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Spring 2021
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Cover photo:
Miguel Angel Miranda

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Adapting to the virtual world



Diana Jackson
National Treasurer

Over the last year, we were stuck at home feeling bored, isolated, and afraid of how long the COVID-19 pandemic was going to last. But if it has taught us one thing, it's that if we want to continue to grow our organization, the show must go on!

Many volunteers from numerous committees came together to provide our members new opportunities to join their meetings in the virtual world, utilizing various virtual meeting platforms. Members gained considerable knowledge throughout the year from all levels of our organization. These volunteers kept America's Boating Club active and functioning.

Our annual meeting of the Governing Board was held as a two-week virtual conference. To unite our members, we used this new type of communication in lieu of an in-person conference. Through pain comes opportunity. It opened new paths of volunteerism, enhanced our cyber membership, and opened and allowed new avenues of member contribution and involvement.

Considering all the obstacles of this past year, through the teamwork of squadrons, districts and national, we pulled together and ensured a successful conference, remembering our mantra and goal to strive for our chief's theme that "Membership is Job One"!

We are exceptionally proud and not surprised that our membership embraced and implemented extraordinary changes in acclimating to the many challenges brought on by adapting to the new virtual world. The remarkable efforts of our volunteers in stepping up to the plate were greatly appreciated by the bridge for a job well done!

We continue to create and explore new avenues of volunteerism within this virtual world. We strive to achieve 100% virtual availability to allow our districts and squadrons the option between online or traditional communication methods.

As we move beyond the pandemic, and in recognition of all the hard work and tireless efforts of our members, we must remember and build upon the combined knowledge earned from this newfound strength. ☸

V/C Diana G Jackson, SN

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Kudos for America's Boating Club

America's Boating Club does so much good for so many that you might wonder why I share this story. Perhaps because it involves a young life with a big dream.

This young lady, who we will call Lillian, at the age of 16 decided she wanted to be in the U.S. Navy when she grew up. So she joined the Navy ROTC in high school and became a leader.

In the meantime, her dad said that he and his family had been invited to sail with a friend on a 55-foot sloop in the Caribbean the following summer. He asked me, "What do I do?" I told him to take an America's Boating Club course along with his wife, son and two daughters. The eldest daughter, Lillian, aced the class; the others were unable to attend.

Time passed. I suggested they take Seamanship, now called Boat Handling. His wife and daughters took the class and all did well. They were then ready for their two-week sailing vacation on their friend's sloop.

Following their return, Lillian graduated from high school with flying colors and was accepted to all the colleges she had applied to.

Her real desire, over all the scholarship offers, was the United States Naval Academy. She was appointed there with the support of a senator. This was fantastic, but then we learned she made the USNA OffShore Sailing Team as well.

Congratulations to Lillian, a credit to the youth of America and America's Boating Club. *–Charles W. Schuler*

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AMERICA'S BOATING CLUB
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Savings Exclusively for ABC Members

Currents

NEWS AND INFORMATION FROM AROUND THE BOATING WORLD



2021

May 13–16
Board of Directors
Raleigh, N.C.

May 17–19
IBWSS
Free, Virtual Sessions

May 22–28
National Safe Boating Week
Get the toolkit

Aug 29–Sep 5
Governing Board Meeting
Raleigh, N.C.
Make reservations

Sep 26–29
NASBLA
Pittsburgh, Pa.

Nov 18–21
Board of Directors
Raleigh, N.C.

2022

Feb 19–27
Annual Meeting
Ponte Vedra Beach, Fla.



Chad Lowney and Stacy Lowney at the Duluth Boat, Sports, Travel & RV Show. Boat shows like this are a way for the squadron to engage the public using the Boating Skills Virtual Trainer.

How to grow a squadron:
Maintain contact with new and current members

Duluth Sail & Power Squadron/10, America's Boating Club of Duluth, won second place in the 2020 Membership Involvement Retention Award. The squadron won the 2019 Growth Award in the large squadron division and the 2020 New Member Award with 17 new members.

The squadron's successful practices start by contacting new members and providing a new member packet. The packet includes a welcome letter, guidebook, roster, list of squadron benefits, and lists of upcoming events and educational activities.

New members are immediately added to the membership email list to receive all squadron correspondence. The squadron also provides a new member sticker for members' boats. New members get matched with a mentor and introduced at squadron meetings. Twice a year the squadron holds a new members party to get everybody acquainted.

The squadron educational officer tailors classes to attract today's boaters and focuses on member participation to get more instructors for each class. All students get a short introduction to the organization and the opportunity to sign up as members.

The Duluth Squadron combines its activities with other boating clubs at six

area marinas, which gives it constant contact with non-members. The squadron also uses vessel safety checks as an opportunity to talk about membership.

The squadron has a dock facility with current logos and the America's Boating Club name. The squadron holds new member parties and even a winter party at the facility. One new member who joined found out about the party on the squadron's Facebook page.

Participation in the Duluth Boat, Sports, Travel & RV Show provides an opportunity for the squadron to engage the public using the Boating Skills Virtual Trainer. Squadron members follow up by contacting everyone who expressed an interest in boating safety.

The Duluth Squadron keeps a spreadsheet of members' boating skills to select members with special interests or skills when volunteers are needed. In the case of the Jump Start Program, the squadron matches new boaters with current members who have experience on the same type of boats.

The squadron focuses on maintaining contact with past due and non-renewed members. This shows up in its larger than normal number of late paying members. Squadron members send out an encouraging letter and a copy of the renewal invoice and then contact members personally.

As with all of us, the Duluth Squadron works to combine social distancing with maintaining contact with members with the goal of keeping them involved, at least virtually, and cutting down on non-renewals. *–Bob Howd*

BOATING NEWS

NEW VHF MARINE RADIO CHECK PROCEDURE

The Sea Tow-operated Automated Radio Check System was discontinued Oct. 2, 2020, but boaters still have radio check options.

If your radio has a DSC test call feature, you can use the U.S. Coast Guard's automated DSC Test Call capability on VHF-FM CH 70 (156.525 MHz).

Marine radios transmitting and receiving a response from a DSC test call can be expected to operate acceptably in voice mode as well. Boaters can test transmissions by placing a routine individual call to another vessel using its Maritime Mobile Service Identity number. Consult your radio manufacturer's manual for proper operation.

To perform a USCG DSC Test Call, enter the coast station group identity "003669999" into your radio's DSC memory. Then place a DSC test call using the following steps:

1. **Select "Test Call" from the radio's DSC menu.**
2. **Select the USCG number entered into memory.**
3. **Transmit the call.**

Under no circumstances should a DSC Distress Alert be sent to test your radio.

The radio display should indicate that the test call has been acknowledged and display the acknowledging station's nine-digit identity. That identity may differ from the group identity entered into memory.

To make radio checks by voice with other boaters, please use VHF-FM Channel 09 (156.45 MHz). USCG does not monitor this channel. Please refrain from using VHF-FM CH 16 (156.8 MHz). *–U.S. Coast Guard*

SAFE BOATING ADVICE

Sea Tow Foundation asks you to pay special attention to these five safe boating tips when heading out on the water or talking about boating safety.

1 **Wear life jackets.** Every year, many drownings could have been prevented by boaters wearing life jackets. The foundation runs a nationwide Life Jacket Loaner Program to provide free life jackets for boaters to borrow. Many squadrons operate and maintain these stations. For a list of locations, check out the nationwide map.

2 **Designate a Sober Skipper.** Boating under the influence is against the law in every state and territory. Boaters must be alert and pay attention to their surroundings. By taking the Sober Skipper Pledge, boaters promise to take care of their passengers and themselves, ensuring that everyone has a safe, fun time on the water.

3 **File a float plan.** A float plan provides an overview of your boating plans for the day, and all boaters should file one. A float plan can be as simple as a note or text to a friend staying back on land. And it can give the authorities a head-start in looking for you, should a problem arise.

4 **Know local boating laws.** Every state has its own laws for boating. Making sure boaters know these laws is key to keeping them safe on the water. Are there certain places or certain times when fishing isn't allowed? Do boaters have to wear life jackets during cold weather months? Who has to take a boating safety course and carry a certificate? Boaters need to know these things before heading out on the water.

5 **Build a safety toolkit.** Staying safe on the water is easier when you have the right tools available. Keep your safety toolkit up to date to ensure you're ready in an emergency. A well-stocked toolkit should include emergency flares, a flashlight, a first-aid kit, some non-perishable food, extra drinking water, rain and cold weather clothing, a bailing bucket, rope, a paddle, a whistle, and an emergency blanket. Pack these items in a buoyant, waterproof case. *–Sea Tow Foundation*

Educational Fund grant provides free manuals to squadrons

Recognizing that squadrons are struggling financially during the pandemic, the Educational Fund developed a strategy to support squadrons with a grant of free America's Boating Course manuals.

Squadrons are limited to a grant request for up to 20 free manuals. The Educational Fund will pay to ship the manuals to squadrons via UPS Ground. For complete details, see the grant request procedure on the Educational Fund website.

Squadrons can sell these manuals to students for virtual or in-person classes and use the income how and where they choose. The manuals cannot be returned to headquarters for a refund or credit.

To date, 169 squadrons have placed orders for 3,275 manuals. The program is open until Dec. 31, 2021, and Educational Fund trustees anticipate putting more than $180,000 into participating squadrons. Depending on what your squadron charges for America's Boating Course, the free manuals could mean a significant boost to your squadron treasury.

I'd like to thank all members who have contributed to the Educational Fund. The income from your donations makes grants like this possible.

Help support programs like this by making an Educational Fund donation today. *–Nigel Hargreaves*

Join the 2022 Southern Caribbean Cruise

Don't miss sailing on Holland America Line's newest Pinnacle Class ship with your fellow America's Boating Club members immediately following the Annual Meeting on Feb. 20, 2022. Group transportation will be arranged as needed from Sawgrass Marriott Golf Resort & Spa in Ponte Vedra Beach, Florida, to Fort Lauderdale for a nominal fee.

The cruise will take you from Fort Lauderdale to Half Moon Cay; Oranjestad, Aruba; and Willemstad, Curaçao. Group pricing starts at $799 per person and does not include $140 in taxes and port fees per person. Travel protection and transfers are additional.

You must book through Dawn Eckhart to be included in our group and receive the exclusive group benefits. USPS will receive remuneration from proceeds of this group event. Email dawn-traveldeals@gmail.com or call 727-403-0406.



#ICYMI

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

Bellingham Sail & Power Squadron created a video of its on-the-water program. You can watch it on YouTube.

Ponce Sail & Power Squadron celebrated its 60th anniversary. The squadron received its charter and joined United States Power Squadrons on Jan. 14, 1961. It was the first squadron chartered in the Caribbean.

District 3 announced its Youth Poster Contest winners:

- **Ages 6–8:** Jared (Jones Beach Power Squadron)
- **Ages 9–11:** Jocelyn (Jones Beach Power Squadron)
- **Ages 12–14:** London (Patchogue Bay Power Squadron)

America's Boating Club of Seattle participated in the Seattle Boat Show in January. Attendees chatted with club representatives about courses, boat rendezvous around Puget Sound, social activities, and the squadron's relationship with others in the U.S. and Canada.

America's Boating Compass wrapped up its Knots to Know series in February with the release of its video on how to tie a figure-eight knot. In total, seven videos were created for this series, thanks to a grant from the Educational Fund.

To join America's Boating Crew and become a social media ambassador, sign up to receive regular emails from America's Boating Club.


2021
Virtual Annual Meeting
&
Awards

Highlights from the 2021 Virtual Annual Meeting

The annual meeting moved online this year, with sessions held from Feb. 15 to Feb. 26. Leadership, volunteers and staff worked hard to provide informative sessions accessible to members across the country. Some notable sessions follow below.

CHIEF COMMANDER'S OPENING REMARKS

Chief Commander Mary Paige Abbott, sworn in for her second term during the annual meeting, kicks off the 2021 VAM.



AWARDS CEREMONY

Life Members, Emeritus Members (50th Merit Mark) and all Department honorees receive awards during the VAM Awards Ceremony.

ANNUAL MEETING

The 2021 National Bridge gets sworn in during the National Governing Board Meeting.



VESSEL SAFETY EXAMINER WORKSHOP

This session updates vessel examiners on what's new for 2021.



RECRUITING AND RETAINING MEMBERS

Learn how to market educational products and programs effectively.



VIRTUAL MEETINGS BOOTCAMP

Get tips from the pros and learn best practices for having the best possible virtual presence in online meetings.



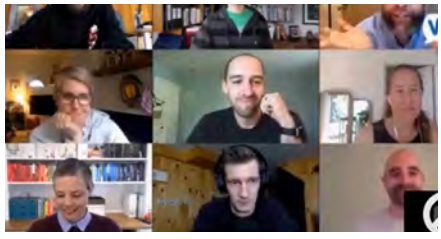
THE ABCS OF MEMBERSHIP AND RETENTION

You'll get 26 ideas and tools to use to recruit and retain members.



EDUCATION LEADERSHIP STRATEGY

This session looks at educational strategies for dealing with COVID-19 disruptions and beyond.



HOW TO USE AMERICA'S BOATING CLUB APP FOR MARKETING

The Marketing Committee explains the new mobile app and offers ideas on using it to market your squadron and enhance its educational offerings.



For a full list of available recordings, check out the agenda.

2020 COOPERATIVE CHARTING TOP PERFORMERS

#1 Individual (tie)

Joanne Hancock, Stark County/7
Tom Hancock, Stark County/7

#1 Squadron

Stark County/7

#1 District

District 7

HORST BOETTGE EXCELLENCE IN COOPERATIVE CHARTING AWARD

This year, the Cooperative Charting Committee presented the first-ever Horst Boettge Excellence in Cooperative Charting Award to

Donald L. Grotjan of Chattanooga Sail & Power Squadron/17.

