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Cover photo: Shutterstock

THE ENSIGN (ISSN 0744-3129) (ISSN 1949-2294 online) is published four times per year by United States Power Squadrons, a nonprofit corporation located at 1504 Blue Ridge Road, Raleigh, NC 27607-3906. Periodicals postage paid at Raleigh, N.C., and additional mailing offices. Subscriptions are $15 annually. POSTMASTER: Send address changes to THE ENSIGN, P.O. Box 31664, Raleigh, NC 27622-1664. Copyright © 2020 United States Power Squadrons







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In part one of a multi-part series, four boaters share their experiences traveling from Waukegan, Illinois, to Grand Rivers, Kentucky.

In the offing

Our Summer 2020 issue features kayaking in Glacier Bay and the continuation of the Great Loop adventure.

Membership is 'Job One'



Mary Paige Abbott
Chief Commander

The current demographics of our membership indicate that the Ford Motor Company slogan "Quality is Job One" should resonate with our members. It was adopted in the 1980s and was a success for 17 years. Yet many to this day are not aware of the internal cultural change that was necessary to make the statement true. It required the top leadership to live and breathe quality in every facet of the company, not just in the final product produced. It meant integrating quality in all services, personnel, investments and thinking while opening a dialogue among all personnel, not rendering senior management clueless to what was really happening on the floor and in the offices. Silos came down, and perceptions changed within the company as well as with its ultimate customer.

America's Boating Club is getting back to basics and facing today's world in today's terms. We are a membership organization, and that means Membership is Job One.

- It means leadership serves its members at every level and step of the way.
- It means the educational courses we offer our current and future members serve them, not our personal preferences.
- It means every boating activity or on-the-water training program serves our members' needs and wants.
- It means every communication sent to our members serves them in a high-quality and respectful manner.
- It means every social activity we organize serves our members, not necessarily all at the same time, but inclusively.
- It means we provide benefits that serve a real usefulness to members and future members.

When you work on one project or another, ask yourself, "Does this effort serve membership?" If the answer is no, move that project to the bottom of the list and work on something that serves our membership first.

We serve our members, for our members are our lifeblood. Start now ... Membership is Job One! Let us not forget.

Wishing you fair winds and calm seas,



the Ensign

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Submissions may be sent to The Ensign, PO Box 31664, Raleigh, NC 27622-1664 or *ensign@hq.usps.org*. The editor reserves the right to edit and modify materials in a style that best serves the needs of The Ensign. Articles, opinions and advertisements do not reflect USPS policy or endorsement unless so designated. Projects described in The Ensign may be based on copyrighted or patented plans or descriptions that require permission for use or reproduction.

The case for charts

If NOAA goes ahead with its plans to do away with paper charts, it might not be good for boaters.

Formerly, NOAA maintained paper charts as its primary reference and made all updates. Then came the digital chart, a vector "tracing" of the paper chart, enabling efficient use on chartplotters. As digital charts gained popularity, digital became primary. This meant that the paper charts needed to be updated based on the digital charts. Maintaining two sets of charts costs money and requires a lot of work.

Commercial mariners are required to keep updated charts. Doing so with paper is expensive and time-consuming. The international community got involved, and a standard for Electronic Chart Display and Information System was created to meet commercial navigation needs. Eventually, ships equipped with ECDIS were no longer required to carry and maintain paper charts. NOAA, as part of international treaties, created compatible charts, leading to the Electronic Navigation Chart it now offers. NOAA also offered the digital equivalent to its paper chart, called the Raster Navigation Chart. The RNC and its printed equivalent are slated to go away under a 5-year phase-out plan.

All of this has been developed to support the thousands of commercial mariners responsible for navigation. However, the millions of boaters plying coastal and near coastal waters need charts. While commercial shipping is essentially limited to specific waters and channels, boaters traverse a great deal of waters that never see commercial traffic.

To address the residual need for paper charts in the future, NOAA has proposed the NOAA Custom Chart, which uses its international-based vector chart format to print a chart for the area and scale of your choice.

In general, vector charts are better for navigating on a chartplotter because they are simpler and the data scales as the chart is zoomed, keeping everything readable. Alternately, raster charts are better for planning and checking because they have a great deal more detail. Both are good, but we may not be safe enough without the detail.

These new charts are driven by international electronic display standards, not U.S. boaters. For example, the core vector data presents depths in meters rather than feet, which is more useful for boaters in shallower waters. (Meters are shown in whole numbers with a smaller fraction as a subscript.) The proposed NOAA Custom Chart does offer a method to have your vector chart shown in feet, but the push for meters is still there.

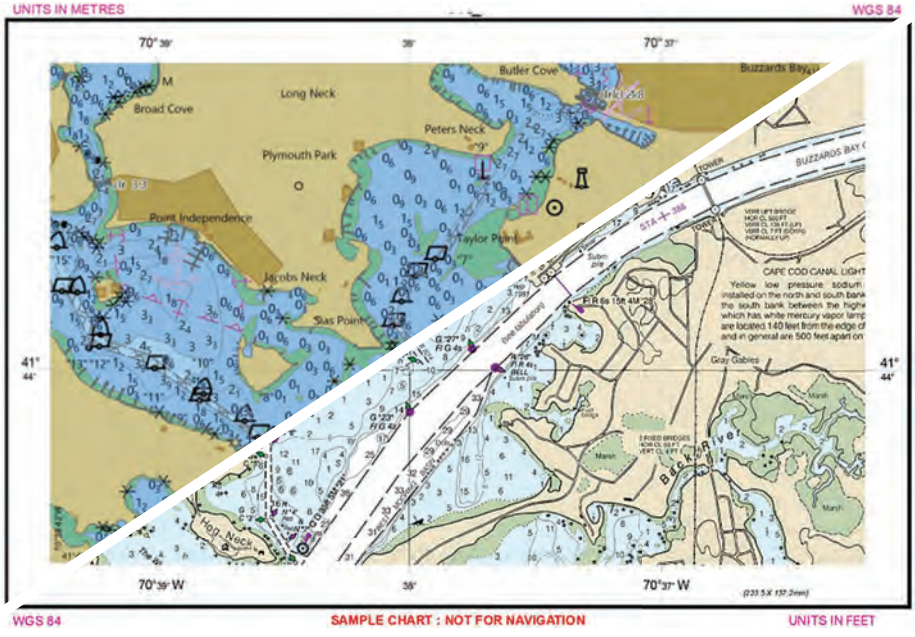
Another concern is the use of ECDIS symbols for navigation aids, which are quite different from what we have used for a hundred years. Designed for large, zoomed-in electronic displays, these unfamiliar and complex symbols also require a bit more concentration to decipher.

Perhaps the biggest shortcoming is lack of detail, particularly on land. Boaters rely on landmarks to help determine their position and check their navigation. The vector charts are largely devoid of these details.

Why do we need paper charts, anyway? After all, chartplotters show us what we need to know—or do they? If you zoom in on your chartplotter to see where you are, you can't see where you're going. If you zoom out to see where you're going, you may not have sufficient detail to navigate. Paper charts provide the big picture, and they offer a lot of detail chartplotters will never show. They're also there when the chartplotter misbehaves.

These changes will have a host of other unintended consequences. For example, all navigation texts and training will need to be revised. The whole concept of chart scales may be lost. Digital charts on chartplotters tend to blur the source, accuracy and content issues. Larger scale (more detailed, less area of coverage) charts show more features than smaller scale charts. Not knowing what scale you're viewing could lead to groundings.

NOAA's plan can be found at *bit.ly/raster-sunset*. I think it would be better if NOAA found a way to automate updating the existing raster/paper charts than trying to make a vector paper chart. *–Bob Sweet*



The vector chart (left) shows much less detail than the raster chart (right).

Currents

NEWS AND INFORMATION FROM AROUND THE BOATING WORLD



2020

Apr 5–8
International Boating and Water Safety Summit
Glendale, Ariz.

May 14–17
BOD Meeting
Raleigh, N.C.

May 16–22
National Safe Boating Week

Aug 17–23
USCG Auxiliary NACON
Orlando, Fla.

Sep 8–13
Governing Board
Raleigh, N.C.

Sep 27–30
NASBLA Annual Meeting
Manchester, N.H.

Oct 21–25
CPS-ECP AGM
Windsor, Ontario

Dec 19–22
BOD Meeting
Raleigh, N.C.

2021

Feb 14–21
Annual Meeting
Ponte Vedra Beach, Fla.



Youth Sailing Foundation Beachland Shark Squadron with Educational Fund Secretary-Trustee Nigel Hargreaves

USPS Educational Fund awards grant to Youth Sailing Foundation

United States Power Squadrons Educational Fund recently honored Youth Sailing Foundation with a grant to support its free afterschool adaptive sailing program for youth with special needs in Indian River County. Fund Trustee/Secretary Nigel Hargreaves presented a check for $7,500 to Youth Sailing Foundation Chair Pat Harris at a waterfront ceremony attended by members of the local Vero Beach Power Squadron/8 and Youth Sailing Foundation volunteers.

This award marks the first USPS grant to a non-member organization, a high honor for Youth Sailing Foundation, which will use the award to fund one of its four afterschool squadrons in Fall 2020. The grant recognizes the educational value of Youth Sailing Foundation's programs, which seek to instill character, confidence and valuable life skills in local children regardless of means, background or circumstances.

During the award presentation, members of the Beachland Shark Squadron were actively rigging and launching off the beach under the supervision of Youth Sailing Foundation Assistant Sailing Director Kym Helwig. These fourth- and fifth-grade sailors received a personal introduction to Hargreaves and expressed thanks to him and the USPS Educational Fund.

This spring 175 sailors are enrolled in Youth Sailing Foundation programs, ranging from novice instruction to competitive scholastic sailing. The afterschool squadrons are drawn from several local public schools and represent all segments of the community, including many underserved families. To learn more, volunteer, or donate, call 772-492-3243 or visit *ysfirc.org*. *–Youth Sailing Foundation*

How to grow a squadron:

Use recruitment and retention building blocks

St. Lucie River Power Squadron/8 came in second in the 2019 Member Involvement Retention Awards competition. Many winning squadrons emphasized one area of focus, but St. Lucie River Squadron combined five: timely communication, affordable social events, greater district participation, cost reduction, and close ties to neighboring organizations.

The squadron used an email distribution system to keep everyone notified of activities, including past members who might be inspired to reinstate. The squadron creates a yearly roster, which it provides to new members as they join. Keeping members informed continues through the award-winning squadron website and newsletter.

Weekly luncheons keep the squadron together. New members are introduced and pledged in at these meetings, which also include reports from all levels of the organization. Once a month, invited guests speak on a variety of topics. A 50-50 raffle generates funding to provide a free meal for merit mark recipients. Other social events include monthly raft-ups at local restaurants accessible by car and boat, dinner and theater events, picnics, and mini golf.

The squadron has also increased its participation in district events. Ten percent of members participated in the spring conference in which two new vessel examiners were certified. The squadron also organized an Intracoastal Waterway cruise.

Keeping membership affordable has been a major goal. Squadron dues have not increased in 10 years, and the cost of classes for members has been reduced. The squadron also promotes the 18-month membership.

To round out its endeavors, the squadron has developed closer ties with other boating organizations. A bus tour of a regional Boston Whaler factory included members of two other squadrons and a U.S. Coast Guard Auxiliary flotilla. The squadron's association with the Marine Industry Association provided them with space for the Boating Skills Virtual Trainer at the Stuart Boat Show, where the squadron attracted 24 students to its next America's Boating Course class. The squadron also provided 300 safe boating packets to boat dealers, marine supply stores and boat ramps.

St. Lucie Squadron membership has increased over the last several years. Despite having several members pass away, the squadron has a good retention rate. *–Bob Howd*



BOATING NEWS

GET INVOLVED WITH A LIFE JACKET LOANER STATION

If you're passionate about boating safety and want to channel that passion to save lives this boating season, consider helping maintain your local Sea Tow Foundation Life Jacket Loaner Station.

Sea Tow Foundation's nationwide program hosts more than 600 stations in 46 states where local boaters can borrow life jackets for the day, free of charge. Stocked with life jackets ranging in size from infant to adult extra-large, these stations play a critical role in promoting safe boating practices.

You can help by contacting your local squadron to see if it maintains any life jacket loaner stations. If it does, ask how you can help with upkeep, reporting and other maintenance.

If the station closest to you isn't hosted by America's Boating Club, consider reaching out to the hosts to see if they could use any help. Hosts regularly check on and maintain the stations and keep records of life jacket use.

Consider hosting a Sea Tow Foundation Life Jacket Drive. Sea Tow will send along materials to create donation boxes where local boaters can drop off new or gently used life jackets that can be repurposed in your local Life Jacket Loaner Station.

If you have any questions about the Sea Tow Foundation or its Life Jacket Loaner Program or any other programs, visit *boatingsafety.com*. *–Sea Tow Foundation*

AVOID WHALE SANCTUARY ZONES

Canada has taken strong measures to protect the Southern Resident Killer Whales and has created three sanctuary zones close to U.S. waters. These avoidable zones are restricted to essential vessel >>



#ICYMI

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

- **North Strand Sail & Power Squadron** collected 32 coats at its Ladies Annual Christmas Luncheon to be donated to schools in North Myrtle Beach and Little River.
  bit.ly/2HEWbwk
  bit.ly/2HEYb7Q

- More than 50 members and guests attended **Akron Sail & Power Squadron's** Founder's Day meeting to celebrate the squadron's founding as well as USPS' founding 106 years ago.
  bit.ly/37IKiQy

- **America's Boating Club Bluegrass Chapter** demonstrated the Boating Skills Virtual Trainer to students at the Lexington Boat Show.
  bit.ly/2wyhNIN

- **Las Vegas Sail & Power Squadron** instructed 14 students about sail plans, hull types, center of effort and center of buoyancy as part of its Sail course.
  bit.ly/2uY5JQr

>> traffic; however, two of them could be transited by accident as they lie in the heavily trafficked waters of the Canadian Gulf Islands.

