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

the Ensign®

BOATING EDUCATION, FUN AND SAFETY

Winter 2020
theensign.org

2020 Annual Meeting

See you at Sawgrass



PLUS

Chartering in the BVIs
Taking education to the water
Sharing the joy of boating

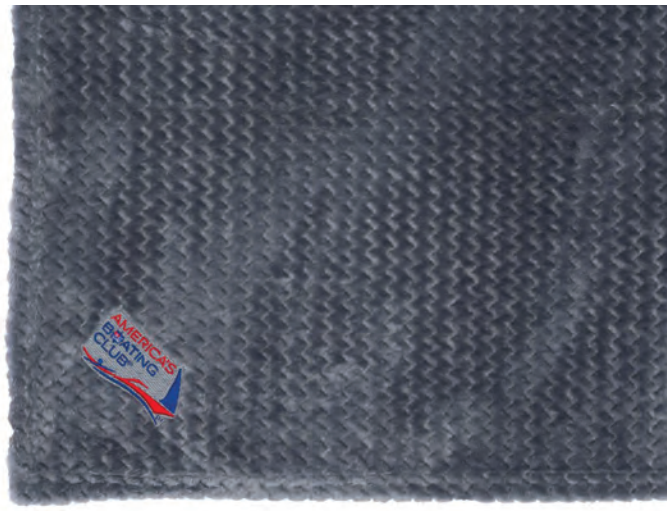
Ship's Store

STAY WARM IN STYLE THIS WINTER



Flattering fit

Dress to impress in this America's Boating Club lime-green knit shirt with a V-neck collar and three-quarter sleeves. The high-low hemline is perfect for everyday activity and movement. (S–XXXL) **$36–$43**



Get cozy

Snuggle under this cozy blanket on your boat, or enjoy a picnic spread on it at your favorite getaway. Measuring 65 by 55 inches, it can also serve as a seat pad when folded. **$28**

Buckle up

Accessorize in style while championing boating safety and education with this America's Boating Club full-color belt with nickel buckle. Instead of holes, the NexBelt ratchet-style belt uses a locking buckle mechanism. **$67**





Drink up

You're sure not to spill a single drop of your pinot grigio in this America's Boating Club-branded stemless wine glass with a snap-on lid and non-slip bottom. Stainless steel with a powder-coated finish, the cup features double-wall construction to insulate your drink of choice. **$16**



Fishing for comfort

Enjoy a peaceful morning on the lake in this teal blue men's Columbia Tamiami fishing shirt. The quick-dry material is made of Omni-Wick and Omni-Shade to keep you safe, dry and protected from the sun so you can stay out on the water as long as you want. (M–XXXL) **$80–$91**

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

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Don't let the offseason doldrums get you down. Take a trip to the British Virgin Islands with one boater's practical tips for a rejuvenating bareboat charter.

30 Day on the Water
America's Boating Club of Hilton Head hosts an annual program to acquaint local Boys & Girls Club members to the joys of boating.

In the offing
Our Spring 2020 issue will feature highlights from the annual meeting and honor this year's Chapman Award recipients.

Recognizing our successes



Gary P. Cheney
Chief Commander

As an organization, we've seen a lot of change and heard a lot of news over the past couple of years. Most of it has gotten plenty of publicity, but a couple things have gone somewhat under the radar and deserve mention.

ENDOWMENT FUND

The USPS Endowment Fund Inc. is now an independent entity with its own bylaws and management structure. Like the Educational Fund, it operates outside the confines of United States Power Squadrons, and although still committed to the support of our organization's projects and well-being, it has an independent board with its own vision and objectives.

The conversion of the Endowment Fund board will be complete in February when we elect two members to replace the current USPS Board of Directors members who serve on both boards. After February, only the immediate past chief commander, who will chair the Endowment Fund Board of Trustees, will serve on both boards.

