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

the Ensign®

Summer 2024



Fall into Pittsburgh

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NATIONAL MEETING

Join us in Pittsburgh, our host city for the 2024 Governing Board Meeting

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HAWAII TO CALIFORNIA

Boater reminisces fondly on a 19-day voyage at sea with a friend

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FROM THE CLASSROOM TO THE MED

Membership and education fuel a lifetime of boating adventures

Ship's Store

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Support America's Boating Club with branded merch! Be sure to check out the **Ship's Store** for more swag. Our online shop is updated regularly.

2/



1/



3/



4/



1/ Men's Packable Rain Jacket
S–XXXL
$60–$66

2/ Unisex T-Shirt
M–XXXL
$23–$29

3/ Women's Open Front Cardigan Sweater
S–XXXL
$68–$76

4/ Colorado Trail Boonie Cap
$28

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Your guide to United States Power Squadrons, America's Boating Club

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Mike Wiedel
National Executive Officer

Times, they are a-changin'

Ensuring a bright future for America's Boating Club means embracing change

BY MIKE WIEDEL

With boating season in full swing in the U.S. and Canada, I hope you are enjoying the warmth of summer to its fullest. No matter what type of boating you do, America's Boating Club, United States Power Squadrons, is the premier organization to help you get the most enjoyment from your on- and off-the-water experiences.

New marketing partners

We gave contracted with the marketing firm Marine SEO to help us take advantage of changing trends in the recreational boating industry. Chosen because of its experience in the marine industry and enthusiasm for our organization, Marine SEO will review our national, district and squadron websites and recommend changes for a simpler, consistent design. They will also coordinate national promotional campaigns that will benefit all levels of the organization.

New headquarters leadership

I had the opportunity to spend a few days at national headquarters in Raleigh, North Carolina, to welcome new Executive Director Maureen Healey on behalf of the Board of Directors. Maureen brings a wealth of knowledge and experience in the recreational boating industry to our organization. Her enthusiasm for the position and her excitement at being part of this 110-year-old organization were evident. This change in management offers us a rare opportunity to redefine our organization as stronger, leaner and more vibrant. I was also impressed by the headquarters staff. These dedicated and knowledgeable men and women work tirelessly to make your member experience a valuable and rewarding one.

New member management system

A new member management system, iMIS, is replacing our aging information technology infrastructure. This change will allow those

dedicated headquarters staff to better serve you. Membership data will be easier to access. It will enable districts and squadrons to better manage communications with members, and it will allow a centralized calendar and online payment system for events at all levels of the organization. To boot, iMIS will allow us to better manage our online course presence. It will also decrease administration costs, enhance data security and allow us to retire unsupported legacy systems.

The new system will have features members have been seeking for a long time. Members can manage their own profiles, renew their membership and send emails to other members. Plus, iMIS boasts many more features and benefits that will come online in the coming months. Training for squadron and district officers and members alike will start soon. Better yet, come to the Pittsburgh Governing Board in September for onsite demonstrations.

Change is scary, but without it we cannot grow and develop. To that end, I invite you to change as well. Become more involved with your squadron, aid a struggling boater and invite that boater to a function, wear your branded apparel when you go out; you'd be surprised what a conversation starter that can be. Promote the Vessel Safety Check Program—what a great opportunity to explain the benefits of joining America's Boating Club to a fellow mariner. Take ideas from the Marketing and Public Relations committees' branding manuals and adapt them to your squadron's promotional arsenal. If your squadron seeks younger members, the Environmental Committee and its mission might be of interest to this demographic. Cooperative Charting is a fun and rewarding activity for members of all ages and abilities.

Our mission to improve the competence, knowledge and enthusiasm of the boating community by providing high-quality boater education and enjoyable boating and social opportunities has not changed. I have no doubt our organization will adapt, thrive and become stronger. ❖

Change is scary, but without it we cannot grow and develop.

Mike Wiedel has served on the National Bridge since February 2022. Mike and his wife, Kim, are members of Milwaukee Sail & Power Squadron/10. His passion for boating began at age 8 on Shawano Lake in northeast Wisconsin, where he operated a 14-foot flat-bottom skiff, with a 5-horsepower Evinrude OB motor. Today, he and Kim spend time on their 22-foot Proline Center Console traveling Lake Michigan, Lake of the Ozarks and the inland rivers.



I want to remind every boater that it is imperative that ring buoys be available for instant use.

The proper storage of ring buoys

During a Caribbean cruise on the cruise ship *Silver Dawn*, I decided to get off at Tortola, British Virgin Islands, to take advantage of an island tour. Riding in a truck that had been converted into a bus by adding a few rows of bench seats, we stopped at various points to take photos of the marvelous views of both the Atlantic and the Caribbean. At certain points, we could see our ship in the distance.

Halfway through the tour, we stopped at a beautiful beach where I enjoyed a taste of the local rum punch. The time came to head back to the ship. As I was walking down the docks toward our ship's gangway, I noticed three or four ring buoys along the dock—I presume for decoration, since they were of no use to save anyone from drowning. I snapped a photo of one of the ring buoys.

When I returned to the ship, I contacted the ship's safety officer and presented him with the photo I had taken. He smiled and told me he would contact the ship's captain. Later, I learned that the captain had contacted the dockmaster and relayed the problem. To this date, I don't know whether the problem has been remedied.

I want to remind every boater (and pool owner) that it is imperative that ring buoys be available for instant use. This means that the line attached to the buoy must be flaked (looped) and stored so that one would be able to take it off the hook (or wherever it's hanging) and throw it to the person in need while paying out the line and holding the bitter end. If the line is tangled or tied in such a way that immediate use is impossible, you might as well not have the buoy at all. *–Allan Furtado*

HOW TO SUBMIT READER LETTERS

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



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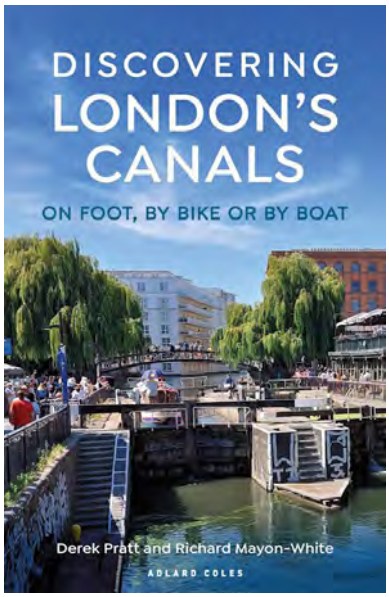
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Ship's Library



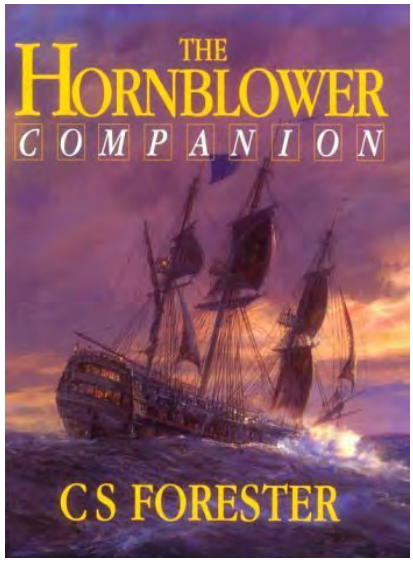
Discovering London's Canals on Foot, by Bike or by Boat
Derek Pratt & Richard Mayon-White
Adlard Coles, starting at $18

Exploring London's waterways

This excellent publication guides the reader on a tour of the canals built to support London. With color photographs and vivid descriptions, the authors take you on a canal-by-canal tour, from the starting point to the Thames River and to London. Some canals ceased to exist for economic reasons and became roadbeds for new railroad lines. If you are planning to visit England and want to see something other than the usual tourist spots, this guide would be a useful publication to take with you.
–C. Henry Depew

The naval exploits of Horatio Hornblower

After being introduced to the Hornblower stories in junior high school, I read the entire series over the years. Originally published in 1964, this compilation of fictional stories based on the Napoleonic wars helped me understand geography and naval warfare while being fun to read. This book's first section contains 30 maps of waters sailed by the protagonist, Horatio Hornblower. A text description accompanying each map details the sequence of events occurring in that area and in the corresponding story. The text contains lovely illustrations in the margins. As a companion to the stories, the book contains Forester's personal notes on writing each story, his motivations, the problems he encountered and the solutions he came up with, making this book a joy to read. *–C. Henry Depew*



The Hornblower Companion
C.S. Forester
Naval Institute Press, starting at $11.06



2024

Sep 22–29
Governing Board Meeting
Pittsburgh

Nov 13–17
BOD Meeting
Raleigh, N.C.

2025

Feb 3–9
Annual Meeting
Orlando, Fla.

SQUADRON HIGHLIGHT



Building lifesaving skills with first aid training

As Marco Island Sail & Power Squadron commander, I view building the skills of the boating community in tactical first aid (CPR and automated external defibrillators) as a civic duty. Our marketing committee and key bridge leaders have invited the Marco Island boating community to form a coalition to emphasize training that will save lives when minutes count.