The two sanctuary zones to be aware of are close to Boundary Pass. The first is along the southwest coast of North Pender Island. If you clear Canadian Customs in Bedwell Harbour and proceed northwest in Swanson Channel toward Salt Spring Island, you could encounter this sanctuary zone. To avoid it, keep to the western half of Swanson Channel until between Mouat Point on North Pender and Beaver Point on Salt Spring Island.

The second zone is along the Boundary Pass coast of Saturna Island at the mouth of Narvaez Bay and around East Point near Boiling Reef.

These sanctuary zones, along with critical habitat areas and limited or closed fishing zones, are described in Canadian Notices to Mariners. (Go to *notmar.gc.ca* and search for "Interim Order.") Penalties may apply for failure to observe the restrictions.

–Graham Hunter, originally published in the Bellingham Squadron newsletter, Bell Signals

IN MEMORY

Past Chief Commander Robert L. Woods 1928–2019



Past Chief Commander Robert Lee Woods of Saybrook Sail & Power Squadrons in District 1 died Sunday, Nov. 10, 2019. Bob joined United States Power Squadrons in 1958. At the time of his death, he'd been a member for almost 60 years and had 59 merit marks. He became a Governing Board Emeritus member in 2011.

After joining the New Britain Power Squadron, Bob served as squadron secretary and quickly moved up the squadron bridge to commander. He later served as District 1 secretary, moving up to district commander. At the national level, he joined the bridge as national administrative officer and served as executive officer before becoming chief commander in 1976. At 48, Bob was the youngest chief commander to serve our organization.

After his term as chief commander, he served on the Chief Commander's Special Advisory Committee and was chair of the area monitors, which assist in reviewing merit mark recommendations.

Bob was preceded in death by his spouse, Priscilla "Polly" Woods, who passed away in July 2019. The couple had known each other since their teen years and had been married for over 70 years. He and Polly are survived by their four children, grandchildren and great-grandchildren.

Bob served in the U.S. Army field artillery in Korea, where he was awarded the Silver Star, Bronze Star with "V" for valor and five battle stars. He was a retired real estate broker and avid boater, who also enjoyed woodworking and photography.

Highlights from the 2020 Annual Meeting

Members met in Ponte Vedra Beach, Florida, this February to elect new leaders and honor the accomplishments of members, squadrons and districts. Photos by Steve Erickson



Historic inauguration

The 2020 Annual Meeting in Ponte Vedra Beach, Florida, saw the installation of our new Chief Commander Mary Paige Abbott, a member of Sanibel Captiva Sail & Power Squadron/22. She was sworn in by Past Chief Commander Frank Dvorak with her husband, Steve Abbott, at her side.



GOVERNING BOARD EMERITUS MEMBERS FOR 2020

Jeffrey C. Gerwig, Frank E. Dougherty Jr., G. Robert Kucharek, David A. Bialorucki, Guy J. Anastasio, Lance J. Jensen, H. Mumtaz Ozer, William J. Ash and Guy E. Waddy, with Chief Commander Gary P. Cheney, received recognition as Governing Board Emeritus Members at the annual meeting. Emeritus status is awarded to members earning their 50th merit mark.



LIFE MEMBERS FOR 2020

Front row: Twila Nahama, Kathleen Lambert, Beth Guler, Vinnie Gordy, Allan Furtado, Mary Cele Brooks, Diane Supple, Judy Alter, Bernadette Dohr and William Dohr

Back row: James Lee Hammond, Ronald Lynch, Nancy Reeder, Michael Siwek, Glenn Roy and David Smith with Chief Commander Gary Cheney



2019 BOATUS CIVIC SERVICE AWARDS

At the 2020 Annual Meeting, BoatUS Foundation for Boating Safety Director of Development Ted Sensenbrenner presented the 2019 BoatUS Civic Service awards to Patchogue Bay Power Squadron/3, Peace River Sail & Power Squadron/22 and Cape Fear Sail & Power Squadron/27. The awards include a $500 check for the squadrons to use as they see fit.

Squadron Support and Development Chair Myles Gee; Ted Sensenbrenner, Boat US Foundation; Cape Fear Commander Otis White; Patchogue Commander John Yeamans; Peace River Commander Ron Jones; and Chief Commander Gary Cheney

2019 COOPERATIVE CHARTING AWARD WINNERS

GEODETIC PROGRAM	
Individual	Greg Shay
Squadron	Stark County Power Squadron/7
District	District 7

NAUTICAL PROGRAM	
Individual (tie)	Joanne Hancock S. Thomas Hancock
Squadron	Stark County Power Squadron/7
District	District 7

2019 COMMUNICATIONS COMMITTEE AWARDS

At the 2020 Annual Meeting, the Communications Committee awarded 13 districts and 148 squadrons the Distinctive Communicator Award for publications. The committee also awarded 12 districts and 148 squadrons the Distinctive Communicator Award for websites. You can visit the Communications Committee's website at *bit.ly/USPSDCA2019* for a complete list of winning squadrons and districts.



Past Chief Commander Louie Ojeda, second from left, and Jay Montgomery, second from right, receive the Finley Sea Scout Service Award at the 2020 Annual Meeting.

USPS FINLEY SEA SCOUT SERVICE AWARDS

At the 2020 Annual Meeting, Louie Ojeda and Jay Montgomery received the United States Power Squadrons Finley Sea Scout Service Award named for former Sea Scout Quartermaster and USPS Past Chief Commander Raymond A. Finley Jr. The award honors youth or adult members who have provided outstanding civic, educational and fraternal leadership to both the Sea Scouts and United States Power Squadrons through civic involvement, educational achievement and active participation in both programs.

2019 VESSEL SAFETY CHECK AWARDS

TOP DISTRICT
District 28

TOP SQUADRON
Crystal River/22

MILLENNIUM CLUB, 1,000 TOTAL VSCS

Robert D. Holub (18th year), Jones Beach/3
Thomas F. Rossini (8th year), Crystal River/22
Wesley S. Heusser (8th year), Balboa/28
James H. Elwood (3rd year), Cyber Member/50

CENTURY CLUB AWARDS, 100 VSCS

Angelo V. Giovanniello (14th year)	Great South Bay/3	138
Robert D. Holub (18th year)	Jones Beach/3	3,026
Frank C. Brown (6th year)	Nansemond River/5	207
James A. Brown (4th year)	Rockville/5	105
Richard Faga (2nd year)	Smith Mtn. Lake/5	107
Edward P. Furst Jr. (6th year)	York/5	308
Robert E. Mosey (13th Year)	Akron/7	106
Irene Rodriguez	Stark County/7	113
Ricardo Rodriguez	Stark County/7	111
David A. Bialorucki (2nd year)	Vermilion/7	114
Marjorie Baraff (17th year)	Pompano Beach/8	327
Nigel Hargreaves (3rd year)	Sebastian Inlet/8	118
John T. Paprocki (9th year)	Central Wisconsin/10	155
Louis P. Pasquesi (6th year)	Door County/10	135
Richard H. Hascall (2nd year)	Minnetonka/10	116
Viki L. Sharp (10th year)	Tacoma/16	204
Robert L. Bales (3rd year)	Cape Coral/22	236
Thomas F. Rossini (17th year)	Crystal River/22	1,430
Clifford L. Schmidt (4th year)	Manatee/22	109
John Swenson	San Carlos Bay/22	103
Jim Suber (3rd year)	Jacksonville/23	103
Keith A. Leggett	Dreher Shoals/26	255
James T. Hublou	Golden Corner/26	145
Twila M. Nahama	Cape Fear/27	118
Otis J. White	Cape Fear/27	160
Larry B. Lovvorn (2nd year)	Cape Lookout/27	152
Owen R. Smith (5th year)	Cape Lookout/27	200
Wesley S. Heusser (15th year)	Balboa/28	2,117
Dennis D. Ladd (16th year)	Port Clinton/29	112
Anselmo Miranda	San Juan/33	119
Juan P. Miranda	San Juan/33	114
Rafael Angel Tirado (4th year)	San Juan/33	106
James H. Elwood (13th year)	Cyber Member/50	235

CHENEY RECEIVES USCG AWARD

U.S. Coast Guard Boating Safety Division Chief Verne Gifford presents Chief Commander Gary P. Cheney the Coast Guard's Award of Excellence in recognition of Cheney's continued dedication and valuable contributions to the National Recreational Boating Safety Program.



2019 MEMBERSHIP GROWTH AND RETENTION AWARDS

DIVISION 1: 114 or more members
Duluth/10 +14%

DIVISION 2: 75-113 members
Northern Virginia/5 +16%

DIVISION 3: 45-74 members
Lake Candlewood/2 +20%

DIVISION 4: 44 or fewer members
St. Thomas/33 +33%

DISTRICT GROWTH/RETENTION
District 10 +3%/90%

A Legacy of Education

Honoring the Charles F. Chapman Award for Excellence in Teaching Winners for 2019

By Yvonne Hill

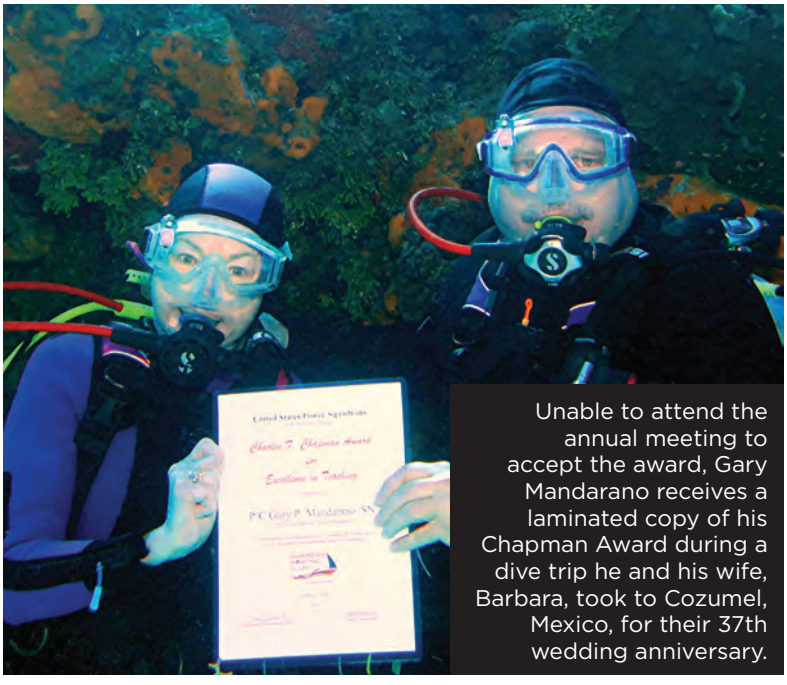
According to Charles F. Chapman, a past chief commander and one of our founding fathers, United States Power Squadrons was founded to prove that small motorboats with educated captains deserved a place on our nation's waterways.

In a 1972 interview in The Ensign magazine, Chap said that the board of steamboat inspectors who governed navigation in 1914 was a group of "very old seagoing men" who "had no use for small internal combustion-powered craft."

United States Power Squadrons was formed, he said, to instruct members on the rudiments of boat handling and remove one objection the board had to these small craft.

Every year we honor Chap's legacy and the mission of United States Power Squadrons with the Charles F. Chapman Award for Excellence in Teaching.

During the 2020 Annual Meeting in Ponte Vedra Beach, Florida, three instructors—Jim Zeigler, David Smith and Gary Mandarano—received the 2019 Charles F. Chapman Award for Excellence in Teaching. Join us in congratulating them on this achievement and their day-to-day accomplishments of making our waterways safer one boater at a time.



Unable to attend the annual meeting to accept the award, Gary Mandarano receives a laminated copy of his Chapman Award during a dive trip he and his wife, Barbara, took to Cozumel, Mexico, for their 37th wedding anniversary.

IGNACIO REY

Gary P. Mandarano

City Island Sail & Power Squadron | District 4
Member for 30 years | 27 merit marks

Gary has taught America's Boating Course, Seamanship, Marine Electrical Systems, Engine Maintenance and others. He started teaching the Seamanship chapter on hull type and stability shortly after taking the course himself. Not long after, he became Seamanship chair and has been teaching the course ever since, often in his home. At the end of the course, he takes students out on his boat to reinforce the lessons learned in class.

Myra Bellamy, who has been a New York City public school teacher for 20 years, met Gary when she and her son, Jason, took ABC and Seamanship in 2019. Myra commended Gary's enthusiasm and teaching skills. "His demonstrations were not only fun to engage in but were hands-on and

After years of teaching Seamanship, I find that many of my best and dearest friends are people I met from teaching a course. The relationships that I have developed here are priceless.

–Gary Mandarano

student-centered—all hallmarks of good pedagogy." As novices, Myra and her son felt lucky to have someone like Gary to introduce them to boating.

"Gary's passion for teaching is reflected in how he helps his students learn a variety of concepts," writes Franz Alvarez, who lauded Gary's use of award-winning teaching aids to introduce students to practical hands-on skills.

Jeffrey Taylor, a former Coast Guard-licensed first mate on Mississippi River towboats, didn't think Gary would have much to teach him. Jeffrey revised his opinion after taking Gary's Seamanship class. "Using many examples from his own experience in his motorboat on Long Island Sound, Gary emphasized the gravity of a private boat owner's responsibility and the need for individual initiative, independence and integrity for safe boating." When he was done with the class, Jeffrey saw pleasure boating as a discipline, something he could continue to improve upon during his lifetime.

