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

the Ensign®

BOATING EDUCATION, FUN AND SAFETY

Summer 2020
theensign.org



Adventure on Glacier Bay

PLUS

Anchoring advice

Great Loop rivers

Surviving COVID-19

Ship's Store

STOCK UP ON SUMMERTIME FAVORITES



Perfect comfort

This French blue Devon & Jones men's polo shirt is made of 100% combed cotton pique. It features a no-curl collar and breast pocket. **$41–$47** (S–XXXL)



Tee off

Featuring a textured area for scrubbing golf clubs, as well as a grommet and hook, this stylish 16-by-22-inch golf towel will look great on your golf bag. **$18**

Shades on

Keep the sunrays at bay with our America's Boating Club sunglasses. Made of polycarbonate with a rubberized overspray, these blue frames and UV400 lenses provide 100% UVA and UVB protection. **$5**





Zip it and clip it

Never misplace your shades again with this zippered America's Boating Club-branded sunglasses case. This ethylene-vinyl acetate pouch is soft and flexible and comes with a snap hook clip. **$5**





Lady in red

Comfort doesn't have to take a back seat to style when you wear this Vansport womens red V-neck shirt. **$45** (S–XXXL)

To order, call 888-367-8777 ext. 0 or visit *www.shopusps.org* for more great deals.

contents

the Ensign
Vol. 108 No. 3 **Summer 2020**

Bridge 4
National Executive Officer Craig D. Fraser

Soundings 5

Currents 6

Scorecard 10

Boating Gone Bad 11

Shipshape 16
Anchoring, disinfecting gear & more

Ship's Library 19

Destinations 20
Southwest Florida

National Meetings 21
Raleigh Governing Board

Waypoints 36

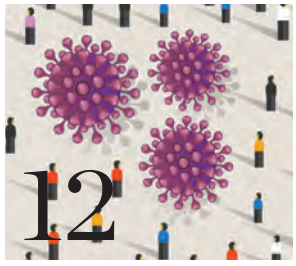
Last Horizon 38

Classifieds 40

Bitter End 41
Block Island light, Transom Tales & more

Stem to Stern 43





12 Dealing with COVID-19
While in lockdown, national, districts and squadrons have found ways to cope with social distancing.

14 Surviving the coronavirus
One couple is dealt a one-two punch: first, with COVID-19, and then with boat troubles at the marina.



25 Kayaking Glacier Bay
After months of preparation, eight friends set off on their own for an adventure in the great Alaskan wilderness.



30 Cruising America's Great Loop
Part 2 of this series continues the journey of a lifetime by following the rivers from Grand Rivers, Kentucky, to Mobile, Alabama.

In the offing
Our Fall 2020 issue goes completely digital with the third part of the Great Loop adventure and much more.

Cover photo: Shutterstock

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

Embrace the future



V/C Craig D. Fraser, SN
National Executive Officer

Most of the last few months have been focused on COVID-19, self-quarantine and the economic impact on our global economy. Liana and I launched our boat *Antares* as our state, Ohio, started slowly reopening businesses. This is the beginning of our return to a new normal. While we start this transition into our new world, we must accept some adjusted realities. It is not time to dwell on the past but time to embrace the future. We must cherish time with our fellow members in United States Power Squadrons, America's Boating Club, and plan for a prosperous future.

Our focus for 2020: Membership is "Job One."

THINGS WE CAN DO NOW AND CONTINUE DOING IN THE FUTURE

- Our members are the life force of the organization, and we must keep them close by contacting them by phone. Nothing engages a member more than a personal connection.
- Visit and view "America's Boating Channel LIVE" recordings at *americasboatingchannel.com*.
- We have learned to use and must continue virtual meetings to stay in front of our membership as another means of communication. Read "Dealing with COVID-19" in this issue to learn what other squadrons are doing.

THINGS TO DO IN THE FUTURE

- Once your state lifts the social distancing restrictions, be prepared to re-engage with your membership and engage new members.
- Have plans in place for your educational offerings.
- Have plans in place for on-the-water activities.
- Have plans in place for get-togethers as well as interesting presentations.
- Cooperative charting and geodetic mark recovery are great outdoor activities for your membership. Plan a day for this activity.
- Have plans in place for a Vessel Safety Check Day and drive membership through your interactions with the boating public.
- Promote, promote, promote.

Our marketing team has been hard at work on the Phase II Advertising Campaign. It has been promoting our educational offerings as well as promoting membership. Keep a lookout for the new United States Power Squadrons, America's Boating Club app, soon to be available.

Stay safe and stay positive as we embrace the future!

V/C Craig D Fraser, SN

the Ensign

Publications Director
Yvonne Hill

Managing Editor
Amy Townsend

Assistant Editor
Tina Tibbitts

Design
estudio-5.com

Creative Director
Simone Tieber

Regular Contributors
Larry Byrd, C. Henry Depew, Bridget Doerner, Charlie Feldschau, Craig Grosby, Peter Hames, Tom Hudson, Ed Jones, Larry MacDonald, Richard McCandless, Dave Osmolski, Beth Schwab, John Schwab, Larry Stout, Bonnie Thibert, Bob Zimmerman

Email *ensign@hq.usps.org*

Phone 888-367-8777

Advertising Sales
Yvonne Hill
888-367-8777 x226
hilly@hq.usps.org

AMERICA'S BOATING CLUB®
For Boaters, By Boaters™

USPS HEADQUARTERS

888-367-8777
Dial "235" for customer service.

contactme@hq.usps.org
Fax 888-304-0813
M–F 8 a.m.–4:30 p.m. ET

United States Power Squadrons
PO Box 30423
Raleigh, NC 27622

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

EMBRACING THE NOW

COVID-19 has provided us with new opportunities to learn what we can do in these times and how to embrace the now. What exactly do I mean?

As a retired emergency room nurse of 40 years, I have seen devastation and triumph that has taught me a deep appreciation for the fragility and strength of humanity. From the miracle of birth to the process of death, our lives are filled with memories and precious moments. Life's hectic pace can prevent us from truly living and recognizing these moments. The stay-at-home directive has allowed us time to reevaluate our lives, to learn to live in the moment, and to value what is most precious.

As a wife for 42 years and a mother of four children, I have learned the power in being unconditionally flexible. As boaters you know about flexibility and fluidity, and it's time to use these skills to navigate the uncertain waters of COVID-19 and all its ramifications. Be brave in the fierce winds of news media, the threat of poor health, and in the rough waters of financial changes. Don't let yourself be caught up in the fear of this uncharted territory. You will get through this!

Lastly, as a business owner, I have learned the importance of strengthening community and camaraderie despite all the challenges that come with growing a business. It's time to reach out, nurture, and truly give thought to your fellow squadron members and members of your community at large. I encourage each one of you to use your creativity and heart to touch the lives of others.

Five years ago, Dean and I traded our kitchen for a galley, our bathroom for a head, our azaleas for barnacles, and our suburban sanity for an amazing nautical adventure living on the Puget Sound. We bought a boat, downsized our belongings, and began learning to live on the sea. From Piloting to Seamanship to Engine Maintenance, the United States Power Squadrons education has been our foundation, the fellowship of the squadron our strength, and the sea our freedom. *–Gaylee McDonald*

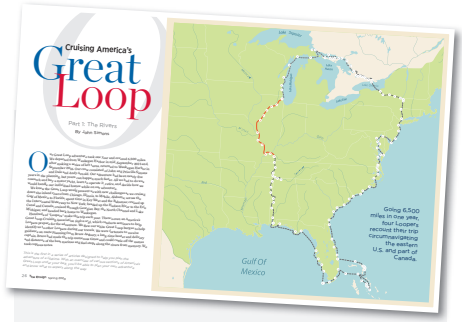
This article originally ran in the Poverty Bay Sail & Power Squadron/16 newsletter, The Pirate's Log.





THE ENSIGN TO CHANGE FORMAT

Due to declining revenue as a result of the coronavirus pandemic, United States Power Squadrons has decided to cease printing The Ensign magazine. Starting with the Fall 2020 issue, The Ensign will be made available quarterly as a digital publication. Archives are available online at *theensign.org/archive*.



CORRECTION

In the Spring 2020 issue, the article "Cruising America's Great Loop" (page 26) listed the wrong URL for the America's Great Loop Cruisers' Association. The correct link is *greatloop.org*.

Currents

NEWS AND INFORMATION FROM AROUND THE BOATING WORLD



2020

Aug 17–23
USCG Auxiliary NACON
Orlando, Fla.

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

Sep 27–30
NASBLA Annual Meeting
Virtual

Oct 21–25
CPS-ECP AGM
Windsor, Ontario

Dec 19–22
BOD Meeting
Raleigh, N.C.

2021

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

2022

Feb 6–13
Annual Meeting
Ponte Vedra Beach, Fla.



Take Boat Handling online

You've taken America's Boating Course, learned safe boating basics and gotten your state certificate. Now take the next course in America's Boating Club's education sequence, Boat Handling—our brand-new replacement for Seamanship—online at your convenience.

Learn more about rules of the road, docking and slow speed maneuvering, high speed maneuvering, anchoring, emergencies onboard and knots and lines. Boat Handling, like other America's Boating Club courses, makes you a better and safer boater, and many marine insurance companies give discounts for completed courses.

Boat Handling is available now, even if you can't get to a classroom. America's Boating Club has developed a course delivery system that allows you to download an e-book version of the completely updated and comprehensive student guide for the course, play narrated versions of course presentations at your own pace, and take and pass the exam online, earning the grade of Seaman.

Made up of six separate seminars, the complete Boat Handling course can be purchased for $67.50, or individual seminars can be purchased for $24.95 each. At less than half the price of the individual seminars combined, the full course is by far the best deal.

Go to *bit.ly/boathandling* to find out more.

Also offered online are 10 more interactive seminars you can explore. America's Boating Club has been producing these seminars since 2013. Although targeted mostly at non-members, these seminars are also of interest to members, who get credit for taking them.

The titles include

- Weather for Boaters
- How to Use GPS
- Planning Your Cruise
- All About Marine Radio
- Cruising Boats and Systems
- AIS Electronics for Boaters
- Propane Systems on Your Boat
- Crew at the Helm
- Boating on Rivers, Locks and Lakes
- Hurricane Prep for Boaters

America's Boating Club has many online offerings. Give them a try at *bit.ly/abconlineseminars*.

–Eileen Rickard and Andy Sumberg

Mystic Maidens demystify predicted log event

Predicted log contests encompass everything we teach and give us an excuse to get out on our boats and practice our skills. I've competed in predicted log contests since 1988, but until last year, I've never been challenged by an all-women crew.

I approached the 2019 Grosse Pointe Power Squadron bridge (Commander Natalie Dunbar, Executive Officer Joan McCarron, Administrative Officer Rose Stano and Secretary Debora Rowe) about the idea of an all-women crew for last year's District 9 predicted log event. They enthusiastically accepted the challenge and named their team the Mystic Maidens.

Predicted log races test your boat handling and navigation skills. Contestants receive a set course, which they have to plot and measure. Our course had six legs and measured 13 statute miles. Contestants predict how long each leg takes to run, using only the ship's compass and engine tachometer. Scores are ranked by total seconds error, fast plus slow.

I held five practices with the Mystic Maidens on board *Dolphin*, my 31-foot Duffy lobster boat. In addition to running speed trials at various rpm, they practiced steering a compass heading, keeping the boat on a straight track, and turning and recovering to a new heading.

After training on the water, we reviewed the 60D = ST formula needed to come up with each leg's predicted time, and they were ready to run the contest.

Unfortunately, high winds and heavy rain postponed the event. Natalie Dunbar and Rose Stano couldn't participate on Aug. 3, so Joan McCarron and Debi Rowe carried the banner for the Mystic Maidens. The other contestants were John Sulkowski, Bill Kuester, Michael Babiarz, Dale Ellis and I. We had perfect weather with calm seas and great visibility.

The Mystic Maidens made Grosse Pointe Power Squadron and District 9 history by capturing the Novice Trophy (for first-time competitors), the Grosse Pointe Trophy and the District 9 Trophy with a total error of 37 seconds over 13 statute miles and six legs! Their prediction error was 1.28%. They were such good students that they even beat the teacher.

Predicted log events let us practice what we learn in class and apply it on the water. I encourage members of all ages to participate. *–Dave Charvet*



Debi Rowe and Joan McCarron of the Mystic Maidens accept the District 9 Novice Trophy.

BOATING NEWS

GUIDELINES FOR LIFE JACKET USE AT LOANER STATIONS

The Sea Tow Foundation has partnered with an additional 87 organizations and agencies to add new or restock existing Life Jacket Loaner Stations for the summer 2020 boating season.

With more than 650 Life Jacket Loaner Stations already located throughout the U.S., the Sea Tow Foundation has some general cleaning and disinfecting guidelines for cleaning life jackets, especially during the COVID-19 pandemic.

"Many agencies and organizations depend on our experience and knowledge in boating safety and our expertise in life jacket loaner programs," said Executive Director Gail Kulp. "Since the virus has impacted all of us in one way or another, we know it is important to provide guidance to boaters that want to borrow life jackets from our loaner stands."

The Sea Tow Foundation has consulted with Onyx Outdoor, the manufacturer they purchase their loaner life jackets from, as well as representatives from the U.S. Coast Guard, who oversee their grant for the life jacket loaner program, to help develop signage and language to include on every loaner station.

