locals, but the island is privately owned by celebrities and wealthy families. There's a small airport with one paved shallow-bowl shaped runway for their private jets. The homes may be rented for thousands per week when not being used by their owners. Boom Boom said they were almost always rented, but they were not moneymakers for their owners due to taxes, the cost of full-time staff

from the village, the cost of electricity from a diesel-powered plant, and expensive desalinated water.

We went to the Basil Bar, the only place with Wi-Fi, and I had my first alcoholic beverage of the trip, a short bottle of Heineken. Then we went shopping for fresh fish, but they only had barracuda, so we didn't buy any.

When we got back to *Indigo*, I took a short nap on the deck—some alone time, my introvert party. Later, Les and Todd decided to go onto shore and buy lobsters for dinner. Nobody was sure how to cook them, and we already knew they were too big for our pot to steam whole, but Les and Todd forged ahead and came back with four spiny lobsters, which don't have large pincers. Also, the good meat is all in the tails. They cut the tails off so they fit in the pot, and steamed them on a rack for about 10 minutes. We melted some butter for the lobster and had a wonderful dinner with a salad and rice, a real treat. ❖

"The Journal of the* Indigo*, Part II" concludes in the Winter 2025 issue of The Ensign magazine.



Marigot Bay

Jim Ament was born in 1942 and raised in a small Ohio town. He attended a small Ohio college and joined the Ohio National Guard, then got a job with a world-wide aluminum company. He married his wonderful wife in 1970, which is still going strong. They moved a lot due to promotions and traveled the world on business and pleasure. In 2005, Jim retired in 2005 to a beautiful location in the Colorado Rockies at 8,000 feet.



Santa Barbara couple takes to the water for multiple summer cruises

BY VIRGINIA AND DENNIS JOHNS

Anchored at Santa Cruz Island

July 2022 was a busy month for us and *Libertad,* our 46-foot Amel Maramu sailboat. It started with a trip to pick up *Libertad* from Baja Naval boatyard in Ensenada, Mexico. We had delivered it at the end of May for some TLC—primarily varnish and paint. Experience led us to believe that the work would take a few weeks, but the impact of the coronavirus pandemic was everywhere. The project manager told us that he only had one varnisher and one painter—the same person! Thus, the painting couldn't start until the varnishing was done.

From Baja to Santa Barbara

We headed south on Amtrak on Sunday, July 3—a holiday weekend. We arrived at the Baja Naval boatyard midday. We admired the yard's work and started prepping *Libertad* for the return trip by replacing all the equipment we had removed for painting the cockpit. We ate dinner at a restaurant and ordered two roasted chicken dinners to go for meals during the passage north. A quick stop at the market for a few items to supplement the chicken made for easy provisioning.

We were awakened at 6 a.m. on Monday, July 4, by movement in the cockpit. The varnisher/painter was in the cockpit sanding and polishing out paint drips! That's how tight our timing was.

While we were checking out of Mexico (the boatyard assigns a person to help with the customs and immigration process, but it's still painfully slow), the boatyard staff splashed us back into the water, and we were headed for San Diego by 10 a.m. As expected, we motored against the wind, but the seas weren't too wild.

Virginia, who had installed the U.S. Customs and Border Protection app on her phone, was able to clear us into the U.S. while at sea. We had reserved a slip at the Shelter Island Harbor Police Dock just in case, so we decided to enter San Diego Bay for a few hours' sleep. The sun had set as we entered U.S. waters with the skyscrapers of San Diego in sight. It was dark as we entered San Diego Harbor, but we knew the way, having been to the police dock several times. The San Diego fireworks started as we approached our slip, giving us a fantastic view of the show.

Knowing we had a 12-plus-hour trip to Two Harbors, we were up and headed to Santa Catalina Island by 4 a.m. on July 5. The holiday traffic had cleared, and we hooked up to a mooring ball as the sun slipped below the mountain peak. It was a quiet night on the boat.

Another early start the following morning got us back to Santa Barbara before dark. It was an eventless trip with lots of motoring.