This effort has been long and involved, and the National Law Committee deserves thanks for facilitating this changeover. We are in the process of registering the fund in the states where we anticipate fundraising activities, starting with 10 priority states. Once that process is complete, we plan to engage professional fundraisers and anticipate accelerated growth to benefit our membership. For more information, please see the article on page 11 of this issue.

AMERICA'S BOATING CLUB

Special thanks from the Board of Directors, and especially from me, for the effort put forth by everyone in promoting and supporting our rebranding as America's Boating Club. It's been a challenge at times, I know, but we are beginning to see positive results. Better yet, we are now benefitting from brand recognition. I was going through an airport security check a couple weeks ago in Vancouver, British Columbia, and the gentleman behind me saw the America's Boating Club logo on my jacket. He immediately asked what we are about, so I told him. It was sure a lot easier than explaining what USPS is!

Enough said. Keep up the good work!

C/C Gary Cheney SN

the Ensign

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DREAMS REALLY DO COME TRUE

Somewhere down deep, everyone has a secret ambition. Something other than the everyday, mundane career treadmill you've been trudging on for years. On the other hand, maybe you absolutely love what you do, but you just wish, now and again, that you could pick up that guitar or paintbrush or rebuild that '67 Chevy Camaro SS with the 496 big block that you drooled over as a teenager. My wife dreams of learning to bake artisan bread when she finally retires.

My dream came true shortly before I retired six years ago and took possession of a 1987 Bayliner 3218 Motor Yacht: twin Hino diesel 110s, a flybridge where I can be at the helm on sunny summer days with the breeze blowing through my hair and all the comforts of home.

The reality of most dreams is that it takes a certain amount of effort to make them come true. Learning to play a musical instrument or becoming an artist or acquiring the skills to complete that souped-up Camaro SS all require a time commitment. The same is true for boat ownership.

Oh, some of us can afford to throw money at the inevitable problems on our boats, but over the past six years, I have preferred to acquire the skills to do some repairs and maintenance myself, which has been a rewarding experience. There are so many systems on a boat, all of which require a different skill set to be able to fix or repair or replace. For example, I have replaced my chartplotter and radar and learned woodworking skills. I've learned to troubleshoot electrical issues, and I know what replacement parts I need to change the fluids. I even pulled an alternator and had it bench tested. This winter I'll replace the hoses in my waste system. (Yikes!)

I'd love to say I was naturally talented at any of these tasks, but I most certainly was not. Instead, I give all the credit for whatever skills and confidence I have gained over the years to the network of friends I have made through my squadron. It's the single most important investment I have made as a boat owner. Friends and my participation in the classes I've taken led by our stellar instructional staff have made all the difference.

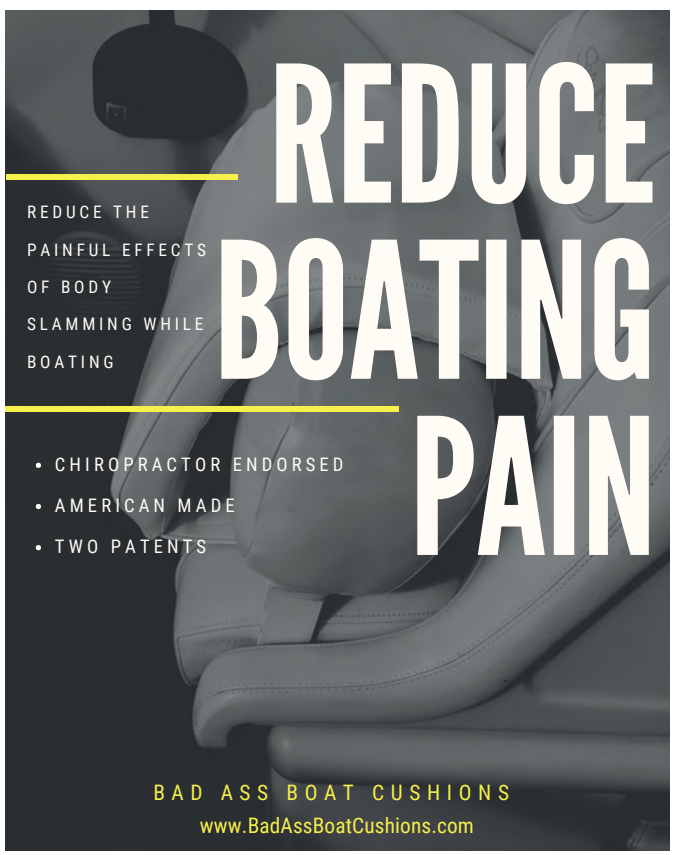
You're never too old or young to start a new hobby, and getting in with the right crowd can start you off on the right foot and just might change your life in the best of ways. Sign up for a class, come to a meeting, volunteer and make some friends. My bet is that when you do, your boating dreams will come true. *–Michael Guelker-Cone*