Our goal is to build a critical number of Marco Island residents into individuals who are skilled in resuscitation and can confidently assume leadership when decision making and acting make a difference to someone's life. This is the first line of defense before EMS arrives.

The national average survival rate for sudden cardiac arrest in the U.S. remains very low, generally around 5 to 10%. For each additional minute a person is in cardiac arrest, there is a 10% decrease in the chance of survival.

In King County, Washington, one small community north of Seattle decided to make AEDs available throughout the town. They combined AED availability with skilled residents and improved survival rates to as high as 40 to 60%. That is remarkable!

Members of Marco Island Sail & Power Squadron, the U.S. Coast Guard Auxiliary, Marco Island Yacht Club, Marco Island Cruise Club and other boating enthusiasts have come together to develop skills in first aid and awareness of how to improve personal safety. The training is hands-on and tactical, using a dummy and an AED.

The national average survival rate for sudden cardiac arrest in the U.S. remains very low, generally around 5 to 10%.

These skills can be equally applied to stabilize a guest who injures himself on your boat during a Sunday outing or a stranger who stops breathing and collapses in the parking lot outside the supermarket. What we must learn to do is lead at the scene and act: Call 911, begin compressions, and secure and deploy a nearby AED. It takes confidence to lead a team of bystanders in these circumstances.

Our boating community shares a culture of camaraderie, enjoyment of boating, and a focus on building safe boating and navigation skills. We believe many members have an interest in strengthening and refreshing their personal safety and first aid skills.

The skills learned may help save a life, but at a minimum it will give you confidence to help a mate find comfort while waiting for emergency help to arrive. These skilled individuals become assets for the community.

Geoff Fahringer, our squadron safety officer and class instructor, calls us trained "sheep dogs" because sheep dogs guard the sheep.

In April, Marco Island's boating community launched the first of many classes to come. We encourage everyone to sign up and invite friends and neighbors to attend; we want a critical mass of Marco Island residents to become skilled in lifesaving techniques.

A second set of classes, Situational Awareness, are meant to improve anticipation skills.

Situational awareness training touches on common sense precautions that we can take, such as having a plan, analyzing your environment, identifying threats, trusting your instincts and knowing how to avoid being a victim. For example: If you are in the mall and there is an active shooter, how can you improve your chances to make it out safely?

After taking these classes it becomes our duty to be safe and not add to the statistics. *–Nanette Rivera*

USPS NEWS

Auxiliarist wins 365 Safe Boating Beacon Award

After receiving nominations from coast to coast, Boat Live 365 awarded its 365 Safe Boating Beacon Award for 2024 to Henry Cespedes of Miami.

"Henry Cespedes has been a recreational boater for more than 50 years, but beyond that, his unwavering commitment to recreational boating safety is the epitome of community service," says Jim Emmons, executive director of Water Sports Foundation in Orlando, Florida.

Cespedes is a U.S. Coast Guard Auxiliary member and volunteer Spanish-language boating safety course instructor. For nearly a decade, Cespedes has been the spokesperson for the Water Sports Foundation's USCG-administered nonprofit grant project, Boating Safety Outreach for Boaters, which engages Spanish speakers through Spanish language radio PSAs.

The 365 Safe Boating Beacon Award acknowledges volunteer leaders' efforts to enable boating safety education in recreational communities all year long. *–Boat Live 365*

New award promotes community partnerships

The Public Affairs Committee has announced a new award to recognize local clubs' efforts to build, sustain and promote beneficial local partnerships, emphasizing the value they bring and illustrating best practices across United States Power Squadrons, America's Boating Club. This new award consolidates several older Public Affairs awards and recognizes clubs building and promoting local partnerships.

Local community partnerships are the building blocks for your club or squadron's community relations foundation. They provide greater visibility in your community for your club, help attract new students to your classes and promote the benefits of membership. Promoting those local community relationships through positive publicity emphasizes your club's value to your community.

Look online for more information about the award and how to apply.
–Ron Jones



"Henry Cespedes' unwavering commitment to recreational boating safety is the epitome of community service."

Alcohol continues to be the leading known contributing factor in fatal boating accidents.

BOATING NEWS

USCG releases 2023 Recreational Boating Statistics

According to recently released U.S. Coast Guard Recreational Boating Statistics, boating fatalities and incidents decreased in 2023.

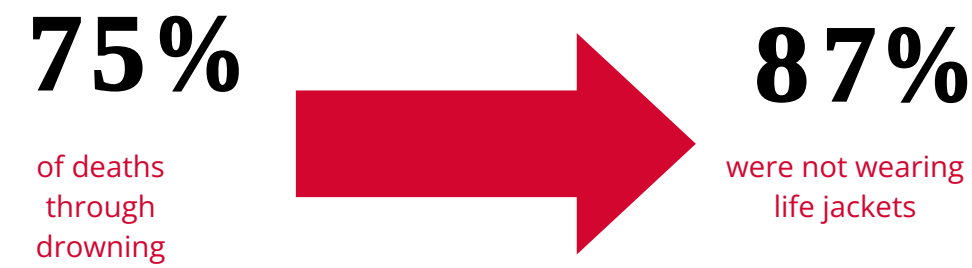
Fatalities fell by 11.3% from 2022, while overall incidents decreased by 4.9%. Nonfatal injuries also declined by 4.3%. Alcohol continued to be the leading known contributing factor in fatal boating accidents, accounting for 17% of total fatalities.

The data also shows that operator inattention, improper lookout, operator inexperience, excessive speed and machinery failure ranked as the top five primary contributing factors in accidents.

Deaths occurred predominantly on vessels operated by individuals who had not received boating safety instruction, accounting for 75% of fatalities. Open motorboats, personal watercraft and cabin motorboats were the vessel types most involved in reported incidents. Drowning accounted for 75% of deaths, with 87% of those victims not wearing life jackets. Additionally, there was a slightly higher percentage of deaths attributed to canoes and kayaks compared with other vessel types.

In addition to wearing a life jacket and taking a boating safety course, the Coast Guard recommends all boaters attach the engine cutoff switch, get a free vessel safety check and abstain from drinking and boating. Boaters should also check the weather and water conditions prior to getting underway.

Read the full 2023 Recreational Boating Statistics report at uscgboating.org.
—U.S. Coast Guard





#ICYMI

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

America's Boating Club Lakeland received the Fort Myers Power Squadron Multimedia Teaching Aid Award at the District 22 Conference for its video on locking through on the Winter Haven Chain of Lakes.

America's Boating Club Peace River set up a booth at the Punta Gorda Home and Garden Show at the Charlotte Harbor Event and Conference Center.

America's Boating Club of Bremerton kicked off its 73rd year with a Change of Watch in April.

Akron Sail & Power Squadron taught a two-day America's Boating Course class in which all 12 students passed the exam. Three even joined the squadron.

America's Boating Club of Cape Coral members attended a Cooperative Charting group meeting. Earlier, a Cooperative Charting group made a 75-mile run to check aids to navigation.

Central Wisconsin Sail & Power Squadron members promoted boating safety at the Portage County Safety Fair during National Safe Boating Week.

America's Boating Club Atlanta hosted some kids on a nautical learning adventure in preparation for sail camp. For National Safe Boating Week, the club also helped collect over two dozen life jackets to Lake Lanier Association's life jacket loaner stations.

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

Want to share what your squadron did for National Safe Boating Week 2024? Email stories and photos to ensign@hq.usps.org.

In Memory



P/C/C Ernest Marshburn, SN

November 16, 1954–March 10, 2024

The loss of a leader

The United States Power Squadrons, America's Boating Club, community lost a leader when P/C/C Ernest Marshburn, SN, crossed over the bar March 10, 2024.

Ernie was a husband, brother, uncle and teacher. Having earned his doctoral degree, he held many leadership positions during his 45 years of service to East Carolina University in Greenville, North Carolina, including director and senior research scientist, director of research development in the Office of the Vice Chancellor for Research and Graduate Studies, and director of strategic initiatives in information technology and computing systems.

Ernie's love of sailing led him to America's Boating Club, United States Power Squadrons, where he became a member of District 27's Tar River Power Squadron in 1984. He worked his way up in the squadron leadership while finding time to teach the boating course and other courses squadron members wanted. He moved up the District 27 leadership chain, becoming district commander in 1994. In 1996 he was elected Assistant National Secretary. Afterward, he joined the National Bridge as National Secretary and was elected Chief Commander in 2006.

As a strategic planner, Ernie saw the need to reorganize the governance of United States Power Squadrons. He led the Operating Committee in streamlining operation of the organization, overseeing the formation of the Board of Directors. He also addressed declining membership with the national program "The Power of One." Ernie was proud to have the Chief Commander's blue flag in Tar River the same year the district commander was also a Tar River member, thus having all three blue commander flags reside in his squadron.