Sailing for charity

The following week we enjoyed a few day sails with friends and family. The first sail was a prize in an online Rotary Club auction. For a donation to the Rotary foundation, the winners were treated to a three-hour sail aboard *Libertad* and an onboard dinner at the dock. The wind and sea state were perfect for these novice sailors. While they dined in the salon, we provided a PowerPoint presentation of our trip around the world. They

A quick stop at the market for a few items to supplement the chicken made for easy provisioning.





LEFT: Day sail

RIGHT: Kayaking around the anchorage

exclaimed that the meal and entertainment were worth every penny of their donation.

The following Wednesday, we scheduled a day sail for relatives and their spouses. We borrowed PFDs to have sufficient safety gear for our group of 10. We were worried that seating would be a concern if the weather turned inclement, but we had sunshine, dolphins, calm seas and great wind—such fun, and no one got seasick!

Friends, fun and cruising

We ended the month with a cruise to Pacific Corinthian Yacht Club in Channel Islands Harbor. Lisa and Scott Burns joined us on *Libertad*. As we cruised the anchorage, we observed that four of the six anchored boats were swinging on one anchor instead of two, so we followed suit. For dinner, we enjoyed barbecued pork chops with baked potatoes and mixed veggies contributed by Lisa. After two hours of Mexican Train Dominoes, we all cried uncle and headed for our bunks.

Heavy, overcast skies greeted us in the morning, but the Burnses upheld their cruising tradition of ocean activity and kayaked around the anchorage to visit the sea caves while we enjoyed the standard anchoring entertainment provided by arriving boats. Indeed, we swung a full 360 that night but suffered no mishaps.

Later the next morning, we motor sailed to Channel Islands Harbor, enjoying visiting dolphins and a yacht race just outside the breakwater. We entered the harbor with the appropriate pennants flying: the Santa Barbara

Sail & Power Squadron burgee, the commander burgee and the bridge officer burgee. The dockside appetizer party was well attended, including by the district commander and members from Ventura and Las Vegas squadrons. One of Virginia's college roommates joined us for the PCYC dinner and spent the night aboard *Libertad.* We headed back to Santa Barbara Sunday morning on a route around oil platform Grace to allow us to set up for an afternoon sail. Unfortunately, the wind did not fill in until we were only about a mile outside the harbor, which meant more hours on the engine. We arrived at the slip shortly after 3 p.m.

These trips always end with a list of maintenance issues, leaving us with plenty to do on the boat before the next trip. ❖

This article originally appeared in the Santa Barbara Sail & Power Squadron newsletter, Signal Hoist.



***Libertad* in the Baja Naval boatyard with the distinctive Ensenada flagpole in the background**

Dennis Johns was a sailor from a young age, crewing for his dad in Lido 14 races around southern California. Around 1997, he rediscovered his love of sailing and contemplated sailing around the world. He convinced Virginia to join him by purchasing Libertad *in 2000, and together they spent the next 10 years taking squadron classes, practicing in local and international waters (three Baja Ha-Ha cruising rallies), and getting comfortable with the plan. Dennis and Virginia left Santa Barbara in January 2011 and circled the globe in a westward direction for the next six-and-a-half years, touching five continents and visiting 65 countries before sailing home in January 2018. Their ongoing involvement with Santa Barbara Sail & Power Squadron includes multiple years on the bridge and seven years as commanders.*



Law Officer Past District Commander Horacio Cabrera receives a special recognition.



St. Thomas Commander Maurise Donovan and part of his bridge are joined by Past District Commander Damaris Ortiz and Past Commander Felix Morales from San Juan Squadron.

D/33 swears in new commander

The District 33 Spring Conference was held April 20 in Arecibo, Puerto Rico. Past Chief Commander Mary Paige Abbott helped swear in Luis Soto Lugo as the new district commander. As part of the program, we had two special guests: Nicolas Alvarado, NOAA Navigator Manager for Florida, Puerto Rico and U.S. Virgin Islands, who gave an interesting presentation; and Matthew Davies from the U.S. Army Corps of Engineers, who is the federal lead on post-storm response efforts.