The annual award goes to the individual who earns the highest excess percentage points in Cooperative Charting and is not a committee member.

In 2020, Don helped his squadron earn National Honor Roll status in Cooperative Charting by completing 48 reports and recovering 130 geodetic marks from eight states.

BOATUS DISTINGUISHED CIVIC SERVICE AWARD

Congratulations to the 2020 recipients of the BoatUS Distinguished Civic Service Award, sponsored by the BoatUS Foundation.

During 2020, squadrons had to rethink many activities and yet managed to serve and educate the public while exemplifying safe, smart and clean boating.

Each recipient receives a trophy and a $500 check from the foundation. Congratulations and best wishes for continued success to the winning squadrons:

America's Boating Club of the Crystal Coast/27, Bob Howd, commander

America's Boating Club of Sanibel Captiva/22, Joanne Giller, commander

Sarasota Power & Sail Squadron/22, Barbara Wolfe, commander

–Connie Shay



THE FINLEY SEA SCOUT SERVICE AWARD FOR 2020 GOES TO

Kenneth N. Beckman of St. Petersburg Sail & Power Squadron/22.

The award recognizes those members and honorees of United States Power Squadrons, America's Boating Club, who are also youth or adult Sea Scout leaders. The honorees provide outstanding leadership to both Sea Scouts and America's Boating Club through civic involvement, educational achievement, and active participation in both programs.

OT IN 3 AWARDS

Congratulations to the following districts for winning the OT in 3 Award for 2020.

First Place District 28
Second Place District 21
Third Place District 26

We encourage all districts and squadrons to hold the Operations Training in 3 course throughout the year. For more information, log on to the USPS member site and visit our "Tools and Presentations" webpage.

–Connie Shay

Going Above & Beyond

The 2020 Charles F. Chapman Award for Excellence in Teaching winners foster learning in myriad ways

During the 2021 Virtual Annual Meeting, United States Power Squadrons, America's Boating Club, recognized three outstanding volunteer educators—Ann Peltier, Graham Hunter and Chris Leavitt—with the 2020 Charles F. Chapman Award for Excellence in Teaching.

This year's winners exemplify the creativity, dedication, and passion for education shown by Charles F. Chapman, the award's namesake. One of our founding fathers, Chapman was a tireless educator, author and editor. Author of the boating bible, "Piloting: Seamanship and Small Boat Handling," Chapman steered the editorial ship at Motor Boating magazine for many years.

2020 DISTRICT NOMINEES

Ann Peltier, SN
Oyster Bay Sail & Power Squadron/3

John Nash, SN
Annapolis Sail & Power Squadron/5

William Dohr, SN
Central Wisconsin Sail & Power Squadron/10

Graham Hunter, AP
Bellingham Sail & Power Squadron/16

Christopher Leavitt, SN
Houston Sail & Power Squadron/21

Janet Razze, AP
Anna Maria Island Sail & Power Squadron/22

Ernst Hofmann, JN
Banana River Sail & Power Squadron/23

Dennis Cusanelli, AP
Tybee Light Sail & Power Squadron/26



Ann Peltier

Ann Peltier of Oyster Bay Sail & Power Squadron/3 has been a member since 1999 and has 21 merit marks.

A teacher's teacher, Ann enjoys making sure instructors have all the skills they need to succeed. She regularly presents Instructor Development and ID recertification seminars. Because of the pandemic, Ann started teaching the seminars online, and they routinely have a waiting list.

Jerry Cappa writes that Ann makes students feel like they're getting one-on-one instruction. "She taught us how to approach problems with an open mind and not to draw conclusions before we needed to. When there was a difficult concept to get across, Ann made us feel like we knew it all along. ... She encouraged us to think and to become better instructors in our own right."

At the squadron level, Ann teaches America's Boating Course and various seminars. Whenever she teaches, she pinpoints exactly how and what her students need to learn and understand the material.

"A schoolteacher by training, Ann knows how to involve each student in the learning experience with a keen ability to draw individuals, both neophytes and advanced, into common discussions that enhance learning for everyone in the class," writes Dennis Puccio.

Commander Ronald Ferina writes that Ann is sensitive to student feedback and uses both vocal and visual cues to gauge her students understanding. "I've seen Ann repeat difficult concepts several different ways to meet the individual needs of a student."

Theresa Moschetta and Diane Beecher took Ann's basic boating class and were struck by her welcoming personality. "Ann's sense of humor hits you right out of the box when she welcomes new students to an ABC class. We were novice sailors with a new sailboat and eager to learn basic boating knowledge. No question was insignificant. ... Ann's thoughtful answers were usually accompanied by a funny personal story ... to demystify the topic and make it real."

"She taught us how to approach problems with an open mind and not to draw conclusions before we needed to."

Another student, Peter Ackerman, appreciates Ann's ability to create a nurturing classroom experience. "She promotes sharing in the class. Not only does Ann give us real life examples, she asks what our experiences have been or if we've ever had a similar situation." Peter writes that this personalizes the class, allowing students to learn from Ann and each other.

Ann's love of boating and desire to share her knowledge makes students want to learn.

"I know going forward," Peter writes, "that if Ann Peltier is teaching a class, I will sign up for it."

What do you find most rewarding about teaching?

Ann: The most rewarding aspect to me is bringing lifesaving information to new and experienced boaters by using materials developed and published by United States Power Squadrons, America's Boating Club. When students become engaged in our course material, they can almost immediately "see" how our educational materials not only enhance their boating knowledge but also help them develop confidence in their boating skills.

What's your most memorable teaching moment?

Ann: A few years back, a member approached me to teach an after-school program to fifth and sixth graders in our community. Most of the students came from boating families, and some even had their own canoes or rowboats. Unfortunately, since they were between 10 and 11, none had taken an official boating course.

The PTA-supported parent group thought a four-week course on boating safety would be beneficial, and I agreed. With the approval of the National Educational Officer at the time, I developed a four-week program that encompassed the following topics: life jackets, man overboard, knot tying and "Do you know where you are?" Most of the 30 students eventually took safe boating courses from United States Power Squadrons or the U.S. Coast Guard Auxiliary and received safe boating certificates.

What advice do you have for new instructors?

Ann: Whether your classroom is face to face or virtual, everyone must feel comfortable and at ease. Learn the names of your students and refer to them by name—often. Always direct your questions and comments to your students and encourage them to engage with each other.



Graham Hunter

Graham Hunter of Bellingham Sail & Power Squadron/16 has been a member since 1989 and has 16 merit marks.

Graham goes out of his way to spread his knowledge of boating and boating safety. In addition to teaching America's Boating Course and developing an on-the-water component, he teaches Seamanship, Engine Maintenance, Boat Handling, Cruise Planning, and more.

A champion of on-the-water training, Graham implemented on-the-water sessions for the Boat Handling class, taking care of logistics and recruitment. "He also visits the ABC classes to provide students with information about the OTW experience and matches their interests and availability with a squadron skipper," James Baird writes.

Graham produced a video for the squadron that explains the squadron's on-the-water program in a talk show format.

The former squadron educational officer and visionary educational leader has worked tirelessly to create, implement, and teach his squadron's educational program for members and the public. He has been instrumental in the annual SeaSkills Festival at a local marina and the annual Day of Learning at a local yacht club, inspiring other instructors with his commitment and dedication.

"I have learned a lot from attending Graham's classes, watching him in action and working alongside him during the many events that he is responsible for in our district," fellow member and American Sailing Association instructor Catherine Franklin writes.

From planning and teaching instructors to packing up at the end of the day, Graham organizes the squadron's annual flare demonstration. The successful community service event teaches both squadron and community members how to safely deploy flares in a structured, non-emergency setting.

According to Mary Rose Diefenderfer, "every person who takes part in the demonstrations gets to practice with every type of flare available until they feel proficient."

"It was an 'aha' moment for me," Leslie Guelker-Cone writes, "as I transferred that idea to maneuvering my twin-engine boat."

Creative and witty, Graham often teaches using puns, costumes, and props. He also writes and performs skits to illustrate confusing topics. In his Acronym Man skit, the eponymous superhero demystifies USPS and boating acronyms.

During one district conference, Graham illustrated how an internal combustion engine works using squadron members as parts. "I was one of the pistons," writes Leslie Guelker-Cone, adding that Graham "proceeded to build the engine in front of the audience, one piece at a time, showing how each piece moved," giving both participants and audience an unforgettable lesson in how engines work.

Graham uses innovative training aids, several of his own design, to demonstrate challenging concepts, such as anchoring, using mooring lines, docking, right of way, and more. One night Graham brought a shopping cart to class to illustrate the different ways it could move depending on how it was pushed.

"It was an 'aha' moment for me," Leslie Guelker-Cone writes, "as I transferred that idea to maneuvering my twin-engine boat."

What do you find most rewarding about teaching?

Graham: My reward is the camaraderie that develops in the classroom and when class members complete a course and are happy about their achievement.

What's your most memorable teaching moment?

Graham: I was running an on-the-water session with a woman who expressed a high degree of stress about being at the helm. Before we began, I asked just how much anxiety she was feeling. "Oh, at least nine out of ten," she replied. We spent several hours getting her familiar with the boat's handling characteristics. Then we finished with her making approaches to the dock, slowly and calmly. She ultimately docked the boat with no coaching. What was her level of stress then? "Wow, no more than three!" We were both happy.

What advice do you have for new instructors?

Graham: People who sign up for our classes want to be there, but they may be slightly uncomfortable. To get them relaxed and ready to learn, I learn all their first names and use them often. Soon, class members get to know each other, begin to unwind, start sharing experiences and asking questions. Those questions tell you where you need further explanation and give you the chance to bounce the questions back to the class for open discussion.



Chris Leavitt

Chris Leavitt of Houston Sail & Power Squadron/21 has been a member since 2010 and has 10 merit marks.

As leader of the squadron's public boating program, Chris teaches America's Boating Course, where his engaging personality has brought many new members into the squadron family.

"I met Chris over a year ago when my husband and I took a boating course," writes Lisa Guenthert. "Besides being an upbeat and funny guy, Chris is a knowledgeable sailor and an excellent teacher. He has a way of pulling people in and keeping them engaged."

Past District Commander Deborah Rothermel notes that Chris' infectious enthusiasm has also been a boon to the district: "He has a way of teaching that is so joyful and intelligent, and he has done more for our district than most others combined."

Chris also teaches Cruise Planning and Sail as well as several Boat Handling seminars and other squadron seminars.

Chris believes in the power of boating safety education. After hearing about a rise in fatalities among paddle boaters four years ago, Chris and his wife, Cathy, purchased six kayaks and a trailer, organized squadron members to become American Canoe Association instructors, set up external and internal instructor training, assembled training materials, and marketed the course. Last year, the program ran at about 60% capacity.

To support the squadron's large Sea Scout community during the pandemic, Chris started "Conversations with Chris" to educate Sea Scouts and squadron members on a variety of topics. "He first talked about maritime history, early sailing ships, cooking on boats, the environment, and then hooked us all into celestial navigation," writes Past Commander Susie Becvar.

Kristi Pierce appreciates Chris' mentorship to the squadron's youth and to countless Sea Scouts. "A natural teacher, he never misses an opportunity to capitalize on an important 'teachable moment.'"

Wolf Guenthert admires Chris' ability to make complicated topics understandable and boring topics fun. "He has a gift of explaining the most complex topics, like using a sextant for the first time, in a way that everybody in the class can understand. And, on the other side, he can teach about the most boring topics and make them come alive with his anecdotes collected over a lifetime of service and experience."

Steve Sheward noted that Chris helps out wherever he's needed, whether it's leading the kitchen crew during a Sea Scout event or volunteering as first mate on Sheward's 10-day British Virgin Islands cruise. "He taught me a lot about seamanship and leadership on that trip and has been kind enough to heap praise on me as a good sailor ever since."

District 21 honored Chris with the Joseph T. Hanley Education Award, which goes to those who exemplify the conduct of a true teacher at heart.

What do you find most rewarding about teaching?

Chris: When I see that a student doesn't quite get it, can't see how to arrive at the answer or is lost, I slow the flow of the class, back up and restate things, or use some other technique until comprehension occurs. Wow! That's the most rewarding moment.

What's your most memorable teaching moment?

Chris: As a marine lieutenant, I spent a day teaching infantry how to breach a mine field. I had to deliver a lecture on how to lay a hasty mine with booby traps and then get the marines to build a dummy mine field and breach it, while making sure everyone did so safely. They were a bit concerned about using the live simulated booby trap. When I showed them how to work with the simulated booby traps, the one I was arming went off in my hands with a bang, a flash of light and some smoke. I was as surprised as anyone, but the only real injury was to my pride.

"See, not a problem," I said and collapsed onto the ground, stunning the marines. Then I stood up and said, "See, not dangerous at all." They relaxed and laughed at me or with me—no matter; they became comfortable using the equipment, learned a lesson and had a good exercise.

I was the one who had the epiphany: When you teach, it isn't about you—ever. Each lesson is about something the student wants or needs to learn. Ego has no place in a lesson plan. I could have handled the situation in many ways, but making it funny worked, and that was what counted.

What advice do you have for new instructors?

Chris: Teach every chance you get. After each class, think about how you went about explaining your material. Were my stories strongly related to the point I was trying to make? Did I tell them well or leave stuff out? Some jobs require 10,000 hours of practice to become good at. Teaching may be one of them.