On the fraternal side, Ernie was highly competitive. You didn't play beanbag baseball with him unless you brought your A game. Ernie was someone who became your friend the moment you met him. He may be physically gone, but he remains in our hearts.

May you rest in peace, Chief, and welcome us when it is our turn. *–Jamie McCurry*



SARI LAFFERTY

Remembering a media giant

Beloved husband, father and grandfather Marty Lafferty, of Amesbury, Massachusetts, passed away unexpectedly on April 5, 2024. He is survived by his wife, Sari Lafferty; children and their spouses, Alana Lafferty and Erez Amit, and David and Emily Lafferty; and grandchildren, Bear Amit, Ryder Amit and Ada Lafferty.

Marty grew up in Niskayuna, New York, and developed a passion for directing and boating that kept him busy every season for his entire life. Marty was professionally trained as a film and television producer-director, earning his MFA at the Yale School of Drama. Combined with his passion for safe boating and educating others, creating, producing and directing America's Boating Channel became his legacy.

His impressive career included overseeing the first multichannel television coverage of the Summer Olympics for NBC; the creation and launch of Headline News and TNT for Turner Broadcasting System; and serving in video content management roles at Microsoft TV, FutureVision and Tempo TV. He has received numerous awards, including the National Cable Television Association President's Award for executive producing telecasts of the cable industry's annual national programming awards show with Dick Clark Productions. From 2002 onward, Marty was a managing partner of Lafferty Media Partners LLC, advancing creative projects and providing management and creative services.

He loved boating, skiing, reading and dining with his family. Marty established a scholarship fund for Niskayuna High School students. He and Sari were among the founding members of Congregation Ahavat Olam.

Marty was actively involved at all levels of United States Power Squadrons, America's Boating Club. Having earned the grade of Advanced Pilot, he was a member of Annapolis Sail & Power Squadron, past commander of Kent Narrows Sail & Power Squadron and past District 5 commander.

He is well known for being the brains and brawn behind the wildly popular America's Boating Channel. Marty and his beloved wife and copilot Sari would travel around the country directing, filming and producing safe boating videos. It was incredible how Marty and Sari could show up in one new town after another, assemble the local squadron members—a bunch of amateur actors—and guide, coerce and bribe them into becoming action video heroes. Kind and generous, Marty made stars out of all of us and left close and beloved friends scattered across the country.

It was because of one such video production that Marty and Sari became terrific friends and mentors of mine. He gave me the confidence to take on leadership roles in the squadron and district. I will never forget his infectious smile and the way he always had to stoop over just a little bit to get down to my level. He seemed to be 7 feet tall, but in fact Marty Lafferty was bigger than life. He leaves a huge hole in our lives. He will be sorely missed but never forgotten.

Donations can be made to Congregation Ahavat Olam or United States Power Squadrons.
–Jeff Short



STEVE ERICKSON

Marty and Sari receive the Canadian Safe Boating Council's 2023 Best Boating Safety Initiative Award.

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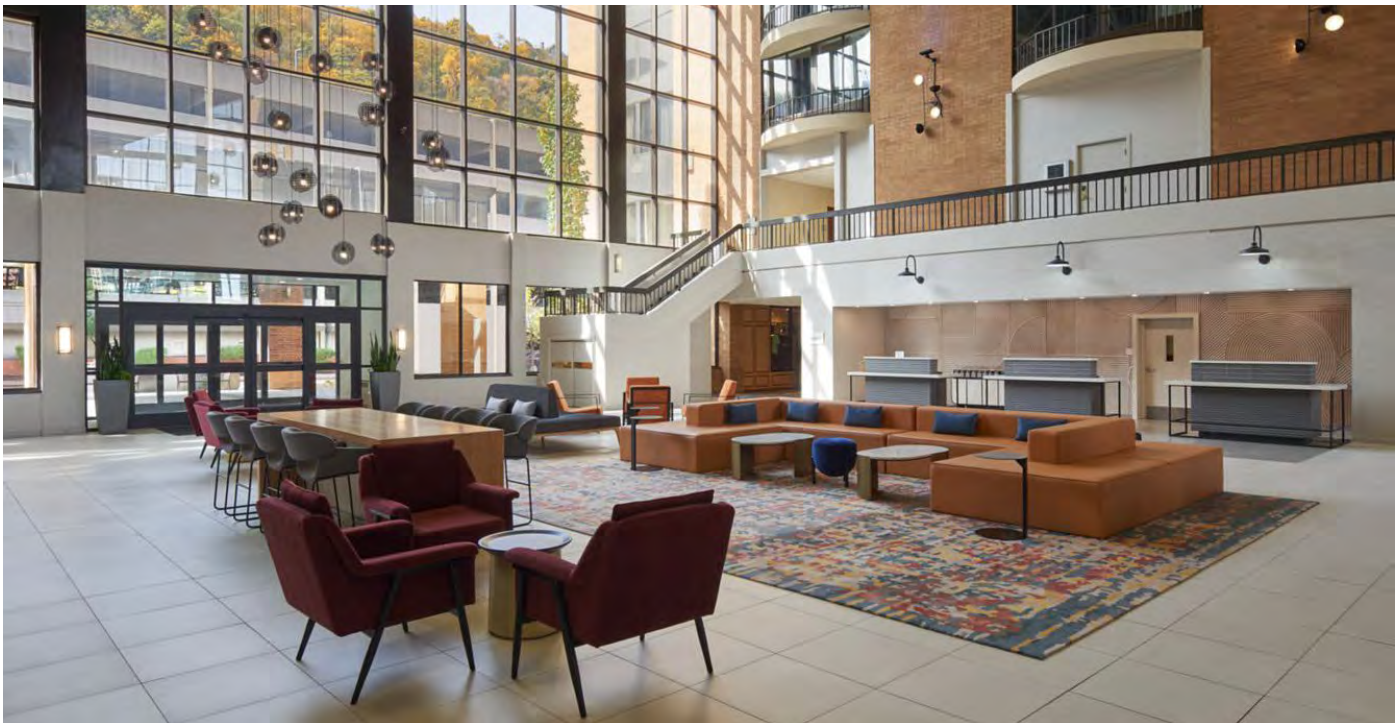
2024
Governing Board

Pittsburgh
Sept. 22–30



Join us in Pittsburgh this fall for the 2024 Governing Board of United States Power Squadrons, America's Boating Club. You'll get that small-town feel with all the big-city amenities you love while you partake in your pick of fun and educational activities with fellow members!

The National Meetings Committee has organized a great selection of events to enrich your stay in Pittsburgh, nicknamed the City of Champions. If this is your first national meeting, please let us know when you register for activities and events. You'll receive special perks for first-time attendees, including a Ship's Store discount.



Reserve your room

If you haven't already booked your accommodations for the 2024 Governing Board, do so by Aug. 21, the last day to get our group rate of $189 per night at the Sheraton Pittsburgh Hotel at 300 W. Station Square Drive in Pittsburgh.

Make hotel reservations

Plan your stay

Purchase your meal and event tickets before July 16 to save money with early-bird deals. For a preview of the exciting activities that await you in Pittsburgh, read on!

Purchase your meal and event tickets

Tuesday, Sept. 24

Pittsburgh Pirates vs. Milwaukee Brewers

5–10:30 p.m.

Back by popular demand! We'll be hitting PNC Park to enjoy an evening of baseball. We will travel to the stadium by water taxi on board the Gateway Clipper shuttle service, departing just steps from the hotel. Price includes round-trip shuttle and game ticket with a $10 voucher that can be used for ballpark concessions and souvenirs. Seats are limited, so sign up by Aug. 1.

Wednesday, Sept. 25

Pittsburgh Zoo & Aquarium

9:30 a.m.–2:30 p.m.

Journey through the African savanna to the jungle when you visit the Pittsburgh Zoo & Aquarium. You'll see fan favorites like lions, tigers, zebras, giraffes, and elephants, plus exotic animals such as the red kangaroo, the red panda and the adorable Kunekune pig. End your trip at the aquarium where you can see a blacktip reef shark, Pacific giant octopus, jellyfish and an electric eel.

The ticket price does not include transportation, so please plan to cover the cost of a rideshare service.

Thursday, Sept. 26

Carnegie Museums of Art & Natural History

9:30 a.m.–1:30 p.m.

When you first enter the Carnegie Museum of Art, you'll encounter large-scale sculptures in the open-air Sculpture Court and Fountain Plaza. Floors 1 to 3 of the shared museum space focus on objects of art and natural history. The exhibits—Dinosaurs in Their Time and From Egypt to Pittsburgh—may pique your fancy, or you can step inside the Hall of African Wildlife. The ticket price does not include transportation, so please plan to cover the cost of a rideshare service.

Comedy Show and Dinner

6–8 p.m.

Enjoy a full night of food and jokes with Pittsburgh's premiere standup comedian, David Kaye. If you're looking for an evening of laughing until your sides hurt, join us for "dinner and a comedian."

Friday, Sept. 27

The Carnegie Science Center

10:30 a.m.–2:30 p.m.