Gary encourages newer instructors to observe their students as they teach. "Not all students learn the same way; some learn by watching, some by reading and study, and some by hands-on practice. Try your best to reach all of your students by using a mix of techniques."

David D. Smith

Las Vegas Sail & Power Squadron | District 13
Member for 25 years | 25 merit marks



STEVE ERICKSON

Dave Smith receives the Chapman Award from Chief Commander Gary P. Cheney during the 2020 Annual Meeting.

Having been an instructor nearly as long as he's been a member, Dave has taught America's Boating Course, Seamanship, Piloting, Advanced Piloting as well as many seminars. He also teaches Operations Training, vessel examiner training, first-aid instruction and Instructor Development.

A believer in the power of education, Dave teaches an Operations Training class to each new bridge and encourages students to take classes after passing America's Boating Course.

William Bradley, Las Vegas Squadron Commander, took America's Boating Course with Dave before joining the squadron. "He knows his material very well, is easy to listen to, always has an educational joke to keep you on your toes and is great at answering questions when you didn't get it the first time."

Fellow teaching colleague and a former student, Richard Soule writes that Dave imparts the importance of learning to students. "I have observed that Dave's teaching appears to instill in each student not only the importance of safety concepts, but he also seems to stimulate his students to go out and share knowledge and experience with others while enjoying their own boating adventures," Soule writes, adding that students share similar stories. "Picture, if you will, a pre-departure briefing for the family of a former boating safety student of Dave's—one in which Dave's words and phrases, his safety concerns and even his jokes are repeated >>

When a young or older boater can demonstrate back to me an understanding and performance of a boating technique that I have presented, even when they need to present the technique more than once, I am rewarded in knowing the goal of a knowledgeable and safe boater has been achieved. –Dave Smith

>> to friends and loved ones prior to their day on the water as a way to ensure the safety of each guest." Soule says that every ABC instructor dreams of having his or her teaching resonate so strongly that students share what they've learned with the next generation of boaters.

Dave's desire to educate boaters has brought him in contact with many state agencies, including the Nevada Department of Wildlife. A boating education coordinator for NDW, Nick Duhe writes that he met Dave while he was doing a vessel safety exam at a Lake Mead boat ramp. "I took note of how thorough he was during the exam, and the rapport he had with the boater was exceptional." That rapport, Duhe says, is something he tries to emulate when interacting with boaters.

When asked what advice he'd give new instructors, Dave Smith said, "Make use of individuals with unique expertise that will round out your instructional efforts."

DISTRICT NOMINEES

3	P/C Arthur Wallach, AP
4	Lt/C Gary P. Mandarano, SN
5	Lt James P. Zeigler, SN
10	Norman J. Schroeder, AP
13	Lt/C David D. Smith, AP
15	Ernie L. Martin, S
16	P/C John A. Tarpley, AP
22	Lt/C John W. Fridlington, AP
23	D/Lt Sandra R. Schoonmaker, SN
26	William David Yost, AP
27	Lt Norman Greisen, N
28	Cdr Jan I. Follestad, SN
29	P/D/Lt/C Larry L. Lowe, SN

James P. Zeigler

Richmond Sail & Power Squadron | District 5
Member for 41 years | 38 merit marks



Jim Zeigler receives the Chapman Award from Chief Commander Gary P. Cheney during the 2020 Annual Meeting.

STEVE ERICKSON

Much of Jim's teaching is directed toward new members of the squadron. He teaches at least one Seamanship (Boat Handling) and one Piloting class back to back early in the year and often again in the fall. He concludes these classes with an on-the-water training session on his vessel. A proponent of on-the-water training, Jim also helped create and regularly teaches the squadron's Boater's Boot Camp, which provides new boaters one day of classroom instruction followed by one day of on-the-water training.

Michael Silvay, a fellow instructor who took Weather under Jim, writes that he made each topic crystal clear before moving on, ensuring that the class had a good understanding of the complex material. "I am a boating instructor and an experienced captain," Michael writes, "but I still consider Jim Zeigler a mentor and a 'go-to guy' when it comes to any boating questions."

Fellow instructor Dave Childress says Jim's friendly, open demeanor and encouragement make him a popular instructor who is responsible for many students joining the squadron. "Underway, Jim has graciously allowed students to pilot and steer his trawler *Tortuga,*" Dave writes, "invariably encouraging them to 'come try it,' with the result of producing more active members of our boating community."

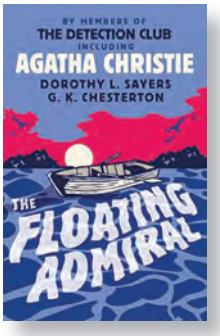
Junior Navigation student David Duros had trouble mastering sextant operation, so he asked Jim for help after a squadron meeting. "Jim was able to find the flaw in my technique quickly and demonstrate the correct way," which, Duros writes, turned a difficulty into an ability.

Many members recounted how Jim created a nautical-themed "Jeopardy!" game for a District 5 Spring Conference, complete with lights, buzzers and enthusiastic audience participation.

When asked what advice he'd give other instructors, Jim said, "Be honest with your students. If it's your first time teaching a course, let them know. Your job as a teacher is to guide your students through the material. You do not have to be the smartest person in the room, just the one with the logical path to build the knowledge."

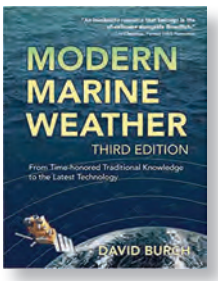
For me, the most rewarding part of teaching comes from seeing the students apply what they have learned and have a more enjoyable time on the water. –Jim Zeigler

Quick Picks



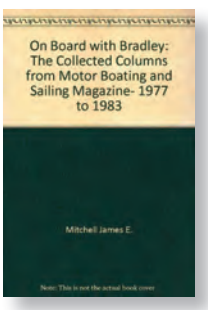
The Floating Admiral
The Detection Club
HarperCollins, $20.94

An admiral is found murdered in a boat on a riverbank. Who did it? Fourteen British detective writers each wrote a chapter of this classic boating mystery using previous clues and adding more. Agatha Christie, Dorothy L. Sayers, G.K. Chesterton, and 11 others spin a fine, complicated tale. *–Richard McCandless*



Modern Marine Weather
David Burch
Starpath Publications, $49

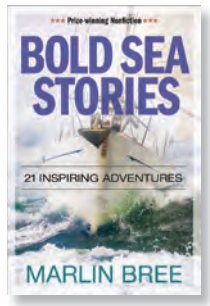
In this third edition, David Burch helps you translate modern and traditional weather data into information you can use to have a safer, more pleasant cruise. He integrates basic weather observation with instruction on using modern data such as GRIB files. Keep this excellent reference handy. *–Dave Osmolski*



On Board with Bradley
Dick Bradley
Amazon, $5.19

Dick Bradley's enjoyable collection of articles from Motor Boating & Sailing is nicely illustrated by James Mitchell. Sage advice on various topics, from living aboard to the perfect boat, power or sail, makes this well worth finding at your bookstore or library. *–C. Henry Depew*

Brave and true



Bold Sea Stories: 21 Inspiring Adventures
Marlin Bree
Marlor Press, $14.99

Award-winning journalist Marlin Bree brings a mariner's insight to 21 stories that will keep you turning pages. The true tales range from the sinking of the *Edmund Fitzgerald* to the loss of a small fishing boat and its captain, mourned only in the small village he came from.

The stories are written in Bree's style, which means you can't put down the story until it's finished. Many tell of Lake Superior, one of the world's largest inland seas, and the consequences of challenging its icy storms. Bree takes you to the lake's wildest and most remote areas. Others tell of equally treacherous waters, including the North Atlantic and South Pacific. All the stories capture the drama and inspiration of dealing with challenges on the water.

Each of these excellent stories can be read in under an hour, making this enjoyable book perfect for readers with time constraints. *–Dave Osmolski*

From sailing dinghies to high-speed cats

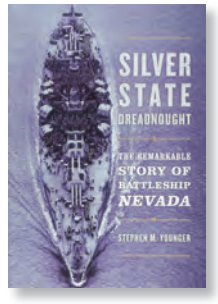


Chasing the Cup: My America's Cup Journey
Jimmy Spithill with Rob Mundle
Adlard Coles, $22.50

In his autobiography, Jimmy Spithill chronicles his sailing career, which started with dinghy racing in his home country of Australia, moved on to offshore racing and match racing around the world, and finally to the America's Cup. His 2013 America's Cup win in San Francisco is the greatest comeback win in sports history.

He gives just enough technical description of the development of the high-speed catamarans used in recent America's Cup races to make it interesting. He includes great quotes that make you chuckle, such as, "One day a rooster, the next a feather duster." There are also life lessons in teamwork, leadership and management. Anyone who enjoys sailing or simply reading about it will find the book, which includes many photos, worth adding to his or her library. *–Peter Hames*

Tough to the end



Silver State Dreadnought: The Remarkable Story of Battleship *Nevada*
Stephen M. Younger
Naval Institute Press, $54

This well-researched and readable book details the construction, modernizing and life of the battleship *Nevada.* When completed in 1914, *Nevada* was a state-of-the-art battleship. The vessel served in both World Wars and was sunk by the Navy in 1948 after surviving atomic bomb tests at Bikini Atoll.

In World War I, *Nevada* escorted shipping convoys to and from Great Britain, providing protection from the German fleet. In World War II, the battleship excelled in fire support for U.S. Marines by blasting holes in Japanese defenses. *Nevada* helped support the Aleutian Islands campaign and was at each of the major Pacific island landings.

Readers will find the detailed chapter footnotes as well as the general bibliography and index useful. The large number of photographs add depth to this engaging book. *–C. Henry Depew*

Books not sold through USPS. Check with publishers for purchasing information.

Accessorize this spring

Start the boating season off right with new gear

By Craig Grosby



LANDING NET

The Shurhold Landing Net is not just another fishing net. Shurhold is so confident in your fishing abilities that they've called it a "landing net." It's made from a treated nylon, so it's tough and tangle-free. The rust-resistant stainless steel frame is strong and generously sized to handle any good-size fish you land. The easy-to-store landing net fits on Shurhold's Shur-Lok Handle (sold separately) and does not take up a lot of space. You can adjust the Shur-Lok handle to whatever length you need, and the Shur-Lok mechanism allows you to hold the net at precisely the right angle. If your fishing needs require something slightly different, Shurhold also makes a crab net, a shrimp and shad dip net, and a fishing gaff.

BOTTOM LINE

Shurhold Landing Net
$39.98
shurhold.com

PROS
- ✔ Large, 17" x 20" x 30"
- ✔ Tough and durable

CONS
- ✘ None



WATER SPRITE TOWEL

After you land that fish and get back to the dock, you will need to wash and dry the boat. At just over 5 square feet, the Shurhold Water Sprite Towel is super soft and lint-free, and it comes in a nice pouch for storage. The towel gobbles up water like a sponge, making it great for drying the dashboard, vinyl, Strataglass or Eisenglass, stainless steel, and just about anything you want dried in a hurry. Simply wet it with cool, clean water, wring it out, and start wiping. When you're done, wring it out one last time, and either let it dry out completely or place it in its storage pouch for immediate use the next time. It's also great for quick drying jobs after a short rain.

BOTTOM LINE

Shurhold Deluxe Water Sprite Towel
$24.98
shurhold.com

PROS
- ✔ Large, 24" x 31"
- ✔ Quick-drying
- ✔ Self-storing

CONS
- ✘ None



WEARANDTEAR PADS

Another great accessory, the WearandTear Pad from YEW Enterprises is exactly what it sounds like. Let's say you have mooring lines that chafe against the coping or a sheet that rubs on the gunnel; you can place this ingenious self-adhesive pad on any flat or curved gelcoat or varnished surface to protect against chafe. On my boat, I placed it where the anchor chain has gouged the fiberglass just in front of the windlass. It's holding up well, despite the chain bouncing over it. Made from ultra-thin marine-grade stainless steel, the 2-by-9-inch pad is flexible enough to stick to just about any radius or curve. The self-adhesive tape is very sticky and enables a semi-permanent installation; to remove, simply apply a heat gun for a few minutes to loosen the glue.

BOTTOM LINE

WearandTear Pads
$23.30 for 2
wearandtearpads.com

PROS
- ✔ Easy to use
- ✔ Sticks to any curved surface

CONS
- ✘ None

Craig Grosby is a member of the Pompano Beach Sail & Power Squadron/8. The active squadron holds several activities year-round, and Craig hopes you can join him at one of the squadron's monthly meetings or rendezvous.

Sextant training improved

DIY device improves accuracy of height-of-eye measurements

By Hugh Blair-Smith

When taking sextant sights on any celestial body, one key measurement to log and feed into the sight reduction calculations is height of eye (HE) above water. On a boat, this measurement is straightforward using a plumb bob and tape measure. However, we commonly teach sextant use at a known location on the beach (or other convenient point on land), so any discrepancy between the student's observed location and the actual location can be attributed to the quality of the instruments used—the sextant and timepiece—and the student's skill in using them.

Insisting that the student stand at the water's edge while learning to perform a demanding task using unfamiliar equipment just to simplify the HE measurement is unrealistic. We customarily designate a spot—on the beach, in a parking lot or at some shoreside real estate—as the known location, but this complicates the HE measurement.

First, using a designated spot for the known location requires adjusting the HE for the tide height during each run of sights. On Nantucket Sound, the difference between high and low tides is around 3 feet. In Cape Cod Bay and further north toward Cape Ann, the difference is 9 or 10 feet, and on the Maine coast, it's often more than 12 feet.