Point Pleasant Canal not so pleasant

Boaters find themselves in trouble after miscalculating slack tide

By John Gignilliat

Uneasy about our first ocean passage going from Sandy Hook, New York, to Atlantic City, New Jersey, my wife, Carol, and I found the idea of 2,000 uninterrupted miles of water off the port beam unnerving.

After taking a close look at our charts, I discovered that we could avoid close to half of our exposed travel on the Atlantic by turning in at the Manasquan Inlet. Thanks to *Chinook*'s shallow draft, we would be able to take the New Jersey Intracoastal and avoid over 40 miles of ocean travel. With a 4-foot controlling depth, the waterway is too shallow for most sailboats.

After entering Manasquan Inlet, we'd take the Point Pleasant Canal into Barnegat Bay. A small notation on the chart next to Point Pleasant Canal read, "Dangerous currents, traverse at slack water." I got out our Coastal Guide Book, which stated, "Extra caution should be exercised when transiting the Pt. Pleasant Canal. A combination of strong tidal currents, heavy boat traffic, lift bridges, direct and reflected waves, wakes, and chop all combined and packed into a steel bulk-headed canal will require a little extra attention by the captain." Lastly, I got out our book of tides for the East Coast. When I got to the listing for the Point Pleasant Canal, there was an asterisk that warned of dangerous currents that could create rapids.

In United States Power Squadrons Navigation course, we'd learned to calculate tides and currents. I got out a pencil, pocket calculator, and one of my worksheets and began figuring. Tides and currents are extrapolated from key points listed in the book of tides and vary from day to day, and some areas have adjusting factors. I worked through all the figures twice then let Carol examine my results as a further check. I calculated that we needed to be at the Point Pleasant Canal at high noon the next day for slack water. The strong wind was supposed to drop off so all the boats anchored behind Sandy Point would be making the ocean run to Atlantic City the next day.

We woke up in the morning and realized we had overslept. I looked outside the hatch to see that all the other boats were gone. We were the only boat at anchor. We rushed about to get things stowed, sails ready, and the anchor up. This would put us an hour late for the Point Pleasant Canal, but I had done my calculations for dead slack current, so we should still be OK.

When we left our protected anchorage and entered the Atlantic Ocean, we found the waves large and disorganized due to the refraction off Sandy Hook. Things settled down as we continued along the New Jersey coastline. We had a nice sail, though we weren't proceeding quite as fast as I had expected.

Eventually, we located Manasquan Inlet, exited the Atlantic Ocean, and headed up the Manasquan River toward the entrance to the Point Pleasant Canal. The canal looked like an oversized drainage ditch. When we got close, we were drawn in like a watermelon seed being sucked down a drain. This did not feel anywhere near slack tide!

I put *Chinook* in hard reverse, and Carol frantically called the bridge tender for an opening. A New Jersey police boat pulled alongside and asked if everything was OK. We told him we had miscalculated the current and were trying to get a bridge opening before we got sucked under it.

Just then, the bridge tender said over the radio, "Come on through,

captain. The bridge is open." I shifted into forward, and we shot ahead, the shoreline zipping by at an unnatural speed. Greatly relieved to be through the bridge, we rounded a gentle turn in the less than 2-mile-long canal and gasped. Another bridge! Carol dove below and, in a panicked voice, asked for an opening.

"Ma'am, the bridge is open," came the calm reply. "They radioed ahead you were on the way. Come on through."

From a distance, the bascule or lift bridge looked closed. It doesn't open like most bridges; instead it lifts straight up in the air so boats can pass underneath. We zipped under the bridge and heartily thanked both bridge tenders for their assistance.

In United States Power Squadrons Navigation course, we'd learned to calculate tides and currents.

Like the proverbial watermelon seed, we were spit out of Point Pleasant Canal and into Barnegat Bay. Neither of us found the canal very pleasant.

As for my current and slack tide calculations—I had forgotten to factor in daylight saving time.

After college, John volunteered for the Peace Corps in the Philippine Islands. He has been a childcare worker, a schoolteacher in an Inuit Village, a Las Vegas croupier, a commercial bookkeeper, a casino ship counting clerk, a business accountant, a North Carolina ferry operations manager, a bridge club director and a radio station employee. He enjoys sailing, writing, and duplicate bridge.

Gallivanting in Galveston

Sisters explore the island in the off-season

By Christine Wenk-Harrison

I headed to Galveston, Texas, to meet my sister and two friends for one of our "sisters' trips" in early December 2018. We had selected Galveston twice before but never in the winter. Although I wasn't sure what to expect from a beach resort in the off-season, I ended up being pleasantly surprised.

On the island, we enjoyed mild, pleasant, mostly sunny days. Although we drove over, that didn't stop us from enjoying a surprising number of water-related activities.

On Monday, we took the ferry to the Bolivar Peninsula. We enjoyed the crossing, especially since we saw dolphins. We ate lunch at a good Cajun restaurant, and afterward, we walked on Crystal Beach and didn't see a soul.

We also walked on the beach near our condo, where we saw some colorful sunsets. We encountered almost no one on the beach.

Another water activity took place at the Galveston Island State Park. Our friends fished but didn't catch anything. My sister and I explored some wetland trails. Again, we saw only a few people.

With so much to see at Moody Gardens, we purchased a day ticket. The gardens had a large holiday light display and special ice sculpture exhibit, which we enjoyed.

Moody Gardens has signature glass pyramids. We thoroughly enjoyed the Aquarium Pyramid and the Rain Forest Pyramid and saw two movies—a 4D one about sharks and a 3D one about Antarctica and climate change. To top it off, our day ticket included a cruise on the Colonel Paddlewheel Boat.

During our stay on Galveston, we ate some delicious seafood and visited many of the regular tourist spots as well as several new attractions. We signed up for a ghost tour, a surprisingly informative guided night walk. Our guide told us about the Rosenberg Library, which we later visited to see the historical exhibits covering Galveston's history as a port and site of major storms.

We visited another relatively new attraction, which opened in 2015. The Bryan Museum, located in a former orphanage, features an incredible collection of art and artifacts related to the American West. A weekly farmers market is held on the attractive grounds.

With so many fun things to do on both land and water, we agreed that we could easily choose Galveston again, especially in the off-season.

Christine Wenk-Harrison, a retired counselor, lives near Lake Travis in the Texas Hill Country with her husband. As members of Austin Power Squadron/21, they have enjoyed their small sailboat, but in recent years, road trips and a few cruises have taken them to new destinations. This article first appeared in the squadron newsletter, The Plotter.



JULIA SHAHID

Shipshape

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

QUICK TIP

Raft-up 101

When approaching an anchored boat to raft up, determine its swing behavior and approach at an appropriate angle at minimum control speed, the slowest speed at which you can maintain control of the boat. Typically less than the speed of an engine in gear at idle rpm, MCS can be attained by using intermittent power going from idle rpm to neutral and back again as needed to maintain control.

When you are one-half to one boat length away, make a smooth turn to bring your boat parallel to the anchored boat, shift to neutral and reverse to stop. If necessary, increase throttle to accelerate swing if the anchored boat starts to swing away. Finally, shift to neutral, and tie up.

–Larry Stout

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



SHUTTERSTOCK

David H. Osmolski passed away on January 3, 2021, at 77, from complications of COVID-19.

If you're a regular reader of The Ensign magazine's Shipshape department, you know that Dave Osmolksi has been writing the lead article in this space since 2007. Over the last 14 years, Dave shared his do-it-yourself take on boating projects that ranged from building a removable flagstaff to fixing wiring woes and much more.

Dave was born in Hackensack, New Jersey. When he was 8, the family moved to Connecticut, where Dave developed his love of the water while boating and fishing with his father on a local river.

The family later moved to Nasson, Maine, where Dave attended high school and met his future wife, Susan. After high school, he attended Quinnipiac University, and studied chemistry.

After marrying in 1964, the couple moved to New York state, and Dave began working in the metal plating industry. Job changes eventually brought the family to Charlotte, North Carolina, in 1969. In 1989, he and his son Todd started Charlotte Plating Inc.

Dave joined the Charlotte Power Squadron in 1996 and quickly became involved. He served on the bridge starting in 2001 and was commander from 2003 to 2004. Passionate about education, Dave served as squadron educational officer from 2010 to 2017 and as District 27 educational officer from 2016 to 2018. He also served in many other roles at the squadron, district and national levels. He had 24 merit marks.

Active in squadron social life, Dave spent many hours at the Charlotte Squadron's facility on Lake Wylie, holding the unofficial title of Assistant Apprentice Barbecue Cook.

When they could get away from Charlotte Plating, Dave and Susan enjoyed spending time at their "Homemade Tropical Paradise" on Pine Island, Florida. Dave fished and kept busy with home and boat projects, and Susan spent time shelling and enjoying the beach.

Dave is survived by his wife of 56 years, Susan, his son Todd, two grandchildren, and a great-granddaughter.



COVID-19 vaccines

By Gino Bottino, MD

As of January 2021, 69 COVID-19 vaccine candidates were in clinical research using multiple technologies. Several COVID-19 vaccines demonstrated efficacy as high as 95% in preventing symptomatic COVID-19 infections.

At that time, 10 vaccines had been authorized by at least one national regulatory authority for public use: two RNA vaccines (the Pfizer and Moderna vaccines), four conventional inactivated vaccines (Sinopharm, Covaxin from Bharat Biotech, Sinovac, and Sinopharm), three viral vector vaccines (Sputnik V from the Gamaleya Research Institute, AstraZeneca, and CanSino), and one peptide vaccine (EpiVacCorona).

Prior to COVID-19, an infectious disease vaccine took several years to produce, and no vaccine existed for preventing a coronavirus infection in humans. However, vaccines have been produced against several animal diseases caused by coronaviruses, including (as of 2003) infectious bronchitis virus in birds, canine coronavirus, and feline coronavirus.

After the novel coronavirus was isolated in December 2019 and its genetic sequence published on Jan. 11, 2020, an urgent international response came to prepare for an outbreak and hasten the development of a vaccine.

Since early 2020, vaccine development has been expedited via unprecedented collaboration in the multinational pharmaceutical industry and between governments. By June 2020, tens of billions of dollars were invested by corporations, governments, international health organizations, and university research groups to develop dozens of vaccine candidates and prepare for global vaccination programs to immunize against COVID-19 infection.

According to the Coalition for Epidemic Preparedness Innovations, the geographic distribution of COVID-19 vaccine development puts North American entities having about 40% of the activity compared to 30% in Asia and Australia, 26% in Europe, and a few projects in South America and Africa.

In June 2020, China approved the CanSino vaccine for limited use in the military and two inactivated virus vaccines for emergency use in high-risk occupations. Russia announced in August 2020 the approval of its Sputnik V vaccine for emergency use, though one month later, only small amounts of the vaccine had been distributed for use outside of the phase 3 trial.

The Pfizer-BioNTech partnership submitted an emergency use authorization request to the FDA for the mRNA vaccine BNT162b2 (active ingredient tozinameran) on Nov. 20, 2020. In December, the United Kingdom's Medicines and Healthcare products Regulatory Agency gave temporary regulatory approval for the Pfizer vaccine, making it the first country to do so and the first Western nation to approve any COVID-19 vaccine. Many other countries followed suit. On Dec. 11, the United States Food and Drug Administration granted an emergency use authorization for the Pfizer vaccine. A week later, the organization also granted an EUA for mRNA-1273, the Moderna vaccine.

INOCULATION VS. VACCINATION

Smallpox was most likely the first disease people sought to prevent by inoculation. The first confirmed applications of inoculation for smallpox happened in China in the 1550s.

Inoculation is often used interchangeably with vaccination, but the two terms aren't synonymous. In the case of smallpox, vaccination consists of injecting a "safe" sample taken from a cow suffering from cowpox, while



SHUTTERSTOCK

inoculation, a practice probably as old as the disease itself, is the injection of the variola virus taken from a pustule or scab of a smallpox sufferer into the superficial layers of the skin, commonly on the upper arm of the subject.

FIRST VACCINE

Developed to treat smallpox, the first vaccine was created by English physician Edward Jenner in 1796. Jenner was the first to publish evidence of the vaccine's effectiveness and to provide advice on its production. Louis Pasteur furthered the concept through his work in microbiology.

The immunization was called a vaccination because it was derived from a virus affecting cows. (Vacca is Latin for "cow.") The virus was cultured and deactivated before injection.

Contagious and deadly, smallpox caused the deaths of 20 to 60% of infected adults and over 80% of infected children. When smallpox was finally eradicated in 1979, it had already killed an estimated 300 to 500 million people in the 20th century.

INACTIVATION

At the end of the 19th century, scientists discovered that immunogenicity could be retained if bacteria were carefully killed by heat or chemical treatment. The first inactivated vaccines were developed simultaneously by Salmon and Smith in the United States and the Pasteur Institute group (Roux and Chamberland) in France. Inactivation was first applied to pathogens such as typhoid, plague and cholera bacilli. This era was marked by competition between French, German, and English workers to develop antibacterial vaccines. Inactivated vaccines against typhoid were first applied by Wright and Semple in England and Pfeiffer and Kolle in Germany.

The immunization was called a vaccination because it was derived from a virus affecting cows. (Vacca is Latin for "cow.") The virus was cultured and deactivated before injection.

In 1952 during the U.S. polio epidemic, 25,000 either died or were left with some paralysis; most were children. Apart from the atomic bomb, polio was America's greatest fear. Before the Salk vaccine was introduced in 1955, polio was considered one of the most serious public health problems in the world. Jonas Salk will always be remembered as a miracle worker. He chose not to patent the vaccine or seek any profit from it to maximize its global distribution.