Interested in science? Explore the Carnegie Science Center with four floors full of interactive exhibits. General admission price includes Highmark SportsWorks; Mars: The Next Giant Leap, a 7,400-square-foot Mars exhibit; the USS *Requin*, the Navy's first radar picket submarine; the Buhl Planetarium and Observatory, which offers a variety of full-dome planetarium shows; and so much more! The ticket price does not include transportation.

Saturday, Sept. 28

BilgeSwabber's Ball Dinner-Dance

6–8 p.m.

Harken back to the days when you cleaned out the water (and more) from your bilge, a task that required special clothing. Dress up in your finest bilge cleaning attire and get ready to "swab the bilge" as we enjoy a buffet-style meal with rocking music—and maybe even prizes for the best-dressed bilge swabber. The BilgeSwabber's Ball is calling your name.



***Melodic*, a 1936 Elco 32-foot cruiser**

Safe on, safe off

Every boater needs a plan for maneuvering on and off their vessel

BY DANIEL FANNON

Walking the deck, inside cabin or the catwalk of a boat can make for quite a dance given that the surface under foot is always moving and unstable in one way or another. It's the most obvious difference we feel when leaving solid land and being on the water. It's also the first experience our nonnautical guests encounter when coming aboard, which makes it the first safety lesson we need to teach them.

The never-ending rule for everyone on board—old salt and novice alike—is constant diligence in watching your step and being prepared for all sorts of rolling and rocking. Take nothing for granted.

I remember the first year I had *Melodic*—in particular, one warm but breezy afternoon on New Jersey's Barnegat Bay. This was my first season on my first boat, and with only the beginning United States Power Squadrons, America's Boating Club, course under my belt, I asked then-Bayside Squadron Commander Sharon Molteni for advice on learning to control this

unruly bucket of wood. Sharon told me that since every boat is different, the best approach is to take the boat out and observe how it reacts to the water. In other words, *Melodic* itself would teach me, so I should listen to it. Excellent advice that has remained with me every moment I am at the helm. Thank you again, Sharon.

As I said, it was a breezy afternoon which, in the shallow waters of Barnegat Bay, meant serious waves of short duration. I stopped for a moment and walked to the aft open cockpit to take in the joy of the sea air and sunshine—a peaceful moment that quickly turned into my first lesson in boat dancing (or as it's known in District 3, the "Long Island Sound Two-Step"). *Melodic* has a round bottom, which responded to the waves by violently rolling 20 degrees starboard, 20 degrees port, back and forth.

Suddenly, I found myself on an uncontrollable Coney Island Tilt-A-Whirl and had to figure out how to get the 15 feet from the stern back to the helm so I could correct the bow toward the waves. Of course, as the boat rocked on its axis, I realized that the keel line was the only stable area. I did a tightrope walk dead center along the spine of the boat and gratefully reached the helm without injury.

Aside from being underway, the danger of falling or losing my footing most often happens when I am getting on or off the boat at the dock, particularly when I am coming into port and need to quickly jump off to tie up. *Melodic* has a high freeboard, so the step from the gunwale to the dock can be a dangerous one. When I'm in too much of a hurry, it's easy to lose my grip and fall. To avoid that, I devised a step-by-step procedure for where to put my hands and feet and how to orderly and safely step onto the dock.

As Sharon says, every boat is different, so I encourage each of you to make a definite on/off plan for yourself. Better to have a specific practice drill in mind when the situation arises than to wing it and risk the indignity of hitting the deck face-first.

I also have a stable step box that makes a big difference in getting on and off the boat. Made of heavy mahogany with a nonskid surface, it has the added benefit of being a storage box for brass polish and boat cleaners. It's just one more way you can make getting on and off your boat safer. ❖

The never-ending rule for everyone on board is constant diligence in watching your step. Take nothing for granted.

Dan Fannon joined Bayside Power Squadron/3 in 2003. His boat, Melodic*, is a fully restored 32-foot wood Elco cruiser built in 1936. Dan regularly sails* Melodic *from its homeport on the Hudson River in New Hamburg, New York, to the Long Island Sound, New York Harbor and the New Jersey coast.*

This article originally appeared in the June 2019 Bayside Power Squadron newsletter, Running Lights.



AUXPAD operators from Missouri and Minnesota on a safety patrol for 1,200–1,500 paddlers during the annual Floatzilla paddle in the Quad Cities region of the Mississippi River

PHOTOS COURTESY OF U.S. COAST GUARD AUXILIARY-PADDLECRAFT SAFETY DIVISION UNLESS OTHERWISE NOTED

AUXPAD

The U.S. Coast Guard Auxiliary paddlecraft safety program

BY JIM GREENHALGH

Paddlesports have surged in popularity in recent years due in part to the increased market availability of inexpensive paddlecraft. The sport's growth has also contributed to an increase in paddler fatalities. To address the need for boating safety education within the paddling community, the U.S. Coast Guard Auxiliary created a program called the Auxiliary Paddlecraft Program, or AUXPAD. AUXPAD originated in the USCG Auxiliary 5th District-Northern Region from a paddling safety program called the D5NR Paddle Craft Operator Program before going national in 2015.

On Feb. 10–12, 2024, AUXPAD held a winter training event at Fort De Soto in St. Petersburg, Florida. Auxiliarists from around the country attended this three-day event to train new AUXPAD operators and upgrade the skills and qualifications of existing AUXPAD operators and qualifiers. I spent a day

with this group, viewing their training, both on land and water, and learning how AUXPAD provides boating safety education to the paddling community and supports the priorities and objectives of the National Recreational Boating Safety Program's Strategic Plan.

AUXPAD program

The AUXPAD program has two components: AUXPAD Ashore and AUXPAD Afloat. Auxiliarists may participate in either or both programs, provided they possess the necessary qualifications. The auxiliary maintains a partnership with the American Canoe Association and utilizes ACA skills training programs to prepare and qualify AUXPAD operators for on-water operations.

AUXPAD Ashore Outreach

The foundation of the AUXPAD program, AUXPAD Ashore Outreach presents RBS activities to the recreational paddling community through public education and vessel safety checks. Program Visitation events disseminate boating safety information through local marine dealers and other boating safety partners. The Auxiliary's Public Affairs Division circulates paddling safety information via broadcast media, public appearances, displays and exhibits at boat shows and other public events.

Any auxiliarist may participate in the Ashore Outreach program; however, only qualified personnel may participate in Public Affairs, Program Visitation and vessel safety checks, and only qualified instructors may present the Auxiliary's onshore paddle safety course.



An auxiliarist presents a paddlecraft safety program at Black River Beach, La Crosse, Wisconsin.

RIGHT: AUXPAD tabletop exhibit in northern Virginia

BELOW: An auxiliarist performs a vessel safety check on a recreational kayak.



All auxiliarists who participate in AUXPAD enjoy a variety of training opportunities and are encouraged to complete the Auxiliary's paddle safety course or other ACA paddling courses. They are also encouraged to become AUXPAD operators or qualifiers and participate in the AUXPAD Afloat program.

AUXPAD Afloat Outreach

An extension of Ashore Outreach, AUXPAD Afloat Outreach places qualified auxiliarists on the water in paddlecraft to take the RBS message to the paddling public. They set an example of good boating safety by wearing life jackets and carrying and operating the proper safety equipment for their vessels in accordance with federal and state laws. AUXPAD operators are not authorized to teach paddling or rescue skills while on patrol; however, they may give advice or render assistance to paddlers.





JIM GREENHALGH

USCG Operational Facility kayak used for patrols

Only qualified AUXPAD operators and qualifiers may participate in on-water patrols. To achieve certification, AUXPAD operators must go through training and demonstrate proficiency with skills listed in the Auxiliary Paddlecraft Safety Program Handbook. These include demonstrating basic boat handling skills from kayak transport, launch, paddle strokes and maneuvers, capsize, wet exits, self and assisted rescue, and towing. Candidates must also demonstrate knowledge of the Navigation Rules, marine VHF, safety equipment, cold water awareness, and various program policies and procedures. They also must complete a 5-mile group paddle and demonstrate basic knowledge of navigation and planning.

AUXPAD qualifiers provide training and assess potential AUXPAD operators. At a minimum, AUXPAD qualifiers must complete and maintain an ACA Level 2 instructor certification in coastal or river kayaking. Both operators and qualifiers are required to requalify every three years.

For AUXPAD Afloat Outreach, all operators must use a kayak that has been offered for use and accepted by the director of Auxiliary as an AUXPAD facility. Only sit-on-top kayaks, pedal drive kayaks and decked kayaks with proper flotation are accepted. Operators can use a tandem kayak only if both people aboard are AUXPAD operators or qualifiers. A kayak offered for use will be inspected to ensure that the vessel and equipment are in good working order. The vessel must have all safety equipment required by law and additional equipment required by the program. Vessels accepted into the program must display an AUXPAD facility decal.