Hugh Blair-Smith with his prototype eye height HE measuring tool (no base)

LEE JOHNSON

We issue high-quality sextants to students and give them access to highly accurate time standards, so if we refine HE measurements to a high degree, we assure that any discrepancy between the student's observed location and the actual one are due to the student's level of skill.

Second, estimating or measuring HE on land is just plain hard to do accurately. As you stand on the beach, you may be able to estimate distance from the water in yards, but it's much harder to say how far your feet are above the water's edge.

My motivation to improve the accuracy of HE measurements is to remove HE from the set of uncertainties in obtaining the apparent altitude ("ha") of each sight. We issue high-quality sextants to students and give them access to highly accurate time standards, so if we refine HE measurements to a high degree, we assure that any discrepancy between the student's observed location and the actual one are due, as completely as possible, to the student's level of skill.

I've often commented that students' sights err on the high or low side and encourage them to refine their sextant technique accordingly. But then I thought, "Wait a minute! That effect could be caused by a bias in the estimation of HE." If we were confident of no such bias in HE, we could say that a skilled navigator would err on the high side about as often as on the low side, and we'd be able to give students more reliable advice.

Of course, other sources of bias exist, like abnormal refraction due to weather and not-quite-level sea levels due to prolonged winds, but the HE problem is not affected by such conditions and is a lot easier to solve.

To address the HE problem, I have created a simple and inexpensive tool that can be used to make the measurement just before each run of sights begins.

The student navigator, in position for sight taking, can look at the horizon past a vertical gnomon that's standing on a base at the water's edge held by an assistant.

The tool, a telescoping aluminum pole, can be collapsed when carrying and extended to a practical height when deployed. The top end is fitted with a brightly colored object that can be seen by the student some distance away, probably no more than 50 yards. The assistant, conversing by hand signals with the student, adjusts the length of the extended pole until the bright object appears to be resting on the horizon. When the correct length is achieved, the assistant takes the pole ashore and measures from the bottom of the pole to the bright object on top to find HE to a tenth of a foot for the duration of one run of sights.

The base needs to be waterproof since it will be half awash at the water's edge. A one-foot square of StarBoard, perhaps one-quarter- to one-half-inch thick with a pipe fitting fastened to its center, would serve. The pipe fitting doesn't hold the pole, that's the assistant's job, it just needs to keep it from slipping off the base. The fitting should be slightly oversize to allow for the base not being accurately horizontal. Since the assistant will leave the base unattended while adjusting or measuring the pole, the base should also have a three-quarter-inch hole near one corner so it can be tethered to shore.

I made a prototype from a twist-and-lock three-part 5–12-foot telescoping pole ($34) using an 8-inch orange ball sold as a dog toy ($6). Some other inexpensive poles with enough reach for most shore locations include the 5–16-foot AdirPro, which costs about $43, and the 6–24-foot Docapole, which costs about $60.

Like my pole, the Docapole is sold for window washing and has a fitting that could hold a similar top mark. The AdirPro is a surveyor's leveling rod and seems to have no such fitting.

How accurate is the HE measurement provided? It's exact as regards to refraction, since photons following a curved path from the horizon to the pole will not rise perceptibly further along the path from the pole to the student's eye. It's not exact with regard to dip; you could calculate a compensation that would increase HE slightly to account for dip, but even in a fairly extreme case where the measured HE is 27 feet and the pole is 150 feet from the student, a 5 foot dip represents only about 2 inches added to HE. Since HE values in the critical dip table differ by about 8 inches for each 0.1 foot of dip, it doesn't seem useful to quibble about (at most) 2 of those inches. Furthermore, the maximum change in height of tide during a sight run during a quarter of an hour will be more than 2 inches in most locations. Conclusion: neglecting dip as a contributor to the measurement of HE is unlikely to amount to even 0.1 foot of the amount that dip contributes to ha. In short, the pole measurement is accurate enough for the precision desired.

Hugh Blair-Smith is a member of America's Boating Club Cape Cod Chapter. The 52-year member teaches Junior Navigation and Navigation and is retired from a half-century career as a computer scientist, of which the first half (as documented in his book "Left Brains for the Right Stuff: Computers, Space, and History") counts as an Apollo rocket scientist. He is now also retired from a 45-year captaincy of Mashantam, *a 35-foot Vindo sloop, cruising the coast between Long Island Sound and Penobscot Bay. His next book, "Minot's Gifts," is a sci-fi tale set in the 2070s, about interstellar visitors who have all taken the names of Earth's lighthouses and are the friendliest aliens ever to touch down at Area 51.*

Shipshape

ANSWERS, TIPS AND ADVICE TO HELP YOU GET THE MOST OUT OF THE BOATING LIFE

QUICK TIPS

Sizing dock line

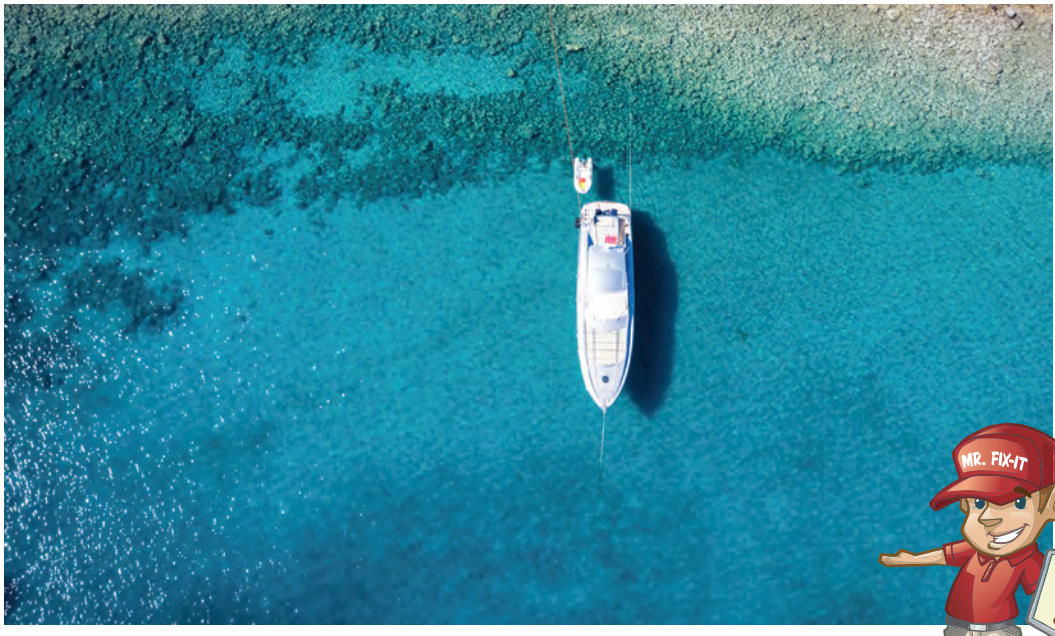
Diameter: A dock line's diameter should be ⅛-inch diameter for every 10 feet of boat length. Using this rule of thumb, you'd use a ⅜-inch line for a 26-foot boat or ½-inch line for a 34-footer.

Length: Many experts suggest bow and stern dock lines be at least two-thirds the length of your boat. Spring lines should be 1¼ times your boat length to limit forward and aft movement at the dock. *–Larry Stout*

Don't neglect the check

Even the most cautious boaters experience unexpected problems on the water. That's why the U.S. Coast Guard recommends that all recreational boaters, including personal watercraft operators and paddle boaters, take advantage of the free Vessel Safety Check program every year. Find a vessel examiner near you at *bit.ly/vesselexam.*

Email your questions, tips and advice to *ensign@hq.usps.org.*





Got beach?

Keep your boat from drifting with a picnic anchor

By Dave Osmolski

Last fall, I was on the beach enjoying a swim and watching the other boats passing. Before long a very new, very expensive center console boat at least 35 feet with three 300-horsepower engines came up to the beach. The captain and his crew—wife, daughters and granddaughters—wanted to swim and walk on the beach. There's lots of beach on Pine Island, and on a weekday, before the snowbirds descend, there's more than enough for all.

As I watched, the captain pulled close to shore bow first. He had a plough-type anchor deployed from the bow and was looking for a place to anchor. As I watched him drop the anchor straight down and tie it off, I commented to my wife how amazing it was that folks had enough money to buy an exquisite boat with all that power but didn't have enough time to learn how to use it properly.

Long story short, his crew soon tired of swimming and walked up to the beach. He left the boat, came over, introduced himself and began a conversation. I was looking out to the water, and he had his back to the water. The tide was coming in. There was a light offshore wind, and sure enough, his boat began to drift away from the beach. Before it went too far, I told him it was adrift, and he waded then swam to the boat to retrieve it.

Knowing how to anchor your vessel is every bit as important as knowing how to drive and dock it. This is especially true at the beach. In my years at the beaches of southwest Florida's barrier islands, I have seen three boats filled to the gunnels with sand and shells. These boats had evidently been run bow first onto the beach. I almost suffered the same fate by foolishly going on to the beach bow first to pick up a

ADOBE STOCK

passenger—just for a minute, you understand. Boats were just not designed to go stern into the waves. Not even for a minute. Especially in the shallows off the beach.

BACK DOWN ON THE BEACH

If you love going to the beach, the proper sequence is to choose your spot and back down on the beach slowly. When you feel you are close enough (for me, 20 or 30 yards is close enough), deploy the bow anchor, set it and let out enough rode to put you in water deep enough for your lower unit or prop, but shallow enough so you can wade to the beach, and close enough that you can carry your chairs and umbrellas.

Anchoring this way keeps the bow pointed into the waves, allowing it to ride smoothly up and over even some pretty rough seas. Be aware though that in many anchorages a current parallel to the shore may cause your boat to drift sideways into water that's over your head. This makes retrieving the gear you took out to the beach difficult.

USE A PICNIC ANCHOR

You can overcome this sideways drift by using a picnic anchor. Smaller than your main bow anchor, a picnic anchor is attached to a 75–100-foot nylon rode. (Mine is three-eighths inch, three-strand nylon rode with an eye splice on the bitter end.) Attach the picnic anchor to your boat's stern, carry it to the beach and set it in the sand. This will keep your bow headed into the waves and the stern in water shallow enough to comfortably carry your gear to and from the beach.

Consider adding a picnic anchor to your boat if you don't already have one. I use mine as my main bow anchor while tarpon fishing. When I hook up, I have a fender with my boat name on it attached to the bitter end of the rode that I toss overboard so I can follow the fish until I land it. Afterward, I return and retrieve the fender, anchor and rode. Double duty!

If you haven't already, take America's Boating Club's Anchoring Seminar. It can save you as well as your vessel.

David H. Osmolski of Charlotte Power Squadron/27 has been repairing boats since high school when his first boat, a canvas-covered canoe with cedar ribs, leaked in gallons per minute and required constant repair.



SHUTTERSTOCK

Boat clean this spring

By instituting a few best practices aboard your vessel, you can ensure that you're doing your part to protect our waterways.

IT'S ALL ABOUT THE WASTE

- Retrieve trash, monofilament or other debris from the water (even if it isn't yours). Keep a net and trash bag handy for this purpose.
- Recycle cans, glass, plastics and monofilament line. Keep a clearly marked recycling container onboard.
- Limit the packaging and plastic you take on board, and use reusable food and beverage containers.

WHEN YOU'VE GOT TO GO, GO GREEN

- Use restrooms onshore prior to departure.
- Use only approved Marine Sanitation Devices underway.
- Use pump-out stations; never discharge raw sewage offshore.

DON'T BE A DRIP

- Know how much fuel your tanks hold, and don't overfill or top off tanks. Use absorbent pads to catch drips, and dispose of them properly.
- Keep your engine tuned, and watch for leaking seals, gaskets, hoses and fuel lines. Place an oil-absorbent pad underneath the engine and replace it as needed.
- Keep your bilge clean and dry. If oily water does collect, swirl an oil-absorbent pad in the bilge water to collect the oil. Pump oily water into a dockside holding tank or leave it to the professionals to remove. Never discharge it overboard.

For more clean boating tips, download a copy of the America's Boating Club Environmental Best Practices for Boaters brochure at *bit.ly/ABC-greenboating*.



Watch out while on shore

Keep yourself and your pets safe from ticks and tick-borne illnesses

By Gino C. Bottino, M.D.

Unique among arachnids, ticks suck blood to survive. Some are as small as a sesame seed. Like tiny vampires, they latch onto mammals, birds, reptiles, and amphibians. There are soft ticks and hard ticks. A hard tick has a hard plate on its back and is more likely to bite and feed on people and animals, transmitting dangerous diseases. Hard ticks thrive in wooded areas, tall grass, and trees and shrubs. Some, such as dog ticks, make their way indoors on humans or canines.

COMMON TICKS

Found throughout the U.S., brown dog ticks can live inside human dwellings, causing infestations that can take months to clear. They feed on canine and sometimes human blood. They are associated with Rocky Mountain spotted fever and related diseases.

Deer and wood ticks live on wildlife, are found in wooded areas, and are most active from October to December. Other ticks are most active in the summer.

All ticks carry more types of illnesses for pets than for humans, and comprehensive prophylactic tick treatment for your pets remains the best way to control the spread of these diseases.

TICK-BORNE DISEASES TRANSMITTED TO HUMANS

Common diseases spread by ticks include Lyme, Southern Lyme-like disease, babesia, Rocky Mountain spotted fever, ehrlichiosis, Colorado tick fever, heartland virus and Bourbon virus.

Now spreading northward, the Lone Star tick transmits bacteria that cause human ehrlichiosis, heartland virus, tularemia and Southern tick-associated rash illness. Lone Star ticks are aggressive and bite humans. The adult female has a white dot, or "lone star," on its back. Lone Star tick saliva can be irritating, but redness and discomfort at a bite site don't necessarily indicate an infection. Nymph and adult females most frequently bite humans and transmit disease.