This article first appeared in Bell Signals, the newsletter of Bellingham Sail & Power Squadron/16.



Michael Guelker-Cone's boat *Key of Sea*

I give all the credit for whatever skills and confidence I have gained over the years to the network of friends I have made through my squadron. It's the single most important investment I have made as a boat owner.



Boat green, eat clean

The Blue Water Bento lunch containers make going green at lunchtime easy by keeping plastic out of your lunch and our oceans. Watertight silicone lids make the bento lunchboxes ideal for tossing in a bag with no worries about leaks. The three stainless steel containers nest inside each other for compact storage and hold a total of 5 cups of food.

ECOlunchbox Blue Water Bento Splash Box and Pods Set
$45.87
ecolunchboxes.com



Natural cleaner

Safe-T-Solve cleans the most stubborn messes using no harmful compounds. This fast-acting, industrial-strength cleaner and degreaser can be used on all surfaces to remove heavy grease and oil, adhesive, ink and marker, petroleum residues, black streaks, road tar, dried bugs and more. It's biodegradable, safe enough to pretreat fabrics and strong enough to clean machine parts.

Iosso Safe-T-Solve
Starting at $3.75
iosso.com





Seal it

Boats demand adhesive sealants that provide long-lasting performance; Fix8 high-quality silicone is waterproof as well as UV-, mold-, heat- and age-resistant. It's perfect for interior and exterior bonding and sealing. While not paintable, Fix8 is completely colorfast and adheres to nearly everything, so prep time is minimized.

FixTech Fix8
$15.15
fixtechus.com

No hands

SeaSucker's innovative Naked Flex Mount modular vacuum mounting system installs almost anywhere and holds a wide range of devices, from a GPS at the helm to a tablet playing a movie belowdecks. With a 7-inch flexible yet sturdy gooseneck arm and 4.5-inch vacuum mount, it has 120 pounds of holding power and won't leave a mark. It comes in black or white.



SeaSucker Naked Flex Mount
$99
seasucker.com

Better Way Products Dock Steps
Starting at $300
dockbox.com



Stairway to safety

Boarding a boat can be dangerous. Available in five different heights, Better Way's Dock Steps make getting aboard safer and easier, especially when integrated rails are added. They're built with premium fiberglass and a UV-resistant gelcoat exterior. A large flanged base provides additional stability and a rock-solid feel. Anti-slip treads are applied to each step for maximum safety. The optional stainless steel rail delivers a rigid handhold for added security. Locking access door models come with corrosion-resistant steel latches, hinges and cable stays.

Currents

NEWS AND INFORMATION FROM AROUND THE BOATING WORLD



2020

Feb 9–16
Annual Meeting
Sawgrass Marriott Golf Resort and Spa
Ponte Vedra, Fla.

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

May 16–22
National Safe Boating Week



How to grow a squadron:
Energize your members

Friday Harbor Power Squadron/16 has been energizing its members to increase membership and retention, winning first place in the 2019 MIRA. In 2018 the squadron placed second in the growth award with 17.4% growth; it had 24 new members in the first half of 2019.