"Stickers are being provided to each loaner station host ... and new loaner station signage will be printed with the wording already on it," Kulp said. *–Sea Tow Foundation*



#ICYMI

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

America's Boating Channel ran a six-part series, called America's Boating Channel LIVE, a weekly online magazine show designed to help recreational boaters cope with sheltering while in place..
bit.ly/2X64dpu

Because of social distancing, **America's Boating Club** started the #31MayDayChallenge to teach people about the organization through daily challenges.
americasboatingclub.org/31MayDayChallenge

Back in February **North Strand Sail & Power Squadron** held a successful cooperative charting and geodetics orientation meeting at a member's house.
bit.ly/2Tn1WFj

During its Sail course, **Las Vegas Sail & Power Squadron** had students learn standing and running rigging and took them on a dock stroll to find rigs they'd learned.
bit.ly/2AJnt4E

America's Boating Club of Patchogue Bay recognized the graduates of its America's Boating Course back in March.
bit.ly/2z2X6q0

America's Boating Channel debuted its fourth season of boating safety and boater education videos, with a new video being uploaded every Friday.
bit.ly/36ccb4u

Sign up with your Facebook, Twitter or LinkedIn account to join the **America's Boating Crew** and become a social media ambassador for America's Boating Club!
bit.ly/boatingcrew

BOATING NEWS

NAVIGATING SOCIAL DISTANCING ON THE WATER

This summer, the National Safe Boating Council offers these tips for practicing social distancing and safety while boating:

- Follow state and local guidance from public health officials, marine law enforcement agencies, department of natural resources, park services and others.
- Stay in your local community.
- Limit the people aboard your boat to people in your immediate household. No guests, no friends, and no grandparents who don't live in your house.
- File a float plan with a friend or loved one.
- Everyone should wear a U.S. Coast Guard-approved life jacket when on the water.
- Stay at least 6 feet away from other people who do not live in your house.
- Maintain safe distance at the fuel dock or marina.
- Wash hands frequently or use a hand sanitizer, such as after touching a marina gate or fuel pump.
- Don't raft up to other boaters or pull up onto a beach next to someone as it could put you in close proximity to others.
- Go directly from your house to the boat and back to avoid unnecessary personal contact.
- Carry all required boating safety equipment such as flares, navigation light, a horn or whistle, and a first-aid kit.
- Pack food, water and other things you may need as restaurants and marina stores may not be open.
- Be sure to have at least two communication devices that work when wet, such as satellite phones, emergency position indicating radio beacons, VHF radios and personal locator beacons.
- Don't go boating if someone in your household is sick.
- Don't drink and boat.

–National Safe Boating Council

PLEDGE TO BOAT RESPONSIBLY

The Sea Tow Foundation has made a goal to eliminate boating under the influence and alcohol-related accidents on the water while keeping boating fun for everyone, through its nationwide Sober Skipper Campaign. By wearing a Sober Skipper wristband, you pledge to not drink alcohol while boating.

To get a free wristband, go to *soberskipper.com* and take the pledge to respect the legal drinking age, be responsible for your vessel and passengers, and be or designate a sober skipper. You can also order a set of 100 wristbands on the website to hand out at your next classroom boating safety course, while performing Vessel Safety Checks or during other events.

–Sea Tow Foundation

How to grow a squadron:
Family, friends a resource for potential members

Duluth Sail & Power Squadron/10 received third place in the 2019 Member Involvement and Retention Awards. The squadron had 14% growth and 87.9% retention and won first place in the membership and growth award for large squadrons. The Duluth squadron has had positive growth since 2014.

The Duluth squadron believes that if it keeps members happy, they will get their friends to join.

Getting members excited about the organization encourages them to recruit new members. Members reach out to their friends and neighbors to talk about all things boating.

The Duluth squadron owes its positive retention largely to getting new members involved and making them feel welcome with welcome letters, a squadron guidebook, roster and welcoming party. New members are immediately added to the mailing list and given a membership sticker for their boat, and the squadron's mentor program keeps them informed of events.

The squadron's boat show booth features pictures of members and stories about past events. Squadron members contact all overdue and non-renewed members to encourage reinstatement. They also take part in many community events and encourage family involvement. The squadron has a significant number of youth members who also participate in squadron activities.

Acting as a friendly face to newcomers, mentors in the squadron help new members become more involved. For example, one mentor helped a new member find a boat surveyor. The Duluth squadron keeps track of new members' skills, so it can involve them in areas in which they excel.

From a presentation during a boating class, the Duluth squadron gained five new members. One remarked that instead of just learning about buying a new boat, he "bought a whole lot of new friends" with his membership.

–Bob Howd

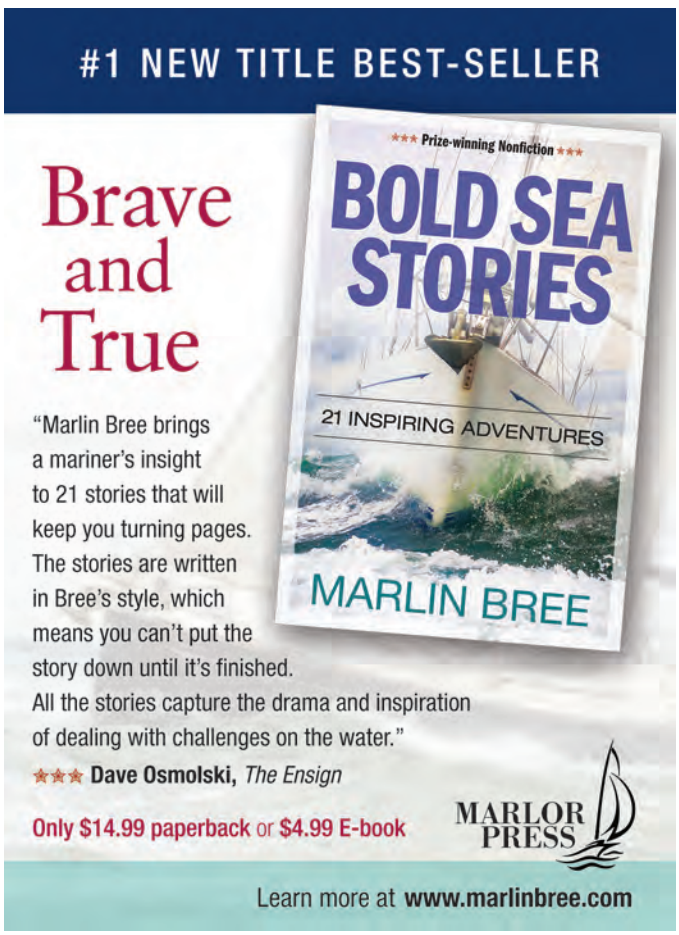
Compass newsletter gets new look

America's Boating Compass, our monthly newsletter, launched in May, just in time for National Safe Boating Week, with articles on hurricane preparedness, marine radio, life jacket wear and more. The newsletter, found at *boatingcompass.org*, is designed to be a go-to resource to help members and new boaters get the most out of boating.

The site will be updated monthly with new boating safety content with the goal of increasing participation in America's Boating Club's educational courses, online and in-person, while promoting the benefits of membership.

Following its debut, America's Boating Compass will also begin posting videos called "Knots to Know," featuring basic knots all boaters should know. The videos are produced by America's Boating Channel Grant Project Manager Marty Lafferty and his company Lafferty Media Partners LLC. This project is made possible by a grant from the Educational Fund and will be a resource that can be reused in America's Boating Club courses and seminars.

If you're not already a subscriber, sign up at *boatingcompass.org/subscribe* to receive monthly emails from America's Boating Compass.





All chill, no spill

Keep your drink cans cool and rock-solid with this non-tipping koozie

By Craig Grosby

Billed as a non-tipping can holder, the Toadfish Can Cooler uses an innovative suction-cup technology that allows it to stick to any smooth surface. When I received the can cooler, it looked like any other hard-sided koozie on the market.

The similarities ended there. The double-wall vacuum insulation keeps your beverage of choice cold for about two hours, maybe longer, depending on how long it stays in the shade—more than enough time to finish your beverage.

High-grade stainless steel construction makes it puncture-proof and, more importantly, resistant to rust. A removeable rubber gasket securely locks the can into the cooler.

On the bottom, the Toadfish koozie features an innovative suction cup that's truly remarkable. It doesn't even look like a suction cup. I couldn't believe how easy it was to secure the can holder to a smooth surface. You simply place the can on a smooth surface, and the can holder cannot be knocked over. When you want to pick it up, just lift straight up, and it releases. Place it back down, and it sticks.

I tried to knock the can cooler over, but it's very secure. I tested it on my boat by placing it on the smooth, flat surface of the bridge console, and it stuck easily. At first, when I placed it down, I didn't think it worked, until I tried to tip it over and it didn't budge.

There's nothing you need to do in terms of activating the suction cup: Just gently place it on a smooth surface, and it sticks. No levers to move or activate; you don't even have to push it down hard. Simply set it down, and it works. I did not test to see just how long it would stick, but it was longer than I could go without taking a sip.

To slip the can into the Toadfish koozie, you need to gently pull the retaining rim to the side. It takes a little getting used to, but it's easy after a few tries.

If you primarily use drink cans, this is the product for you. And what's not to like about the brand having its own sustainability initiative for oyster bed restoration? According to its website, every purchase of a can cooler results in 10 square feet of oyster bed replanting, and that's something we can all get behind.

BOTTOM LINE

Toadfish Non-Tipping Can Cooler
$24
toadfishoutfitters.com

PROS
- ✔ Doesn't tip over
- ✔ Sticks to any smooth surface
- ✔ Keeps drinks cool
- ✔ Supports oyster bed restoration

CONS
- ✘ Fitting takes some practice

Craig Grosby of Pompano Beach Sail and Power Squadron/8 recently passed Advanced Piloting (now Advanced Marine Navigation). He thoroughly enjoyed the class and the camaraderie among the students and the teachings of the magnificent instructor, Tom Nolan. He encourages every member to take advantage of an advanced class as there is always something new to learn.

Near tragedy on the ICW

Engine exhaust elbow installation almost leads to boat fire

By Bob Potter

Serious boating tragedies occur at sea, dozens, hundreds or thousands of miles from shore—right? But on the Intracoastal Waterway just dozens of yards from land? To Linda and me, it seemed highly unlikely, if not impossible. A recent experience changed our minds.

Final Edition had just completed a three-hour run from its home berth in Gulfport to Longboat Key Moorings on Sarasota Bay. The newly rebuilt engine ran like a top; oil pressure and engine temperature were nominal as we varied the speed from around 2200 rpm to 2600 rpm (outside the slow zones, obviously; top end is 3000) to aid break-in.

After docking, we went below and smelled something funny—familiar but not readily identifiable. The odor lingered even after opening doors and hatches. After a few hours, the ever-observant Linda pointed out that a corner of the wood entry steps was charred! Now we knew: The interior of our boat smelled like a campfire.

We'll never know if an actual fire could have broken out had we driven farther. It certainly wouldn't have been pretty, with 200-plus gallons of diesel fuel and 20 pounds of propane nearby.

The accompanying photos tell the tale. The engine's exhaust elbow protrudes slightly into the stairwell, hidden from view by a small wooden cover. The exhaust elbow mixes raw cooling water with the super-hot exhaust gases from the combustion process. In this installation, the exhaust elbow has two 90-degree turns. Two insulation blankets cover each turn of the elbow, with just a tiny gap between them. That small gap allowed enough heat to escape and blacken the nearby wood and fiberglass bulkhead.

We discovered this on a Saturday. Our extraordinary mechanic came out on Sunday to evaluate the situation and was back first thing Monday to fix it. He decided to cover the gap with yet a third, thick piece of insulation, which required cutting away a bit of stair and fiberglass.

It worked. Running similar speeds on the rest of the trip, the new insulation felt warm to the touch but not hot. We had no more charring.

Our takeaway from this experience: Anything can happen, anywhere, anytime, on a boat. Expect it. Be vigilant. Be prepared.

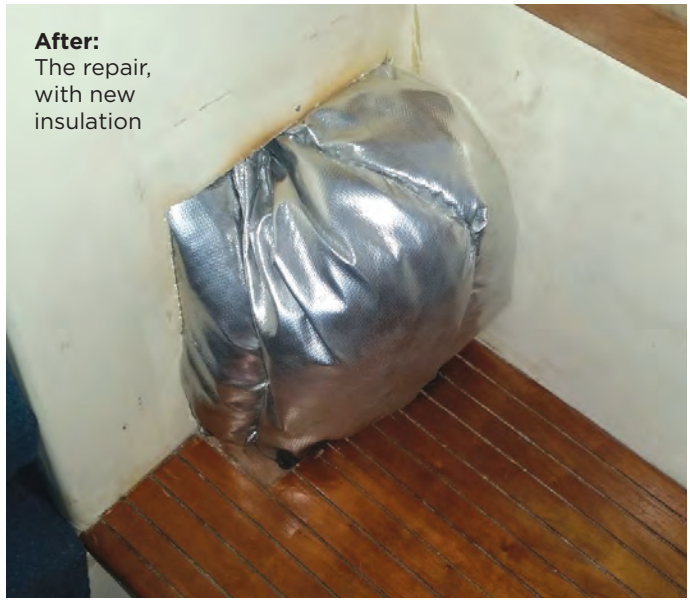
By the way, for us, campfires won't seem quite the same for a while!