Lyme disease, the most common disease spread by Ixodes scapularis (also known as black-legged or deer) ticks in the Northern Hemisphere, affects an estimated 300,000 people a year in the United States and 230,000 people a year in Europe.

Lyme disease is diagnosed based on a combination of symptoms, tick exposure history, and sometimes testing blood for specific antibodies.

People treated with appropriate oral antibiotics in the early stages of Lyme disease usually recover rapidly and completely. People with certain neurological or cardiac forms of the illness may require intravenous antibiotics.

A few people experience post-infection syndrome; this poorly understood illness is often called chronic Lyme disease, which may be an autoimmune disease induced by the Lyme infection.

PREVENT TICK BITES

- **Know where to expect ticks.** Ticks live in grassy, brushy, or wooded areas, and on animals.
- **Treat clothing and gear** with products containing 0.5% permethrin.
- **Use Environmental Protection Agency-registered insect repellents,** *epa.gov/insect-repellents*. EPA's helpful search tool *bit.ly/rightrepellent* can help you find the product that best suits your needs.
- **Avoid contact with ticks.** Avoid wooded and brushy areas with high grass and leaf litter. Walk in the center of trails. For a comprehensive guide to preventing ticks and their bites through landscaping, refer to the Connecticut Agricultural Experiment Station's Tick Management Handbook, *bit.ly/tickprotect.*
- **Don't feed deer.**

DO A TICK CHECK

- **Check your clothing.** Ticks may hitch a ride on clothing. Remove any ticks you find. Put dry clothes in a dryer on high heat for 10 minutes to kill ticks, and longer for damp clothing. You can also wash clothes in hot water first. Cold and medium temperature water will not kill ticks.
- **Examine gear and pets.** Ticks may hitch a ride on gear and pets and attach to you later, so carefully examine pets and daypacks.
- **Shower soon after being outdoors.** Showering within two hours of coming indoors will reduce your risk of Lyme disease and may reduce the risk of other tick-borne diseases.
- **Check your body for ticks.** Conduct a full-body check upon return from potentially tick-infested areas, including your backyard. Use a hand-held or full-length mirror to view all parts of your body.

Gino Bottino, M.D., has had 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.



How to avoid trouble when docking

By Capt. Katherine Redmond

TRY, TRY AGAIN

If you start the docking process wrong, begin again. Many boaters feel embarrassed to back off an improperly aligned docking attempt, so they stay with it, vrooming forward, shrieking into reverse, banging into this, dinging that, haplessly attempting to correct the uncorrectable. It's much easier—and more professional—to abort the ill-fated maneuver and start over.

WATCH YOUR SPEED

Never speed up and try to steer out of hitting something. In more than 20 years of docking, the only accident I was involved in occurred when I didn't follow this rule. I thought I could clear the other boat if I increased my speed, but I was wrong. While it may seem appropriate at times to gun the throttle to avoid a collision, statistics prove otherwise. Too often, speeding up to avoid banging into something creates serious damage; it's much better to slow down and gently glide into contact with the object.

POWER THROUGH

A surge of power occurs when we go from neutral to forward or reverse. This power surge is useful in boosting response for all boats, but it's vital for single-engine inboards, including sailboats. When a sharp turn is required to enter a slip, this surge of power provides the additional force needed. For example, imagine a boat heading down an aisle to enter a slip on the starboard side. The helmsperson puts the boat into forward gear and moves down the aisle. As he reaches the turning point to enter the slip, he turns the wheel to the right. The boat turns to starboard, but the turn isn't sharp enough. He misses the slip entry by a few feet and winds up in trouble. Now he has to back off, attempt to turn around for a second try or reverse and hope he doesn't bump into other vessels in the area.

Instead, let's rewind and alter the approach. A vessel is heading down an aisle to enter a slip on the starboard side. The helmsperson puts the boat into forward gear and back into neutral, allowing momentum to move the boat. As she reaches the turning point to enter the slip, she turns the wheel to the right and begins moving the gear shift rather quickly between neutral and forward, neutral, forward, neutral, forward, using the additional power to sharpen the turn. She enters the slip and ties up her lines.

FACE THE WIND

Whenever the opportunity exists, you should face the bow of the boat into the wind during the docking process. Even in very light winds, docking is simplified if the bow faces into the wind. The bow, with its narrow shape, reduces the wind's ability to push it out of control. Conversely, the wind may alter the boat's position when it comes from the stern and will impact the vessel even more dramatically when it comes from the sides.

The most trouble I've had while docking has been when the wind comes from my port or starboard side. I recall one particularly precarious docking experience. I was backing the boat stern in, and the alignment was perfect. The last few feet before the stern entered the slip, a gust of wind pushed the bow in the opposite direction. Only a full-throttle maneuver saved the day.

TURN FIRST, POWER SECOND

When you change the direction of your boat, always turn the wheel first and then add power. During your skill drill training, compare the difference in the boat's response from turning the wheel first and then adding power to powering first and then turning the wheel. You'll be quite surprised at the substantial difference in response, which can be helpful during docking.

MIND THE SLIP

The slip assigned to you can have a dramatic impact on your success or failure during docking. Slips aren't equal! Waterside Marina in Norfolk, Virginia, comes to mind. Wonderfully located with stores to peruse, the marina had many slips that were difficult to dock at back in 1995. Sterns and bows seemed to stick out every which way in the crowded marina, which reminded me of an obstacle course. Caution was strongly recommended. It wasn't a place for a newbie. Marinas may have available slips with varying degrees of difficulty, so if you are inexperienced at docking, it would be wise to alert the marina personnel when requesting a slip.

Capt. Katherine Giampietro Redmond of Palm Beach Sail & Power Squadron/8 is a NASBLA-honored boating safety instructor with a Six-Pack Towing Captain's License. Author of "The Chartracker Navigation Guides" and "7 Steps to Successful Boat Docking," she created boatinglady.com *to provide boating guidance for women.*


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Loching through Scotland

One squadron takes on the Caledonian Canal

By Jeff Lagrew with photos by Jack Fish

The Bluegrass Chapter of America's Boating Club takes annual charter trips all around the world. In September a group of nine adventuresome members, led by Commander Louise Lagrew, set off for the Caledonian Canal in Scotland.

A beautiful 90-mile waterway, the Caledonian Canal is made up of 26 locks and canals that connect four lochs traversing northern Scotland from Fort William on the Irish Sea to Inverness on the North Sea. The most famous of these lochs, Loch Ness, is home of the reigning "Marco Polo" world champion, Nessie the Loch Ness Monster.

We chartered a 42-foot boat from LeBoat out of its base at Laggan Locks. The vessel came completely furnished except for provisions, and the galley included two refrigerators and an oven. Four cabins and three heads and a large open upper deck provided adequate space for our crew.

After an early checkout and lunch, we headed south on Loch Lochy toward Banavie. Although only about a mile wide, the lochs are very deep. Loch Ness is more than 5,000 feet deep. The wind funnels between two mountain ranges that parallel the course, creating a tunnel effect. As a result, you always have a head wind or tail wind, and when the wind comes up, it gets choppy fast. We experienced a little of this our first day as we were flagged down by local boaters having trouble with their sails and motor. Our crew of highly trained America's Boating Club members jumped into action, brought our boat alongside and set up a tow. Thanks to our on-the-water training, we delivered the boat and crew safely to their home port.

The next day, we toured Fort William with breathtaking views of Ben Nevis, the tallest mountain in the UK, the Great Glen and the surrounding Scottish Highlands. The area is also home to







1. Cruising on the Caledonian Canal
2. A lock on the Caledonian Canal
3. Jeff Lagrew, Ralph Merten and Bill Wingfield assist boaters on Loch Lochy.
4. Team Nessie: Mac Bray, Eileen Bray, Louise Lagrew, Jeff Lagrew, Bev Merten, Ralph Merten, Sandi Wingfield and Bill Wingfield
5. Bev Merten handles the aft line in a lock.



the Ben Nevis Distillery, where we had a guided tour of the production areas. We provisioned the boat in Fort William, as many places along the Caledonian Canal are remote. Heading north on our third day, we traversed Loch Lochy and Loch Oich, where we passed Invergarry and the ruins of Invergarry Castle on our way to Fort Augustus.

Fort Augustus is one of the most picturesque towns along the canal with plenty to do. The flight of five locks, at its southern approach, takes about one hour to negotiate, so arrive well in advance. Near the bottom of the flight of locks, pop into Iceberg Glass for some great souvenirs. The Caledonian Canal Heritage Centre is a great stop if you want to learn more about the history of this 200-year-old canal, while the Clansman Centre is one of the most unique attractions in Fort Augustus. Here you'll experience live demonstrations by actors in traditional highland dress and gain an insight into what life was like in 18th-century Scotland. The town is a haven for walkers and cyclists with many trails around the area, the most popular being the Great Glen Way.

At the bottom of the flight of five locks is Loch Ness. We entered this 26-mile-long loch and began our search for Nessie, which included many potential sightings. A visit to the village Drumnadrochit on the west shore wouldn't be complete without a visit to the Loch Ness Centre & Exhibition, where we learned about the many myths and monster-hunting facts that surround this ancient mystery. Just up the road from Drumnadrochit, back toward the loch is Urquhart Castle. Majestically positioned with sweeping views over Loch Ness, the castle dates to the 14th century. For a different perspective, you can also head to the Glens for some of the best pony trekking in Scotland.

The next morning, we crossed Loch Ness to Foyers to see Falls of Foyers, a spectacular 165-foot waterfall where the River Foyers drops into a gorge, feeding Loch Ness. After lunch it was back to Fort Augustus and back up the locks. The next morning, we headed down Loch Oich and returned to Laggan Locks.

After cleaning the boat and packing our gear, we enjoyed a final dinner at the Invergarry Hotel. The Scottish people were fun and friendly, the countryside was beautiful, and Nessie is out there. We would all recommend this trip to anyone.

Jeff Lagrew, a member of America's Boating Club Bluegrass Chapter in District 24 for 23 years, has served as squadron and district commander. He holds a USCG 100 Ton Masters license, is an American Sailing Association Instructor Evaluator and was 2008 ASA Instructor of the Year. He currently serves at the national level as rear commander for Instructor Development.

Cruising America's Great Loop

Part 1: The Rivers

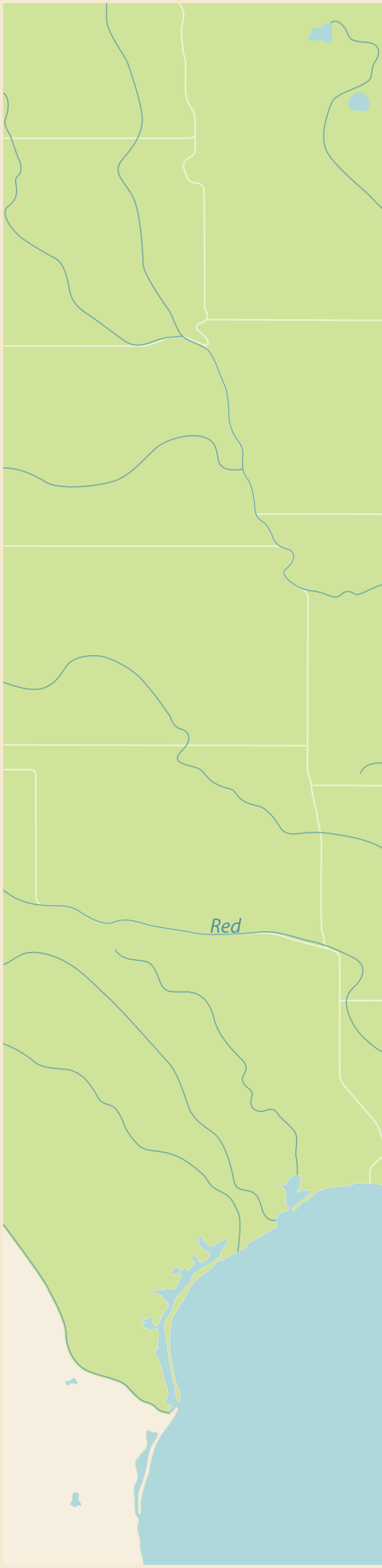
By John Simons

Our Great Loop adventure took one year and covered 6,500 miles. We departed from Waukegan Harbor in mid-September 2015 and, after making a series of left turns, returned to Waukegan Harbor in September 2016. Our crew consisted of John and Priscilla Simons and Dale and Andy Arnold. Our adventure had been nearly five years in the planning, but yours can happen much faster. All we had to do was research and buy a motor yacht, learn to operate it, retire, and decide how we would handle our individual homes while on our adventure.

We knew the Great Loop would present us with new challenges as we cruised down the inland rivers from Chicago, Illinois, to Mobile, Alabama; across the Gulf of Mexico to Florida; spent time in Key West and the Bahamas; cruised up the Intracoastal Waterway to New York; headed up the Hudson River to the Erie Canal and Canada; cruised through Georgian Bay, the North Channel and Lake Michigan; and headed back home to Waukegan.

Hundreds of "Loopers" make this trip each year. There's even an America's Great Loop Cruising Association *(aglca.org),* which conducts seminars to help Loopers prepare for the adventure. We flew our white Great Loop burgee to help identify us to other Loopers during our travels. We were fortunate to receive guidance on route planning from Bruce Astbury, a long-time boater and delivery captain. Bruce had made the trip numerous times and could rattle off the names and distances of the best marinas and fuel stops along the rivers from memory. We took copious notes.

This is the first in a series of articles designed to help you plan the adventure of a lifetime. With an overview of various sections of America's Great Loop under your belt, you'll be able to plan your own adventure and know what to expect along the way.