ATTENUATED VACCINES

By the 1940s, virologists understood that attenuation could be achieved by passage in abnormal hosts. Hilary Koprowski and coworkers developed rabies and oral polio vaccines by passage in chicken embryos or mice. Enders, Weller, and Robbins showed that many viruses could be grown in cell culture, including polio and measles, and vaccine developers vigorously took up this method. The oral polio vaccine of Albert Sabin and the measles, rubella, mumps, and varicella vaccines were all made possible through the selection of clones by cell-culture passage in vitro.

OTHER VACCINES

Vaccine technology continued to evolve, with the advent of capsular polysaccharides vaccines, conjugate vaccines, protein-based vaccines, genetically engineered vaccines, reassortment, DNA and RNA vaccines, the latter of which includes the Pfizer–BioNTech and Moderna vaccines.

RNA VACCINES

An RNA vaccine or mRNA (messenger RNA) vaccine uses a copy of a natural chemical called messenger RNA (mRNA) to produce an immune response. The vaccine transfects molecules of synthetic RNA into immune cells. Once inside the cells, the vaccine's RNA functions as mRNA, causing the cells to build the foreign protein that would normally be produced by a pathogen (such as a virus) or a cancer cell.

These protein molecules stimulate an adaptive immune response that teaches the body how to identify and destroy the corresponding pathogen or cancer cells. The delivery of mRNA is achieved by a co-formulation of the molecule into lipid nanoparticles that protect the RNA strands and helps their absorption into the cells.

Before the COVID-19 pandemic, no mRNA drug or vaccine was licensed for use in humans. The reactogenicity of mRNA vaccines, the property of being able to produce common expected adverse reactions, compares to that of

COVID-19 VACCINES

Pfizer	moderna	Johnson & Johnson
95% efficacy after two-shot regimen	**94%** efficacy after two-shot regimen	**85%** efficacy for single-dose vaccine

conventional, non-RNA, vaccines.

People susceptible to an autoimmune response may have an adverse reaction to RNA vaccines. The advantages of RNA vaccines over traditional protein vaccines are superior design and production speed, lower cost of production, and the induction of both cellular as well as humoral (bodily fluid) immunity. A disadvantage in the Pfizer-BioNTech mRNA vaccine for COVID-19 is that it requires ultracold storage before distribution.

The use of RNA in a vaccine has been the basis of substantial misinformation circulated via social media, wrongly claiming that the use of RNA alters a person's DNA or emphasizing the technology's previously unknown safety record while ignoring the more recent accumulation of evidence from trials and the vaccinations of millions of people so far.

GETTING THE VACCINE

As a doctor who's actively caring for COVID-19 patients, I received the Moderna vaccine in January. The first shot was a breeze, but the second shot laid me low for two days. My colleagues have had similar experiences. I'm considered protected now, but we continue to wear PPE and suit up to see active COVID-19 patients. Having had the privilege of working with Dr. Anthony Fauci for several years at the NIH, I can tell you that his advice should be followed. We won't have a good chance of being out of this until late fall.

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.



Learning to judge weather and sea conditions

By Capt. Katherine Redmond

Nothing affects your ability to boat safely more than the weather.

Before heading out, you should consult multiple sources to ensure you are prepared and can judge whether it's safe to be on the water. A small craft advisory for your planned destination should keep you at the dock. You should never venture onto open waters if a small craft advisory has been issued.

Sea conditions are difficult to generalize. Some boats are capable of handling rough seas, while on others, a sneeze causes discomfort. It takes some experience for you to judge your vessel's ability, but in the meantime, use caution in environments conducive to overwhelming seas, such as inlets. (See below for more info.)

The U.S. Coast Guard Navigation Center publishes weekly Local Notices to Mariners with timely information on local hazards. You can review them online for free.

Thunderstorms can be a daily occurrence in some areas. You can prepare by asking yourself the following questions: If I encounter a thunderstorm on the water, how will I handle the situation? Would I prefer to find a safe harbor until the storm dissipates? Or would it be best to stop my boat in a safe place, point the bow at a fixed object to maintain my location and issue the proper sound signal so others can ascertain my position? By planning for these eventualities, you can prevent adverse outcomes.

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.*

NAVIGATING INLETS

Inlets can cause exaggerated sea conditions. Usually running between the ocean and inland waters, inlets squeeze the differing conditions into a narrow stream of water, creating stronger waves and currents that muscle boats into the usually rocky perimeters. Combining this action with strong winds could lead to a harrowing experience. It's a good idea to avoid inlets when the weather is iffy.

Handling rough seas in inlets can be a real challenge. Unfortunately, too many boaters gun their engines to escape the choppy seas. This causes the bow to dig into the waves. As the next wave hits from behind, the engines stall, causing the operator to lose control. Going too slow is also not a good idea, because the sea, not you, will control your boat. I've found that staying with the same wave and riding it through the inlet works best.



Learning to dock my 48-foot motor yacht

When I bought my first boat, I was 73 and still worked as a local bank CEO. I thought I'd better buy it before I became too old to learn to operate it.

I asked Tom Newman, an old friend, local pilot and boater, if he would help me find a boat my wife, Jeannette, and I would enjoy. We wanted something comfy and big enough to take our grandchildren out for a ride. After looking around, we finally found a 2003 48-foot Sea Ray motor yacht stuck on the bottom of a side canal off the Intracoastal Waterway behind the owner's house in Vero Beach, Florida. The price was right, and the mechanic thought the boat was worth repairing. After a couple of weeks in dry dock for repairs and a lot of waxing, we had a good-looking vessel.

Next came the task of learning to operate the thing. Tom was eager to teach me the fundamentals, so off we went for several days of training. The boat had two diesel engines and a bow thruster. I had to learn to turn the boat around from a full stop as I came up to the boat slip, spin off the pylon using the bow thruster while sliding slowly against the boat's rub rails and back into my slip without hitting the concrete dock or the boat next to me.

I soon found out that slow and even slower was the trick to maintaining control. If I was going too fast, I didn't have time to correct my approach without banging into the dock. I also found out that you don't put out the fenders until you are well into the slip; otherwise, the fenders could get caught on the pylon.

When backing in, I learned to turn my head around enough to see the stern and the dock. I did this while slowly putting one transmission in reverse and the other one in forward, going back and forth, back and forth until I bounced off the pylons and was far back enough to deploy the fenders.

An experienced boater, Tom had fixed a mid-ship spring line on one of the pylons. When I was backing in, he went on deck and attached the line to a cleat about halfway back on my deck. This line kept me from going too far back and hitting the seawall with my props.

I used this docking method for about a year. At night while trying to go to sleep, I would imagine the docking process. Then one night, I had a revelation. Why not go ahead and turn my whole body around and face the aft full-on? Doing so meant I would have to see the aft as the bow and the starboard transmission would become my port transmission—the same idea for the other side. At first, I had a hard time remembering where the control was for the bow thruster. I also decided not to spin off the pylons with my rub rails. Why not just line up straight and even, centered at the entrance of the slip and back in straight?

I tried it a few times and gradually learned to put my left hand on the bow thruster's joystick when I needed to adjust direction. I could also alter direction by quickly engaging one of the transmissions for a second as I slowly backed in.

Another revelation: If I had a target on the dock to help me line up straight, I would have a better chance of avoiding the dock and the pylons. My boat is 15 feet wide, and the slip is 17½ feet, so I put a strip of black tape on the sea wall and one on the overhead inside my afterdeck, both lined up to keep me centered in the slip. It worked!

I couldn't wait to tell Tom and show him my new skill. He was impressed, and I was proud of myself.

All of this sounds great and works well when there is no wind or the tide is not in full swing. As the years passed, I learned to adjust my turns and position to allow for the tide pushing me in one direction or the other or the wind not being in my favor.

And—oh, yes, I failed to mention that I am a U.S. Coast Guard veteran. In the Coast Guard, we learn to improvise and figure things out. That training has held me in good stead all my working life and now while learning to boat and dock my boat.

Local knowledge, good common sense, showing courtesy to other boaters, safety training, and joining the squadron have kept me and my family and friends safe on the water.

–Calvin L. Cearley



Anchoring in the Keys

RETRIEVE A STUCK ANCHOR

You can leave the anchor retriever components rigged on your main anchor permanently. We've rigged ours on a Lewmar claw anchor, which seems to be the best all-around anchor that doesn't require a second mortgage to buy, but you can rig this up on any kind of anchor.

In **Photo 1**, you can see a chain shackled between the ends of the anchor. The chain is snug but not tight.

Photo 2 shows a stainless ring that slides along the chain. You shackle the anchor chain to this ring. You pull the anchor as you normally would. But if the anchor gets stuck, you can let out 15 or so feet of line (not too much; you don't want to foul your prop) and go forward.

The ring will slide to the other end of the anchor, and the pull will come from the other direction. Then, when the anchor comes up, the ring slides back since the heavy end of the anchor turns down, and the anchor comes into the roller.

USE AN ANCHOR PULLER TO SAVE YOUR BACK

The second trick is to use an anchor puller to help you raise the anchor without breaking your back.

Photo 3 shows the components: a ball fender, a stainless carabiner, and a specially designed stainless ring. There is a second clip in the photo, (which is not part of the system), that we use to disconnect the ball for use as a fender.

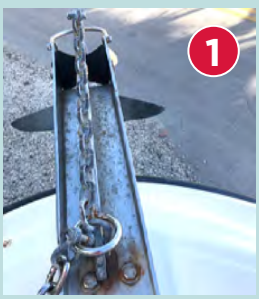
Here's how it works. When you're anchored, slide the opened ring onto (**Photo 4**) the anchor line and close the ring with the carabiner (**Photo 5**).

The ring connects the ball to the anchor line, so throw the whole thing overboard. When you want to pull the anchor, check the anchor's direction and head away from it at about 45 degrees with a lot of speed. The ball will move down the line and pull the anchor. When that happens, the ball will pop up, but keep going until the anchor has been pulled up to the ring.

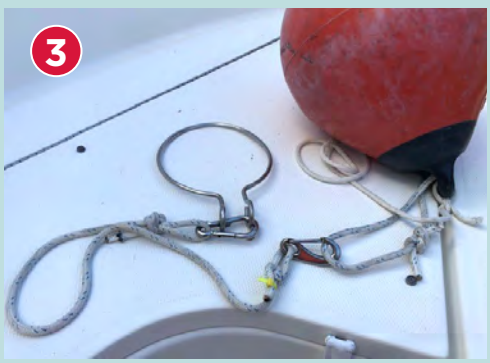
At that point, turn your bow toward the ball and pull the anchor, now floating on the ball, to you. Throughout this process, but especially after the ball pops to the surface, be careful not to foul your prop. Make sure the ball is large enough to provide enough buoyancy to allow the line to be pulled through the ring at the surface.

–Rick Lavoie

This article first appeared in Conch Skipper, the newsletter of Key West Sail & Power Squadron/8.











Make sure the ball is large enough to provide enough buoyancy to allow the line to be pulled through the ring at the surface.



Double Take

Blue Heron, a 34-foot CHB trawler, gets a new home and a squadron gains new members as told from both the sellers and buyers point of view

THE SELLERS: Retiring boaters Ray and Nila Madsen pass along their beloved boat and their boating knowledge

As we close out our boating lives and move from Sequim, Washington, to the Arizona desert, our boating experience can be summed up thusly: It's what you don't know you don't know that gets you in trouble.

We purchased our first boat, a 24-foot 1979 Bell Boy, from Dick Schoel. We had no boating experience. Thank goodness it was a sturdy boat.

Dick taught us how to start and run the boat, but after watching our docking, he said, "We don't know if you are religious people, but we have been praying for you two."

We practiced docking in the early mornings so no one could see us. Ray would be at the helm, and Nila would run up and down the dock snatching lines and trying to prevent the boat from hitting the dock.

We crossed the strait to Friday Harbor on our second boat, a 24-foot Bayliner Classic, on a day we should never have been out (wind, fog, swells and rain). Friends accompanied us on their boat, and we assumed they knew more about boating than we did. We didn't know what we didn't know!

Bob Stem encouraged Ray to join a boating club. Although not interested at first, Ray joined to take Marine Electronics with Bob. He learned some important things about boats and enjoyed meeting the instructors and class members.

Because of that class, we joined North Olympic Sail & Power Squadron/16 and attended our first dinner meeting, where we met some fun people. Afterward, we took more classes and clinics, including Gary Yaruss' Weather course, which we took three times.

Nila took Engine Maintenance and walked in wearing coveralls and red high heels. She had grease on her face, a pink rag hanging out of one pocket and a wrench in the other. Yup! We enjoyed the people and learned a lot about what we didn't know.

North Olympic Squadron allowed us to learn safe boating in classes and, best of all, during scheduled cruises. With other squadron members, we cruised to the San Juan and Gulf islands, Vancouver Island, the Sunshine Coast of British Columbia, and up the beautiful and breathtaking Princess Louisa Inlet to Chatterbox Falls. Life could not have been better! Boating and dock parties with lifelong friends and unparalleled beauty created memories that will last forever.

At one point, Nila said, "If we are going to cruise like this, we need a bigger boat."

Our third boat, the *Blue Heron*, was a 34-foot CHB trawler. Every year we had the trawler, we averaged over 200 hours. Weather permitting, we cruised from January through November. Our dogs, especially Gibbs, loved boating as well.

After getting so much from our membership in North Olympic Squadron, we felt that we, too, needed to pay it forward. In our final boating chapter, we shared knowledge and made new friends. We have both taught classes and clinics and have had the privilege and honor of serving as squadron commander.