Strategies used to energize the membership include inviting interesting speakers such as a Customs and Border Patrol agent to discuss the new Roam App, which allows boaters to inform border patrol about who is with them to significantly reduce border crossing times. To help newer members understand squadron organization, the squadron invites them to Executive Committee meetings.

One major energizing move was starting a Sea Scout ship, which was done by a new member. Members donated two boats for Sea Scout use and formed teams to teach the scouts about boating. As a result, Sea Scouts and their parents are joining the squadron, taking courses and getting involved.

The squadron sends birthday cards to its members so they know how special they are to the squadron. It's a simple gesture with amazing results.

The squadron offers a full slate of classes throughout the year to keep members interested. It emphasizes hands-on training and rents boats if the appropriate boats are available for the instruction.

The squadron gets together with other boating organizations, including the San Juan Island Yacht Club, Canada's Brentwood Bay Sail & Power Squadron, the Bellingham Yacht Club, Bellingham Sail & Power Squadron, Skagit Bay Sail & Power Squadron, and Friday Harbor Sailing Club. The Friday Harbor Squadron uses the San Juan Island Yacht Club as a venue for seminars, and several club members have joined the squadron as a result.

Getting your members energized leads to more personal referrals and better retention.

–Bob Howd



#ICYMI

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

- **Bellevue Sail & Power Squadron** held its Soup Pot Rendezvous at the beginning of October. ***bit.ly/34BKD6L***
- **District 16**, comprised of the Washington, Alaska and Idaho squadrons, celebrated its 75th anniversary at its fall conference. ***bit.ly/32e91tq***
- Subscribe to **America's Boating Channel** videos for free and automatically receive updates each time a new title premieres. A new video launches every Friday. ***bit.ly/SubscribetoABC***
- **St. Petersburg Sail & Power Squadron** members and others attended a course director conference for Sea Scout Experience Advanced Leadership training. ***bit.ly/36ylkD8***
- **America's Boating Club — Marco Island** held a successful Wear It event in November. ***bit.ly/2CiixkS***

BOATING NEWS

APPLY FOR LIFE JACKET LOANER STATION

Is your squadron looking for a way to promote safe boating to your local community? The Sea Tow Foundation is accepting applications to set up new or restock existing Life Jacket Loaner Stations through Feb. 1, so apply now.

Sea Tow Foundation started the program 12 years ago thanks to a U.S. Coast Guard grant and works with other organizations to establish and maintain a network of nearly 600 life jacket loaner stations where boaters can borrow life jackets for the day, free of charge.

Starting in April 2020, selected organizations will receive Onyx Outdoor life jackets in sizes from infant to adult XL, informational brochures, a manual on maintaining a loaner station as well as information on how to submit usage reports and how to announce the station to the local media.

This year, organizations who want to build a loaner stand or work with a local group to help build a stand may be eligible for reimbursement, which would also include signage and building plans. Apply online at *bit.ly/2BYYYhj*. *–Sea Tow Foundation*

NAV LIGHTS NOT CREATED EQUAL

Navigation lights intended for use on power-driven vessels may be different from navigation lights intended for use on sailing vessels. Although the horizontal arc of visibility is the same for all lights, the vertical divergence (or vertical arc of visibility) requirements for lights on vessels under sail are larger to accommodate greater heeling. Manufacturer labeling may not discriminate between the different requirements. Navigation lights that claim compliance with the navigation rules may meet the vertical visibility requirements for a power-driven vessel; however, they may not comply with the vertical visibility standards for sailing vessels. Manufacturer labeling may not indicate that the lights are designed for use on power-driven vessels only.