Bob Potter is a retired radio news broadcaster from Minnesota. He and his wife Linda boated for many years from marinas in St. Paul and Afton. Since 2005, the couple has lived in Florida, where they are active members of St. Petersburg Sail & Power Squadron/22. Their boat, Final Edition, *an Albin 32+2, is for sale.*

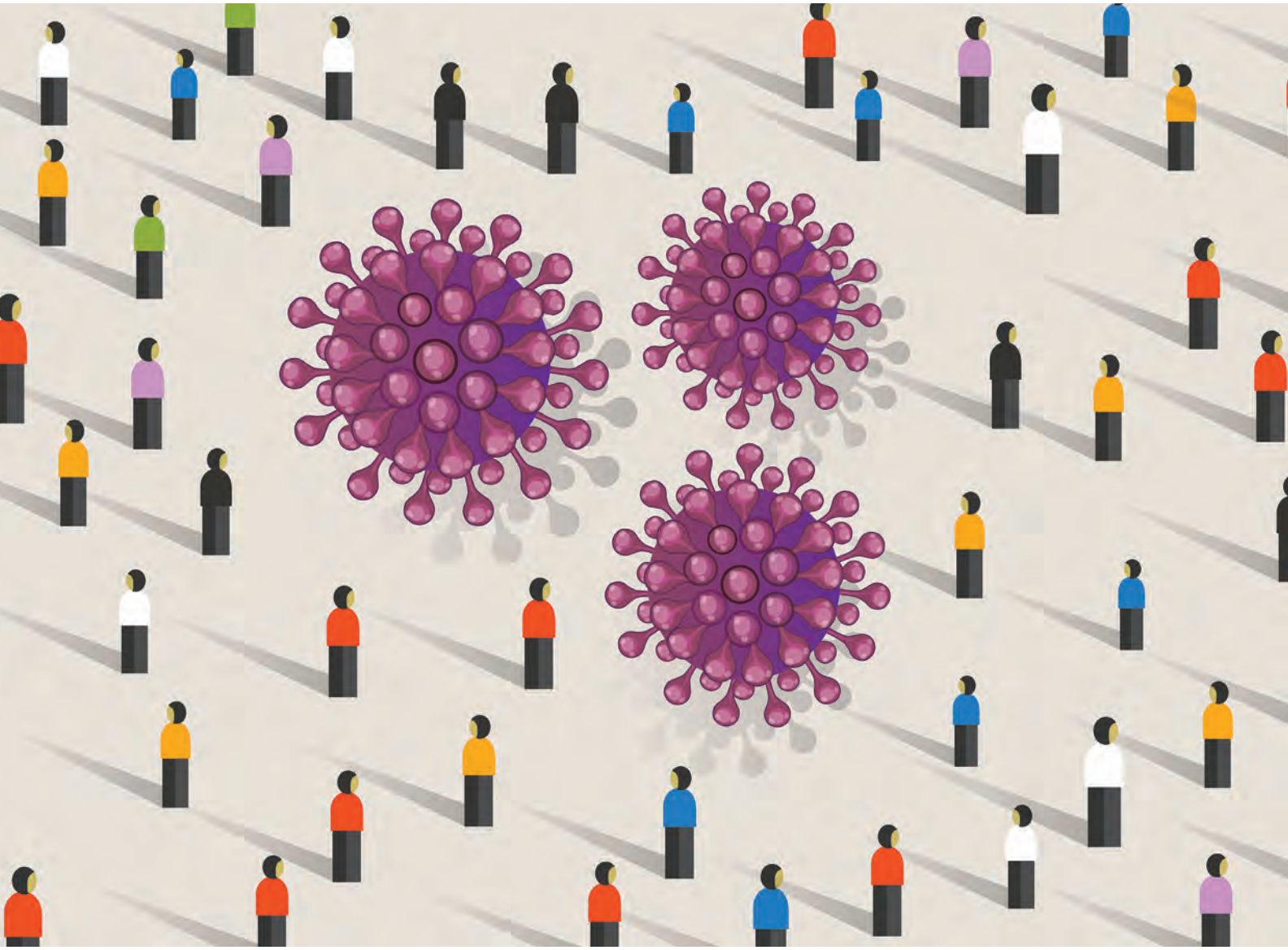
This article first appeared in the squadron newsletter, Force 12.



Before: Close up of the damage



After: The repair, with new insulation



Dealing with COVID-19

National, squadrons cope with social distancing in a time of coronavirus

As the national pandemic crisis stretches on and states begin to reopen businesses and public places, finding ways to stay safe while coping with social distancing requirements continues to be important for everyone.

At the start of the crisis, United States Power Squadrons, America's Boating Club, temporarily closed its headquarters office in Raleigh, to comply with North Carolina's guidelines. Squadrons and districts followed similar precautions, cancelling classes and events to keep their members safe. In short order, national, district and squadrons found ways to cope with social distancing restrictions while continuing to support our members.

According to some experts, life as we know it may not return to normal any time soon, which means the changes to our organization and operations could extend through the end of boating season, if not longer.

SHUTTERSTOCK

While the realities of our day-to-day activities have been altered, our mission has not. We continue to do our part to make the waters a safer place for all through education, fellowship and civic service.

SQUADRONS EMBRACE SOCIAL MEDIA, ONLINE PLATFORMS

With the mandated cancellations of in-person classes and events on the local level, squadrons turned to social media and other online platforms to stay in touch.

"[We have been] stepping up posting on social media as a reminder to people in the community that while we may be postponing in-person activities, we're still here and active," said Ron Jones of Peace River Sail & Power Squadron/22.

Using Zoom, FreeConferenceCall.com and GoToMeeting, many squadrons moved executive committee meetings and changes of watch online. Many districts conducted spring conferences and changes of watch virtually as well. Some squadrons found a way to socialize at a safe distance by using Zoom for virtual happy hours and other events.

On the Social Media for Squadrons Facebook group, members agreed it was nice to be able to see each other's faces despite the physical limitations.

In some squadrons, Zoom meetings gave inactive members a chance to participate. "For our meetings, we had some members join via Zoom that hadn't been around in a while because they were busy or had moved away," said James Milton of Great South Bay Power Squadron/3.

This online format forced squadrons to get creative. Cape Fear Sail & Power Squadron/27 held a virtual meeting in April that included an online program provided by the National Weather Service, with presentations about the weather in different regions. At its next meeting, the squadron planned a wine tasting with the aid of a local wine shop. The shop delivered bottles of wine to the members' homes the day before, and during the meeting, the owner discussed the history of the wine and the region where it had been produced.

America's Boating Club Atlanta used GoToMeeting for its May meeting, "Together While Apart," which included a 30-minute chat window followed by a presentation on two members' Antarctica trip. Beforehand, members put on life jackets for a screenshot to promote National Safe Boating Week.

ONLINE LEARNING

Despite the hurdles, some squadrons managed to hold classes online. Several squadrons taught Boat Handling through Zoom and Skype. Boulder Valley taught Marine Electrical Systems and plans to teach Weather via Zoom. Taking another route, Bellingham Sail & Power Squadron/16 taught Boat Handling through Bellingham Technical College's learning management system.

Mid Illini Sail & Power Squadron created a YouTube Channel where it posted video lessons for Cruising and Cruise Planning and conducted Q&A and review sessions via WebEx.

At the national level, the Educational Department's interactive online seminars continue to serve students eager for focused boating education. To fill the educational gaps created by social distancing restrictions, the department set up a learning management system to deliver courses in a virtual classroom. On the new platform, students can purchase the seminars that comprise Boat Handling, individually or as a group, and receive the grade of Seaman after successfully completing all six seminars. For more information on the new Boat Handling virtual classroom course, turn to page 6 of this issue.

The department recently added recordings from its popular webinar series for purchase on its learning management platform and plans to launch and record additional webinars later this year.

CRISIS FORCES DIFFICULT DECISIONS

Like most businesses and organizations, United States Power Squadrons, America's Boating Club, experienced a sharp decline in sales and dues revenue—27% and 10% respectively—due to the coronavirus. Declining revenue forced the organization to make difficult decisions to reduce expenses to cover its budgetary shortfall.

One such decision was to temporarily reduce employee hours in the education, membership, shipping and accounting departments. "Throughout this crisis, headquarters continues to support districts, squadrons and members through email, phone calls, and electronic communications," said Headquarters Executive Director Mary Catherine Berube.

In addition, the organization has made the difficult decision to move The Ensign magazine to a digital platform starting with the Fall 2020 issue. Despite these efforts, further cost-cutting measures may be required if revenue fails to meet budgetary requirements.

LOOKING AHEAD

As we adjust to an oftentimes challenging new reality, we must remember that United States Power Squadrons didn't survive for more than 100 years without change.

While the realities of our day-to-day activities have been altered, our mission has not. We continue to do our part to make the waters a safer place for all through education, fellowship and civic service.

One thing that became evident during this pandemic is that we are family. At the local, district and national levels, we look out for each other, check in regularly, and support each other and our communities when and where we can. "Together, we will get through this and emerge even stronger," said Chief Commander Mary Paige Abbott.

Surviving the coronavirus

Couple battles boat trouble while fighting COVID-19

By Shelli Swaim



Jeff aboard *Thumper*

My husband, Jeff, drove to Las Vegas on March 15 to attend a three-day golf tournament put on by a group of friends from the central coast of California. Though social distancing was relatively new, he armed himself with hand sanitizer, a can of Lysol, disinfectant wipes and medical gloves.

Shortly after returning home, however, he developed a headache. By the next day, he had a fever. He wore an N95 mask he found in the garage to prevent infecting me. By then, he had a constant headache, fever and loss of appetite. Just three days after his symptoms began, I developed a cough and fever. Realizing we'd both contracted COVID-19, we were glad we'd been isolated at home since Jeff's return from Las Vegas.

Over the next 10 days, my symptoms included a fever, cough, sinus issues and night sweats. I also broke out in a rash that mimicked chickenpox, mostly localized to my neck. The weirdest symptom was when I completely lost my sense of smell; taking a big whiff of rubbing alcohol was like smelling water.

After two weeks, Jeff's constant fever would sometimes rise to 102 degrees. He could barely eat, felt weak, short of breath, and his hands began to shake, so we decided to seek medical attention.

TROUBLE FINDING HELP

After getting nowhere with our primary care physician, I drove Jeff to a hospital with a parking lot triage. They refused to test him for coronavirus or the flu, listened to his breathing with a stethoscope, prescribed a Z-Pak and inhaler, and told him to go home.

Becoming more worried in the following days, I messaged our daughter, a busy first-year doctor at Stanford Hospital. After hearing about her father's symptoms, she said he needed a chest X-ray as soon as possible. She explained that you couldn't tell what the virus could be doing inside his lungs just by listening with a stethoscope.

Jeff called our primary care physician to request a chest X-ray and explained his symptoms again. The doctor said he would contact a radiology office. He told us to wait for them to call us back. We never heard from the radiology office, and when Jeff finally called them, a message said the office was shut down and no longer doing X-rays. At this point, we became very frustrated.

Days later, thanks to a local doctor friend, we got our hands on a pulse oximeter, a handy little tool that reads the oxygen saturation levels in your blood. Our friend and our daughter kept an eye on our results and noticed they were holding steady, but my daughter still wanted to see a chest X-ray. Still very weak, Jeff agreed to our last resort, the hospital. I drove him up to the tents set up outside and waited in the car so as not to expose anyone to my own symptoms. Jeff had set up a group text message with our daughter in the Bay Area and me in the parking lot.

After the initial screening, they led him inside the hospital, but after a few more questions, he still didn't know if they were going to do any testing. Thankfully, the hospital







Top: Shelli and Jeff's 31-foot Camano trawler *Thumper*

Left: The bilge light shows water in the engine compartment.

Right: Jeff turns off the raw water infeed levers at the bottom of the engine compartment.

gave him not only a chest X-ray but also tested him for the flu and drew his blood for lab work. The flu test came back negative (no surprise there), and fortunately the chest X-ray was clear. The lab results showed a couple of markers consistent with having the coronavirus, so they gave him the coronavirus test. They released him to go home and told him he would likely recover before getting the test results, which could take up to 14 days.

Back at home, Jeff started to feel better, but I got worse. I experienced excruciating pain in my back, hips and knees when lying down. I attached heating pads and ice packs to my body just to make it through the night. I even attempted to sleep standing up against a wall with a pillow behind my head; that didn't go too well.

After three more nights, my pain finally subsided, and that's when we got the earlier-than-expected call that Jeff had indeed tested positive for COVID-19. The Public Health Department said he would officially be quarantined. He asked, "What about my wife?" They responded that there was no need to test me because they already knew I probably had it. The next day—after a full three weeks of symptoms—Jeff signed the official quarantine paper.

BOAT TROUBLE

That night, we had a huge downpour in Santa Barbara. The next day the marina called to tell us that our boat alarm was going off. Since Jeff was under official quarantine, I had to go check it out.

Armed with a full mask, gloves and my body covered, I drove to the marina and scurried down the docks to our boat. Sure enough, the main cabin and enclosed flybridge alarms were sounding. With Jeff on Skype, I showed him the engine bilge light, which indicated water in the engine compartment. I could see water below and aft of the engine. The bilge pump couldn't pump it all out. The bilge pump sits at an awkward angle and struggles with a few inches of water at the bottom of the engine compartment.

I turned the alarms off, but I couldn't reach the bottom of the engine compartment to do anything else. Knowing that more storms were coming in, our only option was for Jeff to break quarantine and come fix the problem on the boat. We could not ask anybody else to come into the already contaminated cabin to do it for us.

When I returned home, Jeff had already called the Public Health Department and told them about our dilemma. They switched his quarantine orders to be on our boat as if he were living aboard.

With his mask and gloves on, he came to the boat to fix the problem. Debris clogged the aft deck drains during the heavy rain, letting water in the aft storage compartment, which migrated to the engine compartment. Jeff cleaned the debris from the deck drains and bailed the water from the aft storage compartment. Even though still very weak, he squeezed himself into the engine compartment to bail the few inches of water from the bilge.

Just to be certain water wasn't coming from any other source, he turned off the raw water infeed levers I had been unable to reach at the bottom of the engine compartment. He said the hardest part was getting back up out of the engine compartment. Fortunately, the engine suffered no damage. Jeff made it home fine, and a few days later, he was officially released from quarantine.

Having since recovered from the coronavirus, we really appreciate the generosity of friends, family and neighbors who helped during our ordeal. We made it through, but a lot of people weren't as fortunate, and others still suffer. Life has changed during this pandemic, but how I view life has changed even more.

Shelli Swaim and her husband, Jeff, joined Santa Barbara Sail & Power Squadron/13 in 2018. Shelli serves as assistant treasurer, and Jeff has completed the Marine Electrical Systems course. The couple enjoys boating to the Channel Islands off the Santa Barbara coast on their 31-foot Camano trawler, Thumper.

This article originally appeared in the squadron newsletter, Signal Hoist.

Shipshape

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

QUICK TIPS

Keep life jackets virus-free

If your life jacket could have been exposed to the coronavirus, the Life Jacket Association advises you to follow the manufacturer's cleaning recommendations and let it dry in a warm, low humidity environment for at least 72 hours before reuse. Read the association's article at *bit.ly/covid-life-jacket-care* for more information.

Know before you go

Waterway Guide has a list of COVID-19 marina service updates, filterable by state, that you can use to check the status of marinas before you leave the dock. You can also submit updates on marina conditions you encounter on the water. Visit *waterwayguide.com/covid-19-reports* to learn more.

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



Water in your tank

Could alcohol help you avoid pumping out contaminated fuel?

By Dave Osmolski

With the coronavirus pandemic squarely upon us this spring, boating was curtailed during the worst possible season. With marinas and public and private boat launch ramps closed, many boats languished in boatyards and driveways.

I wonder how many boat owners, like me, were faced with water in our gasoline fuel tanks. Water collects due to condensation and ethanol additives absorbing water from the atmosphere, which has been going through periods of heating and cooling.

Pumping out and disposing of contaminated fuel can be an expensive proposition, but it can be avoided. While ethanol can contribute to contaminated fuel, other alcohols can re-disperse the water back into a burnable mixture. The most widely available alcohol to do this job is isopropyl alcohol. If you can find a source, isobutyl alcohol is also effective. With the increased demand for sanitizers, isopropyl alcohol may also be difficult to find.