As we prepared to retire from boating, Ray became concerned about who would buy *Blue Heron*. Would it be just a boat to them? Or would they love it and enjoy it as we did?

A wonderful couple from Blaine, Washington, Don and Rhonda Zwade, seemed to be just the right people. Although they had little boating experience, they wanted to learn and fell in love with *Blue Heron*.

Ray spent many hours showing them the boat from stem to stern and telling them about United States Power Squadrons, America's Boating Club. After we reached a deal, we arranged to provide Don and Rhonda two days of on-the-water, hands-on training. When they returned to Sequim to pick up the boat, Rhonda had completed America's Boating Course online and they had become members of Bellingham Sail & Power Squadron/16.

In the same bay where we had learned on our first boat, we taught the couple how to master a 360-degree turn with a single screw without using a thruster. From there, they both practiced docking in an empty slip and then with another boat alongside.

The next day, they hooked mooring balls, anchored, and put the dinghy in the water to take a trip around the bay. We spent time going over the electronics and learning about laying out a course using the chart plotter and Navionics on a tablet.

When we had a two-day window of good weather to cross the strait, Don and Rhonda took control of *Blue Heron* with Ray riding along. Our friends, the Lewises followed on their new boat. Don and Rhonda followed the waypoints with confidence and safely docked *Blue Heron* at Deer Harbor marina.

The next day, Ray boarded the Lewises' boat and headed back home, while *Blue Heron*'s new owners made their way to the boat's new home at Semiahmoo Marina in Blaine.

–Ray and Nila Madsen



THE BUYERS: Don and Rhonda Zwade find their dream boat and a new boating family

We've lived in Whatcom County for 19 years, and before that, we lived on Maui for 12 years. Both of us have always loved the water and fishing, but we've never owned a boat besides our little aluminum fishing boat.

When we considered buying a bigger boat to explore the beauty of the Pacific Northwest, we looked at slower cruising trawlers. We searched the for-sale ads and had no idea what we were doing. A beautiful, well-cared-for 1979 34-foot CHB trawler in Sequim showed up on Facebook Marketplace at the beginning of September. Rhonda responded to the ad and began corresponding with the owner. Don wasn't thrilled about traveling to Sequim to check it out, so we never went to see the boat and figured someone else bought it.

At the end of October, the owner sent a follow-up message to let us know that the boat was still available. He planned to hand it over to a broker within the week, but he would sell it to us at a discounted price if we were still interested.

After making the trip to Sequim, we spent six hours with the owners and made a deal to buy *Blue Heron* before we left. The boat's previous owners, Ray and Nila Madsen, were active North Olympic Sail & Power Squadron members, where both had been commanders. They were selling their boat and home and moving south to Arizona.

Before moving, they spent one weekend in early November teaching us everything we needed to know to get *Blue Heron* to Semiahmoo safely and dock without hurting anyone around us. We learned about anchoring, mooring balls, dinghy basics, docking, 360s, line handling, basic engine maintenance, basic navigation, basic electronics, fueling, and more.

On Nov. 10, Ray rode along with us to Deer Harbor and sent us off on our own to Semiahmoo the next day. We've been pinching ourselves ever since.

After taking an overnight trip to Sucia Islands on Thanksgiving weekend, we can't wait to start cruising this spring. In the meantime, and probably forever, we want to learn as much as we can. We look forward to being active members of Bellingham Sail & Power Squadron!

–Don and Rhonda Zwade

Quick Picks



USA Stars & Lights
David Zapatka
United States Lighthouse Society, $59.99

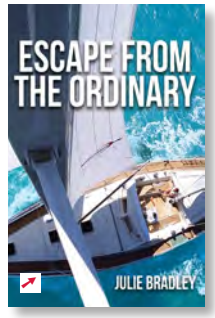
David Zapatka spent seven years capturing fantastic night images of lighthouses. Some of the unique and rare photographs required boat access, a 20-foot water-based tripod, and extraordinary measures to light them on location for a single exposure. Printed with outstanding quality, this remarkable book contains 169 full-color images, an index, and details of how he took each photo. *–Peter Hames*



A Knot a Day
Nic Compton
Adlard Coles, $20

Clearly written and superbly illustrated, this book presents a wealth of solutions for securing one item to another. Each has instructions, a short history, suggested uses and references to similar knots in the book. With a good table of contents and an index, readers can easily find the knots they're looking for. *–C. Henry Depew*

Way off the beaten path



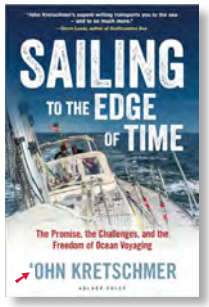
Escape From the Ordinary
Julie Bradley
Close Reach Publishing, $14.99

Julie and Glen dream big and retire early. They buy a new French-built ketch and set off into the North Atlantic in December, planning to circumnavigate with no prior open ocean cruising experience. What could go wrong?

Lots. Storms, mechanical problems, illness, crime, unfriendlies and much more. The positives? Tropical paradise locales, star-filled night skies, friendly cruisers, interesting cultures, and way-off-the-beaten path adventures. The first book in the Escape Series takes Julie and Glen from France to the Americas and Oceania.

You may have heard that good judgment comes from experience and experience comes from bad judgment. This book can help you gain invaluable insights from these intrepid sailors, whether you sail in their wake or remain an armchair traveler. *–Tom Hudson*

Sage advice



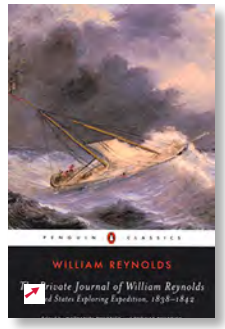
Sailing to the Edge of Time
John Kretschmer
Adlard Coles, $16.20

John Kretschmer's book contains useful information for sailors, whether they're cruising or just sailing the bay. Each chapter has subsections on related aspects of sailing. For example, chapter 5 covers the problems with electronic navigation: You may use the wrong zone setting when viewing an electronic chart, errors may be present in an electronic chart, you may fail to practice the rule of thumb, and you need to keep a constant lookout from your vessel.

Kretschmer relates his experiences pleasantly, even as he recounts almost drowning in tangled rigging and how a non-automatic inflatable life jacket benefited him. His advice to check all cooling system hoses before spending money on cleaning the riser when the engine starts to overheat is valid for any boater.

The book's nice font size and spacing, along with excellent color photos and appended material, make it well worth owning. *–C. Henry Depew*

Extraordinary expedition



The Private Journal of William Reynolds
Nathaniel Philbrick and Thomas Philbrick, eds.
Penguin Random House, $17

Hailed as one of the finest 19-century first-person sea voyage narratives, this is the story of America's first voyage of discovery, the United States Exploring Expedition of 1838–1842. Six ships set out on a four-year circumnavigation that covered 87,000 miles. William Reynolds, a young midshipman, kept two journals, one to be relinquished at the end of the expedition and a private journal. His extraordinary account of the places and peoples visited, and the storms and dangers encountered is spellbinding.

While exploring Antarctica, the crew mapped over 1,000 miles of the coastline, naming it Wilkes Land after the expedition's commander, Lt. Charles Wilkes. Reynolds includes detailed descriptions of geography, peoples, flora and fauna, terrible storms, and the loss of ships and shipmates. Edited by Nathaniel Philbrick and Thomas Philbrick, the book includes an introduction and comprehensive notes. *–Peter Hames*



Looking Back

Your favorite boating photos from years past

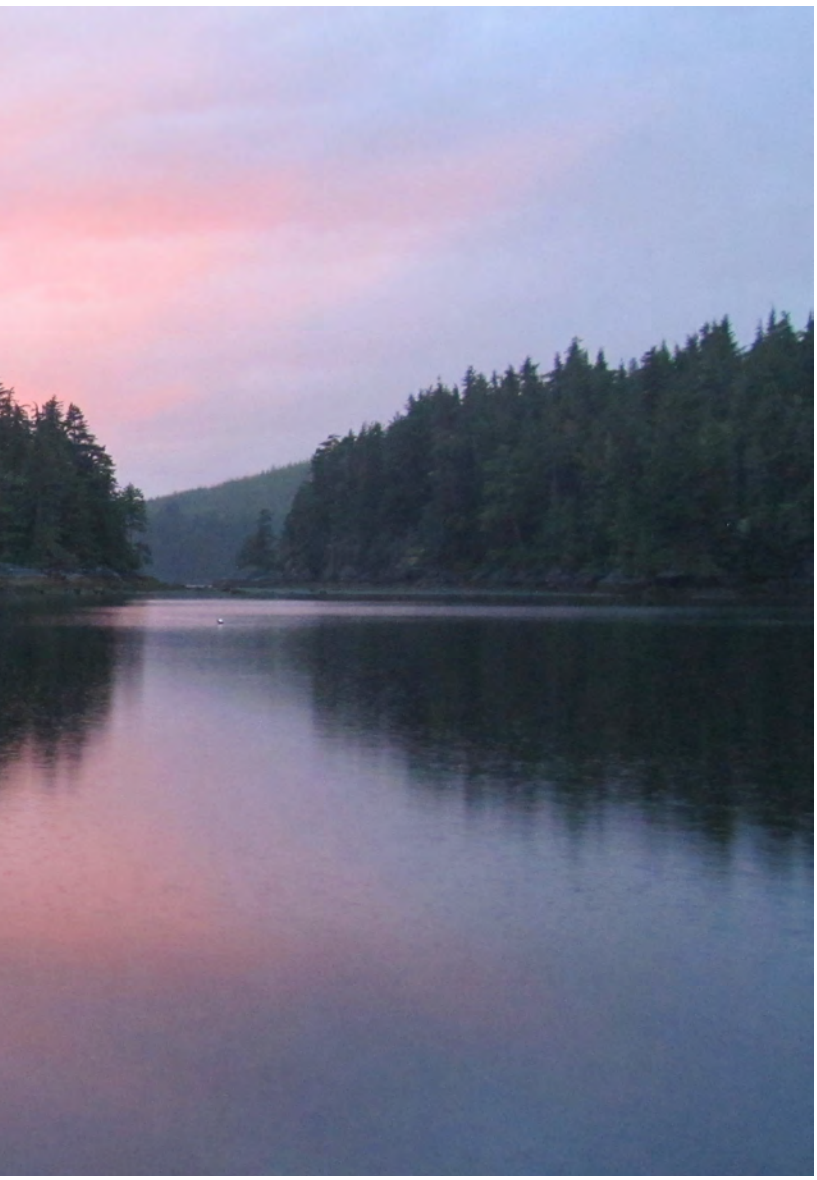
Via an online poll held during the United States Power Squadrons, America's Boating Club, 2021 Virtual Annual Meeting, you voted for your favorite photo in The Ensign's Spring 2021 Photo Contest. This year, we invited photographers to submit their best boating photos from any decade or year.

We narrowed the submissions down to four finalists: Shane Hansen, Larry MacDonald, Miguel Angel Miranda and Michael Pipia. After a total of 1,140 votes, Miranda of San Juan Power Squadron/33 took first place with a resounding 663 votes; MacDonald of Canada came in second place with 292 votes; Michael Pipia of Grosse Pointe Power Squadron/9 took third place with 102 votes; and Hansen of Washington came in fourth place with 83 votes.

Congratulations to the winners, and thank you to everyone who participated!



Check out more great photos by our readers.







FIRST PLACE (on the cover) goes to Miguel Angel Miranda for his photo of Cabo Rojo in Puerto Rico. Cabo Rojo means “red cape” and derives its name from the reddish color of its salt flats as well as the seaside cliffs along its southern coast.

Larry MacDonald takes **SECOND PLACE** (top left) for his photo of the sun setting in the Broughton Islands of Canada.

THIRD PLACE (left) goes to Michael Pipia with his photo of a sunrise in Harrison Charter Township on Lake St. Clair, Michigan.

Shane Hansen takes **FOURTH PLACE** (above) with his photo of an early morning solo kayak trip at the lake near his home in Camas, Washington.



Dan Fortman







James Kirchner




Jim Kuemmel




Mary Kucharek


Anselmo Miranda


Steve Erickson


Al Kracke

Cruising America's Great Loop

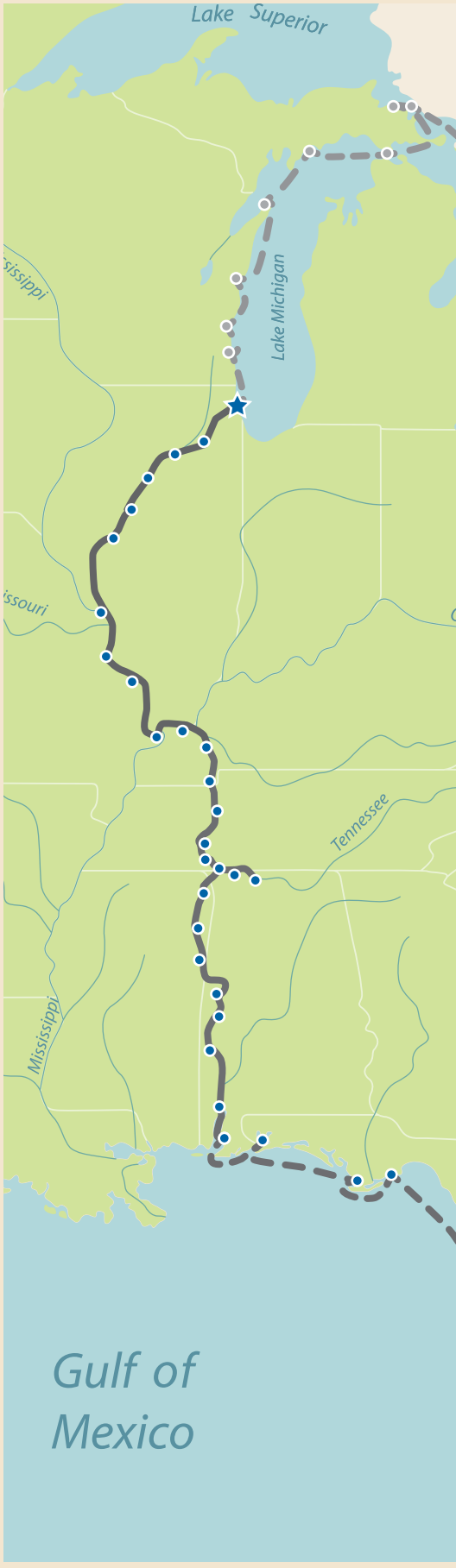
Part 5: Stuart, Florida, to Norfolk, Virginia

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.