If your sailboat does not have the correct lights (sidelights, masthead lights, all-round lights or combined lantern) and it heels past a certain degree, it may not be observable by other vessel operators. Failure to operate with the correct navigation lights may cause you to mistakenly believe another mariner is able to ascertain your vessel's aspect or operational condition, which increases risk of collision. Although a navigation light designed for a sailing vessel will not meet the vertical visibility requirements for a power-driven vessel, it does not pose a commensurate safety concern.

Manufacturers should be aware of the larger vertical visibility requirement for lights installed on sailing vessels. Likewise, sailing vessel operators and vessel repair facilities should ensure the installed lights meet the applicable requirements in Annex I of "Handbook of the Nautical Rules of the Road." Since not all navigation lights are designed similarly, ensure that when you install a navigation light, it's U.S. Coast Guard-certified for the length and type of boat. Such information should be readily available from reputable sources such as the light or vessel manufacturer. *–USCG*



STEVE ERICKSON

MEMBER INVOLVEMENT RETENTION AWARD FOR 2019

First place	Friday Harbor/16
Second place	St. Lucie River/8
Third place	Duluth/10

Chief Commander Gary P. Cheney (center) and Membership Chair Bob Howd (right) present the 2019 MIRA first place award to Friday Harbor Power Squadron/16.

2019 Youth Poster Contest

Held during America's Boating Conference: Louisville 2019, the 2019 Youth Poster Contest honored nine youth in three age categories. Please join us in recognizing the winning artists.

6–8	First place	Arabella H.	Shallotte River/27
	Second place	Renee B.	Manatee/22
	Third place	Helen "Elle" J.	Dayton/24
9–11	First place	Autumn Y.	Shallotte River/27
	Second place	Ava R.	ABC Marco Island/22
	Third place	Sophia C.	Daytona Beach/23
12–14	First place	Kesslor B.	ABC Charleston/26
	Second place	Elana C.	Des Moines/30
	Third place	Nathalia Z.	Daytona Beach/23



STEVE ERICKSON

The top three posters in the 9–11 age category of the 2019 Youth Poster Contest

Teaching boating safety to Boy Scouts

Each October, members of America's Boating Club Charleston bring their powerboats to the shores of Lake Moultrie in the South Carolina low country to nurture the next generation of boaters. For the past seven years, club members have gathered at the Boy Scouts of America's Camp Moultrie to volunteer their time and their boats to sponsor Motorboating at Moultrie, a hands-on merit badge class where scouts ages 12 to 18 learn basic boating safety, the rules of the road, how to anchor a boat, first aid for boaters and more.

The class includes three segments. Participants start by examining different types of boats and their propulsion systems, discussing the differences and advantages of each. They learn to respect the propeller and how to safely load gear and passengers onto a boat. A prelaunch inspection of each craft is conducted to be sure it's ready for a day of excitement on the water.

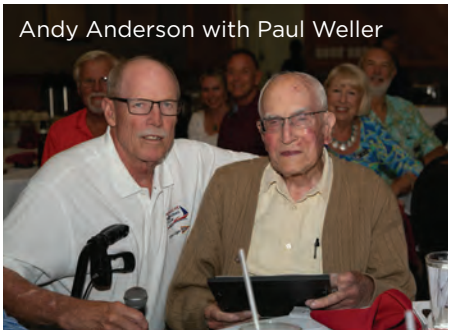
Then scouts move to the classroom session where they learn the basics of safety and boat handling. They practice CPR, try on floatation devices, and determine what kind of anchor they will need for lake boating. They learn to recognize the signs of bad weather and other boating hazards. For example, Lake Moultrie was constructed in the 1940s as part of a rural electrification project. When flooding was hurried because of the onset of World War II, many trees were cut off and the stumps not removed, thus boating in the shallows takes some skill and care.



America's Boating Club Charleston Member Jim DeBrum instructs Christian Gonzalez at the helm.