Drugstores usually carry 70% solutions of isopropyl alcohol. *Do not use this.* Look in the hardware store where the solvents are sold for 99% isopropyl alcohol, also called isopropanol and IPA.

Isopropyl alcohol is also sold as a fuel additive. Read the labels on the additives at your automotive store. If you can't find isopropyl alcohol, you may be able to get it labeled with a trade name as a fuel additive.

A few caveats are in order here. Isopropanol is said to be no more corrosive to rubber and other polymer parts of the fuel system than ethanol. It is less aggressive than methanol. Because it's also a better cleaner than ethanol or methanol, it removes many deposits in a fuel system. I'm not certain if this will present problems or not. All the literature and testimonials I have read indicate no ill effects from this "cleaning," but you should use at your own risk.

Isopropanol has an octane rating of 105. Depending on how much you use to re-disperse water in your fuel, the overall octane

SHUTTERSTOCK

rating may change and affect the way your engine runs. For a typical 40-gallon fuel tank, one half to one pint of isopropanol will disperse the water and get your engine running satisfactorily.

The water that's now dispersed in the fuel is said to actually improve engine performance. Years ago, when most fuel systems were carbureted, a device was sold that introduced a small amount of water vapor into the fuel/air mixture to improve performance.

Isopropanol, like most of its alcohol cousins, absorbs moisture from the air. This means that after restoring your fuel with an addition of isopropanol, you should run the remaining fuel through the engine by taking a long trip or enough laps around the lake to use up the fuel so you can fill up with fresh fuel.

I hope this information saves you the trouble of disposing of multiple gallons of water-contaminated fuel.

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



Boating and COVID-19

By Gino Bottino, MD

As a member of the US Sailing Sports Medical committee, I have been working on plans to reopen sailing centers for sail training and Olympic sailing, as well as big boat sailing, amid the pandemic. Here are a few recommendations that can be made applicable to recreational boaters as well:

- Educate yourself by watching the CDC's videos about COVID-19.
- Follow all state laws and city mandates.
- Conduct temperature checks for all participants and staff upon arrival and document them in a daily log (journal).
- Remind participants and staff not to attend if they have a fever, are feeling sick, have been in contact with someone who may have COVID-19 or have displayed influenza-type symptoms within the last 14 days.
- All participants should wear face coverings over their nose and mouth while onshore. Face masks should not be worn on small boats with a risk of capsizing.
- All participants should wash their hands or use hand sanitizer upon arrival and frequently throughout the day. Set up additional convenient hand-washing stations that allow for social distancing, and provide hand sanitizer, if possible, for use between hand washings.
- Increase space between boats and equipment to allow for 6-plus feet of space between participants whenever possible. Mark 6-foot buffer zones, for reference.
- Boats and equipment should be washed with environmentally friendly soap and water or cleaning solution before and after each use in accordance with local environmental regulations.
- Any common areas—such as equipment storage, changing areas, restrooms, water fountains/water refill stations, etc.—should be cleaned and sanitized frequently.
- Any shared gear or equipment, such as life jackets, should be cleaned and sanitized frequently. Consider the sanitizing recommendations from the Life Jacket Association that may be viewed at *bit.ly/covid-life-jacket-care*.
- Post signage around your facility reminding participants of sanitization and social distancing practices specific to your venue. Copies of CDC posters are available at *bit.ly/3cW7fn1*.
- Require participants and parents to sign off on your organization's procedures and protocols as a condition of participation.
- Assign staff or volunteers to serve as "safety officers" to help oversee and enforce distancing and sanitizing procedures.
- Remind participants not to share water bottles, food, gear, equipment, sunscreen or other items with others.

When recommendations change to allow small groups to get together without social distancing, take precautions to keep yourself and others safe.

We still need a lot more answers and research before we can get back to normal. In the meantime, stay safe.

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

How to disinfect your diving equipment

Properly sanitizing diving equipment is paramount. According to the CDC, household cleaners are as effective against COVID-19 as they are against the common cold and flu viruses.

Equipment (such as second-stage regulators, masks, snorkels, and BCD oral inflators) can be effectively sanitized by submerging it in a 10% bleach solution or using a cleaning product such as Steramine tablets or any other quaternary ammonium compound. Be sure to use these products according to the manufacturer's directions and rinse the gear with fresh water.

Products commonly used to clean dive gear that are ineffective against coronavirus include antibacterial and chlorhexidine mouthwashes or sprays. Hot soapy water must be paired with mechanical action such as scrubbing with a soft toothbrush to be effective.

If you're a diver using rental gear and would like to take extra steps to protect yourself from transmissible diseases, thoroughly wipe the following equipment with a household disinfecting wipe and rinse with fresh water before use:

- regulator mouthpiece
- snorkel
- BCD oral inflator
- the inside of your mask

If you do not have access to wipes, you may wish to ask the shop you're diving with to properly sanitize the equipment before you take it with you.

–DAN Boater



Make anchoring out a pleasure

By Capt. Katherine Redmond

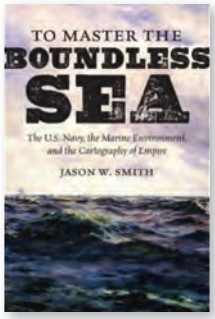
In my opinion, anchoring out is one of the greatest pleasures of boating. Whether relaxing near the beach, rafting up with friends, or hiding out in one of the little coves that can only be reached by water, anchoring out is awesome.

However, to avoid problems while anchoring out, you need to keep several points in mind:

- Be sure the anchor is holding now, and check it again when the tide changes, that threatening storm with increased winds arrives, or anything else alters the anchoring process. You can set an anchor alarm to warn you if the anchor is dragging, mark your position on a GPS and check to see if the readings change measurably, or do a visual location check so you can tell whether or not the anchor is holding.
- Consider the possibility of your vessel's circular movement around the anchor. Don't forget to do the same for any vessels in the anchorage with you.
- Notice the angle of other vessels' anchor lines. Many people erroneously think the weight of the anchor holds the boat in place, but it's the horizontal pull on the anchor line that holds your vessel in place. The longer the line from the anchor to your boat, the better the hold. So if you see a boat with the anchor line going straight down in front of the bow, avoid anchoring nearby, since that boat will be first to lose hold and possibly run into you.
- Ensure that your anchor holds sufficiently on the sea bottom into which you are anchoring.
- Use your anchor to offset danger or get your boat out of uncomfortable situations. If your vessel is in danger of running aground, you can stop its motion by deploying an anchor. Likewise, if you are waiting for a bridge opening and you are being squeezed precariously toward the abutment by other boats, you can use an anchor to hold your position.

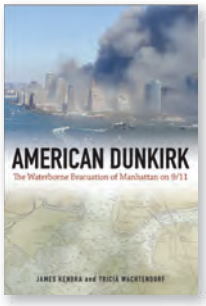
Capt. Katherine Giampietro Redmond of Palm Beach Sail & Power Squadron/8 is a NASBLA-honored boating safety instructor with a Six-Pack Towing Captain's License. Author of "The Chartracker Navigation Guides" and "7 Steps to Successful Boat Docking," she created boatinglady.com *to provide boating guidance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

Quick Picks



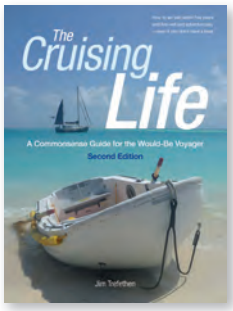
To Master the Boundless Sea
Jason W. Smith
University of North Carolina Press, $27.95

The work of American naval hydrographers, surveyors and cartographers protected vessels from underwater hazards and enabled oceanic commercial expansion. This fascinating book is an excellent resource on the history of U.S. expansionist policies. *–C. Henry Depew*



American Dunkirk
James Kendra and Tricia Wachtendorf
Temple University Press, $24.95

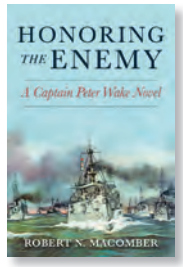
On 9/11, boats evacuated up to half a million people from Manhattan, more than from Dunkirk in 1940. Many vessels were recreational boats. Mariners look for and expect the unexpected, prepared for disaster. This heroic story inspires us to be wise mariners. *–Luther Abel*



The Cruising Life
Jim Trefethen
McGraw-Hill, $25

Jim Trefethen covers practical aspects of going from the dream of cruising to the reality. He discusses finance, health, skill and much more. He goes into detail about boat buying. This no-nonsense book can help you prepare for real adventure. *–Dave Osmolski*

Test of bravery



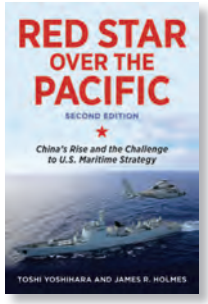
Honoring the Enemy
Robert Macomber
Naval Institute Press, $29.95

The U.S. Army recruits Peter Wake to reconnoiter an invasion of Cuba in the ongoing Spanish American War. The army needs Wake's knowledge of the island and his contacts there, as they have no one else to accomplish the job. Wake reluctantly agrees and begins his journey to the interior to meet with the Cuban rebels.

In summer, Cuba is incredibly hot and humid. It's also a place filled with tropical diseases. In addition to the U.S. Army regulars are thousands of ragtag volunteers. Nobody is prepared for what the Cuban summer has in store. The U.S. begins the invasion against a well-trained and well-fortified Spanish army.

Macomber weaves the plot and subplots as only he can to tell a riveting tale of this nearly disastrous invasion. His novel is tough to put down and invites you to reread it. *–Dave Osmolski*

Maritime maneuvers



Red Star Over the Pacific, Second Edition
Toshi Yoshihara and James R. Holmes
Naval Institute Press, $36.95

In this thoroughly researched book, Toshi Yoshihara and James Holmes provide background information on China's maritime expansion into the Pacific. Access to Chinese language sources, along with their knowledge of Asia, sea power and naval combat, forms the basis for their assessment of the rise of China's sea power and how it will affect America's strategic position in Asia.

The book's nine chapters start with China's use of sea power to promote military and economic enterprises and conclude with what are thought to be China's long-term goals. Three chapters detail fleet development, naval tactics and promotion of sea power in the missile age. Two chapters cover China's economic and strategic geography concerns, helpful in understanding the economic and political consequences of China's expansion plans. Extensive footnotes, a good index, and useful maps and illustrations make this a good research source for anyone interested in Asia and the players in question. *–C. Henry Depew*

This old boat



The Man Who Thought Like a Ship
Loren C. Steffy
Texas A&M Press, $35

How did a small-town Pennsylvania electrician turn himself into the world expert on ancient wooden ships? Who could ever reconstruct 6,000 mushy shreds of a 2,000-year-old Greek ship? How did a hobbyist model builder with no college education open a new field of archaeology, win a MacArthur genius grant, become a full professor, and write the book on wooden shipbuilding and shipwrecks? Did Richard Steffy channel an unseen 3rd century BC shipwright he secretly called "Aristides"?

The "Kyrenia Ship" was found in 100 feet of water off Cyprus where it sank, overloaded, under Alexander the Great. You can see it in a Crusader castle on the island today. As the old fragments "talked to him," Dick Steffy opened doors of discovery. His students carry the field forward today. His son, *Houston Chronicle* journalist Loren Steffy, gives us this beautiful, animated, warm and human story. It will make you think. *–Richard McCandless*

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



Christine Wenk-Harrison collects shells on Venice Beach.

Exploring Southwest Florida

Two boaters discover the natural wonders of Boca Grande and the surrounding area

By Christine Wenk-Harrison

A recent road trip to visit family in Florida took us to Rotonda West, about 50 miles south of Sarasota. Our hosts have a home on a circular canal where bird watching is a daily pleasure. With no outlet to salt water, only a limited number of small boats (pontoons and motorized skiffs) occasionally pass by. Jim thought a kayak would be ideal until his brother advised him that alligators also inhabit the canal.

We did, however, get to kayak when our family took us to nearby Don Pedro State Park for a two-hour kayak paddle to the park's barrier island, which is accessible only by boat. We walked along the beautiful mile-long beach, which offers some of the best shell collecting I can recall.

On another day, we visited the small town of Boca Grande on Gasparilla Island. To visit this island, we traveled by truck over the Boca Grande Causeway. We inspected the range light and nearby beach before heading downtown for lunch and shopping at some of the nautical-themed shops. We learned that Boca Grande is the "Tarpon Capital of the World" and that after Easter, most tourists depart, and the tarpon fishing boats appear in the marinas.



Jim poses at Homosassa Springs.

We enjoyed the island and had planned to return but decided to visit a new place instead. We headed north to Venice, where we explored the beach and collected more shells. We had a delicious fish lunch at a waterside restaurant, with docks for diners arriving by boat.

On our way home, we did get to board a boat when we visited the Ellie Schiller Homosassa Springs Wildlife State Park, famous for its manatees. On previous trips, we had stopped at area seafood restaurants but didn't have extra time to visit the park. This time we stayed overnight in nearby Crystal River so we could spend most of the following day at the park.

From the visitor center, we took a 20-minute pontoon boat ride to the park. Our ranger provided details about the park's history and biology. This park features animals native to Florida, except for one elderly hippopotamus who was part of a theme park prior to the transition to a state park. The park's residents include alligators, black bears, red wolves, key deer, Florida panthers and bobcats. The animals live in the park because they cannot survive in the wild on their own. The bird exhibit area features flamingos, roseate spoonbills, white ibises, egrets, herons, cormorants, pelicans and even two whooping cranes.

From the park's underwater observatory, you can view plenty of fish and some manatees in the springs. The park presents daily educational programs, and we really enjoyed the one on manatees. Volunteers fed the manatees lettuce and gave detailed information about the gentle, delicate mammals and the dangers boats pose to them.

Christine Wenk-Harrison, a retired counselor, lives near Lake Travis in the Texas Hill Country with her husband Jim. 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.



Come visit the City of Oaks

Join old friends from across the country and make new ones just after Labor Day in Raleigh, North Carolina, at the 2020 Governing Board Meeting. While you're there, don't miss our free headquarters tours plus a host of other activities that highlight the best Raleigh has to offer.