Hundreds of "Loopers" make this trip each year. America's Great Loop Cruising Association conducts seminars to help Loopers prepare for the adventure.

Part one covered our journey from Waukegan, Illinois, to Grand Rivers, Kentucky; part two took us as far as Mobile, Alabama; part three took us across the Gulf of Mexico and on to Key West; and in part four, we crossed the Gulf Stream on our way to the Bahamas and back.





After four lovely days at the Sunset Bay Marina in Stuart, Florida, we cast off the dock lines and continued our cruise northward. We successfully navigated the place where the St. Lucie River meets the Indian River Lagoon system and the channel marker colors switch sides as the channel weaves through thin water. A TowBoatUS captain stationed nearby gets new customers daily.

Vero Beach » Cocoa, Florida

After a 46-mile cruise up the Atlantic Intracoastal Waterway, we stopped at the Vero Beach Municipal Marina. This well-protected harbor had both mooring balls and slips available.

After two days, we left Vero Beach. The 15 to 20 mph winds from the north gave us a slight chop on the nose for the 55-mile straight shot to the Cocoa Village Marina in Cocoa, Florida. We barely had to turn the autopilot knob all day.

After departing Cocoa Village Marina, we enjoyed a delightful 55-mile cruise up the Indian River through the Haulover Canal to Mosquito Lagoon.

Cocoa » Saint Augustine, Florida

With light winds from the east, the AICW was flat. Our only challenge was slowing down to request permission to pass the sailboats and trawlers. Since our fuel burn doesn't vary much whether we're going 9 mph or 25 mph, we prefer to get up and go. We depart several hours after the sailboats and trawlers, pass them along the way and arrive early at the next marina. It works for us and gives us time to visit the areas surrounding the marina.

At 3 p.m., we pulled into the Daytona Beach Halifax Harbor Marina, fueled up and pumped out. The next day, we cruised 53 miles north up a flat AICW to Saint Augustine.

One of the turns on the waterway, the Devil's Elbow, earned its name as a hazardous area to navigate before being


John and Priscilla at Castillo de San Marcos, St. Augustine, Florida

dredged some time ago. Populated with many small islets, sandbars, and creeks, the Devil's Elbow is a great fishing destination. A large sailboat had wandered out of the channel and got stuck in the mud. The skipper had the jib up to tip the boat on its side. With engines running full speed, the sailboat spun like a top but didn't get anywhere. The folks aboard three nearby government vessels seemed disinterested in helping. Be sure to watch the channel markers and your GPS because the markers get moved as the sandbars shift.

We spent the next two days exploring St. Augustine. As the oldest continuously occupied European-established settlement within the borders of the United States, St. Augustine has a host of interesting historical sites, including the Castillo de San Marcos National Monument, the oldest masonry fort in the continental United States.

St. Augustine Amelia Island, Florida

From St. Augustine, we cruised 62 miles up the St. Johns River to the South Amelia River to Amelia Island and the Fernandina Harbor Marina on a blowy day with winds from the west. The tide gave us a 2 mph push, which had us cruising at 11 mph. A blue Sabre 40 cruiser blew by, rolling us and all the boats ahead of us. With no radio calls to alert his victims, the captain made few friends that day. On the rivers and AICW, as long as you call ahead on the VHF and ask for permission to pass, it doesn't matter if you rock a sailboat until its spreaders hit the water on both sides; they'll give you a hearty wave, and off you go.

I'd called the Fernandina Harbor Marina for a slip a couple of days earlier. Kevin, the dockmaster, said we'd have to tie up on the rolly AICW side of the dock. Before we arrived, I called back to see if an inside spot had opened up. It hadn't.

However, when we arrived at 3 p.m., Kevin said we could tie up on the inside. We saw a few boats on the outside rocking and rolling. The tide was low, and the marina entry was narrow with a strong current and a thick mudbank a few feet away on the east side. In we went; the tiny space was only about 4 feet longer than our boat, and we had nearly 30 mph winds honking on our beam.

After a few passes, I realized the bow thruster was useless against the wind. I had underestimated the windage. As the crew tossed the lines to the dockhands, the wind blew them back. To allow the crew to get the lines to the dockhands, I had to get in really, really close.

I pulled up past the dock space and backed into our tiny slip. Victory! The dock hands caught the two spring lines, and I brought *Changing Latitudes* in just as nice as you please using only the engines.

We celebrated another landing we could walk away from.

Overnight, the wind seemed to shift or quiet down. We woke to discover that a 197-foot cruise ship, *Independence,* was blocking most of the wind. We could have used the ship's help yesterday.



Dismal Swamp Visitors Center dock



The Dismal Swamp Canal lock

Amelia Island Brunswick, Georgia

Farewell, Florida. On Sunday, we headed off on a 53-mile blowy run up the AICW to Brunswick, Georgia. We got to experience the rolly Atlantic at St. Andrew Sound and St. Simons Sound.

Along the way, we passed a restricted area, a U.S. Navy submarine base with several patrol boats on duty. We kept our distance.

The Brunswick Landing Marina rocks. In 2016, the marina's rates were $1.80 a foot, and it had the cheapest diesel we'd seen at $1.68 a gallon. Plus, it had free laundry and free beer in the boaters' lounge 24/7. Our friends Craig and Day Olney keep their catamaran *Toucan Deux* here when they're not cruising. Later that evening, the 60-foot Polynesian sailing canoe *Hōkūleʻa* tied up across from us.

A 1975 reconstruction of a traditional Hawaiian blue water vessel, *Hōkūleʻa* has sailed around the world. With no engine, the sailing canoe is true to the original design. A chase boat tows the ship in and out of the marinas.


Dismal Swamp Canal


Polynesian sailing canoe *Hōkūleʻa*

Brunswick » Savannah, Georgia

On Monday, we shoved off from Brunswick Landing Marina at 7:45 a.m. and exited St. Simons Sound. We headed out into the Atlantic Ocean on a 107-mile cruise to Savannah. The predicted southeast wind shift made for a flatter ride, though the seas were still confused, and we took 2- to 3-foot waves on our beam.

On the Atlantic, the rolly conditions made moving around the boat difficult. When I went off watch, I lay down in the aft bunk wearing Bose noise suppression earphones. Andy sat on the aft deck and went into a Zen trance, reminding herself that she'd taken Bonine and wasn't getting seasick. She dozed off until we hit a wave large enough to ring the ship's bell. After two hours, I took back the helm from Dale. We slowed the boat down for bathroom breaks during the ride, so we didn't roll anyone off the toilet seat.

Once we turned the corner to follow the channel into the Savannah River, everything flattened out nicely. We docked at the Westin Savannah Harbor Golf Resort & Spa at 2 p.m.

The river current runs swiftly past the dock, making docking exciting. Although we were told to tie up on the inside, the space between the dock and concrete wall was narrow. Because of the strong current, I tied up on the outside to give me plenty of room to maneuver. To control the boat in the current, I had the throttles wide open, which was a first. Usually, docking is a gentle maneuver with slight taps of the throttles. Despite the current, we parked the boat with no drama.

Savannah » Beaufort, South Carolina

During our stay, we had overcast skies and cool temperatures. *Hōkūleʻa* departed Savannah early to take advantage of the outgoing tide. We enjoyed a leisurely morning as we waited for the tide to come in before transiting Fields Cut from the Savannah River to Ramshorn Creek. It turns out we had plenty of water under our keel all the way.

As we crossed in front of a large freighter, the ship signaled danger with five blasts of its air horn. I altered course to get farther away from the ship. We were well clear from our vantage point, but from their wheelhouse 200 feet in the sky, we must have looked too close. At least they got to test their horn.

After arriving in Beaufort, South Carolina, we took a delightful carriage ride. Jake the horse and Ken the docent explained the history of Beaufort and told us about the numerous movies filmed there, including "The Great Santini," "Forrest Gump," "The Big Chill," and "Glory."

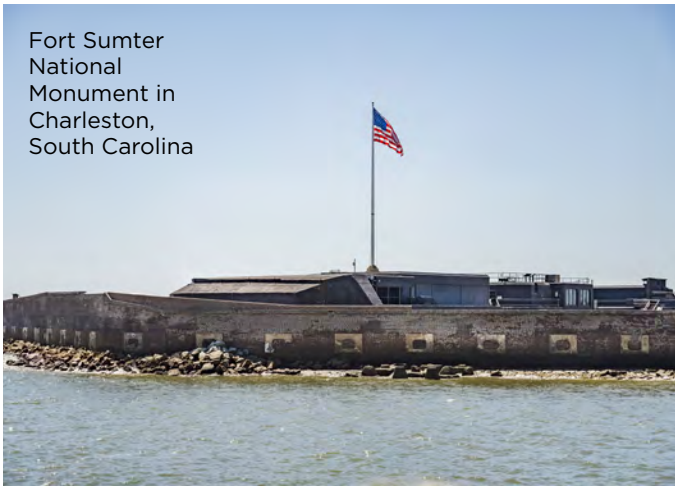
Tom Hanks and Barbara Streisand rented houses in Beaufort while filming movies. Noise from the warplanes flying overhead from Parris Island Marine base made filming difficult. After Mrs. Streisand called the base commander to complain, there were no planes overhead the next day. At 4 a.m. that night, four planes buzzed the rented house where Streisand was sleeping, kicking in their afterburners right overhead.

Beaufort » Charleston, South Carolina

Departing Beaufort at 9 a.m., we made the 67-mile slog up the AICW and arrived in Charleston, South Carolina, at 4 p.m. We had current from the tide running against us, 20 to 25 mph winds on our nose, and a moderate 1- to 1½-foot chop. To some, the AICW may look like a straight shot up the coast, but that couldn't be more wrong. Two days before, we'd cruised up the appropriately named Ramshorn Creek. You could describe much of the AICW as crooked as a ram's horn.

We zig-zagged from river to river via canal, channel and creek. Some are wide, some are narrow, and some are very shallow. You might say the AICW is like a box of chocolates; you never know what you're going to get.

With some current and a 20 mph breeze on the beam, we had a little thrill docking the boat at the Charleston City Marina. I brought the boat right against the dock, which was perfect, except the dockhand tied off the spring line too short for us to get into the slip to pass over the stern line. I kept the starboard engine in forward to hold the stern against the dock, but the brisk wind blew the bow over. He did not secure the bow line, and we drifted close to the boat across from us. Both Dale and Andy went to that side to fend off. Realizing I couldn't maneuver the boat anymore,


Fort Sumter National Monument in Charleston, South Carolina

I abandoned the helm, grabbed a line and tossed it to the dockhand. He finally pulled us over, and all was well.

Another landing we could walk away from. No harm, no foul. No tip.

With so much to see in Charleston, we stayed three nights. One day, we took a trolley tour of the city, and the following day, we took the ferry to Fort Sumter. The marina's free shuttle runs every hour on the hour and takes you wherever you want to go.

On Saturday, we enjoyed cool weather, bright sunshine, and a visit from Looper royalty, Kim Russo, director of America's Great Loop Cruisers' Association. She's also the Charleston harbor host. We'll get to see her again in Norfolk, Virginia, at the Looper rendezvous.

Charleston » Myrtle Beach, South Carolina

At 9 a.m. the next day, we pulled out of the Charleston City Marina. We bid farewell to Fort Sumter as we passed by on its port side.

The AICW was flat as a pancake. I kicked up the throttles a bit to blow out the carbon after cruising at 9 mph for three days. Before we knew it, we were blasting along at over 30 mph. I pulled the throttles back to 28 mph, and it felt like we were on a superhighway—not a lump or bump. After an easy 67-mile cruise, we arrived at the Harborwalk Marina in Georgetown, South Carolina, at 4:30 p.m.

We stayed one night. The next day was an easy one, a 30-mile jaunt to the Osprey Marina in Myrtle Beach, South Carolina.

We awoke the next morning to a wretched smell, the odor from the International Paper plant a mile away.

After departing Myrtle Beach, we transited the Rock Pile, a human-made canal section of the AICW lined with submerged rocks and a rock shelf a foot or two below the surface. When the Army Corp of Engineers built this portion of the AICW in the 1930s, it encountered a solid granite shelf. The Corps blasted through this obstruction, but over time, the soft silt above and below the rocky outcropping has washed away, making the canal appear wider than it is. Over the years, pieces of the rock shelf broke off, leaving all sorts of underwater rocks waiting to trap keels and propellers.

Cruisers should hold as close to the middle of the Pine Island Cut as possible and announce their presence on VHF. Otherwise, a large commercial vessel approaching could force you out of the channel's mid-line and onto the rocks, especially at high tide when the rocks are submerged.