We had representation from all seven squadrons of District 33: Arecibo, Boqueron, Carolina, Humacao, Ponce, San Juan and St. Thomas. Congratulations to the new bridge. *–Damaris Ortiz Vega*



Representatives of all seven squadrons in District 33 at the Spring Conference

Cape Fear facilitates bucket-list wish



Cape Fear Sail & Power Squadron received a call from a local hospice organization, Lower Cape Fear LifeCare, about a humble bucket-list request: an offshore cruise for a remarkable sailing captain who longed for one more sail on the ocean blue.

We asked Jim Sheegog, a local U.S. Coast Guard-licensed captain, if he could arrange a day sailing adventure on the Atlantic. Jim, the owner of Shamrock Sailing Adventures, welcomed the idea and offered his classic 1977 Sparkman & Stephens 42-foot Allied yawl.

On the afternoon of Feb. 25, *Shamrock* headed to sea with three guests—a retired woman yearning to revisit her sea captain years, her loving husband and her Lower Cape Fear LifeCare hospice nurse. With light but steady winds and mild temperatures, the sailing vessel made its way into the Atlantic on an incoming tide. Several miles offshore, a dozen playful dolphins swam with the sailboat, breaching several times as if to say "hello."

In partnership with Shamrock Sailing Adventures, Cape Fear Sail & Power Squadron recently brought pure joy to one special woman.

Jim loves the accidental conversations that emerge when the jib and mainsail take over and the auxiliary engine shuts down. His special guest revealed she was a former transatlantic sea captain. She was also a member of Jim's graduating class of 1973 at Jacksonville Senior High School. Her life story was amazing—being the first woman to graduate from Cape Fear Community College's boatbuilding program and going on to work at Westsail Yachts, formerly of Wilmington, North Carolina.

After a long chapter of boatbuilding, she was contacted by legendary news journalist Walter Cronkite. In the 1970s, she served as his captain on numerous southbound voyages to the Bahamas and Florida Keys aboard *Wynjte*, a 1976 42-foot Westsail yawl based in Edgartown, Massachusetts. The boat's design, character and rigging were nearly identical to *Shamrock*.

As the cruise arrived back at Masonboro Yacht Club, our special guest commented, "It was perfect. I couldn't have asked for anything better."

The squadron is happy we could assist with such an important request. Being part of the community when and where someone needs us is a hallmark of our squadron. We take pride in serving the Cape Fear region in any way we can. –*Meg Morrison, Jim Sheegog and Otis J. White*



Ships gifted to bridge members

The importance of tradition

Recently, I attended District 13's Change of Watch in Las Vegas. Our host was outgoing District 13 Commander David D. Smith. The entire event was the picture of tradition.

Chapter 11 of our Operations Manual (specifically Sections 11.57-11.60) succinctly outlines proper COW conduct for national, districts and squadrons. All too frequently for new commanders, in an attempt to follow the rules, traditions can easily become a second thought. What is not detailed in the Ops Manual are some of the traditions that really make these gatherings special for those in attendance. This short review will, hopefully, provide some guidance to those squadrons and districts that would like to incorporate the important COW traditions in our awesome organization that have evolved over the years:

- **Thank the bridge.** Along with closing remarks, the outgoing commander thanks his or her bridge for their service, offering a token of appreciation to each. At the District 13 COW, outgoing Commander Dave Smith presented each of his bridge members a ship (not navigable but well dressed, nonetheless).
- **Present the incoming commander his or her flag.** This occurs after the results of the nominating committee are presented, nominations are taken from the floor, the old bridge is dismissed and the new bridge is voted in. At this point, there is a new commander! District

13 has a wonderful tradition of asking that the ranking officer in attendance (here, the chief commander's representative, Vice Commander David Allen) first pass the commander's flag to the most senior past district commander, who then passes it to the next senior, and so on and so forth to the immediate past district commander. Dave Smith then presented incoming District Commander Ken Voight his new commander's flag, along with the traditional lapel district commander pin and uniform epaulets.