AMERICA'S BOATING CLUB GOVERNING BOARD MEETING 2020



OUR MEETING HOTEL

The Hilton Raleigh North Hills is located at 3415 Wake Forest Rd., Raleigh, NC 27609. The hotel phone is 919-872-2323. Our USPS group rate of $149 a night is good through Aug. 7, 2020. The hotel's complimentary shuttle provides transportation to and from the airport and the North Hills shopping and dining area. Visit *bit.ly/2020GBhotel* to reserve your room.

GETTING THERE

- If you're flying into RDU International Airport, you can take the Hilton Raleigh North Hills complimentary airport shuttle.
- If you're renting a car or driving, the hotel offers free parking.



AMERICA'S BOATING CLUB GOVERNING BOARD MEETING 2020

Sept. 8–12
Hilton Raleigh North Hills, Raleigh, NC

REGISTER AT: *BIT.LY/USPSMEETINGS* | REGISTRATION FEE: $35

TUESDAY, SEPT. 8

RALEIGH BEER TRAIL
We will take a motor coach to four or five downtown Raleigh breweries where you can enjoy local craft beers and unique foods at your own expense. Drink responsibly! (Limited to 35 people)
Time: 6–10:30 p.m.
Cost: $30 (After July 23, $45)

WEDNESDAY, SEPT. 9

HISTORIC DOWNTOWN RALEIGH TOUR
This 2.5-hour guided sightseeing and historical tour explores Raleigh's roots up to its current evolution. As you travel around the City of Oaks, you'll visit historical sites, explore the area's culture, architecture and food, and hear stories of its past and present. Tour price includes beverage on board. (Limited to 35 people)
Time: 8:30–11:30 a.m.
Cost: $55 (After July 23, $70)

HEADQUARTERS BUILDING TOUR
You'll depart at 10 a.m. on the Hilton Raleigh North Hills shuttle van for this free tour of the headquarters building. During the 45-minute tour, you'll meet some headquarters staff, see where materials come from, and tour the impressive, historical Chapman Library. (Limited to 10 people)

LAKE WHEELER PARK KAYAKING TRIP
Trip includes transportation from the hotel to Lake Wheeler Park, kayak rental, safety equipment, and basic instruction on proper boarding, paddling and egress. A few standup paddleboards are also available. Wear bathing attire under clothing and bring water shoes. You have 2 hours of active paddling time (swimming is not permitted), before we leave for the hotel at 4:30 p.m. Eat lunch on your own before leaving the hotel. (Limited to 20 people)
Time: 12:45–5 p.m.
Cost: $44 (After July 23, $59)

FRIENDS NIGHT
Mingle with friends, make new ones and have fun with the Board of Directors. Enjoy a cash bar cocktail hour, followed by a nice dinner and entertainment.
Time: 6–10 p.m.
Cost: $49 (After July 23, $54)

THURSDAY, SEPT. 10

KEYNOTE BREAKFAST WITH KEVIN P. DUFFUS
Researcher, author, and documentary filmmaker, Kevin Duffus, who has published four books and produced four award-winning documentary films on North Carolina maritime history, speaks on "War Zone: World War II off North Carolina's Outer Banks." In 1942, the United States suffered one of its worst defeats of WWII along the nation's eastern seaboard. Kevin compiled eyewitness stories of merchant sailors, Coast Guard recruits and coastal residents who survived.
Time: 7:30–8:45 a.m.
Price: $35 (After July 23, $40)

HEADQUARTERS BUILDING TOUR
You'll depart at 10 a.m. on the Hilton Raleigh North Hills shuttle van for this free tour of the headquarters building. During the 45-minute tour, you'll meet some headquarters staff, see where materials come from, and tour the impressive, historical Chapman Library. (Limited to 10 people)

NORTH CAROLINA HISTORY AND SCIENCES MUSEUMS TOUR
Go back through time in Downtown Raleigh at the North Carolina Museum of History. Then visit the North Carolina Museum of Natural Sciences, the largest museum of its kind in the Southeast. Continue on to The Exploration Center and Nature Research Center, with state-of-the-art laboratories, research opportunities, interactive exhibits and live presentations given by top scientists. Lunch on your own at the museum or other nearby location.
Time: 11 a.m.–5:30 p.m.
Cost: $35 (After July 23, $50)



AMERICA'S BOATING CLUB GOVERNING BOARD MEETING 2020

Sept. 8–12
Hilton Raleigh North Hills, Raleigh, NC

REGISTER AT: *BIT.LY/USPSMEETINGS* | REGISTRATION FEE: $35

BOXED LUNCH
After enjoying a morning full of meetings and seminars, take the stress out of waiting in line at a restaurant or even going out of the hotel. Grab a great boxed lunch
and go.
Time: 12–1 p.m.
Price: $30 (After July 23, $35)

MYSTERY DINNER THEATER
Solve a hilarious crime while you feast on a fantastic dinner at the Hilton Raleigh North Hills. Just beware! The culprit is hiding in plain sight, and you may find yourself as a prime suspect! Limited to the first 100 guests, so sign up early!
Time: 6:30–10 p.m.
Cost: $98 (After July 23, $113)

FRIDAY, SEPT. 11

DONORS RECOGNITION BREAKFAST
This year's breakfast honors those who have contributed more than $500 to our organization, but breakfast is open to all.
Time: 7:30–8:45 a.m.
Price: $35 (After July 23, $40)

CAROLINA INN HIGH TEA
Enjoy a delightful afternoon tea at Chapel Hill's Carolina Inn. Service includes a selection of teas and delectable accompaniments, such as savory tea sandwiches, assorted sweets, and fresh baked scones served with fresh lemon curd, English Devonshire cream, jams and preserves. There's time for shopping after tea, but you return to the inn at 4:15 p.m. as the motor coach departs promptly at 4:30 p.m. to return to the hotel. (Minimum of 18 guests and limit of 30)
Time: 1:30–5:30 p.m.
Cost: $69 (After July 23, $84)

SATURDAY, SEPT. 12

SOCIAL RECEPTION AND LUNCHEON
Enjoy lunch with longtime friends or meet new ones.
Time: 12-1:30 p.m.
Price: $43 (After July 23, $48)

MEMBER RECEPTION AND LUNCHEON
Enjoy lunch in the fellowship of other USPS members.
Time: 12–1:30 p.m.
Price: $40 (After July 23, $45)

BACK TO THE '50S SOCK HOP
Get out your craziest, wildest, most colorful socks and bebop the night away with DJ music from the 1950s. Wear your favorite '50s attire and enjoy a buffet featuring foods found at drive-ins and Woolworth lunch counters.
Time: 6:30–10 p.m.
Price: $45 (After July 23, $50)

RSVP TODAY!

Hotel reservations: *bit.ly/2020GBhotel*

Event registration: *bit.ly/uspsmeetings*

To pay by check, send payment to USPS HQ, PO Box 30423, Raleigh, NC 27622.

Please be advised that activities may be modified as needed to comply with public health directives in place at the time.



Kayaking Glacier Bay

One member recalls her Alaskan wilderness adventure

By Sally Stuart

SHUTTERSTOCK

The *Spirit of Adventure* approached the drop-off site at Skidmore Beach and ran up the beach a short distance. We crawled up over the chairs, out the window and onto the deck. The crew lowered a ladder. We climbed down and reached up for our gear and kayaks as the crew handed them down.

We waved as *Spirit of Adventure* backed up and pulled away. Looking at the pile of gear on the beach, we wondered if everything would fit in our kayaks. With our gear finally loaded, we squeezed in our kayaks and paddled off to Skidmore Bay to spend our first night in Glacier Bay National Park.

EIGHT FRIENDS PLAN AN ADVENTURE

After attending a program on kayaking Glacier Bay in the summer of 1989, several fellow kayakers and I decided we wanted to experience the solitude and natural beauty of the wilderness and see the amazing wildlife, towering glaciers and spectacular mountains. The eight of us met monthly for the rest of the year to plan our trip. We sent for material on Glacier Bay; browsed maps, marine charts and tide tables; and researched the hazards of wilderness camping, bear and moose encounters, and cold-water kayaking. Glacier Bay Lodge offered bunks at a reduced rate for kayakers, and Glacier Bay Kayaks rented double kayaks. A daily tour boat would drop us off with our kayaks and gear at selected locations. We were set.

Since the rental kayaks would be doubles, we planned to kayak and camp in pairs. A pair would share a kayak and a tent and be self-sufficient if we were separated. Each pair would be responsible for preparing a dinner and each of us would bring our own water, breakfast, lunch and snacks. Each kayak would be equipped with charts, tide tables, compasses and handheld VHF radios for weather reports if they were available. We included pepper spray and a water filter system just in case. We would be on our own in the wilderness.

Looking back, we may have been naïve to venture out in the wilderness without a guide. Most of us had only been kayaking for only a little over a year.





ALASKAN ADVENTURE BEGINS

On July 20, 1990, we boarded an Alaska Airlines jet in Seattle. After a brief stop in Juneau, we landed in Gustavus five hours later. The small runway was lined with fireweed. Gustavus was surrounded by Glacier Bay National Park and Preserve on three sides and water on the fourth.

A shuttle bus picked us up and drove us to Glacier Bay Lodge in Bartlett Cove, a 9-mile ride on a bumpy road. The lodge sits in a temperate rain forest of hemlock, spruce and deciduous trees with moss hanging from branches and growing on tree trunks.

ESSENTIAL WILDERNESS ADVENTURE SKILLS

The next morning, we attended two mandatory orientations: one for wilderness camping and another for kayaking Glacier Bay. We received permits for back-country camping, "bear barrels" to store our food, and "Alaska sneakers" to keep our feet dry.

Our instruction included keeping all food and scented supplies (soap, toothpaste, deodorant, etc.) in the barrels stashed well above the high tide line and hung from a tree or placed on a ledge; taking care of all meal preparation, cleanup, hygiene and toileting in the intertidal zone; and eating all meals in the intertidal zone and away from our tents, leaving no trace that we'd been there.

The park ranger reminded us several times that we were in bear country and that bear encounters were likely. The ranger told us to avoid beaches

SIMONE FRÖMELT / ESTUDIO-5


Drop-off at Skidmore Beach


Dinner on Skidmore Beach


Anita checking the chart

where grizzly bears had been recently sighted. If we encountered a black bear, we were to order the bear to stop in a loud authoritative voice, stand together and slowly wave our arms above our heads to make ourselves look big and scary. If chased by a black bear, we were to run, and if attacked, we were to punch it in the head and face. If approached by a brown or grizzly bear, we were to back off slowly and play dead if attacked. If approached by a moose, we were to back off, run behind a tree, or curl up in a ball if knocked to the ground.

After picking up our kayaks, we received instructions not to eat in them or leave anything inside except for skirt, paddle and life jacket. We were warned to keep our kayaks and tent above the high tide line and out of sight of curious bears that could wander by in search of food and possibly destroy our kayaks.

We were cautioned to be aware of our surroundings at all times while kayaking, especially when paddling among icebergs or close to glaciers. A shift in the wind could pack icebergs together and trap us, or tidewater glaciers could calve and create wakes large enough to swamp us. Icebergs can be dangerous because 90% of the berg is below the surface, and they tend to flip over, which could damage our kayaks or create a wake large enough to capsize them.

After the orientations, we went for a trial paddle to check out our kayaks and make necessary adjustments. The rest of the day and evening, we organized our gear and loaded it on *Spirit of Adventure*, the tour boat that would take us up the bay and drop us off at Skidmore Beach.

CRUISE AND LEARN

From Bartlett Cove, we traveled north on *Spirit of Adventure* for about 65 miles from the heavily forested lower bay at the lodge to the rocky, icy upper bay. As we cruised past small islands, the National Park Service naturalist on board described the history, wildlife, and glaciers in Glacier Bay and pointed out the many seabirds in the water and sitting on large rocks.

We passed through shorelines that had been completely covered by ice just 200 years ago. As we continued north through the glacier-sculpted landscape, the scenery and sights were overwhelmingly spectacular.

After the naturalist's presentation on the history of the ice ages and formation of glaciers, we enjoyed a hearty lunch while the tour boat sat in front of the Margerie Glacier. Afterward, the boat dropped us off at Skidmore Beach on Gilbert Peninsula.

SKIDMORE BEACH

With kayaks loaded, we paddled through Skidmore Cut, a ¾-mile isthmus, and into Skidmore Bay. The tide needed to be at least 15 feet for us to paddle through the narrow channel without having to portage our kayaks. We made it through and watched in awe as the water drained out of Skidmore Bay at low tide. We were literally locked in the bay until 4:30 the next afternoon when high tide would give us enough clearance to paddle through the cut and into the main bay.

Anita and I cooked the salmon we brought with us for our first meal over an open fire made from sticks and driftwood picked up from the beach. It was sunny and warm while we ate our dinner and gazed at the snow-covered mountains surrounding us and planned our next day's adventure. After dinner, we burned the salmon remains and carton and scattered the ashes so they would go out with the next tide and not attract bears. We noticed moose scat while setting up our tents. We didn't see any large trees to hide behind in case







Top: Dan and Larry on Glacier Bay
Middle: Dan preparing dinner on Kitchen Rock
Bottom: Anita and Sally with Johns Hopkins Glacier in the background

moose showed up, but it was too late to find a new campsite. After setting up our tents, we eventually settled down for the night. It was late but not dark, and we were tired. Despite the threat of moose and bears, we slept well until a ptarmigan rooster made the rounds at 3:30 a.m. and woke us all up.

REID GLACIER

A little before 4:30 p.m., we sat in our loaded kayaks waiting for high tide to float them so we could paddle back through the narrow channel and into the main bay.

As we entered the main bay, the beauty of the steep, snow-covered granite walls overwhelmed us. We gazed at the multiple falls cascading down the sides and contrasting with the dark granite walls. Trees and vegetation had not grown back since the glaciers had retreated, so the scoured walls were mostly bare except for a few alder, stunted spruce trees and fireweed that grew out of pockets in the granite.

Our camping destination was the beach along the inlet to Reid Glacier. We set up our tents near the ruins of a cabin built by a gold miner and his wife, Joe and Muz Ibach, in the 1920s. The Ibachs lived on Lemesurier Island near Reid Glacier for several summers. Joe Ibach reportedly had numerous claims and several working mines in Glacier Bay, but the mining operation never became profitable, so they abandoned it. Fully grounded, Reid Glacier's shore and walls were covered with a thick tangle of alders.