Traveling 6,500 miles in one year, four Loopers recount their trip circumnavigating the eastern U.S. and part of Canada.



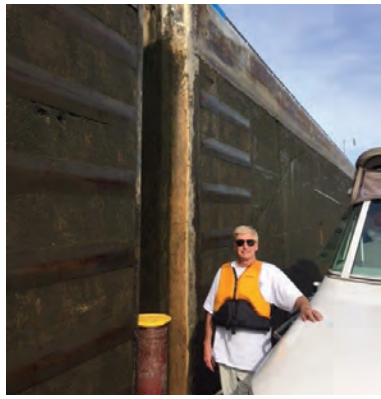
Waukegan » Joliet, IL

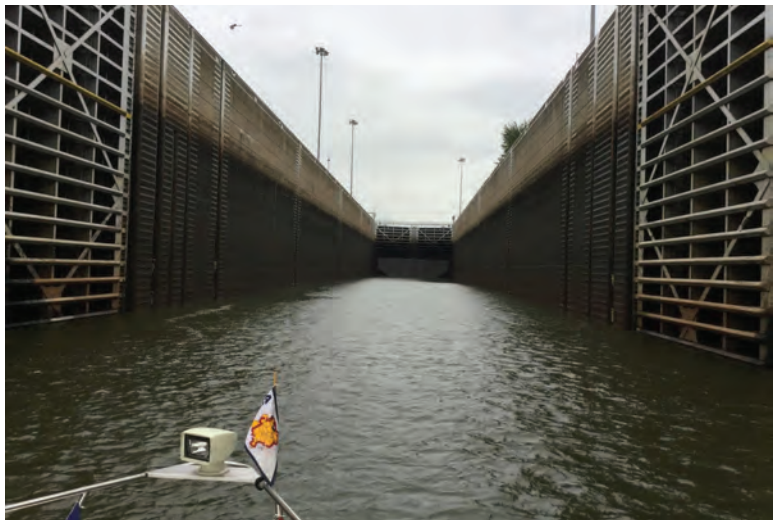
On the first day of our Great Loop adventure, we departed Waukegan Harbor at 8:25 a.m. and cruised to Hammond, Indiana, for fuel. For you "fuel-o-philes" and sail boaters, we took on 297 gallons of diesel at a cost of $834. The fuel in Hammond was $2.79 per gallon vs. $3.89 in Waukegan, saving us $327 on our first tank of fuel.

We entered the Cal-Sag Channel at Calumet and traveled to the Illinois River. We transited two locks and had to wait for several bridges to open. On our first day, we traveled 100 miles and tied up on the wall in Joliet for the night. We chose the Cal-Sag Channel because the air height on our Cruisers 4450 was 17 feet 6 inches. We couldn't start on our adventure on the Chicago River, because there's a 17-foot fixed bridge. Farther down the Illinois River past the confluence with the Cal-Sag Channel, sits the fixed height Burlington Northern Santa Fe Railroad bridge. It has a controlling height of 19 feet 1 inch, the lowest on the entire loop. Don't attempt to do the Great Loop in a boat with an air height greater than 19 feet 1 inch.

Don't attempt to do the Great Loop in a boat with an air height greater than 19 feet 1 inch.











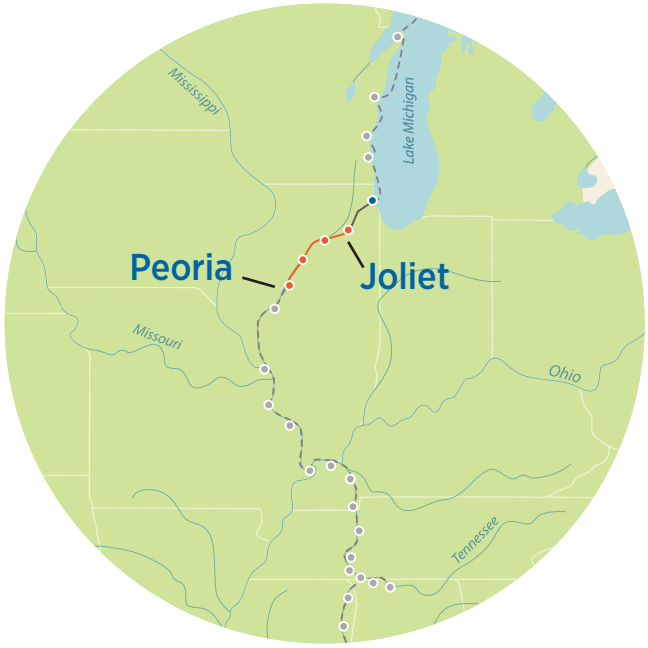
Top row: *Changing Latitudes* in Joliet, Illinois, on the first night

John locking through at Marseilles, Illinois

Second row: The Barkley Lock makes a 57-inch lift from the Cumberland River to Lake Barkley.

Bottom row: Boaters who didn't pay attention to the bridge clearance height scraped off all their electronics from the hard top.

Changing Latitudes is a 2002 Cruisers 4450 with a bow thruster and hydraulic swim platform for the dingy. Its large orange fenders came in handy while transiting the locks.



Joliet >> Peoria, IL

Day two started out bright and sunny with no wind and stayed that way all day. We had delays at all three locks: Brandon Road Lock (40 feet), Dresden Island Lock (35 feet) and Marseilles Lock (25 feet). Delays are common and should be expected. In all three cases, we were locked through faster than the lockmaster's original estimate.

There's not much to see after leaving Joliet other than natural riverbanks and an occasional barge depot, duck blind and railroad bridge. We took advantage of our boat's ability to cruise at 25 mph to get to the next bit of civilization. Many Looper boats have a top speed of 8 or 9 mph. We were pleased to have the option of going faster. No wake signs are posted in various locations, and we always slow down as we pass. You can tell you're traveling at the proper speed if you get a friendly wave from the barge crew.

Next, we stopped at Heritage Harbor Marina, a Looper-friendly marina providing slip and fuel discounts. The relatively new marina has a nice restaurant and a friendly, helpful staff. We spent two days there and borrowed the marina's courtesy car to visit Starved Rock State Park. After all, it's the journey, not the destination.

The next day started with a flurry of activity: boat cleaning, filling the water tanks, fueling and pumping out. We called the Starved Rock lockmaster by phone to determine the waiting time at the lock. After several busy signals, we decided to depart the marina at 10:30 a.m. A few miles down-bound, we passed a tow also going down-bound. We gave him the courtesy of not trying to pass him while going under a bridge. Knowing that commercial traffic gets priority locking through, we sped up. The tow was going 3.5 mph, and we were going 25 mph. We arrived at the lock with enough time ahead of the down-bound tow to be green-lighted through within 15 minutes. We had also arrived with just enough time ahead of an up-bound tow.

From there, we traveled 46 miles to the rustic Henry Harbor Marina, which consists of the old Henry lock's walls. We were glad to have our large orange teardrop fenders to hold us off the jagged walls.

We departed Henry at 9:30 a.m. and cruised 38 miles to Peoria. We passed two up-bound tows along the way. The weather continued to be sunny and dry. We arrived in Peoria at 1 p.m. and fueled up at the Illinois Valley Yacht and Canoe Club. The harbor entrance is narrow with tight quarters to maneuver.

Peoria's public dock has many small slips and three long face docks. We took the face dock in front of the paddle wheel boat *Spirit of Peoria.* The signage states all boats must depart by 11 p.m. Our Looper friends advised us that the curfew isn't enforced, so we decided to take our chances. Our only other option to avoid barge traffic would be to anchor on the other side of the river. We spent a quiet night on the dock.

We visited the Peoria farmers' market and craft fair before shoving off at 11 a.m. We caught a break at the Peoria Lock, which had dropped its wicket dam, and cruised over the dam without having to stop. The Illinois River continues to be almost entirely rural with the occasional barge depot and railroad bridge. We traveled 42 miles to the Havana, Illinois, regional port and stayed at the Tall Timbers Marina.

We caught up with several other Looper boats: Azumit 54, a new Sea Ray Sundancer 48 and Grand Banks 42. The Tall Timbers Marina has a lot of pride in ownership, top-notch facilities and a cash-only policy.

Cruising on the river is as flat if not flatter than riding in a car on the highway. The water is dead calm, and our boat glides along at 25 mph. We slow down for all fishing boats and working tows because we throw off a huge wake. Every time we speed up, we can hear those turbo diesels whine.

Cruising on the Illinois River is as flat if not flatter than riding in a car on the highway. The water is dead calm, and our boat glides along at 25 mph.

A LESSON IN BOATING ETIQUETTE

Having been a Great Lakes boater, I didn't have much experience passing other boats in relatively tight quarters such as a river. Because towboats and barges are huge and take up most of the river channel, we ask which side they would like us to pass on—one whistle or two? Pleasure craft can be passed on either side.

One day, we approached a Silverton 48 and his buddy boat going 10 mph due to the Silverton having only one operating engine. Our boat throws a huge wake when we are cruising at 10–12 mph. When we are on plane at 25–30 mph, the wake is half the size. I saw the two boats ahead and hugged the side of the channel as far from them as I could, perhaps a half-mile away. As we passed, I heard a comment on channel 16, "Jerks come in all size boats." Throwing the smaller wake didn't make me any friends.

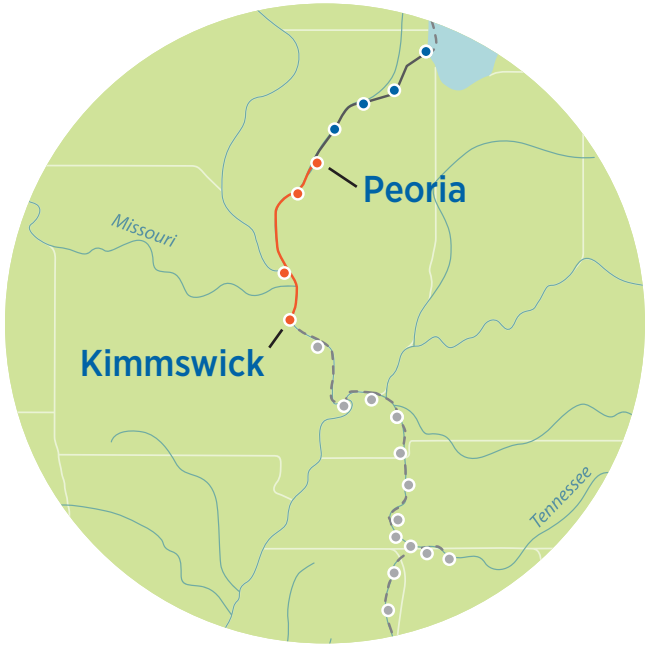
A few miles ahead we approached *Dream Catcher.* I called him up and asked if he wanted a fast or a slow pass. He said slow and that he would slow down to let us get past. We slowed down and passed him, and he came back on the radio to thank us for our courtesy.

That evening we were all at the same marina, and Dick from *Dream Catcher* said it would have been a lot better if we gave him a fast pass with the smaller wake. We learned to call pleasure boats as well as towboats when we plan to pass them. Don't assume they will know you are doing them a favor with the fast pass.

One morning we had the opportunity to test our new theory. The Silverton and his buddy boat left before us again and set up the same passing situation as the day before. I called out on channel 16— no answer. I called out on the Looper channel 71—no answer. Then I tried the towboat channel 13 and got him to respond. I asked if they prefered a fast or slow pass today. The captain answered, "Yes." I responded, "OK, slow pass it is Cap't."

We pulled up on their port side as far away as we could and still be in the channel. They slowed down so we could pass, and all was forgiven. The key was that they must slow down, or we couldn't get past them at 10 to 12 mph. Yes, we rolled them gunnel to gunnel with twice the wake we did the day before, but they were happy about it because we called them.

We learned to call pleasure boats as well as towboats when we plan to pass them. Don't assume they will know you are doing them a favor with the fast pass.



Peoria » Kimmswick, MO

After leaving Tall Timbers Marina, we cruised to Grafton, Illinois, on the confluence of the Illinois and Mississippi rivers. Grafton proclaims itself the Key West of the Midwest. You'll have to decide for yourself if that's true.

We arrived at 4 p.m. and pulled into the fuel dock to fuel up and pump out. After docking on the end of a covered dock just past the fuel dock, we discovered a disadvantage of being in a covered slip: Our satellite TV dish did not work. Once again, we caught up with several Loopers, some we had not seen since Joliet.

Next, we traveled 62 miles to Hoppies Marina, the last place to fuel up for over 200 miles, until we went up the Ohio River to the Cumberland River and stopped at Green Turtle Bay. With seven days and 333 miles behind us, we were at mile marker 0 on the Illinois River and mile marker 220 on the upper Mississippi River.

Traveling south from Grafton, we passed the famous St. Louis Arch as we headed to Hoppies Marina. You must always call ahead and get permission from the owner Fern Hopkins to spend the night. She runs a tight ship.

Operating a marina on the Mississippi River is challenging, as the water level rises and falls significantly. Hoppies Marina consists of a series of empty barges attached by cables to trucks on the upper bank. When the river rises, the trucks are backed up to take up the slack in the cables and when the water level drops, the trucks are moved forward. Simple yet ingenious.

As we cruised the rivers, we were glad we installed AIS on our boat. We could see barge traffic coming up-bound as we



Priscilla, John, Dale and Andy with the legendary Fern Hopkins at Hoppies Marina

went down-bound. The rivers have many twists and turns, and without AIS, we wouldn't know about the tow until we were very close. The towboat captains could also see us, and we could call each other by boat name on VHF channel 13. Towboat captains will often request a one-whistle or two-whistle pass. The hail indicates the maneuver by the following signals on her whistle: one short blast means "I intend to leave you on my port side"; two short blasts means "I intend to leave you on my starboard side." Towboat captains have intimate knowledge of the rivers and can help keep you from running aground as you pass them in narrow sections.