- **Present the outgoing commander his or her flag.** The new commander takes over, and the first comment during his or her first presentation to the group are words of thanks, enumerating the services the retiring commander performed during his or her tenure. This tribute includes the formal presentation of a past district commander burgee, pin and epaulets. The outgoing commander often receives a plaque detailing the dates of service and typically a gift from his or her bridge.

ABOVE: Ken Voight, Ken Griffings and Dave Smith during the presentation of past commander burgee and plaque

BELOW: Dave Smith receives a "supportive" gift from his bridge.

Frequently, presentations also include a humorous reminder of any faux pas that the outgoing commander had hoped would have gone unnoticed during his or her tour of duty. It's all in good fun!

Traditions play a significant role in member-focused organizations, particularly those clubs and other groups that rely completely or in part on volunteers. Recognizing those who have agreed to take on a larger role and those who have done so already is important for our culture and our future.



Those of us who attended renewed old friendships, made new ones and certainly had a great time. We all look forward to getting together again. As an associate member of Las Vegas Sail & Power Squadron, I could not be prouder of the way the District 13 COW was conducted. *–Allan T. Bombard*

Last Horizon

MERIT MARK AWARDS

Senior Member,
5 merit marks

Life Member,
25 merit marks

Emeritus Member,
50 merit marks

HOW TO SUBMIT

Family, squadron commanders or other authorized representatives may submit reports of USPS members who have crossed the bar.

SUBMIT
LAST HORIZON

SUBMIT
OBITUARY

⚓ Indicates online obituary

P/C Christine Lily Backus, JN
Bellingham (WA) Squadron/16
Senior Member, 17 mm

P/C Mark Balcom, SN
Beaverton (OR) Squadron/32
Emeritus Member, 50 mm

P/C Barbara Beers, AP ⚓
Catawba (NC) Squadron/27
Senior Member, 12 mm

P/C Thomas J. Biglin, SN
Bayside (NY) Squadron/3
Life Member, 39 mm

P/C Hugh Blair-Smith, SN
Cape Cod (MA) Squadron/34
Life Member, 28 mm

Virginia Bonner, S
Madison (WI) Squadron/10

P/D/C Ronald Collman, JN
Beaverton (OR) Squadron/32
Life Member, 47 mm

Steve Commare
Tybee Light (GA) Squadron/26

P/C Elvin Cordle, AP
Richmond (VA) Squadron/5
Life Member, 30 mm

Joel D. David
Rockville (MD) Squadron/5
4 mm

John Harrison, AP
Duluth (MN) Squadron/10
Life Member, 45 mm

P/C George Hess, SN
Cocoa Beach (FL) Squadron/23
Life Member, 25 mm

Gary Clyde Lewis, AP ⚓
Winston-Salem (NC) Squadron/27
Senior Member, 15 mm

P/D/C Richard N. Nitschke, SN
Virginia Beach (VA) Squadron/5
Life Member, 32 mm

P/C Daniel J. O'Brien, SN
Smithtown Bay (NY) Squadron/3
Life Member, 46 mm

George F. O'Neil, AP
New Haven (CT) Squadron/1
Life Member, 26 mm

Cdr David W. Robertson, JN
Louisville (KY) Squadron/24
Life Member, 28 mm

Lt Manny Sangervasio, AP
Storm King (WI) Squadron/2
Life Member, 35 mm

P/C Janette Schwartz, AP
Beaverton (OR) Squadron/32
Senior Member, 11 mm

P/C Henry F. Senz, N
Rockville (MD) Squadron/5
Life Member, 30 mm

William F. Steinen Jr.
Lackawanna (NJ) Squadron/4

P/C Susan Tipler, AP
St. Paul (MN) Squadron/10
Senior Member, 15 mm

P/C Jon Van Winkle, SN
Rockville (MD) Squadron/5
Life Member, 36 mm

William H. Wright, SN
Northern Virginia (VA) Squadron/5
Senior Member, 21 mm

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Touriñán Lighthouse



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A version of this article was originally published in the Skokie Valley Sail & Power Squadron/20 Running Lights newsletter.