LAMPLUGH GLACIER AND PTARMIGAN CREEK

The next morning, we kayaked north past Lamplugh Glacier and paused briefly to gaze at the intense blue color of its ice before continuing to Ptarmigan Creek where we planned to camp for the night. We christened a large rock in the intertidal zone Kitchen Rock, where we would prepare our meals. An oystercatcher had a nest on top of the rock and loudly monitored our activities. Leslie and Bill fixed dinner that night, green salad, bowtie pasta, canned stew and chocolate mousse—ultra gourmet.

Throughout the night, we could hear the loud booming sounds of the Johns Hopkins Glacier calving. In the morning, we found icebergs on the beach that had been left as the tide went out overnight.

Back country camping was hard. At each campsite, we had to haul our kayaks and gear up the steep beach, set up our tents, store our food and prepare meals. We decided to use Ptarmigan Creek as a base camp and take day trips for the next several days.

The tidal exchange in the bay is between 20 and 25 feet every six hours, and the beaches are steep. To save ourselves from carrying our kayaks and gear up and down the beach, we became skilled at using high tide to depart and return from our outings. We had perfect weather, mostly sunny and warm with no wind, and the sun never completely set. We did not need to use our flashlights, and mosquitoes didn't bother us.

JOHNS HOPKINS GLACIER

The next day, several of us paddled into the inlet that led to the Johns Hopkins Glacier. The Fairweather Range, the source of the river of ice that ended in the bay, loomed in the distance.

The sides of the inlet were enclosed in sheer granite cliffs, largely devoid of vegetation. We watched as several small glaciers cascaded down the side of the granite cliffs and into the sea. As we paddled among the icebergs that floated by, a seal would slip off the bergs and follow us for a closer inspection. Arctic terns nesting in the sheer granite cliffs dive-bombed us. We would hear loud cracking or booming sounds and then watch as huge chunks of ice broke loose from the glacier and crashed into the water. The thick pack ice from the calving glacier prevented us from paddling up close for a better view. Surrounded by icebergs, we watched them closely so we wouldn't be trapped and stayed a safe distance away in case they flipped over.

RUSSELL ISLAND

The following day, we paddled across the channel to Russell Island. Now covered with brush and trees, the island was covered with ice 200 years ago. Scientists are particularly interested in the influence of gravity on Russell Island. As the glacial ice melts, it relieves the weight of the ice, the Earth's crust springs up, and the land slowly rebounds or rises. Scientists are finding that the gravity is getting weaker in the park possibly due to the uplift in the ground moving the park away from the center of the Earth. The farther from the center of the Earth, the less force of gravity. A heavy fog drifted in as we explored the island, so we had to use our compass and chart to find our way back across the channel to Ptarmigan Creek.

OUR LAST DAY ON GLACIER BAY

July 27 marked our last full day and night in Glacier Bay. After packing our kayaks and double checking to make sure we'd left nothing behind and no evidence that we'd been there, we left Ptarmigan Beach and paddled back to Skidmore Beach for our last night.

We had a potluck dinner using what remained in our bear barrels: apples and cheese for appetizers, rice pilaf, turkey chili, canned chicken, muffins baked in Bill's bake-packer and chocolate for dessert.

As we settled down to eat our dinner, a black bear ran down the beach toward us. It looked up, saw us and paused. In a loud voice, we told it to stop, stood together and waved our arms over our heads. As it ran into the interior, we applauded the bear for good behavior. We slept well that night despite knowing a bear might be lurking close by.

After a leisurely breakfast, we packed up and paddled to Skidmore Beach, where the tour boat would pick us up and take us back to the lodge.

FOGGED IN

Poor visibility due to the thick fog and heavy rain prevented the Alaska Airlines jet from landing at the Gustavus airfield to fly us back to Seattle, so we had two extra days at the lodge. Around Bartlett Cove, several hiking trails wound along the river through the spruce and hemlock forest. Before we set off for a walk, we were again reminded that we were in bear and moose country. After walking a short distance, we spotted a black bear coming toward us, so we climbed up on a rock to make ourselves look big. It ran into the woods when it saw us, and again we applauded it for good bear behavior.

With no indication of the rain letting up or the fog lifting, bush pilots arrived in a fleet of small planes and flew us to Juneau. Flying low over Icy Strait in a fog was quite an adventure.

Sea kayaking was an incredible way to experience the beauty, solitude and vast wilderness of Glacier Bay. It's said that a journey through Glacier Bay is a journey through time. One passes through hundreds of bold changes and transitions where plants and animals pioneer new ground as the glaciers retreat and the barren rock turns to lush forests. With memories of the overwhelming beauty of the towering mountains and glaciers and the solitude of the Glacier Bay, I boarded the small plane home. Life takes on a new meaning when having spent time in the marine wilderness.



Pickup at Skidmore Beach

Sally Stuart grew up on Mercer Island in Lake Washington and spent most of her childhood either in or on the water. She started kayaking in the late 1980s, and after kayaking and camping for several years in the Pacific Northwest and British Columbia, she and a friend obtained a timeshare on a 32-foot Nordic Tug, Shanty Irish. *Sally joined the Bellevue Sail & Power Squadron/16 for classes, achieved the grade of Senior Navigator and was elected commander in 2006. She is currently writing about her kayaking and boating adventures.*

This article was originally published in the squadron newsletter, Bellviews.

Cruising America's Great Loop

Part 2: The Rivers, continued

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 *(greatloop.org)* conducts seminars to help Loopers prepare for the adventure.

This is the second in a series of articles designed to help you plan the adventure of a lifetime. Part one covered our journey from Waukegan, Illinois, to Green Turtle Bay in Grand Rivers, Kentucky. Part two follows our journey on the rivers from Grand Rivers to Mobile, Alabama.



Top: *Changing Latitudes,* the three-eyed boat. These teardrop fenders came in handy during the entire trip.

Middle: The herd at the Pickwick Lock: eight pleasure craft and three bass boats

Bottom: Tied up to the lock bollard



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

Grand Rivers >> Paris Landing, KY

After cruising the Illinois, Mississippi, Ohio and Cumberland Rivers, Loopers welcome the sight of Green Turtle Bay, a large, full-service marina.

Just a short drive from the marina, Patti's 1800's Restaurant and Settlement is famous for its signature 2-inch-thick pork chops. Make sure you have an ample supply of adult beverages before arriving in Grand Rivers, Kentucky, which is in a dry county.

After three delightful days at Green Turtle Bay Marina, we fueled up, pumped out and headed out. We crossed over from Lake Barkley and the Cumberland River to the Tennessee River and Kentucky Lake via the Barkley Canal. Then we cruised 41 miles to the Paris Landing State Park.

Tuesday in Paris (ooh la la) was crazy chicken night at the Paris Landing State Park restaurant. We enjoyed an all-you-can-eat buffet for $8.75, with a discount for those over 62. The buffet had every kind of chicken imaginable: smoked chicken, fried chicken, chicken livers, chicken tenders, chicken and dumplings, chicken noodle soup and shaved chicken in the salad bar.

After being on the boat for more than two weeks, we realized we'd forgotten to bring a few things, but there was nothing I needed to buy. I have so much more "stuff" than I need. So far, three t-shirts, two pairs of shorts and a bathing suit have met my needs except for the one day I needed a sweatshirt and socks.

Paris Landing >> Counce, TN

Our next stop was Pebble Isle Marina in New Johnsonville, Tennessee. We had a few extra days to spare before we needed to arrive at the Looper Rendezvous at Joe Wheeler State Park in Alabama, so we spent two days at Pebble Isle Marina before cruising to Mermaid Marina in Decaturville, Tennessee. We spent two days at our next stop, Pickwick Landing State Park, and enjoyed sightseeing at nearby Shiloh Battlefield.

Fourteen people aboard six boats attended the Looper happy hour at the Pebble Isle Marina. The marina provided trays of appetizers that were more than enough for a meal.

The other Loopers were all travel-hardened, not new out of the box like us. They had all been up the East Coast and through Canada over the spring and summer. We traded boat cards, a business card each couple carries with their contact information. Most have a picture of the boat along with an email address and phone number. One also had a picture of the owners, which makes it much easier to identify them in the future.

Most of the talk revolved around the best marinas visited and extreme circumstances encountered such as tides, currents and locks. They warned us not to get used to paying $1 per foot for slip fees, as East Coast slip fees range closer to $3 per foot.

Our next port, Clifton Marina in Clifton, Tennessee, was a cozy little harbor. They fitted us in along with John Winn (Four Winns founder), his buddy boat and the trawler *Dream Catcher,* which we had seen several times along the way.

The two ladies who run the marina also serve as cook and hostess in the restaurant. When we were there, they served a spaghetti dinner. We were close enough to the restaurant to order and have them deliver the food over the starboard rail.

The next day, we cruised to Grand Harbor Marina in Counce, Tennessee. We thought getting a covered slip would be good to keep us out of the sun and rain, that is, until our satellite TV wouldn't work. Live and learn.









Left: The 2-inch pork chop at Patti's is a must when you stay at Green Turtle Bay Marina. **Middle:** *Changing Latitudes* at Green Turtle Bay Marina after three nights on the hook. **Right:** John and Priscilla at the Shiloh Battlefield, near Pickwick Landing State Park

Counce >> Rogersville, AL

We had three locks to transit before we arrived at the Joe Wheeler State Park near Rogersville for the Looper rendezvous.

We planned to stop at Florence Marina in Florence, Alabama, before going to the rendezvous. Fortunately, we called for a slip reservation because all the Loopers had also decided to stay the night in Florence before transiting the final two locks in the morning. We had to tie up our 50-foot boat in a 30-foot slip, but we had power. One of the most useful items we bought was a double 30-amp pigtail for the power cord. When we cannot get 50-amp power, we can tap into two 30-amp outlets to run power on the boat.

Although it rained overnight, the following day dawned bright and sunny. Dale and Andy went on a morning walk, while I called the Wilson Lock and asked the lockmaster how traffic looked for the day. He said he had 10 pleasure craft entering the chamber, and after a down-bound commercial tow, he was closing for the day to conduct maintenance. Yikes! I called Dale and suggested a hasty return to the boat.

I unhooked the power cord and reeled it in, returned the dock steps we borrowed from a boat down the dock, untied the port dock lines and started the engines. Dale and Andy returned and tossed off the remaining dock lines. We had 20 minutes from the time I made the call to the lockmaster to go three miles up the entrance canal for the lock. Turbo diesels don't fail me now!

Fortunately, only one small fishing boat was in the canal. We slowed way down to pass him before blasting off again. When we arrived at the lock, the other 10 Loopers were waiting for us. We rafted up to *Chasing 80* and rode up 93 feet in the lock to the top of Wilson Lake.

We stayed with the herd for the 14-mile cruise across Wilson Lake so we could transit the Wheeler Lock together. We assumed the lead boat was in contact with the next lock and setting the pace to arrive when the lock was open. So far, we hadn't heard any chatter on the Looper VHF channel 71.

After waiting an hour tied to the outer lock wall, we locked through with the other 10 Loopers. From there, we had only a few miles to travel to the Joe Wheeler Marina for the fall Looper Rendezvous.

LOOPER RENDEZVOUS

I encourage all potential Loopers to attend the spring and fall rendezvous. You'll meet a few hundred other Loopers and learn about the route ahead during the seminars. Other Loopers describe the best marinas, anchorages, restaurants, points of interest, and repair facilities. You'll receive a thumb drive with all the presentations to help you plan your route.

Keep in mind that the most dangerous thing to have on a boat is a schedule. Make sure your route planning has lots of extra time built in for weather delays, maintenance and sightseeing. One of the most frequently asked questions about our loop trip is how many storms were you in? My answer is none. During storms, we either stayed at the dock or in a sheltered anchorage.

STATISTICS TO DATE

We are two-thirds of the way from Chicago, Illinois, to Mobile, Alabama, on the Gulf of Mexico.

Miles cruised:	958
Days cruised:	18
Days on layover:	8
Fuel purchased:	929 gallons
Total fuel cost:	$2,516
Engine hours on trip:	105 hours
Oil change:	1
Pump outs:	5
Slip fees:	$900
Nights at marinas:	19
Nights tied to a wall:	3
Nights on the hook:	2
Miles per gallon:	0.8 to 1.6*

**River currents and boat speed impact fuel economy.*

Rogersville >> Columbus, MS

At the end of the Looper Rendezvous, we retraced our course for two days until we returned to Counce. That's where the Aqua Marina is located and the entrance to the Tennessee-Tombigbee Waterway, which we would take to Mobile.

While it's not a good idea to have a formal schedule due to weather and other unknowns, we intended to be in Mobile around Oct. 30. Then we planned to cruise the Florida panhandle. Our boat insurance prohibits us from entering the Gulf of Mexico until Nov. 1 due to hurricanes.

We travelled on the Tenn-Tom Waterway for the next several days. The total trip distance to Mobile is 450 miles, 234 miles of which is on the Tenn-Tom.

After stopping at Aqua Marina, we connected with a group of Loopers who'd accepted us into their herd. We tied onto a long end dock with 10 other boats and chatted with a few Loopers we'd met along the way, including some who'd been at the rendezvous.

Panda Bear, Saddie II and *Elizabear* invited us for docktails, and we discussed transiting the locks together. *Saddie II* and *Elizabear* have big dogs onboard so finding an anchorage with a boat ramp or dinghy dock was imperative.

The herd departed at 9 a.m., planning to anchor out for the next two nights, and we tagged along. The slowest in the herd, *Panda Bear,* led the way at his top speed of 6 mph.

Our engines cried out to be set free to run at the high rpm for which they were designed, but traveling at 6 mph was the price we had to pay to run with the herd. We decided to give it a few days before determining if this was the best approach for us.

The herd anchored in Cotton Springs for the night. It took us 5.5 hours to go 36 miles. *Changing Latitudes* can cruise that distance in a little over an hour.

We transited four locks: Whitten, Montgomery, Rankin and Fulton. We'd only planned to transit three, but we were so timely getting through the first three that we decided to transit one more, which shortened our trip to Columbus Marina the next day.

It took us 9.5 hours to transit the four locks and cruise 36 miles at 6 mph. Our giant turbo diesels protested like hobbled racehorses. We decided to split from the herd after transiting two locks the next day and then meet up with the group at Columbus Marina.

We anchored in the "Pool" just above the Wilkins Lock in Smithville, Mississippi, at mile marker 376. Our anchorage had a lovely dinghy dock that is perfect for walking your dog.