Finally, youth are divided into groups of two or more and assigned to a boat along with two or more club members. Each scout spends at least 30 minutes at the helm of a member's boat, applying knowledge acquired in the classroom with one-on-one attention from the skipper. A carefully laid out course gives participants a chance to get the feel of a craft in the water, follow aids to navigation, and practice maneuvering skills in overtaking, crossing, and passing in real-life situations. The event is limited to 20 participants so that each one gets personalized instruction and ample time at the helm. Many scouts experience boating for the first time at this event.

America's Boating Club Charleston has an active youth outreach program, sponsoring rain gutter regattas for day camps and other youth groups, paddle craft safety presentations at larger scout events, and a free America's Boating Course just for teens. Last spring the club piloted a second successful merit badge class, Sailing at Moultrie. The group plans to develop that into a companion event to be held each spring at the lake. *–Donna Lynes*


Andy Anderson with Paul Weller

KIM TURNER

Celebrating a century plus

Tybee Light Sail & Power Squadron/26, America's Boating Club of Savannah, honored member Paul Weller in June with a special dinner to celebrate his 106th birthday. Weller, who joined the squadron in 1970, received a special recognition letter signed by Chief Commander Gary Cheney.

In 2013, when Weller celebrated his 100th birthday concurrently with the USPS Centennial, he received a framed copy of a recognition letter from Chief Commander John Alter with a 100th anniversary burgee. *–Dave Sapp*

Introducing travel safety benefits from DAN Boater

United States Power Squadrons, America's Boating Club, partnered with DAN Boater to provide travel safety benefits to all members, effective December 2019.

These benefits include a 24/7 emergency medical hotline, a medical information line, worldwide medical evacuation, medical repatriation to your home country when traveling abroad, search and rescue expense coverage, and much more.

Travel safety benefits take effect when you are more than 50 miles from home, so you don't have to be a world traveler to use them.

DAN Boater is providing these benefits for free until your next dues renewal date. If you choose to keep the benefits after that date, you'll be asked to add $25 to your dues when paying online. If your United States Power Squadrons membership includes family members, they receive the same coverage at no extra charge, a huge savings over the regularly priced DAN Boater family membership fee.

If you don't wish to continue receiving these benefits, simply elect not to add DAN Boater travel safety coverage when paying your annual dues.

Visit *danboater.org/ABC* to learn more about this new member benefit exclusively for members of United States Power Squadrons, America's Boating Club.


Chief Commander Gary P. Cheney and DAN Board Chair Kathy Weydig sign an MOU during America's Boating Conference: Louisville 2019.

STEVE ERICKSON

2019 SQUADRON GROWTH AWARDS

District	Squadron	New members
2	Darien Sail & Power Squadron	17
3	Bayside Power Squadron	17
5	Northern Virginia Sail & Power Squadron	19
5	Richmond Sail & Power Squadron	19
8	Palm Beach Sail & Power Squadron	27
8	Vero Beach Power Squadron	27
10	Duluth Sail & Power Squadron	66
10	Minnetonka Power Squadron	41
13	Santa Barbara Sail & Power Squadron	21
13	Tokyo Sail & Power Squadron	24
16	Bellingham Sail & Power Squadron	21
16	Friday Harbor Power Squadron	24
16	Seattle Sail & Power Squadron	22
16	Tacoma Power Squadron	16
17	Atlanta Sail & Power Squadron	24
17	Johnson City Power Squadron	28
19	Portsmouth Sail & Power Squadron	29
20	Waukegan Sail & Power Squadron	16
21	Houston Sail & Power Squadron	18
22	Cape Coral Power Squadron	100
22	Marco Island Sail & Power Squadron	17
22	Peace River Sail & Power Squadron	18
22	Sarasota Power Squadron	80
23	Cocoa Beach Sail & Power Squadron	17
26	Dreher Shoals Sail & Power Squadron	17
26	Hilton Head Sail & Power Squadron	41
26	Lake Murray Power Squadron	32
27	Cape Fear Sail & Power Squadron	15
27	Fort Macon Sail & Power Squadron	20
28	San Luis Rey Power Squadron	17
33	San Juan Power Squadron	34
99	Cyber Member Power Squadron	556



USPS ENDOWMENT FUND INC.:

Building a Legacy for America's Boating Club

United States Power Squadrons, America's Boating Club, has been a major force in educating boaters and helping keep our waterways safe for 106 years. To advance our tradition of boater education and safety, we must look beyond member dues to fuel the continued growth of America's Boating Club.