Myrtle Beach » Southport, North Carolina

We transited the Rock Pile without incident and cruised 64 miles to Southport, North Carolina. On our way up the AICW, we bumped a sandbar and sucked a cubic yard of sand into the raw water intake strainers. We found out about it when the starboard engine's temperature alarm went off.

We arrived at the South Harbour Village Marina in Southport, North Carolina, at 4 p.m. We ran on one engine so the starboard engine could cool down and started the starboard engine just long enough to complete our docking maneuver.

After both engines cooled down, we spent a few hours in the bilge cleaning the raw water strainers. They already had several levels of sediment, so the sand just topped them off. We must inspect them more often.

There are two types of Loopers: Those who have bumped the bottom and those who will bump the bottom. We made it 209 days without a bump. Thankfully, we had no damage, just sand in the raw water strainers.

Southport » Wrightsville Beach, North Carolina

On Friday, we had a short cruise to Wrightsville Beach, North Carolina. We stayed one night before moving on. To make it to Norfolk, Virginia, for the Looper rendezvous on April 30, we planned out the rest of our itinerary as follows: April 23, Swansboro; April 24 and 25, Beaufort; April 26, Belhaven; April 27, Columbia; April 28, Elizabeth City; April 29, the Dismal Swamp Welcome Dock; and April 30, Norfolk, Virginia.

Low bridges make this section of the AICW a bit more challenging. We had to pass under four bridges to get from Wrightsville Beach to Swansboro. Since we transited at high tide, we had no leeway and had to wait for the bridges to open. Although Wrightsville Beach bridge claims a height of 20 feet, the Waterway Guide warns cruisers not to trust that height.

The real limitation is the bridge opening times. Some bridges open once an hour, and others open twice—on the

hour and the half hour. The challenge is to time your arrival to be five minutes before the scheduled opening rather than five minutes after when you'll have to wait an hour.

Wrightsville Beach » Beaufort, North Carolina

After making the short 25-mile run up the AICW from Swansboro to Beaufort, we docked at the Beaufort Docks Marina in downtown Beaufort.

Priscilla and I took the National Park Service ferry to Shackleford Banks. The 9-mile-long island is home to a herd of wild horses whose ancestors survived Spanish shipwrecks 400 years ago. They swam ashore and have prospered there for four centuries. The shell collecting on the beach on the Atlantic side was excellent.

A great one-night stopover, the Belhaven Marina has free laundry and fluffy towels for the shower. With the wind still blowing at 20 mph from the south at midnight, we had a rolly night. The face dock offered no protection from the waves on the Pungo River. At least the marina provides extra-large round fenders to keep boats off the pilings.

Beaufort » Columbia, North Carolina

We had a flat ride from Belhaven to Columbia, North Carolina, as much of the trip is on the Albemarle and Chesapeake Canal. A combination gas station and marina, the Alligator River Marina has a small restaurant that closes at 6:30 p.m.

It poured all night. At least *Changing Latitudes* got a bath to wash off a lot of the salt. Casting off at 8 a.m. the next morning, we were the second-to-last boat out of 14 to depart the marina. We had another flat 35-mile cruise over the Albemarle Sound to Elizabeth City.

Columbia » Elizabeth City, North Carolina

On the way, the forward head would not flush. The holding tank light showed mid-full. The easiest solution was to pump out the holding tank and see if that fixed the problem. We fueled up before leaving the Alligator River Marina, but the pump out was broken. Although we had planned to tie up at the free public dock in Elizabeth City, it didn't have a pump out. Our only other choice with pump-out facilities was Elizabeth City's Pelican Marina. I called ahead to make sure its pump out was working and got a recording that said they were only open from noon to 6 p.m. As we arrived, Dale called them on VHF and got no answer.

We approached the dock at 10 a.m. and decided to wait until the marina opened. The owner watched us pull up on his AIS and called us on the radio. He said he could do a pump out, and we could stay overnight. The slip fee was $35. What a deal!

The next morning, the herd was up early and restless. Four out of five boats were off the dock by 7 a.m. for the 7:30 bridge opening. Since the bridge was only five minutes away, we cast off at 7:15.

Elizabeth City » Chesapeake, Virginia

From Elizabeth City, we snaked our way north on the Dismal Swamp Canal for 18 miles to the South Mills lock, where 12 boats were waiting to lock through. Immediately past the lock is a swing bridge. The lock tender jumped in his car and opened the swing bridge for the same group of boats. We then cruised 5 miles to the Dismal Swamp Visitors Center. The visitors center has a 150-foot dock that can fit three vessels. Other boats raft up. Fortunately, we were the third boat to arrive, so we got a dock space. Two sailboats rafted off us.

With a dozen or more Loopers headed to Norfolk, docktails were an extravaganza. It was an excellent way to spend our last day in North Carolina.

The entire Great Dismal Swamp Canal is a "no wake" zone, so we put the gear shift in forward and cruised 5 to 6 mph the whole way.

We stopped for the night at the Top Rack Marina in Chesapeake, Virginia. We filled our water tanks and pumped out our holding tanks since we didn't know what facilities at the Waterside Marina in Norfolk would be open to boaters during the Great Loop rendezvous. The AGLCA advised that the marina's showers and restrooms were under construction.

Chesapeake » Norfolk, Virginia

The next morning, we made the 9-mile trip to the Waterside Marina for the America's Great Loop Cruisers Association rendezvous. We had to wait 30 minutes for the railroad bridge to open. You can never be in a hurry on the Loop.

At long last, we tied up at the marina, our home for the next five days. At the Looper rendezvous, over 250 current, past, and future Loopers spent four days together sharing experiences (and a few lies) and learning more about the route ahead.

In the next issue, I'll describe our trip through the Chesapeake Bay and up the Hudson River to the Erie Canal.

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.*

Waypoints

SPOTLIGHT ON SQUADRONS AND DISTRICTS

NEWS AND UPDATES

Renewing your member dues

Most members have a June anniversary date, which means dues notices are emailed starting in April. The quickest and most reliable way to renew is to pay by credit card at usps.org/dues using your certificate number and PIN or the invoice number from your emailed dues notice. If you have questions about dues, email contactme@hq.usps.org or call 888-367-8777.

Update your contact info

Members, make sure your contact information is correct in the headquarters database. You can email updated addresses, emails and phone numbers to addresschanges@hq.usps.org or update online by first logging into the members website and then using this link: update your profile.



Members boats anchor off Shackleford Banks.

Together in safety

Despite the pandemic, America's Boating Club of the Crystal Coast kept up its twice-monthly rendezvous. Three years ago, a member suggested taking a cruise on the first and third Wednesdays to a sound-side anchorage on Shackleford Banks, a North Carolina barrier island that's part of Cape Lookout National Seashore. It became a tradition.

The beauty of Wade Shore Wednesday is that it takes no additional planning or coordination. Club members receive email invitations with a brief weather report, suggested items and approximate anchorage waypoints.

The sound-side anchorage is 18 to 24 feet deep, so boaters drop a bow anchor there and back down toward the beach until the water is shallow enough to stand in. A crew member sets the stern anchor onshore. With plenty of room and miles of open beach, maintaining social distancing is easy.

On Wednesday, Oct. 7, Commander David Gerhart inducted Teresa Penbrooke as a new member of America's Boating Club of the Crystal Coast. It was possibly the first member induction done in the water. Dave Aitken performed a vessel safety check on Teresa's new boat.

Weather and seas permitting, we continue to meet safely face to face on Wade Shore Wednesdays.

–JB Bagby and Norma Hall



America's Boating Club of the Crystal Coast Commander David Gerhart administers the membership oath to Teresa Penbrooke.

Toy and food donations nourish those in need

In December 2020, America's Boating Club of Tacoma & South Puget Sound sponsored a gift drive for the Bridges Center for Grieving Children and a food drive for Nourish Pierce County. Cindy and Larry Warren created and hosted the event at Tacoma Yacht Club, ably assisted by Jackie and Richard Mattox and Debbie and Stan Wolfe on Saturday and Sunday. Debbie and Jim Harden provided support on Sunday as well. After the toy drive, Phyllis Hayes collected the toys for transfer to Bridges Center for Grieving Children.

Sunshine, light wind and temperatures in the upper 40s Saturday made for a great turnout. While Sunday was a little cooler, folks still showed up to donate. Santa hung around during the drive, making a list of folks who contributed toys for boys and girls ages 4 through 18 and donated 520 pounds of food and $360 to Nourish Pierce County.

We thank everyone for their generosity and compassion during this stressful time. Special thanks go to Michelle Johnson of Tacoma Yacht Club for allowing us to hold the food and toy drive at the club. *–Larry Warren*

This article first appeared in the club newsletter, Wake Astern.



Food for Nourish Pierce County



Ready for the toy and food drive at the Tacoma Yacht Club



Shane Fernando, vice president, Advancement and the Arts; Logan Thompson, director of philanthropy, CFCC Foundation; Otis White, commander, Cape Fear Sail & Power Squadron/27; Jason Rogers, department chair, Marine Technology; Megan Morrison, assistant educational officer, Cape Fear Squadron. Photo courtesy of Cape Fear Community College Foundation

Paying it forward

Cape Fear Sail & Power Squadron/27 presented a $2,600 check to the Cape Fear Community College Marine Technology program. This donation by club members will support deserving students over two semesters in this area of study. CFCC Foundation representatives expressed sincere thanks to our club for helping their students. *–Mark Stacy*

Discretionary fun

Staten Island Sail & Power Squadron/4 held its annual fundraising campaign for The New York Foundling of Staten Island. The fundraiser was for the Foundling chapter's discretionary fund, which covers toys, athletic equipment, and party goods, among other things. The squadron wanted to give deserving children a merry Christmas.

This year the fundraiser netted over 150 stuffed animals, 78 assorted toys, two gift cards, and $4,500 for the discretionary fund. Over 35 years, the squadron has donated more than $91,000 and thousands of toys for The New York Foundling of Staten Island. *–Don Heap*

This article first appeared in the District 4 newsletter, Mark 4



Commander Jim McGrath and Ken D'Albero of Staten Island Sail & Power Squadron/4 present a donation to Barbara Holjnacki, executive program administrative manager, The New York Foundling, assisted by Don Heap, fundraiser chair, Staten Island Squadron.



CRYSTAL WHITE

America's Boating Club Memphis member George Graflund proudly displays his 50-year membership certificate.

Drive-by celebration

America's Boating Club Memphis organized a drive-by celebration to honor George Graflund for 50 years of membership in United States Power Squadrons. George received a certificate and a pin. *–John Haluska*

From live to virtual classroom

America's Boating Club of Central Ohio transformed its teaching of America's Boating Course to safeguard students and instructors during the pandemic. The club changed from traditional classroom instruction to teaching online via Zoom.

With the advice and assistance of John Seaver, Mari Seaver, and Commander Sherri Haring, club members revised the class schedule, recruited instructors, established a Zoom link, and advised students of the plan. With minor adjustments, the students and instructors worked well together.

Instructors administered the final exam to students in person at the club with social distancing and masks. All students passed with flying colors.

Many members helped make the class a success, including instructors John Seaver, Dick Sorensen, Matt Murphy, Michael T. Hughes, Bob Rayburn, and Sherri Haring as well as volunteers Mari Seaver, Bob Goelz, Sue Goelz, and Bob Van Der Wissel.

In 2021, the club will teach America's Boating Course via Zoom, followed by Boat Handling. We're also looking into teaching other classes this way. *–Paul King*

This article first appeared in the squadron newsletter, Galley Gossip.



Charlotte Ramsey with a Safe Boating Campaign sign posted by Ouachita Sail & Power Squadron/21 members.

Vital signs

Members of Ouachita Sail & Power Squadron/21, which celebrates its 50th anniversary this year, posted Safe Boating Campaign signs in West Monroe, Louisiana, to remind boaters to wear their life jackets. *–Charlotte Ramsey*

Warmth in winter

At its December executive meeting, Ohio's Toledo Sail & Power Squadron/29 voted to earmark $300 in squadron funds to purchase socks for the homeless.

The items donated to the Cherry Street Mission in Toledo for distribution to homeless individuals during the cold holiday season included 96 pairs of heavy socks and 10 wool blankets. Squadron members Rita and Leonard Buck delivered the items to the mission.

The squadron is proud to provide much-needed support to those in need in our community during this challenging time. *–Jan Leutz*

This article first appeared in the squadron newsletter, The Breeze.



FRED ZIBBEL

Leonard and Rita Buck of Toledo Sail & Power Squadron/29 deliver socks and blankets to the Cherry Street Mission.



Allison Evans receives her scholarship certificate from Nick Stagliano, Storm King Power Squadron/2.

Fundraiser nets scholarship donations

For over 30 years, Storm King Power Squadron/2 has supported a scholarship fund for squadron members and local yacht club members who want to pursue education beyond high school.

The squadron's scholarship committee raised money through various events, including an annual auction of boating items donated by members and local businesses.

Member Bob Trenz suggested holding a striper fishing seminar to raise money. A retired teacher and a charter fishing captain, Bob has fished stripers in the Hudson River for many years. He enlisted charter captains who fish the Poughkeepsie and Catskill areas of the river to help teach the seminar, scheduled for March 2020. Stripers begin their spawning runs in April, depending on temperatures. The squadron promoted the event widely, and area businesses donated door prizes.

A generous benefactor donated a 1987 Sea Ray Amberjack in excellent condition. The squadron outfitted the boat for fishing to raffle it off before the start of striper season. Members publicized the raffle and sold tickets at the seminar.

Forty-five fishermen, members and guests attended the seminar. Storm King Squadron members presented information on America's Boating Club and available boating classes.