AUXPAD has several policies and procedures to assure the safety of the operators while on patrol. Most importantly, they are required to patrol in



JIM GREENHALGH

An auxiliarist demonstrates navigation planning of a patrol route.

tandem with at least one other AUXPAD vessel and operator, or another auxiliary or public safety vessel. They are also required to wear life jackets, dress for immersion and maintain regular contact with the tandem unit over marine VHF radio. All Afloat Outreach missions must be conducted within specific operational, weather and geographical parameters to maintain safety while on patrol.

AUXPAD today

Seeing steady growth since its inception, AUXPAD now has active units in Maryland, Virginia, North Carolina, Maine, Rhode Island, New York, Florida, Missouri, Colorado and Texas. Currently, there are around 65 AUXPAD operators with about 20 qualified as ACA instructors. AUXPAD continues to expand into new states by engaging with paddle clubs, state agencies and paddlesports businesses.

AUXPAD units have offered training programs in Virginia and North Carolina, Florida, Wisconsin, and Colorado, and presented boating safety programs at events in Arkansas and Virginia, with the Sea Scouts in Baltimore, and even the Mariners' Museum and Park in Virginia. They continue to expand their safety patrol program and have recently completed patrols at races in Occoquan, Virginia, and assisted paddlers visiting Fort Gorges in Casco Bay, Maine, and the annual Floatzilla event in the Quad Cities region of the Mississippi River, which attracts thousands of paddlers. They also distribute boating safety information to the paddling community during National Safe Boating Week.

AUXPAD leadership is working to expand this program nationwide to



JIM GREENHALGH

Practicing rescue with a recreational kayak

continue to encourage paddlers to develop their knowledge and skills. They plan to build on their partnership with the ACA by engaging ACA members and bringing top ACA instructors to train AUXPAD members and other auxiliarists. They also plan to participate in paddling events and engage with paddling clubs, paddlesports retailers and other partners to develop a strong presence in the paddling community. Through this they hope to influence a culture of safety within the paddling community and reduce the trend of increasing fatalities in paddlesports.

A benefit for all

AUXPAD is an important resource for a growing population of paddlers, many of whom do not see themselves as boaters and are unaware of the regulations and safety considerations that come with paddlesports. Through this program, the Auxiliary can provide basic boating safety information to paddlers and suggest paths they might take to increase their knowledge and skills. In turn this program has encouraged some paddlers to join the Auxiliary and help spread the message of recreational boating safety to the paddling community. ❖

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

I would like to express my appreciation to auxiliarists Scott Szczepaniak, Roland McDevitt, Joey Taguding, Don Rice, Charles Hayes, Mike Moloney and the many members of the U.S. Coast Guard Auxiliary for their assistance with this project.



The infamous red velvet chairs and couch at the Styerses' fish house

The Fish House

N.C. history lives on in squadron couple's coastal property

BY J.B. BAGBY

■ Watermen tie up their boats to unload their catch at a fish house. Here, they hang out and repair their nets, clean and ice or salt their catch, and maybe cook or smoke some of it. Fish houses are generally close to land transportation routes. As one waterman put it, "A fish house is to a fisherman what a barn is to a farmer."

Fish houses are embedded in the history, life and culture of coastal North Carolina. Like a country store, many have a potbellied stove and serve as the local gossip center and gathering place.

They have given rise to a particular style of storytelling that encompasses the sea, the catch and the life of the waterman. These stories preserve the oral history of wrecks and rescues, family and community. Some are tragic; others are humorous and stretch both the imagination and the truth. Such tall tales are called "fish house lies."

'The Old Salts Gathering Place'

Frank and Polly Styers moved to Morehead City in 1975 from Winston-Salem, where he was commander of District 27's Winston-Salem Sail & Power Squadron. The couple bought property on Peltier Creek off Bogue Sound that included two homes, a fish house and a working marina. Here, they provided rental dock space and limited services to boating friends.

Although still called The Fish House, the building had already ceased commercial operation when they acquired the property. Frank and Polly converted the 1940s fish house into a marina clubhouse with a bathroom/shower, living room, kitchen, covered porch and deck.

A sign in the parlor proclaims, "The Old Salts Gathering Place. Where sailors of yesteryear recount their adventures and tell tall tales." A 5-foot-tall oil painting of Frank transports visitors back to the golden age of piracy.

A placard on the side playfully proclaims, "Peltier Creek Yacht Basin and Country Club." Frank built four chipping and putting golf holes and an outdoor pool. Another sign marks its truthful history: "Fish House–Est. 1942."

Boating friends gathered for cookouts and relaxation on the waterfront covered porch and deck, and the fish house lies began.

Frank was a great storyteller. When asked where the red velvet chairs and couch came from, without hesitation and with a straight face he said, "I got them in D.C. when they were renovating the box seats at Ford's Theatre. There's a bullet hole in the chair."

Boating friends gathered for cookouts and relaxation on the waterfront covered porch and deck, and the fish house lies began.

Read more about fish houses in "Fish House Lies" by Sonny Williamson. If you're in the area, you'll find the book at the Craven-Pamlico-Carteret Regional Library in New Bern, North Carolina, or at the State Library of North Carolina in Raleigh.

A tradition lost to time

A 2012 study funded by the North Carolina Sea Grant program found that working fish houses in North Carolina, which numbered 117 in 2001, had dwindled to only 78 in 2009. According to the study, economic, political and environmental changes are affecting the livelihood of commercial fishermen and reducing the economic viability of the fishing industry in North Carolina and nationwide. Declines in numbers of fishermen, fish houses and seafood landings have accelerated in recent years.

In Morehead City, the tradition of fish house liars is kept alive by Rodney Kemp, named the N.C. Historian of the Year in 2003. Involved with the Carteret County Museum of History and Art since 2001, Kemp has made it his life's work to collect, teach and tell the region's stories.

As fish house tales are embellished, they often take on the character of the speaker. Speaking with Coastwatch magazine in 2003, Kemp said, "When you start telling stories like I do—and people halfway believe you—they give you a label, a term of endearment. People started calling me a common fish house liar."

Keeping history alive

Sadly, Frank died in early 2024, and Polly passed away in 2023. On sunny afternoons, their squadron friends, slip holders and boating enthusiasts from all over North Carolina gather at The Fish House to keep this local tradition going. It doesn't take much bourbon and branch water for the stories to begin. ❖

J.B. Bagby joined America's Boating Club of the Crystal Coast in 2004 and has served as squadron commander twice. He served on the national Communications Committee and rewrote the portion of the Operations Manual dealing with squadron organization and functions. He served three years as District 27 secretary.

Hawaii to California

A 19-day voyage across the Pacific

BY STEVE HODGES







LEFT: Steve Hodges passing the time on *Mouton Noir*

RIGHT: *Mouton Noir's* owner and skipper, Michael Jefferson

Many people would probably consider 19 days at sea to be a long time. And it can be—or not, depending on the voyage. I've been fortunate that most of my Pacific crossings have been fun as I recall. Of course, it helps to have a poor memory when recalling the "fun" of extended sailing trips. At least, I remember thinking that while underway.

One such trip was on a well-appointed 47-foot solent-rigged Garcia Passoa sailboat. I met the yacht's owner, Michael Jefferson, during the 2012 Singlehanded TransPac yacht race—my first, his fourth. *Mouton Noir*, with an aluminum hull and swing centerboard, was designed and built to sail high latitudes. Michael had improved and maintained its systems. After another sailing opportunity I had looked forward to evaporated, Michael invited me to double-hand with him from Kauai, Hawaii, to San Francisco, and I accepted.

Leaving Kauai

After provisioning at a local grocery store, we departed Hanalei Bay on July 26 and headed north, enjoying lovely trade-wind sailing in 15- to 20-knot easterlies. We sailed for almost two weeks as we chased an elongated North Pacific High. There wasn't much to do during my watches, so after reading a few books, I borrowed the ship's sextant and took sun sights. I had no forms, but fortunately we had a *Nautical Almanac* and scratch paper aboard.

Sun sights are relatively easy, especially noon sights, which yield latitude

and longitude. The trick with a noon sight is to be on deck with the sextant at the right time and for the sky to be clear enough to see the sun. The result was close to the GPS reading! (Thank you to my squadron Navigation instructors, Nils Lindman and Gordon Specht. I also acknowledge Frank Worsley, Ernest Shackleton's ship captain and navigator, as my celestial navigation hero.)

I spent my days immersed in books, music and messing about with the sextant and sight reductions. During my long watches from 3 to 7 a.m., I even wrote a few poems. Looking at them now, I see they mostly revolve around the fact that the ocean and sky are incomprehensively enormous.

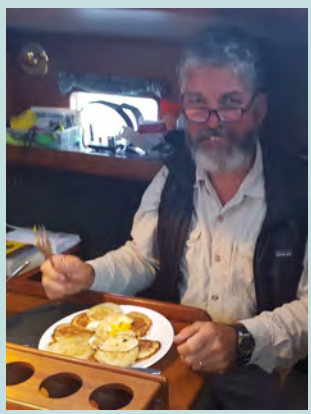
> We sailed for almost two weeks as we chased an elongated North Pacific High.