The next day we transited the Amory Lock and the Aberdeen Lock with our fellow Loopers, before we split off and headed to Columbus Marina at 28 mph to blow the carbon out of the engines. We arrived a few hours ahead of the herd, fueled up and pumped out. Our slip had so many water hyacinths, they should have included a lawnmower with each slip rental. The locals call it salad. We cruised through the salad to get to the marina and into our slip.









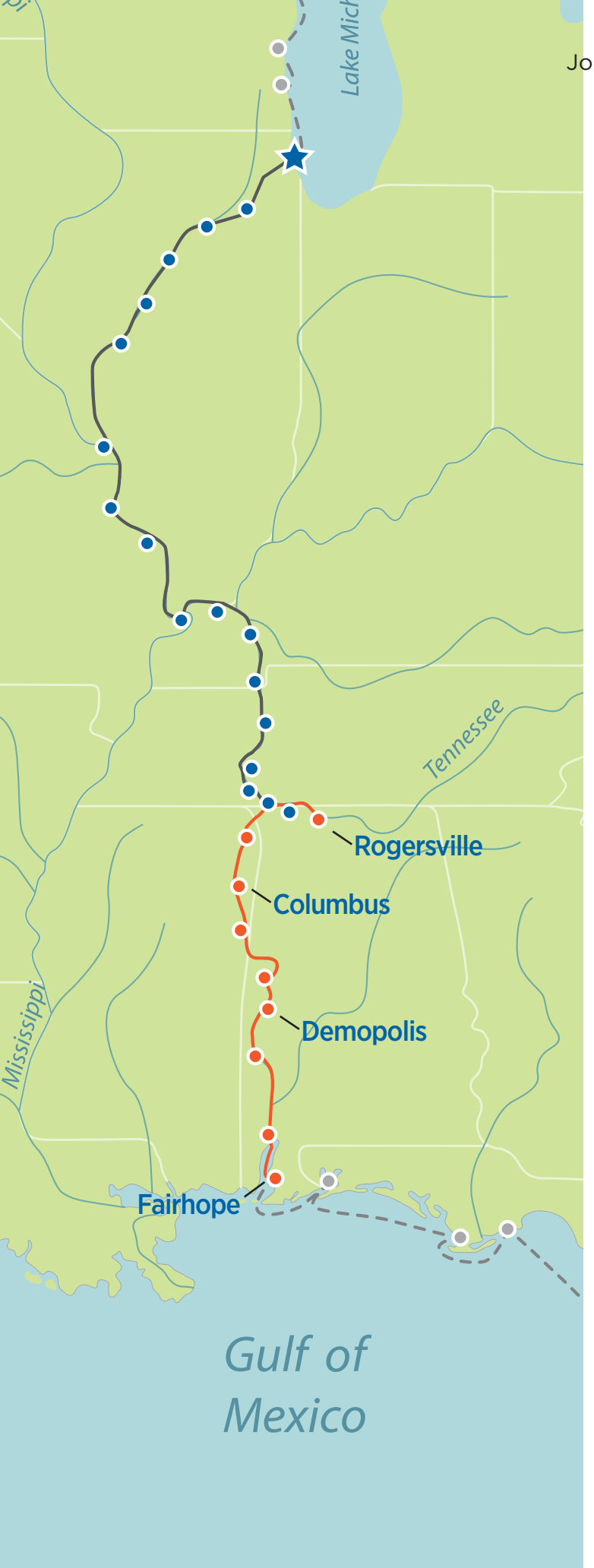
Top: Cruising with the herd on Wilson Lake **Middle:** Loopers usually trade boat cards. **Bottom left:** Capt. John stands by on lock duty. **Bottom right:** When traveling with the herd, *Panda Bear* set the pace at 6 knots.

Columbus >> Demopolis, AL

The next day, we anchored in the oxbow just below the Heflin Lock at MM 265. We attached a trip line to the anchor in case it got caught on one of the millions of logs still on the river bottom. The trip line gets tied to the back of the anchor, so it can be pulled in the opposite direction of how it was originally dug in. We also tied on the smallest of the round orange teardrop fenders as the float.

The next morning, we started to haul the anchor but couldn't see the round orange fender. I had followed the sailor's creed that if you can't tie the right knot tie a lot of them. We looked on both sides of the boat, but the fender wasn't there. We assumed it had come untied and floated downstream. If we had found it, we would have had to launch the dinghy to retrieve it. As Dale and Andy hoisted the anchor, up popped the round orange fender. Somehow overnight it had gotten caught under the boat. Another mystery solved.

Our next stop was Demopolis, Alabama, at MM 216.



We transited the Amory Lock and the Aberdeen Lock with our fellow Loopers, before we split off and headed to Columbus Marina. Our slip had so many water hyacinths, they should have included a lawnmower with each slip rental. The locals call it salad.

We stayed there for two nights. Demopolis Yacht Basin is the last marina before we arrive in Mobile at MM 0. The marina offers a free loaner car. To pick up the loaner car from the dock, we had to drive the loaner golf cart a mile around the marina's perimeter to the fuel dock to pick up the keys to the loaner car.

We fueled up at Demopolis Yacht Basin. The fuel dock has two sides: one for pleasure craft and one for commercial tow boats. We took on 120 gallons, and the tow boat took on 25,000 gallons. If you want to purchase fuel where there's good turnover, this would be the place.

Demopolis » Fairhope, AL

From Demopolis, we cruised on the Black Warrior Waterway, the southern section of the Tombigbee River from Demopolis to Mobile.

After cruising 98 miles, we spent the night at the legendary Bobby's Fish Camp at MM 118. Just below Bobby's Fish Camp is the Coffeeville Lock at MM 116. Once we transited the Coffeeville Lock, we were in saltwater with tidal flows. That was a whole new experience.

One night, we anchored near the confluence of the Alabama River at MM 52. During our last night on the rivers, we anchored in Big Bayou Canot at MM 16—only 28 miles from our next port, Fairhope, Alabama. We dropped the hook up a small tributary off the Black Warrior River. The cruising guide warns: "The owls at night may scare you the first time you hear them. You will swear there is a wolf barking in a tree near you."

Completing our rivers voyage, we reached the Gulf of Mexico and docked at Fairhope, Alabama, on the east coast of Mobile Bay.

In our next installment, we cruise from Mobile along the Florida Panhandle across the Gulf of Mexico to the west coast of Florida. From there, we head to Key West and the Bahamas. The adventure of a lifetime continues.

John Simons is a member of Waukegan Sail & Power Squadron/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



SAVE THE PT BOAT INC.



PT-658 is on the National Register of Historic Places.





The U.S.S. LCI-713 deployed troops in the Pacific during WWII.

AMPHIBIOUS FORCES MEMORIAL MUSEUM

Preserving naval history

Fort Vancouver Sail & Power Squadron/32 members had an opportunity to tour PT-658 and LCI-713 on Swan Island in Portland, Oregon, in May 2019.

In 1993, PT-658, a partially submerged and rotting derelict, sat in San Francisco Bay. Today, it's a priceless piece of American history you may occasionally see in Portland Harbor. The only authentically restored and operational PT boat in the world, PT-658 is on the National Register of Historic Places, thanks to 15 former PT boat veterans who formed a nonprofit organization, Save The PT Boat Inc., and acquired the vessel. After PT-658 was taken up the West Coast to Portland, these veterans and other volunteers replaced many parts of the badly rotted wood hull. They restored the three 1,850-horsepower Packard V-12 engines as well as the ship's complex electrical system and added armament. On Aug. 30, 2004, after 10 years of restoration, PT-658 ran under its own power, fulfilling the veterans' project mission "To Take One Last Fast Ride."

After touring the PT Boat, squadron members crossed over a work barge and entered the U.S.S. LCI-713 through the bow doors troops deployed from in the Pacific islands during World War II. Under restoration by volunteers from the Amphibious Forces Memorial Museum, a Portland-based nonprofit, LCI-713 is on the National Register of Historic Places and is the only World War II U.S. Navy amphibious infantry landing craft of its type still afloat. After the war, it had a couple of owners. For years the vessel lay partly sunk in the Columbia River near Stevenson, Washington.

The museum acquired LCI-713 in 2003 and, with state and private local grants and donations, bought replacement engines and steel plate to repair the 75-year-old hull. Volunteers have restored about 80% of the ship above the waterline. Parts are in storage until the museum can find a marine engineer to come up with a dry dock plan for the next phase of restoration.

We crawled all over the ship then enjoyed navy bean soup and biscuits in the common area, thanks to Chef Rich Lovell. Before leaving, we presented an honorarium to museum president Rick Holmes.

To donate or learn more about these organizations, visit *amphibiousforces.org* and *savetheptboatinc.com*. Both are doing a great job preserving our naval history. –*John Donnelly*

This article was first published in The Lookout, newsletter of Fort Vancouver Sail & Power Squadron/32.

Rat race respite

District 5's 2019 summer cruise to Crisfield, Maryland, on the Chesapeake Bay included stops at Mears Point Marina on Kent Island, Knapps Narrows Marina on Tilghman Island and Zahniser's Marina on Solomons Island.

We called this cruise the "Rat Patrol" after District 5 commander Walter Neese's boat, *Rat Ark*. I created a cruise logo, which we used on bright yellow cruise pennants. Ten boats, including three sailboats, started the cruise at Kent Island.

On Saturday and Sunday, we survived 100-degree temperatures at Kent Island. Kent Narrows Sail & Power Squadron member John Locke gave some of us a ride to Kent Island Yacht Club to watch the cocktail class boat races. My grandkids' team won first and second prize with my race boat, *Pink Lady*.

On Sunday, we toured Kent Island's Blackwater Distillery, starting at its old location before moving on to its new location's tasting room, where we sampled vodka and rum. We couldn't walk far in the heat, so several Kent Island Squadron members gave us rides to Fisherman's Inn, where we had a great dinner.

On Monday, we cruised to Knapps Narrows Marina. After docking along the marina's extended pier, some cruisers bicycled to Tilghman Island and back, while others enjoyed the pool.

Rain on Tuesday gave everyone a chance to relax, and our stay at the marina ended with a beautiful sunset.

We cruised 30 miles to Zahniser's Marina at Solomons Island in perfect weather on Wednesday. After bike rides and a trip to the pool, we celebrated Betty Wilmot's birthday. At 88, she still goes water skiing daily at her lake house.

On Thursday morning, we cruised to Somers Cove Marina at Crisfield, where John O'Reilly of Cambridge Sail & Power Squadron and Apryl Bernard of Absecon Island Squadron organized a great district summer council and rendezvous. Thanks to all who made the District 5 cruise successful and fun.

–John Wilmot

This article was first published in Anchor Watch, newsletter of Annapolis Sail & Power Squadron/5.





Top: District 5 Commander Walter Neese of Dundalk Sail & Power Squadron holds a "Rat Patrol" cruise pennant.

Bottom: Ralph and Nance Bernard, Absecon Island Power Squadron; Judy and Randy Stow, Smith Mountain Lake Sail & Power Squadron; and Betty Wilmot, Annapolis Sail & Power Squadron



Donation brings hope

At the January meeting of America's Boating Club Grand Lake, Commander Mary Alice Moore presents a $1,225 check to Ralph Richardson for the Home of Hope Inc. of Northeast Oklahoma, which provides programs for intellectually disabled individuals.



DEBRA ALLEN

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

—Alfred, Lord Tennyson

P/C Clinton R. Albrecht, AP
Annapolis (MD) Squadron/5
Senior Member, 20 mm

P/Lt/C Jerry D. Anderson, P
Phoenix (AZ) Squadron/28
Life Member, 28 mm

Larry S. Babin
Port Huron (MI) Squadron/9
Senior member, 6 mm

P/Lt/C Andrew C. Backus, SN
Bellingham (WA) Squadron/16
Senior Member, 19 mm

Michael L. Bodin, AP
Manatee (FL) Squadron/22
Senior Member, 13 mm

P/C Robert A. Boyack, SN
Harris Chain (FL) Squadron/23
Senior Member, 12 mm

P/C Virginia H. Brown, P
Delhigh (PA) Squadron/5
Senior Member, 24 mm

Lt Bernard Buhlinger, P
Detroit (MI) Squadron/9
Life Member, 40 mm

P/C Robert Campanella, SN
Peace River (FL) Squadron/22
Life Member, 28 mm

Jean C. Carl, S
Rockville (MD) Squadron/5

P/C Paul. L. Cartwright, AP
Peace River (FL) Squadron/22
Life Member, 30 mm

P/C David B. Cook, SN
Northern Neck (VA) Squadron/5
Senior Member, 20 mm

P/Lt/C Gary Thomas Corcoran, JN
Delhigh (PA) Squadron/5
Senior Member, 10 mm

P/C Frederick D. Cornford, SN
Cape Lookout (NC) Squadron/27
Senior Member, 17 mm

P/Lt/C Donald A. Farrell, AP
Staten Island (NY) Squadron/4
Emeritus Member, 56 mm

P/C Les Figular, SN
Shrewsbury (NJ) Squadron/4
Life Member, 30 mm

Donald J. Gagne, JN
Shrewsbury (NJ) Squadron/4
Life Member, 27 mm

George Garance
Fort Macon (NC) Squadron/27
2 mm

P/C Chester L. George, AP
Patuxent River (MD) Squadron/5
Life Member, 39 mm

Fred Glasper Jr., P
Chicago (IL) Squadron/20
Senior Member, 10 mm

Joseph X. Grassi, S
Chicago (IL) Squadron/20
Senior Member, 8 mm

P/Lt/C Joseph C. Gravish, N
Shrewsbury (NJ) Squadron/4
Senior Member, 17 mm

Cdr Thomas J. Hamilton, SN
Huntsville (AL) Squadron/17
Senior Member, 19 mm

P/Lt/C Erna Hammerton, AP
Cambridge (MD) Squadron/5
Life Member, 25 mm

George F. Hammond, P
Manatee (FL) Squadron/22
1 mm

Nancy Healey
Sanibel Captiva (FL) Squadron/22
1 mm

Charlotte Hofmann, P
St. Petersburg (FL) Squadron/22
Senior Member, 22 mm

P/C Wilbert Holmer, JN
Bayside (NY) Squadron/3
Senior Member, 17 mm

P/C Purvis D. Jackson Jr., SN
Coral Ridge (FL) Squadron/8
Life Member, 31 mm

P/N/F/Lt Dick Jarmon, SN
Birmingham (MI) Squadron/9
Emeritus Member, 54 mm

P/C Byron C. Johnson, P
Bellingham (WA) Squadron/16
4 mm

June B. Jones
Sebastian Inlet (FL) Squadron/8
Senior Member, 10 mm

P/C Dave Kelln, P
Fort Vancouver (WA) Squadron/32
Senior Member, 7 mm

Leonard Kroll, AP
Shrewsbury (NJ) Squadron/4
Life Member, 31 mm

P/C Kathleen T. Linsenmeyer, SN
Patapsco River (MD) Squadron/5
Life Member, 26 mm