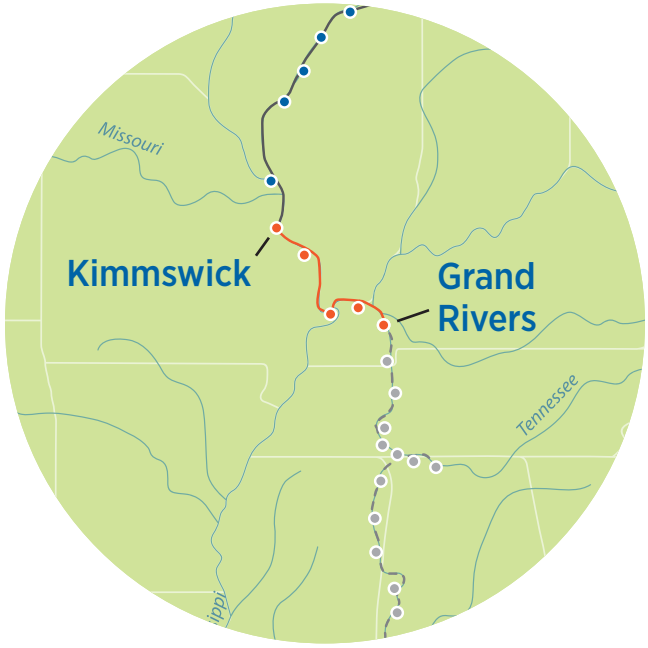
Nearly every Looper stops at Hoppies since it's the only fuel stop on this section of the Mississippi River. It's 62 miles from Grafton to Kimmswick, Missouri, and another 220 miles to the next fuel stop at the Green Turtle Bay Marina. As an added benefit, Fern provides an update on river conditions, obstructions and best anchorages for the remainder of your journey on the Mississippi. We stayed two nights at Hoppies and spent the day visiting the tourist mecca of Kimmswick.

Kimmswick >> Grand Rivers, KY

The next day was our last day on the Mississippi River. We cruised 46 miles down-bound and anchored on the east side of the Mississippi in an area called Boston Banks near Cairo, Illinois. We hailed a passing towboat captain and asked him if we would be out of the way of barge traffic. He advised we would be safe. Anchoring on a river is relatively simple because the current orients you parallel to the shore, and there are no tides to swing you around.

We cruised the final 8 miles down-bound on the Mississippi and turned up-bound on the Ohio River. Few if any Loopers continue down the Mississippi to New Orleans because there's lots of barge traffic and few marinas along that route.

As we turned up-bound on the Ohio River, we lost the 3 mph favorable current and had a head-on current of 2 to 3 mph, which had a significant impact on our fuel burn. After our cruise, the town of Paducah, Kentucky, built a public dock, which would be preferable to anchoring overnight on the Mississippi River.



We cruised up-bound 38 miles and transited lock #53 passing over the lowered wickets. As we approached the Olmstead lock #52, the lockmaster advised no traffic could pass due to strong turbulence created when the wickets were lowered. We had noticed the riverbanks were lined with barges stuck to the shore waiting to pass through the lock. We searched around for a place to anchor out overnight. We found a spot with 10 feet of water on the north side of the Ohio River in Metropolis, Illinois.

Winds howled out of the northeast, but we were protected by the high riverbank and a stand of trees. The next morning, we awoke to see the barge traffic had moved on overnight, and we were free to pass through the Olmstead lock. We had 17 miles remaining on the Ohio River and 32 miles on the Cumberland River to get to Green Turtle Bay Marina.

We cruised up the Cumberland River to the Barkley Lock, a 57-foot lift to Lake Barkley. Only a mile past the lock, Green Turtle Bay Marina was a welcome sight after three days on the hook.

In the next issue, we'll chronicle the remainder of our time on the rivers as we travel south to Mobile and the Gulf of Mexico. We found Skipper Bob's book "Chicago to Mobile" to be an excellent resource.

John Simons is a member of Waukegan Sail & Power Squadron in District 20. He has his USCG Masters License 100 ton. In 2015–2016, John and his wife Priscilla cruised 6,500 miles on America's Great Loop aboard their 2002 Cruisers 4450 Motor Yacht Changing Latitudes. *John is a yacht broker with* weberyachts.com. *His blog is at* bit.ly/CFJGreatLoop.

Running aground

Boater makes a series of errors on the Bad River

By John Raby

During a cruise in Georgian Bay, Ontario, I ran *Holly Marie* aground on a hazard clearly marked on the charts, damaging both props and lower units. Luckily, we had spare props onboard and could change them with the boat in the water.

After the excitement was over and we were safely anchored for the evening, I needed to figure out what had gone wrong. As the captain, I'm responsible for my vessel's safe operation and navigation.

FACTOR # 1: FAILED TO LAY IN A COURSE

We were boating with a group of boaters we'd traveled with many times before. The captains met each morning to discuss the course and plan the day's cruise. That morning, I missed the meeting to deal with a marina issue, which meant I left the dock without a clear plan for the day. Our destination was a remote location I'd never been to before. The first 27 miles were relatively easy navigation, but the last 5 were tricky.

FACTOR #2: FAILED TO READ CHARTS CORRECTLY WHILE TRAVELING AT TOO HIGH A RATE OF SPEED

At the end of the open water portion of the run, the boats were spread out as we entered the entrance to Bad River. We entered second, a half mile behind my good friend, Jim. We were both running at 30 miles per hour and should have slowed down as we entered shallower water. We were following the small boat route shown as a red dashed line on the charts.

The river has a range to guide you in. On the chart, it's marked as a solid black line that changes to a dashed line. In Piloting, I learned not to stay on a range line once it turns to a dashed line unless you want to run aground. However, my chart book for the area was printed in black and white, and I misread the dashed range line as a small craft route line. If I had planned my route on the dock that morning, I would have noticed that there was no small craft route for this portion of the trip.

FACTOR # 3: FAILED TO FOLLOW RED RIGHT RETURN RULE

The first rule of navigation is the red buoys are on your right as you return from the sea. We had been running with the red buoys on our left for most of the day. As we changed course into the river, the buoys changed sides as well, but I failed to make the change, so I took a green buoy on the wrong side.

FACTOR #4: VHF RADIO COMMUNICATION BREAKDOWN

As we entered the tighter portion of the river, Jim was a half mile in front of me. I dropped into his track and followed him in. When he realized he'd taken the buoy on the wrong side and was out of the channel, he got on the radio and told me not to follow him. Unfortunately, his radio was set to the wrong channel, so I never got his message. If I had been doing a better job of navigating, I would have challenged his course instead of blindly following it.

FACTOR #5: NOT HAVING A SECOND MATE WORKING THE PAPER CHARTS

When we boat on big water, my wife, Holly, keeps track of our location on paper charts; this allows me to focus on the electronic charts. She adds a second set of eyes and situational awareness.



EMMARIE RABY

Bob Dittmar, John Raby and Jim Hebert work on changing the damaged prop.

On this trip, my daughter, Emmarie, had taken over this job to gain experience reading charts and navigating, so I was looking at both the paper and electronic charts. Emmarie does not have the experience to notice or challenge my navigation errors. If Holly had been on the paper charts, I'm confident she would have challenged my course, or I would have noticed my mistake on the electronic charts, and we would not have run aground.

FACTOR #6: WATER HEIGHT

The lake was three feet higher than usual that summer. In an average year, the rocks would have been partly exposed, making them easier to see.

Going over everything that happened, I believe speed was the number one reason for the accident. Luckily, just prior to impact, something felt



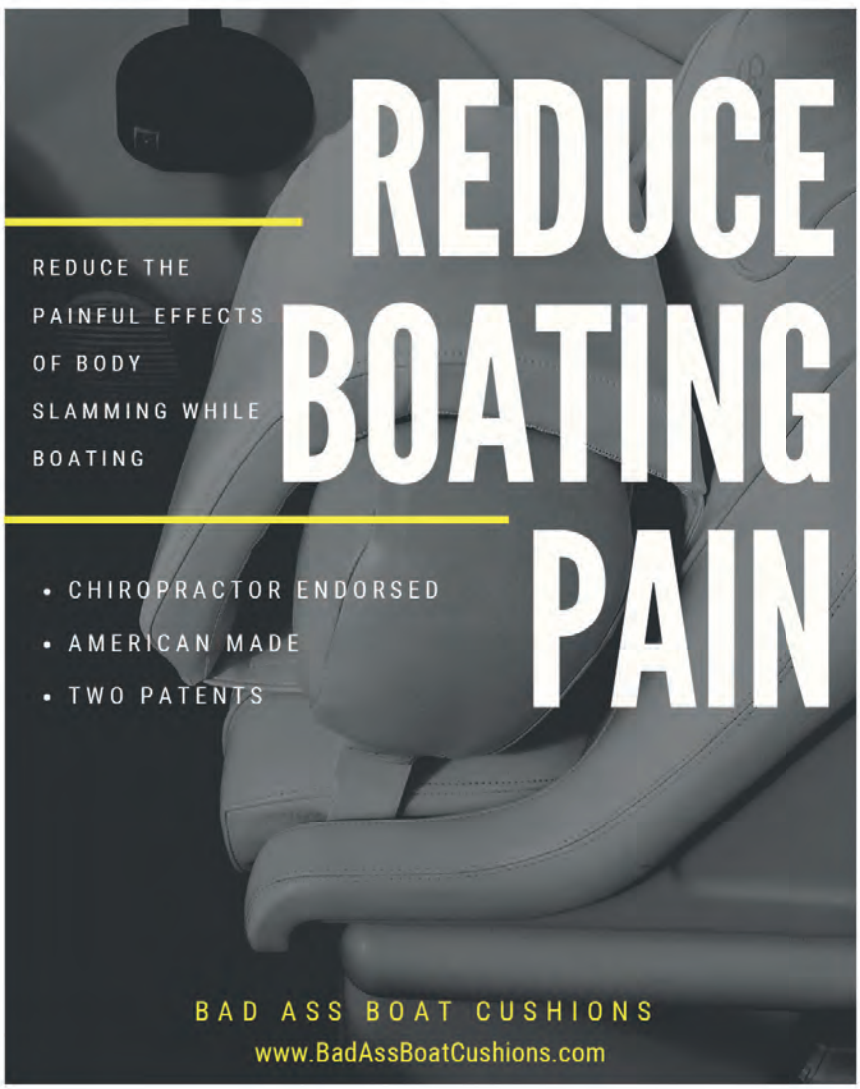


Damage to the starboard lower unit

wrong, and I pulled the throttles back and took the boat off plane. We were in the process of stopping when we hit the rocks. The hull never made contact; only the outboards hit and dragged along the rock shelf. I was able to put the engines in neutral and raise the motors as we slid along the rocks. Once free, Holly and Emmarie went up on the bow and guided us to safe water.

I had been traveling too fast in unknown waters and should have slowed down when I got on the range line. Staying on plane and following the range was poor boat handling. If we'd been traveling at a slower speed, I would have had time to recognize the hazards and deal with them appropriately.

John Raby and his wife, Holly, joined the Minnetonka Power Squadron in 2009, attaining the grades of JN-ACN and AP respectively. The pair enjoy boating on the Great Lakes and western rivers with their daughter Emmarie in their 23-foot Boston Whaler Holly Marie.



Waypoints

SPOTLIGHT ON SQUADRONS AND DISTRICTS

NEWS

NEWS AND UPDATES

Reaching customer service

If you call 888-367-8777 and nobody answers, please leave a message with your name, phone number and the reason for your call. Someone will call you back as soon as possible. Please be aware that headquarters calls originate from a 919 area code.

DAN Boater benefits

DAN Boater benefits must be paid by credit card only. Please do not send checks for payment of your DAN Boater member benefits.



Tall ships lined up in Kenosha Harbor





Left: Joe and Lynette Puckett enjoy the tall ships.

Right: Louise Potter and Larry Yates welcome guests to the *Picton Castle*.

Tall ships on parade

Seven tall ships arrived in downtown Kenosha, Wisconsin, last August with a parade of sail for Kenosha Tall Ships 2019. The sailing ships ranged from 77 to 198 feet in length, and some had traveled thousands of nautical miles to Kenosha.

America's Boating Club members from District 20 volunteered their boats to provide a security perimeter under the supervision of the U.S. Coast Guard and the tall ships event organizers. Mid Illini Sail & Power Squadron/20 members Gary and Judy Magnuson escorted *Red Witch*, the lead vessel in the parade, into Kenosha Harbor.

Several squadron members volunteered to work at the event, checking wristbands and helping visitors board tall ships offering tours. Although the tours were self-guided, crew were available to answer questions. What an opportunity to see some beautiful ships!

–Linda Christman



BOB DITTMAR

Cruise camaraderie

Members of three squadrons from three districts enjoy a fall cruise on Michigan's Mullet Lake in September. They included Don Jahncke of Birmingham Power Squadron/9, John and Holly Raby of Minnetonka Power Squadron/10, Kathleen and David Hart of Fort Wayne Sail & Power Squadron/29 and Emmarie Raby of Minnetonka Squadron with friend Sam Dittmar.

Taking the stress out of locking

America's Boating Club Knoxville in District 17 hosted its second lock-through event of the year last August at the Fort Loudoun Locks on the Tennessee River near Lenoir City, Tennessee.

Five boats gathered at Lenoir City Park pavilion one, with six experienced boating members and 15 non-members taking part in the locking exercise.

Commander Tom Dietrich welcomed participants and Ben Birdwell explained the locking procedure from start to finish. The lock-through leader, Ed Fendley, gave boat and lock bollard (pin) assignments and explained how the exercise would proceed.