Eating while at sea

We ate dinner together every day; I was the cook, and Michael did the dishes. The trick to cooking while bounding along heeled over is to prepare meals that require only one hand to prepare. Most meals required one pot—a pan or skillet—as well as a large spoon and knife. When alone, I eat out of the cooking pan to limit cleanup.

Here's what I made:

- **buttermilk pancakes** from mix with melted butter and maple syrup or honey
- **onions, cabbage and peanuts stir-fried** in olive oil
- **"glop" of sautéed onions and rice** with canned corn and canned chicken with a splash of olive oil and butter
- **buttered scrambled eggs** with leftover "glop" and onions
- **egg poached in beans** with onions and hard cheddar (optional: serve on tortillas)
- **pressure cooker onions**, **cabbage and potatoes** served over sautéed rice
- **nachos:** corn chips baked on a cookie sheet with onions, canned chili and grated cheddar
- **macaroni and cheese** with onions and canned tuna
- **cabbage salad** with onions, olive oil, pepper and canned tuna (optional: add peanuts)
- **tuna salad sandwiches** with onions and optional melted cheese
- **rigatoni** with jarred tomato sauce, onions and canned chicken with parmesan cheese (optional: replace chicken with chopped hard salami)



Steve eats some of the buttermilk pancakes he made.





LEFT: The view from *Mouton Noir*

RIGHT: Michael on *Mouton Noir*

None of these meals requires ingredients that need refrigeration, at least for three weeks or so. The only beer I've found that remains palatable without cooling is canned Guinness. I drank one per day with my dinner.

Reaching California

Finally, at 44 degrees north latitude we turned right and sailed for California in diminishing winds. Throughout the trip, we sailed as much as we could because we didn't have enough fuel to motor all the way home. As the winds eased, we ran through the headsail inventory, going for larger and lighter sails before running the engine for a couple days. Fortunately, before our fuel was spent, we picked up the northwest winds a few hundred miles off the California coast and sailed again. What a relief from the endless whirring vibration of the engine!

As we headed east, T-shirt weather gave way to the cold, so we layered on clothes. We sailed into a gale blowing off the northern California coast, but fortunately, the wind was on our beam and then went aft. By adjusting the dagger board and centerboard, we managed the gale easily on the well-prepared *Mouton Noir*. In 35-knot winds, we surfed at 10 to 15 knots broad-reaching with a 95% staysail and two reefs in the main. It was roaring on deck but surprisingly serene inside.

By the time we reached the Farallones, some 25 nautical miles outside the Golden Gate Bridge, we had little wind and motored again. Although it was my 12th time sailing under the gate, I was as moved as if it were my first time. The Golden Gate Bridge is a portal from one world to another. What a great feeling to cross over! After admiring that beautiful entrance, we peeled off our layers as it was much warmer on San Francisco Bay.





After securing the boat in its Alameda slip, we staggered to a nearby restaurant for food and beer. It usually takes a few days for my legs to forget the sea and for my organs to regain their traction with land life.

The final step of every offshore adventure is for that less than perfect memory to kick in and discard the bad while polishing the good, leaving me to look forward to another fun ocean sail. ❖

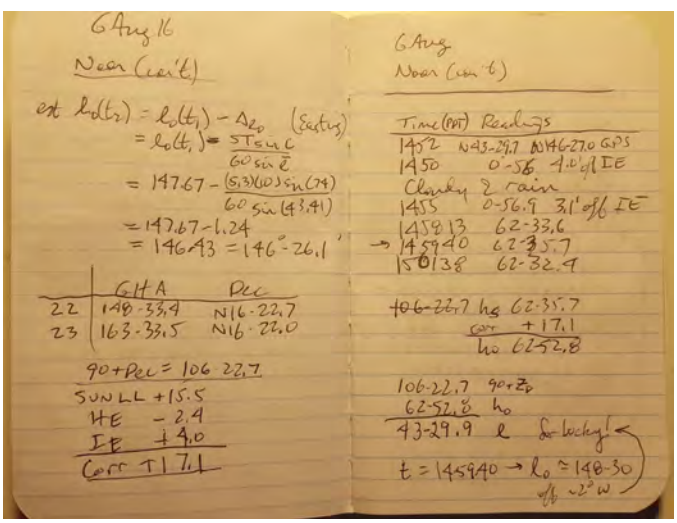
Steve Hodges started sailing on the Chesapeake Bay and Great Lakes when he was 12. He has enjoyed sailing his Islander 36, Frolic*, in California, Mexico and Hawaii since 1996. Steve sailed* Frolic *in the 2012 and 2014 Singlehanded TransPac races, placing first in 2014. A 30-year member of Santa Barbara Sail & Power Squadron/13, he has taught Sail, Marine Weather, and Navigation classes and seminars.*

LEFT: The view from *Mouton Noir*

RIGHT: Finally! The Golden Gate Bridge peeks through the fog.

BOTTOM LEFT: An example of Steve's sun sights

BOTTOM RIGHT: The sun on the Pacific horizon







Poly Ester **on Lake Chautauqua. The author is about to take his aunts and cousin for a ride.**

From the Classroom to the Med

Membership and education fuel a lifetime of boating adventures

BY HENRY DANIELSON

My wife, Julie, and I learned the piloting and navigation skills from United States Power Squadrons that allowed us to sail virtually anywhere. None of this would be possible without United States Power Squadrons education, and for that, we are forever grateful.

The beginning

At 15, I saw plans for a 17-foot outboard cruiser, *Sea Knight*, in a magazine and wondered if my dad and I could build it. After much family discussion, we ordered the plans and built the Glen L-designed, fiberglass-covered cruiser we called *Poly Ester* in the garage. But there was a caveat: I had to take a boating course. *What?* It was 1960. Me taking a boating course with all those old guys? But my dad insisted, and I'm glad he did.



***Twiga* sails Lake Ontario.**

Before long, I could plot a course on a chart and change magnetic to true headings. I learned about deviation and variation, and I could apply them to chart work. I learned about boating safety and rules of the road. Dad and I never missed a class. We joined Chautauqua Squadron in western New York. He became a regular member; I was an apprentice. Seamanship, Piloting and Weather courses all followed. We participated in predicted log contests in summer and fall. At 16, I drove my dad to our first fall conference in Buffalo, New York, on my learner's permit. What fun, what interesting people!

When I left for college, Grove City was far from water to have a squadron. Graduation brought marriage to Julie and two years of Peace Corps service. The corps sent us to Likoma Island in Lake Malawi, Central Africa, where we taught school. We lived on a beautiful tropical island in a lake about the size of Lake Erie.

The island had snakes, crocodiles and 5,000 residents but no cars or electricity. We found wonderful students, eager to learn.

Back home in 1969, I got a job in western New York, teaching high school English. Our first summer, we bought a Pearson 22 sailboat, which we named *Twiga* (Swahili for "giraffe"). We sailed and raced the boat. Suddenly, I found myself piloting for real on a Great Lake, and my squadron training became important! We didn't have a house, but we had a sailboat, and we could cruise.

From the family cottage in Eastern Lake Ontario, we began to explore. We visited Stoney Island, Chaumont, Sackets Harbor and the St. Lawrence River. We visited Canada and soon familiarized ourselves with Kingston and the Bay of Quinte. We explored. We raced on Sundays. We learned.





LEFT: *Trilogy* off to Nova Scotia

RIGHT: *Tapestry* to the Caribbean and across the Atlantic

Rejoining United States Power Squadrons

When our old friends from Chautauqua Squadron got wind of our sailing adventures, they invited us to speak at a dinner meeting. Before long, I was again a squadron member. The squadron needed someone to help teach the boating course, so I volunteered. That year, I taught the class at Jamestown, New York, with fellow members. Next, I taught at Barcelona, New York, on Lake Erie, and for several years, I taught the course farther east at Dunkirk.

We offered the boating course each spring and fall. I became editor of our monthly squadron newsletter, The Sou'wester. Julie also became a member, and together we took Piloting, Sail, Marine Electronics and Engine Maintenance, along with Advanced Piloting. Julie, a chemistry teacher, enjoyed the challenge of teaching and taught Advanced Piloting in winter in the dining room of our Ashville, New York, home. Of course, we also enjoyed Cooperative Charting. Julie organized regular Sunday morning hunts for geodetic survey markers. We found errors on charts and reported them.

Twiga got old. We replaced it in 1976, with a Morgan 27, *Temerity*. Lake Huron's North Channel became our new cruising ground. We found our way by sighting landmarks, marking the chart, finding headings and converting them from magnetic to true as we plotted them on the chart. Later, LORAN, along with tide and current tables, helped us explore the coast of Maine. It was fascinating.

In 1988, we bought a new Tartan 31, *Trilogy*. After passing Junior Navigation and getting our ham radio licenses, we purchased a $1,100 GPS, which

we were told would "never be cheaper." Equipped with our new GPS and sextant, we sailed *Trilogy* to Bermuda and back for our 25th anniversary in 1992.