The pandemic slowed the scholarship committee's search for qualified candidates, but applications went to local yacht clubs and the Hudson River Boat Yacht Club Association. Funds raised from the boat raffle and seminar allowed the scholarship committee to offer $500 grants to four recipients.

The squadron presented the awards at its September monthly meeting at a local restaurant with socially distanced seating. One recipient and her family attended; Allison Evans, a SUNY Oneonta freshman, is pursuing a degree in elementary education. The other recipients received their certificates and grants by mail. *–Vincent Evans*



Capt. Bob Trenz, Storm King Power Squadron/2, teaches the striper fishing seminar.



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

Carol Louise Balcom
Beaverton (OR) Squadron/32
4 mm

P/D/C William W. Baldwin, SN
Michigan City (IN) Squadron/20
Life Member, 28 mm

Ruth Ann Bee, AP
Golden Corner Lakes (SC) Squadron/26
Senior Member, 15 mm

Pamela M. Behrens, SN
Staten Island (NY) Squadron/4
Senior Member, 15 mm

Arthur S. Billings, AP
St. Petersburg (FL) Squadron/22

Lt Socrates Ivan Birsky-Okuntsoff, SN
Sarasota (FL) Squadron/22
Life Member, 37 mm

Sue Ellen Bowen, JN
Waukegan (IL) Squadron/20
1 mm

Susan "Cusie" C. Bunch
Southport (NC) Squadron/27

Erma V. Campbell, AP
Austin (TX) Squadron/21

P/Lt/C Norman I. Condit, SN
Staten Island (NY) Squadron/4
Life Member, 27 mm

Dwight F. Coursey, P
Lake Pontchartrain (LA) Squadron/15
Senior Member, 11 mm

David Crowley, AP
Beaufort (SC) Squadron/26
Senior Member, 14 mm

P/Lt/C Jay H. Dahlgren, P
Lake Murray (SC) Squadron/26
Senior Member, 11 mm

P/C Marius W. deBruyn, SN
Peace River (FL) Squadron/22
Life Member, 26 mm

Lynda G. Dehaan, P
Kennebec River (ME) Squadron/19

P/C Stanford N. Detert, AP
Clearwater (FL) Squadron/22
Emeritus Member, 58 mm

P/D/C Marjorie J. Dorwart, SN
Chicago (IL) Squadron/20
Life Member, 29 mm

William G. Drinnan
Staten Island (NY) Squadron/4
2 mm

P/C Charles R. Ewing, SN
Chicago (IL) Squadron/20
Life Member, 32 mm

P/C Michael A. Fabrizi, SN
City Island (NY) Squadron/4
Life Member, 43 mm

Marie Fazzari
Catawba (NC) Squadron/27
3 mm

Ronald D. Fields, S
Sanibel Captiva (FL) Squadron/22
Senior Member, 9 mm

Joanna George, SN
Durham (NC) Squadron/27

P/C Rhett T. George Jr., SN
Durham (NC) Squadron/27
Life Member, 47 mm

P/C Raymond Grana, SN
Chicago (IL) Squadron/20
Life Member, 42 mm

P/Lt/C Beverly A Grier, S
St. Petersburg (FL) Squadron/22
Senior Member, 22 mm

C. Barden Hawk, AP
Green Bay (WI) Squadron/10
Senior Member, 19 mm

Ruth H. Henschen, P
Toledo (OH) Squadron/29

Lt Willis O. Henschen, AP
Toledo (OH) Squadron/29
Emeritus Member, 50 mm

P/C Robert H. Heyser, SN
Main Line (PA) Squadron/5
Life Member, 30 mm

Frances K. Hoops, P
Green Bay (WI) Squadron/10

P/C Gerald W. Iler, SN
Annapolis (MD) Squadron/5
Life Member, 26 mm

P/C George E. Irwin, SN
Sanibel Captiva (FL) Squadron/22
Life Member, 31 mm

David A. Jensen, P
Toledo (OH) Squadron/29
Senior Member, 9 mm

P/C William F. Klein, AP
Grand Traverse Bay (MI) Squadron/9
Life Member, 39 mm

P/D/Lt/C Michael J. Kovalcin, SN
Sarasota (FL) Squadron/22
Emeritus Member, 60 mm

P/C Robert G. Kunkel, SN
Golden Corner Lakes (SC) Squadron/26
Life Member, 31 mm

P/C Robert A. Langston, AP
Northern New Jersey Squadron/4
Life Member, 36 mm

P/C Cyril Curtis Ling, AP
Peace River (FL) Squadron/22
4 mm

P/Lt/C Edward A. Lobalbo, SN
Cape Fear (NC) Squadron/27
Senior Member, 8 mm

Cheryl R. Lorimer, S
Bellingham (WA) Squadron/16

Lt William Richard McWhinney, S
Fox Valley (IL) Squadron/20
4 mm

Michael A. Mentuck
Beverly-Marblehead (MA) Squadron/12
1 mm

P/C Ruth Miller, S
Fort Myers (FL) Squadron/22
Life Member, 26 mm

Nancy B. Miner
Birmingham (MI) Squadron/9
Senior Member, 6 mm

P/C Isaac Mizrachi, SN
Pompano Beach (FL) Squadron/8
Life Member, 40 mm

Eugene E. Niemi Jr., P
Pompano Beach (FL) Squadron/8
Senior Member, 5 mm

Kenneth M. Nirenberg, S
Sanibel Captiva (FL) Squadron/22
Senior Member, 22 mm

P/Lt/C John Noonan, P
Louisville (KY) Squadron/24
Life Member, 26 mm

P/C Edward Louis Nugent, SN
Northern New Jersey Squadron/4
Senior Member, 17 mm

Ralph H. Olsen, SN
Fort Vancouver (WA) Squadron/32
Life Member, 45 mm

1st/Lt David H. Osmolski, SN
Charlotte (NC) Squadron/27
Senior Member, 24 mm

Clarence "Dick" R. Patton, S
Cape Fear (NC) Squadron/27
1 mm

Madeline A. Poillon, P
Staten Island (NY) Squadron/4

P/C Arthur F. Raker, AP
Toledo (OH) Squadron/29
Life Member, 27 mm

John F. Richardson, JN
Everett (WA) Squadron/16
Senior Member, 10 mm

P/R/C William J. Robinson, SN
Lackawanna (NJ) Squadron/4
Life Member, 27 mm

Charles L. Rudasill, N
Richmond (VA) Squadron/5
Life Member, 40 mm

Fred L. Rudisill, SN
Marco Island (FL) Squadron/22
Life Member, 26 mm

Bill Sanders
Peace River (FL) Squadron/22
3 mm

P/D/C David C. Sapp, AP
Tybee Light (GA) Squadron/26
Life Member, 25 mm

Ruth R. Schwartz, AP
Rockford (IL) Squadron/20

P/Lt/C Mathew C. Smith, SN
Fort Myers (FL) Squadron/22
Life Member, 37 mm

P/D/C Robert W. Sparrow, SN
Cape Fear (NC) Squadron/27
Life Member, 47 mm

P/C Eugene J. Sullivan, JN
Middletown (CT) Squadron/1
Emeritus Member, 50 mm

P/C Dallas W. Wampler, SN
Richmond (VA) Squadron/5
Life Member, 38 mm

Ann Wilder, S
Skagit Bay (WA) Squadron/16
Senior Member, 6 mm

Monte C. Yearley, AP
San Luis Rey (CA) Squadron/28
Senior Member, 11 mm

P/D/C Robert F. Zimmerman, SN
Mohawk Hudson (NY) Squadron/2
Life Member, 41 mm

MERIT MARK AWARDS

Senior Member, 5 merit marks

Life Member, 25 merit marks

Emeritus Member, 50 merit marks

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Family, squadron commanders or other authorized representatives may submit reports of USPS members who have crossed the bar at theensign.org/submit/last-horizon. Obituaries may be sent to ensign@hq.usps.org for publication on our website.

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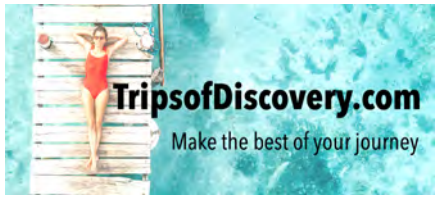
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Bitter End

A LIGHTER LOOK AT THE BOATING LIFE



GEORGE H. DOERNER

Horton Point Lighthouse

In 1757, a young George Washington rode across Long Island on a trip to Boston. He met Ezra L'Hommedieu of Southold's Horton Point. The two men discussed Horton Point and Montauk Point as possible sites for a lighthouse on Long Island.

Thirty-four years later, President Washington commissioned a lighthouse for Horton Point, but L'Hommedieu chose a site for Montauk. Funds for Horton Point would not be found until much later. It wasn't until 1855 that land was finally purchased for Horton Point Lighthouse.

The light station opened in June 1857. It consisted of a 55-foot-tall square tower and a separate two-story keeper's residence. Thirty years later, the house and the tower were joined, and a second story was added between them.

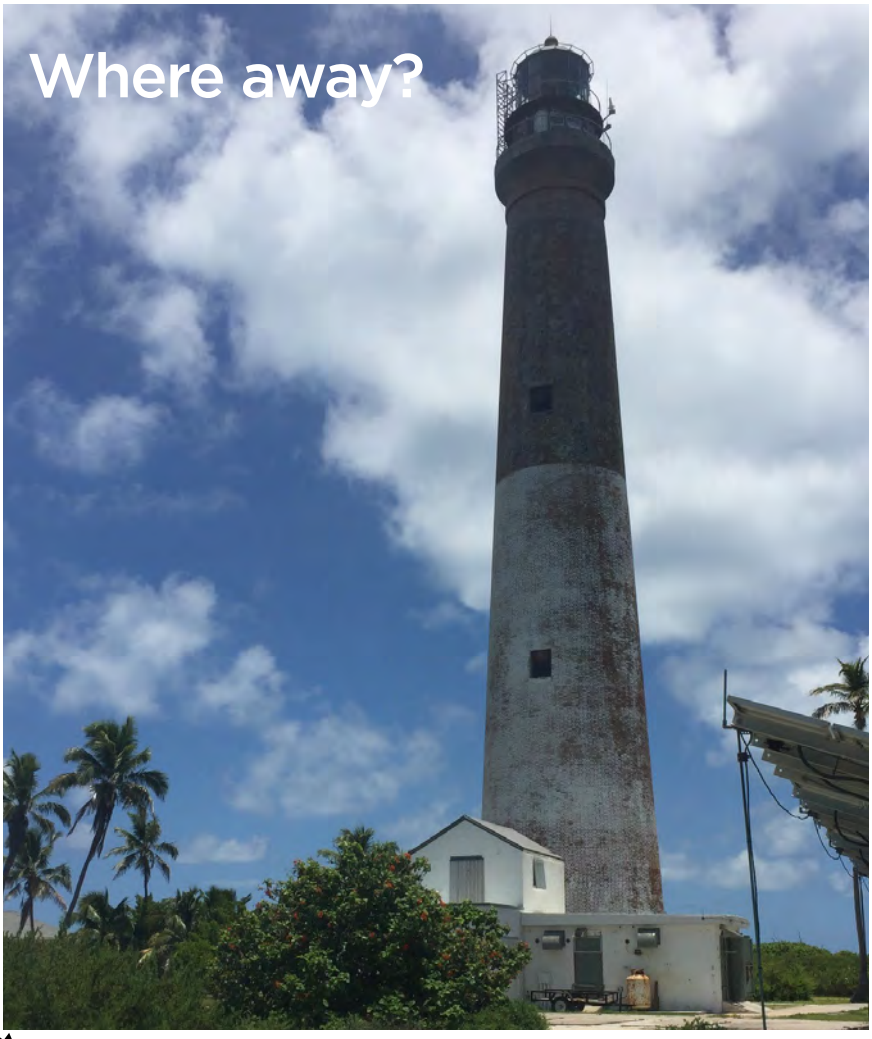
Sea chests, paintings, photographs, maps, charts and tools give a nice vision of the life of the mariners.

The lighthouse's first optic was a revolving third-order Fresnel lens that showed a fixed white light at a focal plane 110 feet above sea level. The original light source was a single whale-oil lamp. In 1933, a metal tower with an automated light was built nearby.

The lighthouse sat abandoned after World War II and suffered much damage due to vandals. It was almost torn down, but Southold Historical Society and Southold Park District stepped in to save this historic building. Restoration began in the 1970s, and the lighthouse reopened in 1977.

An 8-acre park around the lighthouse provides spectacular seascapes of Long Island's north shore. The keeper's residence now houses a nautical museum. The museum's marine artifacts—sea chests, paintings, photographs, maps, charts and tools—give us a glimpse at the lives of mariners. *–Bridget Doerner*

Where away?



JOHN MORAWSKI

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. Nobody correctly identified the Winter 2021 location of Desolation Sound, British Columbia. The Ensign is always accepting new photos for Where away? Send your photos to the above email for possible inclusion in an upcoming issue!



TRANSOM TALES

People who know nothing about sailing think you must be drunk when they see you "trapping out" on a sailboat to balance the wind's force. As a joke, I named my boat SS *Martini*. *–Allison Rothermel*



TRANSOM TALES

I enjoy raft-ups with Captree Power Squadron/3 aboard our 1975 F32 Trojan. Back when we bought it, I asked my five children and my wife to each write a boat name on a piece of paper and put it in a hat. After we picked one, I realized the vote was slightly stacked. My twin boys, both surfers, had just seen the movie of the same name, *Endless Summer*. *–Charlie Virga*

It is not the ship, so much as the skillful sailing, that assures the prosperous voyage.

–George William Curtis

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