The lock-through went smoothly and participants enjoyed the experience. Afterward, the boats returned to the pavilion for a picnic.

Commander Dietrich explained the workings of America's Boating Club Knoxville and some events we hold or participate in for the safety and understanding of the public as well as for our members' boating enjoyment.

Despite the hot weather, 30 people enjoyed a delicious picnic of hamburgers, hot dogs and side dishes provided by club members.

We thank all who gave their time and energy, provided boats, expertise, food and fellowship to make this a successful and enjoyable learning experience. *–Jean Armes*



Demonstrating proper locking-through procedures



Participating boats cast off from Lenoir City Park dock.



Art Mercurio, second from left, escorts non-members through the locks.

A conference to remember

Hosted by America's Boating Club of the Catawba, the 2019 District 27 fall conference was a trip back in time. At district commander Pat Hakanson's suggestion, the theme was "The Maiden Voyage of the *Titanic*."

On Friday evening, attendees enjoyed a low country shrimp boil and watched the classic 1958 film, "A Night to Remember." Saturday's guest speakers included a *Titanic* history expert and a local kayaker and environmentalist who wowed everyone with his Catawba River photos.

Banquet guests enjoyed dinner featuring menu selections from the final meal aboard the *Titanic* prepared from original recipes. Costumed guests told about characters they portrayed, and members took group photos. Eleven Catawba Squadron members performed a play I wrote about people on the *Titanic*, which was directed by Donna Fletcher. The actors, bearing an uncanny resemblance to their characters, described their lives onboard before the ship's collision with the iceberg and their fate afterward. Bill Beers provided narration and additional details.

A costume competition concluded the evening with prizes for the best dressed woman and man. The woman who won came dressed as the iceberg!

By the overwhelming response, the conference was a great success. Attendees made new friends and had fun. Why not try a themed event for your next district meeting? *–Barbara J. Beers*



LINDA JOYNER

America's Boating Club of the Catawba members at the district conference



STEVE SHEWARD

The tie that binds

During a 10-day cruise in the British Virgin Islands, America's Boating Club Houston member Chris Leavitt teaches Trey Sheward to splice a dinghy painter that needed repair.





CARL ERICSSON

Windy cruise whets appetites

America's Boating Club Savannah in District 26 had a sunny, breezy September day for its cruise to Skull Creek Boathouse Restaurant on Hilton Head Island.

Five boats with 21 club members and guests onboard met at a rendezvous point near Savannah Bend Marina in Savannah, Georgia, for a 10 a.m. departure. As they cruised along the Intracoastal Waterway at 25 to 30 mph, the north wind blew a little stronger, making the ride across the Savannah River somewhat choppy. Once they cleared the numerous no-wake zones along Daufuskie Island, the headwind became stronger and the water rougher.

On entering Calibogue Sound, wind and seas could no longer be classified as friendly. All boat captains acknowledged they could complete the trip, so they pressed on, adjusting course closer to the Hilton Head shoreline into more protected water. The boats arrived at Skull Creek safely, albeit a bit damp. Club members and guests enjoyed a fabulous lunch outdoors, sheltered from the wind.

The return trip went much smoother with fairer winds and following seas. *–Hal Evans*



ROSE WERNER

Helping hands

Six members of America's Boating Club of Phoenix in District 28 met at the St. Mary's Food Bank in Phoenix during the holiday season to pack food boxes for donation. The country's oldest food bank, St. Mary's has been gathering and distributing food to the needy since 1967. *–Bill Johnson*

Food bank volunteers include (front) Jackie Wanta, Connie Johnson, Rose Werner, Marybeth Joublanc, (rear) Bill Johnson and Ron Werner.

Boosting boat skills and fun

America's Boating Club of Snohomish County in District 16 held its second Boat Skills Festival in perfect weather on May 4, 2019, at the Port of Everett, Washington. The festival helps club members and the public learn boating skills through mini seminars on members' boats and in other locations near the north guest dock.

Members presented the seminars on four boats, the party barge, the lawn and parking lot. Seminars ranged from tips on crabbing to maintaining an outboard motor. With the expert help of Sea Scouts from Ship 90, students practiced knot tying and using fire extinguishers. Mike Watkins, Danny Daniels and Jim West performed 13 vessel safety checks. Luke Robert of the Washington State Parks Boating Program brought *WALTER* (Washington's All-equipped Law Enforcement Training & Education Resource boat). He used the boat to assist Sgt. Greg Sanders of the Snohomish County Sheriff's Office in demonstrating water rescue strategies, which was a big hit.

The 2019 Boat Skills Festival was a joint effort between America's Boating Club of Snohomish County and community partners, such as the Port of Everett and the Washington State Parks Boating Safety Program. *–Dan Ferguson and Annette Ferguson*







LINDA MARTIN



Top: Vessel safety examiners Danny Daniels and Jim West with Dan Ferguson, VSC chair. **Middle:** Sgt. Greg Sanders of the Snohomish County Sheriff's Office prepares to demonstrate cold water survival assisted by Luke Robert of Washington State Parks and its boat, *WALTER*. **Above left:** Conni Watkins operates robotic mascot PFD Seagull to the delight of kids of all ages. **Above right**: PFD Seagull (Linda Martin) learns how to pull the fire extinguisher pin and put out the fire with help from Sea Scouts of Ship 90.



DEBRA ALLEN

"Sunset and evening star
And one clear call for me!
And may there be no
moaning of the bar,
When I put out to sea ..."

—Alfred, Lord Tennyson

P/Lt/C Doris H. Brecht, S
Delaware River (PA) Squadron/5
Life Member, 26 mm

John E. Carney
Sanibel Captiva (FL) Squadron/22
Senior Member, 20 mm

P/C Jack Cohen, P
Norwalk (CT) Squadron/2
Emeritus Member, 51 mm

Raymond Cormier, AP
Vero Beach (FL) Squadron/8
4 mm

Brian P. Costello, P
Great Blue Hill (MA) Squadron/12
Senior Member, 12 mm

P/C George Doerner, SN
Skokie Valley (IL) Squadron/20
Life Member, 37 mm

Fred S. Dyer, JN
Utica (NY) Squadron/6
Life Member, 30 mm

P/Lt/C Robert A. Etchells
Clearwater (FL) Squadron/22
Senior Member, 17 mm

Socorro "Coco" Wimer Haynes, S
Skagit Bay (WA) Squadron/16
Senior Member, 6 mm

Dennis M. Henderson, SN
Dundalk (MD) Squadron/5
Senior Member, 11 mm

Thomas "Tim" M. Himmelmann, JN
Annapolis (MD) Squadron/5
Senior Member, 10 mm

Leann Hintze, P
Manatee (FL) Squadron/22
Life Member, 25 mm

P/Lt/C John C. Holden, SN
Berkshire (MA) Squadron/2
Senior Member, 13 mm

Joseph Karibo, SN
St. Petersburg (FL) Squadron/22
Senior Member, 23 mm

P/C William M. Keeley, SN
Dayton (OH) Squadron/24
Life Member, 25 mm

P/Lt/C Reynald C. Kotlarek, AP
Anna Maria Island (FL) Squadron/22
Senior Member, 20 mm

P/R/C Edwin G. Kridler, SN
Charleston (SC) Squadron/26
Life Member, 35 mm

Cdr James T. Liston, S
Galveston Bay (TX) Squadron/21
Senior Member, 9 mm

1st/Lt John W. Luce, SN
Clearwater (FL) Squadron/22
Senior Member, 19 mm

P/C Oscar J. Lutz, SN
Waukegan (IL) Squadron/20
Senior Member, 15 mm

P/C Robert H. Lyons III, P
Moriches Bay (NY) Squadron/3
Senior Member, 20 mm

P/Lt/C Robert H. Mansfield, SN
New Haven (CT) Squadron/1
Life Member, 38 mm

P/C Stuart G. Mauer, AP
Norwich (CT) Squadron/1
Life Member, 30 mm

Kenneth "Mac" F. McDearmon, P
Fort Macon (NC) Squadron/27
2 mm

P/Lt/C Walter J. McInnis, SN
San Joaquin Delta (CA) Squadron/25
Life Member, 28 mm

P/C Sidney A. McKnight Jr., AP
Sable Point (MI) Squadron/9
Senior Member, 16 mm

James D. Moore Jr.
Cocoa Beach (FL) Squadron/23
1 mm

Bryan Grimes Mordecai, AP
Marco Island (FL) Squadron/22
Senior Member, 16 mm

P/D/C Richard H. Morland, SN
Fox Valley (IL) Squadron/20
Life Member, 41 mm

JoAnne M. Perrine
Knoxville (TN) Squadron/17
1 mm

Patricia M. Pettersen, P
Charles River (MA) Squadron/12
1 mm

P/Lt/C Robert J. Pettersen, SN
Charles River (MA) Squadron/12
Life Member, 35 mm

1st/Lt Sharon A. Pinsak
Ann Arbor (MI) Squadron/9
Senior Member, 24 mm

P/Stf/C Iris L. Reddy, SN
Perdido Bay (AL) Squadron/15
Senior Member, 20 mm

P/C Eugene Thorner, AP
Lakeland (FL) Squadron/22
Senior Member, 7 mm

P/C Herbert Rubenfeld, JN
Oyster Bay (NY) Squadron/3
Life Member, 25 mm

P/C Peter P. Ruese, JN
Bellingham (WA) Squadron/16
Senior Member, 12 mm

P/C Carl R. Sanford, P
Auburn (NY) Squadron/6
Life Member, 34 mm

P/C Clark W. Sanford, P
Skokie Valley (IL) Squadron/20
Senior Member, 17 mm

P/C Joseph V. Schott II, SN
Grand Traverse Bay (MI) Squadron/9
Life Member, 26 mm

P/D/C H. Thomas Simmons, SN
Narragansett Bay (RI) Squadron/14
Emeritus Member, 56 mm

P/C Ronald J. Sowers, JN
Northern Neck (VA) Squadron/5
Life Member, 40 mm

Doris Swalling
Santa Barbara (CA) Squadron/13
Honorary Member

P/Lt/C Karen Marie Torok, SN
Clearwater (FL) Squadron/22
Senior Member, 20 mm

Katherine Viculis, S
Grand Rapids (MI) Squadron/9
Senior Member, 22 mm

Betty J. Wedler, AP
Potomac River (MD) Squadron/5
Life Member, 25 mm

P/D/C Charles "Chuck" A. West, JN
Stark County (OH) Squadron/7
Life Member, 31 mm

P/R/C William F. Witty, SN
Skokie Valley (IL) Squadron/20
Life Member, 36 mm

P/C/C Robert L. Woods, SN
Saybrook (CT) Squadron/1
Emeritus Member, 59 mm

MERIT MARK AWARDS

Senior Member, 5 merit marks

Life Member, 25 merit marks

Emeritus Member, 50 merit marks

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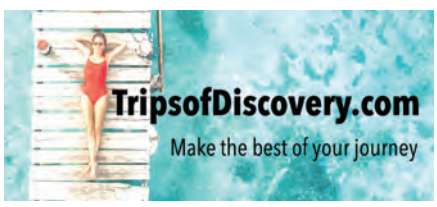
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Bitter End

A LIGHTER LOOK AT THE BOATING LIFE



SHUTTERSTOCK

Origins of the compass rose

On a nautical chart's compass rose, the outer scale references true north, and the next scale, magnetic north. The innermost scale also references magnetic north and was once used by Mediterranean seafarers to identify wind directions.

The wind rose evolved slowly over centuries. The original four cardinal wind directions—North, East, South and West—are 90 degrees apart. Four ordinal directions were added for northeast, southeast, southwest and northwest, making an eight-point wind rose with 45 degrees between points. Adding eight more wind directions made it a 16-point rose with 22½ degrees between points. Adding another 16 directions made it a 32-point rose with 11¼ degrees between points.

Before 1300, a magnetic needle floating in water or other magnetic element suspended in air served as a compass. Around 1300, a magnetic element mounted on a mechanical pivot over a wind rose card was aligned so the magnetic element pointed north, giving us the modern compass. Cartographers began using the wind rose to identify compass directions, and its use for wind directions died out. Centuries would pass before the variation between magnetic north and true north was commonly understood.

Why the name compass rose? Early charts showed wind directions as spokes on a wheel. Some cartographers embellished the wheel until it looked more like a rose. Over a thousand years later it bears no resemblance to a flower, but we still call it a compass rose. *–Leon Poirier*

Where away?



JACK FISH

Email *ensign@hq.usps.org* by April 30 with the location depicted above for a chance to win a gift from our Ship's Store. We will choose a winner at random from all correct responses. Jerry Leitz and others correctly identified the Winter 2020 location of San Juan, Puerto Rico. The Ensign is always accepting new photos for Where away? Send us your photos for possible inclusion in an upcoming issue!

TRANSOM TALES

When my wife, Brenda, and I bought our 2018 44-foot Beneteau Swift Trawler, naming it was easy. Since I'm a "Hoosier" from Indiana University and Brenda is a "Duck" from the University of Oregon, we named our boat *Hoosier Duck.* *–Rick Brown*





JERRY KING

"I'm getting our boat ready for the boating season. It's cold outside, so I didn't think you'd mind me bringing it in the house."



TRANSOM TALES

When the saying "S* happens"** was popular, Vern and I put a positive spin on it with a toast over morning tea or a cocktail. He'd say, "Happy happens," and I'd reply, "To us." It reflects our 12-year relationship and our view of life.

When we bought our first boat, a 25-foot Bayliner, our long-awaited dream came true, and we knew what the boat's name had to be. For the past six years, we've been making happy memories with family and friends in Pueblo, Colorado, on our 37-foot Four Winns cruiser, also named *Happy Happens*. *–Nancy Grandys-Jones*

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