The following year, the GPS failed at night in the middle of Lake Ontario. Bearings from the light on Galloo Island and the Oswego power plant confirmed our position, and because we had a hand-bearing compass, parallel rules and dividers on board, we could mark our position on a chart for a fix. Our United States Power Squadrons training made navigation easy.

Over the years, we sailed twice to Lake Superior and then to Chicago through wonderful Lake Michigan. Oh, about that GPS: They couldn't fix it, but when we test drove a Cadillac, the dealer gave us a free handheld GPS!

Retirement and more sailing

At the turn of the 20th century, we retired, left western New York and sailed for Florida and the Bahamas. Magic!

Needing more fresh water and electricity aboard, we found a 9-year-old Nauticat 35, *Tapestry*, in Annapolis, Maryland, which proved to be the answer. We sailed it south to our winter home in Englewood, Florida. From there, we headed south to the Caribbean, first to the Bahamas and then further south to the Virgin Islands.

Island after island enchanted us. We met wonderful people, saw amazing places in the Virgins, St. Lucia, St. Martin, Nevis, St. Kitts and Antigua.

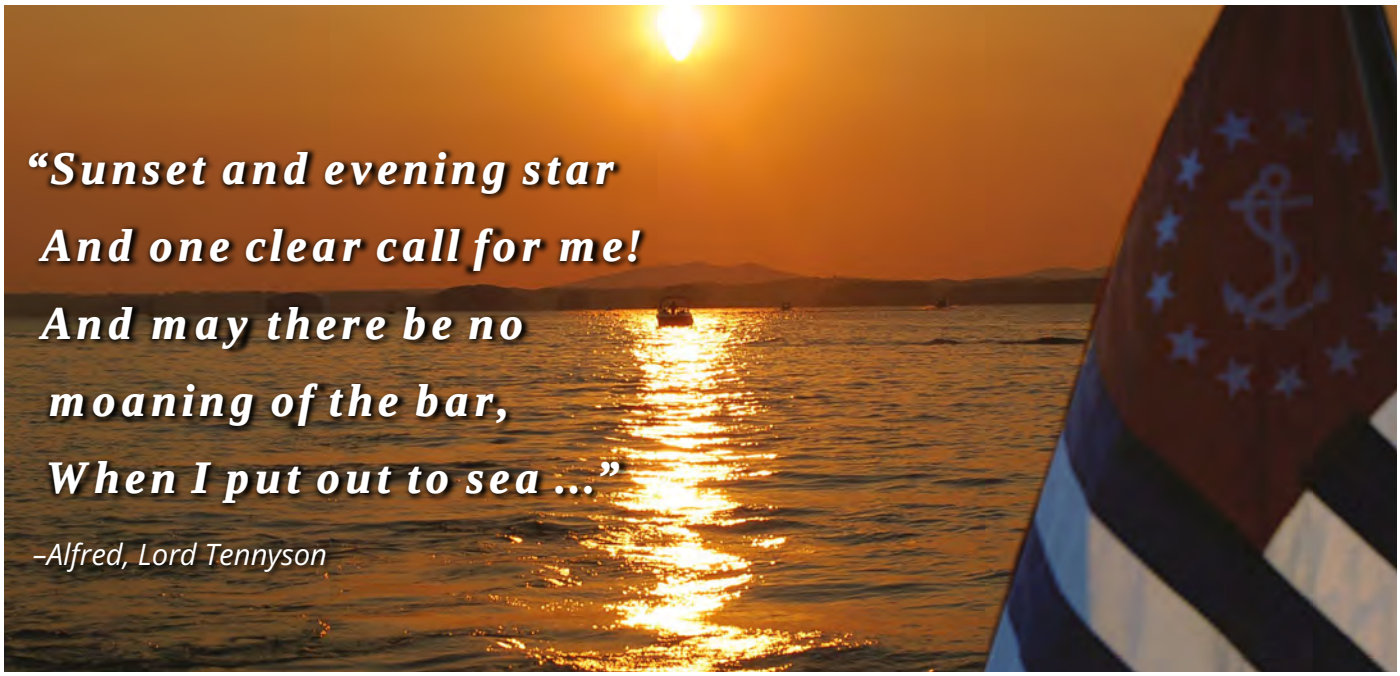
In 2003, we met a man who had just bought a used charter boat and was fitting it out to cross the Atlantic. He challenged us to do the same and directed us to the World Cruising Club. Could we? Would we, a pair of retired schoolteachers, sail across the Atlantic to Bermuda, the Azores and England? Could we conquer the Mediterranean? The Black Sea? What if we got sick? What if we were hurt?

You'll have to read the book to find out what happened. "Island People: Deep Water Dreams" explores the Caribbean and carries us across the Atlantic and through the Mediterranean. ❖

Before long, I was again a squadron member.

Retired schoolteachers Past Commander Henry and Julie Danielson have built their lives around boating and sailing. They've cruised much of the Western Hemisphere using what they learned in United States Power Squadrons courses. The couple lives in Englewood, Florida, where they still sail regularly, and in western New York, where they teach sailing at Dunkirk Yacht Club.

Last Horizon



DEBRA ALLEN

MERIT MARK AWARDS

Senior Member,
5 merit marks

Life Member,
25 merit marks

Emeritus Member,
50 merit marks

⚓ Indicates online obituary

Albert R. Acampora, AP
New Haven (CT) Squadron/1

Donald Alfano, S
Peconic Bay (NY) Squadron/3

P/Lt/C Harold E. Barker, SN
Lakeland (FL) Squadron/22
Life Member, 38 mm

H. Peirce Brawner Jr., JN
Greenwich Bay (RI) Squadron/34
Life Member, 32 mm

P/D/Lt/C Paul P. Brown, SN
Cape Cod (MA) Squadron/34
Life Member, 33 mm

P/C David A. Caldwell, JN
Detroit (MI) Squadron/9
Life Member, 45 mm

P/Lt/C Andre R. Carrier, SN
Greenwich Bay (RI) Squadron/34
Life Member, 25 mm

Rodman "Rod" William Chrysler, AP ⚓
Oyster Bay (NJ) Squadron/3
Senior Member, 6 mm

P/C Franklin D'Aurizio, AP ⚓
Rochester (NY) Squadron/6
Life Member, 26 mm

Francis Donohue, AP
Jones Beach (NY) Squadron/3
Life Member, 31 mm

Marlene T. Drewek
Detroit (MI) Squadron/9
Senior Member, 14 mm

Barry Gordon, AP
Hartford (CT) Squadron/1
Life Member, 29 mm

P/C Giacomo "Jack" Guarnaccia, N
Norwich (CT) Squadron/1
Senior Member, 15 mm

P/C William E. Houghtby, SN
Middletown (CT) Squadron/1
Life Member, 37 mm

Anne W. Hux
Tybee Light (GA) Squadron/26
4 mm

P/Lt/C Thomas Knight, P
North Strand (SC) Squadron/26
Senior Member, 5 mm

P/D/C Marty Lafferty, AP
Annapolis (MD) Squadron/5
Life Member, 17 mm

Michael D. Lagace
Cape Cod (MA) Squadron/34

P/C Nils G. Lindman, SN
Santa Barbara (CA) Squadron/13
Life Member, 28 mm

P/D/C Louis R. Loth, AP
Balboa (CA) Squadron/28
Life Member, 31 mm

P/Stf/C Lewis "Lew" M. Lyons, SN
Arrowhead (CA) Squadron/13
Life Member, 32 mm

P/C/C Ernest G. Marshburn, SN
Tar River (NC) Squadron/27
Life Member, 40 mm

Sabrina Navaretta
Oyster Bay (NY) Squadron/3

Lt/C Linda Faye Newton, AP
Jacksonville (FL) Squadron/23
Life Member, 30 mm

P/C Wayne K. Osborn, SN
Toledo (OH) Squadron/29
Senior Member, 14 mm

Robert M. Platt Jr., AP
Mosquito Lake (OH) Squadron/7
Senior Member, 13 mm

David E. Quirsfeld, JN
Door County (WI) Squadron/10
Senior Member, 6 mm

P/C Edward Shimansky, SN
City Island (NY) Squadron/4
Life Member, 42 mm

Denise Stone, P
Cocoa Beach (FL) Squadron/23
Life Member, 30 mm

Donald J. Tyrseck, S
Middletown (CT) Squadron/1
Senior Member, 12 mm

P/C Noel "Dan" Walther, SN
Everett (WA) Squadron/16
Life Member, 30 mm

Ellen L. Wiederlight, AP
Peconic Bay (NY) Squadron/3

P/Lt/C Christine A. Williams, P
Marco Island (FL) Squadron/22
Senior Member, 19 mm

P/C Don E. Williams, SN
Atlanta (GA) Squadron/17
Life Member, 28 mm

HOW TO SUBMIT

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

SUBMIT
LAST HORIZON

SUBMIT
OBITUARY



DENNIS JARVIS

Honfleur lighthouse

Honfleur is a commune in the Normandy region of Calvados, France, located on the southern bank of the river Seine across from Le Havre. The town is at the eastern end of the coastline called Côte Fleurie ("flowery coast").