P/R/C John A. Lucchesi, SN
Lake Candlewood (CT) Squadron/2
Life Member, 44 mm

Lt John A. McCurdy, AP
Detroit (MI) Squadron/9
Senior Member, 23 mm

Fred H. Meyer, SN
Cape Coral (FL) Squadron/22
Life Member, 28 mm

P/C Gary W. Mink, P
Manatee (FL) Squadron/22
Senior Member, 12 mm

P/C John Neubert, AP
Detroit (MI) Squadron/9
Life Member, 30 mm

P/C Alexander M. Reilley, AP
Delaware River (PA) Squadron/5
Life Member, 31 mm

Lt Jonathan P. Rice, N
Springfield (MA) Squadron/1
Life Member, 33 mm

P/C Harold G. Riley, AP
Peace River (FL) Squadron/22
Emeritus Member, 57 mm

P/C Frank J. Rus Jr., SN
Chicago (IL) Squadron/20
Life Member, 46 mm

P/C William C. Schultz Jr., SN
Santa Barbara (CA) Squadron/13
Senior Member, 15 mm

Lt Donna Skoglund, P
Port Huron (MI) Squadron/9
Senior Member, 24 mm

P/C Irving "Irv" Smyle, AP
Great South Bay (NY) Squadron/3
Life Member, 30 mm

Henry W. Timm, SN
Shrewsbury (NJ) Squadron/4
Life Member, 47 mm

P/C Winfield "Scott" S. Tompkins, AP
Kent Narrows (MD) Squadron/5
Life Member, 34 mm

P/Lt/C Richard H. Treadway, SN
Peace River (FL) Squadron/22
Life Member, 31 mm

P/R/C Gene R. Van Rhee, SN
Lansing (MI) Squadron/9
Life Member, 49 mm

P/D/C Lacey M. Williams Jr., AP
Mohawk Hudson (NY) Squadron/2
Senior Member, 19 mm

Eleanor Yarranton, P
Portsmouth (NH) Squadron/19
1 mm

MERIT MARK AWARDS

Senior Member, 5 merit marks

Life Member, 25 merit marks

Emeritus Member, 50 merit marks

HOW TO SUBMIT

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

DESTINATIONS
WAYPOINTS
BOATING GONE BAD
BITTER END AND MORE

BUY A GIFT SUBSCRIPTION AT
www.shopusps.org/TheEnsign

ACCESSORIES

GETTING HARD FOR YOU OR GUESTS TO GET ON OR OFF YOUR BOAT?
WE CAN HELP!
"New adjustable gangplank system now available."
3 models for dock or boat mounting
SEE OUR VIDEO AT SAFASHOR.COM
Contact us at *info@safashor.com*
or call today 772-828-2696

INSURANCE

ATTENTION USPS MEMBERS Call 800-553-7661 for USPS Boat Insurance quotations. Lawrence Fox Agency, Massapequa, N.Y. Established 1959. Designated Agent USPS. Agent – GEICO Marine Insurance. *www.boatinsurancestore.com*

CONNECTICUT MEMBERS Yacht and small boat insurance with USPS or other marine companies. Please call Ross Hatfield at 203-256-5660. Keep your life jackets within reach.

MARINE SURVEYOR Captain John Reichardt Accredited Marine Surveyor, SAMS, AMS, ABYC-standards certified. Covering all of New England. Member ABYC, SAMS, USPS; 508-813-4053 *captnjohn1@comcast.net captainjohnmarinesurveyors.com*

CLASSIFIED RATES
$1 per word, $25 minimum. Artwork is $25 per column inch. Submit payment and materials to The Ensign, PO Box 31664, Raleigh, NC 27622 or email *ensign@hq.usps.org.*
Fall deadline: Aug. 1, 2020

Like us on Facebook!

Follow America's Boating Club at facebook.com/uspowersquadrons

Worried About the Dangers of Boarding and Disembarking From Your Boat?

Safashor
"The Safe Boarding Way Is Here"



"The Hard Way" *"The Safe Way"*

Safashor is an *adjustable* gangplank system that allows you and your guests easy on and off transition, safely bridging the gap from the boat to dock.

See our video at Safashor.com

Free Information Package
Dock and Boat Mount
Models Available

USPS MEMBER EXCLUSIVE!
Free Shipping members only
Use code **USPS-FS** (expires 11/15/19)

Contact Us Today At
info@safashor.com
Or Call 772-828-2696

MISCELLANEOUS







NAME TAG SUPPLIER Lake Norman Awards and Engraving offers USPS name tags in "ABC," "Branded" and "Traditional" styles. Call Dan Splawn for a current price list at 704-664-4662 or email him at *LNAwards@msn.com*



WANTED



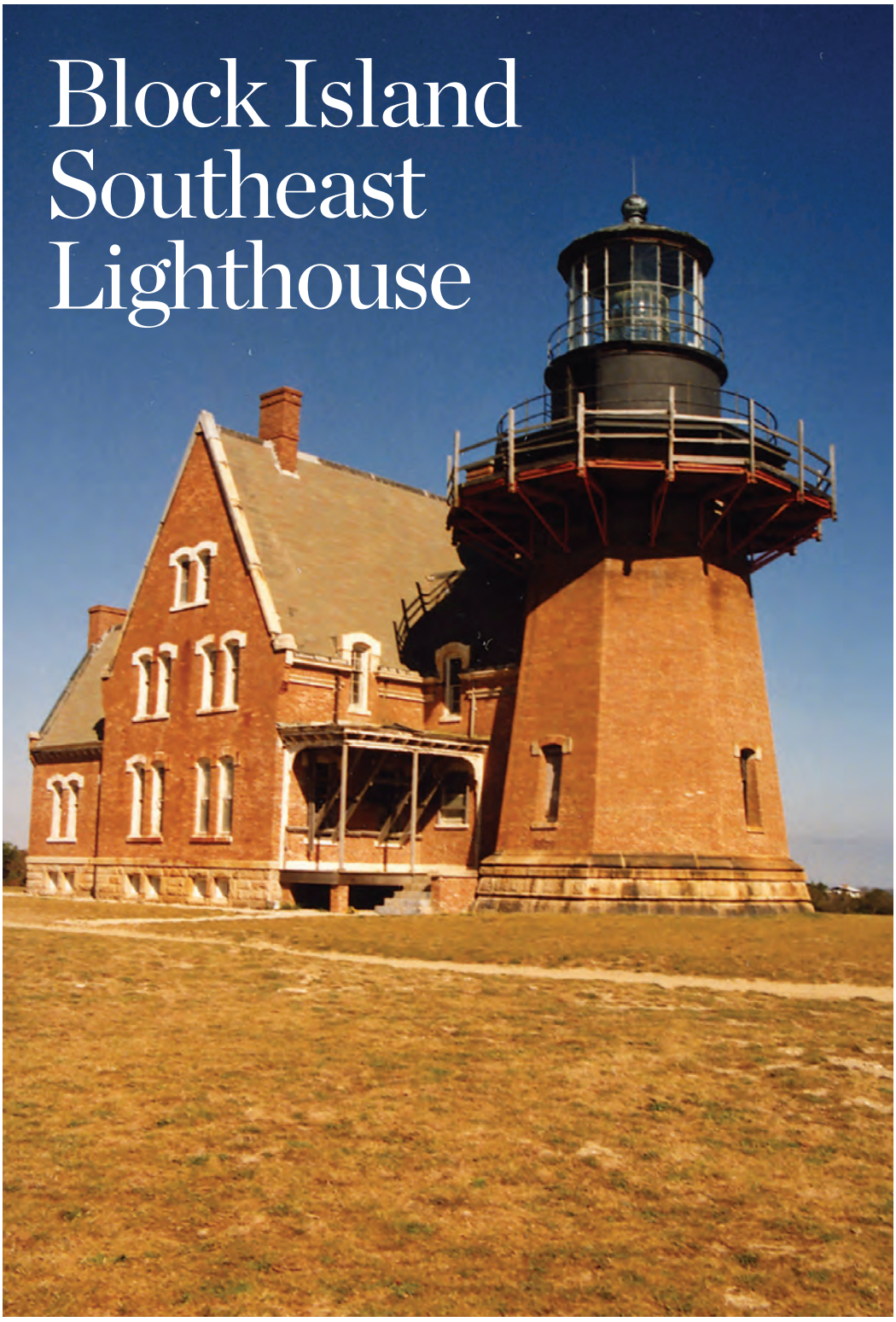
NAVIGATION RALLY??? An interesting navigational challenge plus an enjoyable social activity. Discover the fun in a cruiser navigation rally. *www.navrally.org*

GOING DIGITAL Starting with the Fall 2020 issue, The Ensign magazine will be going completely digital. You can find archives at *theensign.org/archive.*

Bitter End

A LIGHTER LOOK AT THE BOATING LIFE

Block Island Southeast Lighthouse



GEORGE H. DOERNER

A Victorian Gothic lighthouse with attached keeper's quarters was built on the Block Island's Mohegan Bluffs in 1875 to serve the hundreds of New York harbor-bound vessels passing the island just off the Rhode Island coast.

The completed lighthouse was one of the country's finest and best-equipped light stations, with a first-order Fresnel lens and a fog signal. The light was the strongest on the New England coast.

By 1983, the eroding bluffs threatened the lighthouse, and the Block Island Historical Society secured private and federal money to move it. The U.S. Coast Guard turned the lighthouse over to the historical society, and the lighthouse was moved 360 feet inland in 1993.

In 2011, we took a ferry from Montauk, New York, and walked 30 minutes to Block Island Southeast Lighthouse to see the unique architecture and well-kept structure. The lighthouse has a small museum and gift shop. We climbed the 52-foot lighthouse tower. Its first-order Fresnel lens came from North Carolina's Cape Lookout Light. The priceless original Fresnel lens, taken out before the move, is in the museum. The light has a 20-nautical mile range and still guides ships after more than a century.

–Bridget Doerner

Where away?



Email *ensign@hq.usps.org* by July 31 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. Allison Rothermel and others correctly identified the Spring 2020 location of Château de Josselin in France. The Ensign is always accepting new photos for Where away? Send your photos to the above email for possible inclusion in an upcoming issue!

ROLIN WALTON

TRANSOM TALES

With a lifelong desire to cruise America's Great Loop, my wife Jonell and I bought a 43-foot Viking Double Cabin. After brainstorming boat names, we asked friends to vote on the top five. Our 13-month adventure aboard *Gettin' Looped* described at *gettinlooped2017.com* was the trip of a lifetime. *–Mike and Jonell Murphree*



"To reach a port, we must set sail. Sail, not tie at anchor. Sail, not drift."

–Franklin D. Roosevelt



TRANSOM TALES

When my husband Robert and I bought our 27-foot Harris Kayot deck boat, it was named *Da Boat*. We thought communicating that in an emergency call could sound like a Laurel and Hardy comedy skit. We tossed around names, but nothing fit. One day we looked at a photo of our beautiful Newfoundland, Water Lily, on our boat. She loves boating and is our Marco Island Club Mascot. We both said what a lucky dog she is. That was it! We named the boat *Lucky Dog*. *–Rhonda Gloodt*

CONTACT US

HEADQUARTERS
1504 Blue Ridge Road
Raleigh, NC 27607

Call 888-367-8777
Fax 888-304-0813
contactme@hq.usps.org
M–F 8 a.m.–4:30 p.m. ET

General information
contactus@hq.usps.org
ext. 235

Help desk
help@usps.org

DEPARTMENTS

Accounting
jeffersonk@hq.usps.org
ext. 221

Education
millsmp@hq.usps.org
ext. 222

Grants
grants@hq.usps.org
ext. 213

Marketing
brownt@hq.usps.org
ext. 228

Membership
Districts 1–8, 27–34, 50
hollowayd@hq.usps.org
ext. 229

Membership
Districts 9–26
stevensl@hq.usps.org
ext. 219

Publications
news@hq.usps.org
ext. 226

Shipping
ruizc@hq.usps.org
ext. 214

MISCELLANEOUS

Merit Marks
padrol@hq.usps.org
ext. 212

Vessel Safety Checks
padrol@hq.usps.org
ext. 212

Educational Fund
PO Box 30423
Raleigh, NC 27622
awentworth@aol.com

GO ONLINE

America's Boating Club
americasboatingclub.org

USPS member website
usps.org

USPS Ship's Store
www.shopusps.org

The Ensign
theensign.org

America's Boating Compass
boatingcompass.org

USPS Member News
bit.ly/USPSMemNews

Change your address
addresschanges@hq.usps.org

Renew dues & contribute
usps.org/dues

Get member benefits
bit.ly/ABCbenefits

National Directory
bit.ly/USPSdirectory

Print your merit mark
bit.ly/printMM

USPS Operations Manual
bit.ly/USPSOpsMan

Submit VSC reports
bit.ly/VSCreport

USPS Endowment Fund Inc.
uspsendowment.fund

Boat Live 365
boatlive365.org

America's Boating Channel
americasboatingchannel.com



USPS Boat Insurance Program

Competitive Rates. Great Coverage. 24-Hour/365 Day Claims Service.

Savings Exclusively for USPS Members



Capitalize On Your USPS Membership

Enjoy superior service, reliability and coverage **EXCLUSIVELY** for dues-paying USPS members

- Premium credits available for USPS safety courses and vessel safety check!
- Small claims forgiveness
- 100% Hurricane Haul Out reimbursement up to $1,000
- 12 month navigation – no restrictions for winter layup
- 30-year partners with USPS

Take a minute of your time and get a quote by calling us at **1-800-763-8777** or get a quick quote online at **www.uspsboatinsurance.com**

*Coverage and discounts may not be available in all states and are subject to carrier restrictions.