Touriñán Lighthouse is located in Muxía of A Coruña, Galicia, Spain. This prominent part of the coast is a little less than a mile long. It's a perfect spot for a lighthouse to guide vessels during their voyage, as these waters are treacherous.

By the end of the 19th century, there were several wrecks in this area, so a lighthouse was built in 1898. It was placed 164 feet above sea level. At 26 feet tall, its light reached 10 miles out to sea with a fixed white light produced by a paraffin lamp. The lighthouse keeper's house was next door to the lighthouse.

In 1918, this lamp was replaced with one fueled by petroleum vapor that could reach 20 miles out to sea.

One famous wreck in this area was the German vessel *Madelein Reigh*. In 1935, it crashed into a fishing vessel that broke in two. Fortunately, the crew members were rescued. Then, in 1957, the *Madelein Reigh* wrecked again in the same place.

For one month of each year, the Touriñán peninsula is the site of the last sunset of continental Europe. It's a phenomenon that is best explained by the scientists. *–Bridget Doerner*

WHERE AWAY?



STEVE HODGES

■ Email ensign@hq.usps.org by Nov. 15 with the location depicted here for a chance to win a gift from our Ship's Store. We will choose a winner at random from all correct responses. Scott Miller correctly guessed the Summer 2024 location of Nassau, Bahamas. The Ensign is always accepting new photos for Where away? Send your photos to the above email for possible inclusion in an upcoming issue!



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The Ensign magazine features stories and photos from boaters like you. Join our award-winning team of contributors with your how-to projects, boating misadventures, exciting cruising yarns and everything in between.

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We can't wait to work with you.



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Orville Wright and his boat

This article originally appeared in the America's Boating Club Birmingham newsletter, Bilge Chatter.

When one hears the name "Orville Wright," the first thought that comes to mind is the first airplane. Or, if you have visited the Wright brothers' workshop in Greenfield Village in Dearborn, Michigan, you may think of bicycles. But I bet you don't think of boating.

Crushed by the untimely death of his brother Wilbur in 1912 from typhoid fever, Orville Wright, the first man to fly, threw himself into the work of defending the Wright patents and running the Wright Co. to deal with his grief. To alleviate his depression and restore his health, a worried friend encouraged Orville to travel to Georgian Bay in Ontario, Canada, in 1916. (As those of us lucky enough to have cruised Georgian Bay know, it's a wonderful place to relax and rejuvenate.)

Georgian Bay worked its magic on Orville, and he slowly recovered. Charmed by the natural beauty and fresh, crisp air of the area, Orville bought Lambert Island with its neglected cottage and poured himself into renovating it. In 1931 he purchased a 32-foot mahogany cruiser

from the Gidley Boat Co. of Penetanguishene, Ontario, and became known for joyfully piloting his boat around the area.

Orville refused to name his boat, so some of his friends decided the name *Kitty Hawk,* after the site of Orville and Wilbur's historic flights, was a good fit. They presented Orvile with stainless steel letters spelling out "Kitty Hawk" as a Christmas gift. Not wanting to insult his friends, he acquiesced and had the letters installed. Unfamiliar with the spelling of Kitty Hawk, the boatyard workers installed the letters as *KITTYHAWK,* as they remain displayed on the hull to this day.

From 1916 to 1941, Orville and his sister Katherine spent every summer on their island in Georgian Bay. Orville frequently ran his boat around the islands and into town for fun or grocery runs for neighbors—any excuse to run the boat. When World War II came to America, the U.S. government insisted that Orville stay in the United States for his own security, thus bringing his boating days to a close. *–Donald Jahncke*

Crushed by the untimely death of his brother Wilbur in 1912 from typhoid fever, Orville Wright, the first man to fly, threw himself into work.

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