A picturesque old port town, Honfleur has been immortalized in paintings by Impressionist artists such as Monet and Boudin because of the rustic look of the slate-covered houses. Georges Seurat, inventor of the painting technique of pointillism, famously painted "The Lighthouse at Honfleur" in this style. The subject of the painting was an unpainted masonry tower built in 1843 (pictured here) and eventually replaced in 1908 by a new lighthouse.

From the Hundred Years' War until the end of the 18th century, the port benefited greatly from maritime trade. It also saw the departure of many explorers, namely Binot Paulmier de Gonneville in 1503 to the coasts of Brazil, Jean Denys in 1506 to Newfoundland, and Samuel de Champlain in 1608, who would go on to establish Quebec City.

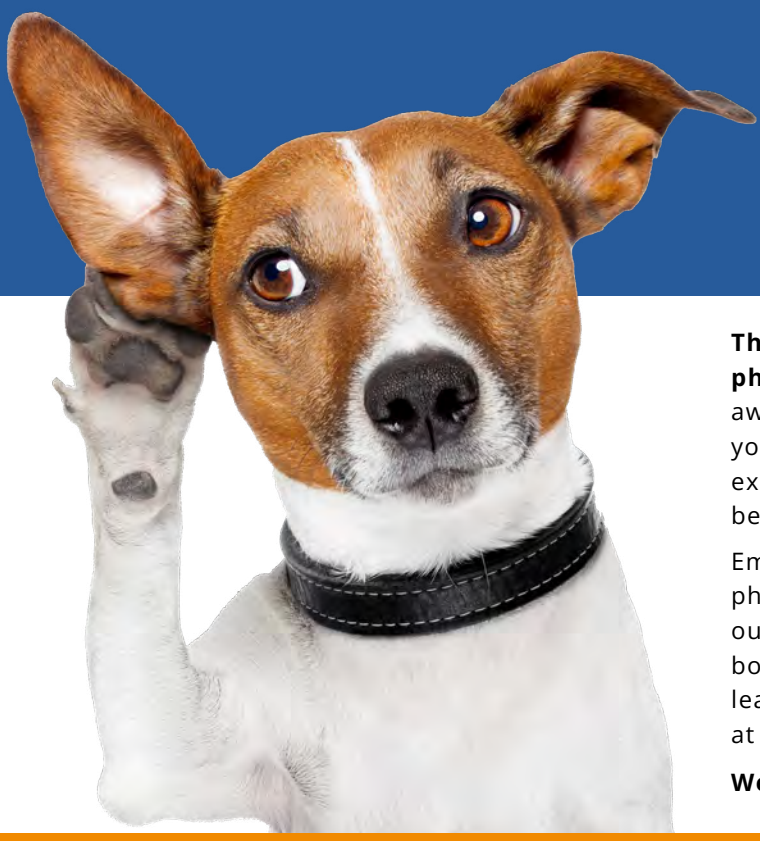
The port thrived on trade with Canada, the West Indies, the African coasts and the Azores. The French Revolution and the First French Empire wars eventually led to the ruin of Honfleur. The harbor began to silt over, and a new port of Le Havre took over. Despite this, the port still functions today. *–Bridget Doerner*

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



SHARON REFSIN

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



Tell us a story

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

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We can't wait to work with you.



Everything but the Kitchen Sink—And Know-How

BY LT/C JOHN BELFI, S

MAY 1971



The year 1971 saw the debut of Walt Disney World, the Nasdaq stock exchange and FedEx. Charles Manson and his "Family" members were found guilty, D.B. Cooper parachuted out of a plane with a bag of stolen cash never to be seen again, and the voting age was officially lowered from 21 to 18. The following article appeared on p. 40 of The Ensign's May 1971 issue and is presented here in its original form. *–The Editors*

Captain Horatio Jones was a fairly new owner of a beautiful new 18-foot runabout. He had dreamed of owning his own boat for many years. After carefully saving a few dollars at a time he finally managed to accumulate enough for a good downpayment and the balance he would put on a small loan.

The annual boat show was held a few months ago and Horatio spent endless hours traveling from booth to booth gathering information on equipment. He then headed toward the area where dozens of sparkling new boats were on display. He asked dozens of questions from the exhibit salesman, type of power, equipment, performance, and even construction like an old sea captain with years of experience.

The answers to his questions were most helpful and before the day was over he decided that one of the run-abouts he had seen earlier was the boat for him.

He returned to the exhibit and within minutes he was placing his order with the attending salesman. Delivery would be in several weeks just in time for a spring launching.

Horatio left the boat show later that evening quite proud of himself. He sang many a happy old sea chant as he headed for home.

That night was a restless one. Horatio could not fall asleep—his mind was two months away when he would be launching the boat and starting a wonderful season of boating.

The next day he brought the brochure of the boat he purchased to the office. It was indeed a long coffee break while Horatio boasted about his new boat, and the pictures in the brochure simply proved what a beauty it was. The men and women in the office were indeed impressed, especially Nellie Bligh, the office secretary whom he's been

trying to date for several weeks without luck.

Weeks soon passed by, Horatio had made several trips to the local marina and made arrangements to keep his new boat at one of the excellent slips they had available. In the following trips to the marina he purchased many pieces of additional equipment such as a compass, life preservers, cushions, a spotlight, a new air horn, a captain's cap, and a dozen or more items.

The salesman in the showroom suggested several charts of the area and a tide table book. "I won't need them," boasted Horatio. "I've been out with a few friends of mine on their boats—the River goes north and south only, how can I get lost?"

Besides, Horatio hadn't planned any long cruises for several weeks after he launches the boat and he'll buy a few "maps" when he needs them later.

The boat arrived at the marina one Saturday afternoon. Horatio was there waiting for it ... and so was Nellie Bligh, that cute secretary from the office whom he persuaded to come with him.

Nellie was indeed impressed with the boat. It was beautiful, and had what seemed an enormous outboard engine that would be excellent for water skiing.

"You can't take the boat out today," replied the marina manager to Horatio's question. "We have to service it and prepare it for launching in a couple of days," he insisted. But as insistent as the manager was, so was Horatio who was determined to have it launched this very same day and take Nellie out for a cruise!

The marina manager, against his wishes, launched the boat a short time later. Horatio spent the next few minutes putting aboard all the pieces of equipment he had purchased weeks ago and was soon ready to take Nellie for their first cruise.

"Hop aboard, Nellie," cried Horatio as he placed his captain's cap on his head and motioned to her with a helping hand. It was a beautiful day, the sun was warm for early spring and there were hardly any boats on the river. Within seconds Horatio revved up the engine and roared out of his slip. The few boats that were in their slips rocked for a long time after he was gone.

A few minutes later they were in the river channel and heading south at near full throttle as Horatio proudly showed Nellie what power he had.

Nellie was indeed impressed with the boat. It was beautiful, and had what seemed an enormous outboard engine that would be excellent for water skiing.

Bitter End



The two traveled for over an hour and the cruise was wonderful. Ahead Horatio noticed the channel was getting narrow and a few freighters were heading towards them. Even farther beyond he could see what looked like a tugboat pulling something.

Rather than show Nellie his concern, he simply pulled back the throttle half-way and boasted how beautifully the boat handles even at this speed.

A few minutes later that freighter approached. It looked enormous in size and he edged his boat over to the far right. A red buoy was just ahead of him and he still didn't have too much room to maneuver so he swung the boat even further to his right on the other side of the buoy. Nellie asked him about a cute buoy with a sea gull perched upon it. Horatio mumbled a few words about it just being a warning to big boats like the freighter. Seconds later there was a tremendous crunching noise as the hull of his boat skimmed over some water-covered rocks and the boat came to a sudden stop half perched out of the water ...

Sound familiar?

Indeed it does! The above events happen every day and we do all we can to avoid them by knowledge ... through our USPS courses. Annually we teach thousands of new boatsmen Elementary Piloting. But there still remain thousands whom we do not reach.

It is our duty to assist the boatsman by telling him of the available courses.

Have YOU done everything possible to "sell" Elementary Piloting? Whenever you are at a marina, boatyard or even at a distant port and see obvious candidates for the course, do you personally introduce yourself to the captain and tell him about the wonderful course offered by all Squadrons?

Regardless if we are in our immediate area or in the area of another Squadron which offers free piloting courses, it is our duty to assist the boatsman by telling him of the available courses.

I for one have always carried the small USPS brochures explaining the Elementary Piloting Course, giving them away freely to anyone who was interested. On the back of the booklet you can rubberstamp your Squadron's address, phone number and dates for registrations of the next course offered.

If all Squadrons did this all summer long, we could almost double our registrations.

Isn't it worth a little time and effort to ensure safe boating through education for all? ❖

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