With these goals in mind, the USPS Endowment Fund Inc. was established in Sept. 2017. Since its inception, the fund has grown, with assets totaling more than $2.1 million. Income from the fund, over $400,000, has gone to support projects crucial to the growth and promotion of America's Boating Club, including leadership development, expanded outreach to the Hispanic community, web development, and advertising.

Ours hasn't been a big money fund. While we have received several large gifts over the years, most of the fund's donations have come from individual donors who've given an average of $200.

This past year, the USPS Endowment Fund Inc. developed a new website, *uspsendowment.fund*, with features that make donating and managing donations simple. When donating at *uspsendowment.fund*, you can elect to contribute to the fund on a regular schedule (every year, every month, etc.) or provide a one-time gift to honor someone's legacy or recognize a milestone. All honorees or their next of kin will receive a gift acknowledgement via mail or email. Donors can use an email address to log in to *uspsendowment.fund* to print tax letters, make additional donations and view their donation history.

Your USPS Endowment Fund Inc. charitable contributions are tax deductible and go to support an organization founded with the goal of making our waterways safer by educating our nation's boaters. In the last 106 years, we've expanded the way we do that with online and on-the-water courses, community service opportunities like vessel safety checks and cooperative charting, fun on-the-water events, and so much more.

Your tax-deductible USPS Endowment Fund charitable contributions support our mission of making the waterways safer through boater education.

We're an organization dedicated to doing good, and as we enter another year of service, we hope you'll consider supporting America's Boating Club with a regular donation or by adding the fund to your legacy plan. With proper planning, a gift to the fund can give rise to both a charitable donation and an income stream to the donor or the donor's heirs. Talk with your financial planner to see what type of donation is right for you. When you contribute to the USPS Endowment Fund, your donation helps ensure that we will continue making the waterways safer for the next hundred years.

Visit *uspsendowment.fund* to find out how you can help support the future of America's Boating Club while keeping our waterways safe.

ISTOCK

Gale on the Bay

Sailing the Door Peninsula

By Dan Balch



Lanikai

We set sail on *Lanikai* for our annual cruise around the Door Peninsula late last August. *Lanikai,* a 1969 Pearson 300 sloop, was originally purchased by my parents, who sailed it 25,000 miles before shipping it to me 20 years ago. The sturdy boat sleeps three to four crew easily. Its four-cylinder diesel engine was installed in 1995. *Lanikai* (Hawaiian for "beautiful sea") displaces 10,000 pounds with 3,800 pounds of ballast, is 30 feet long, has a 9-foot beam, and draws 3½ feet. Our crew consisted of my son Richard, my brother Michael from Iowa, and me. My first mate, Bonnie, declined to join us.

We had planned to leave Sturgeon Bay Yacht Harbor on Thursday, Aug. 23, and proceed to Baileys Harbor Town Marina. However, Friday's weather forecast called for 35-mph winds and 10- to 12-foot seas on Lake Michigan, so instead we sailed directly to Shipyard Island Marina on Washington Island to avoid being trapped by the weather in Baileys Harbor. If weather permitted, we planned to do some day sailing in the waters of Death's Door on Friday. As it turned out, the weatherman was right, and we spent the day touring Washington and Rock islands in a car provided by the marina.

We had an uneventful sail to Sister Bay on Saturday and stayed at Sister Bay Marina that night. The next day, we sailed from Sister Bay around the west side of Chambers Island to the Menominee Marina in Michigan. We encountered a couple of squalls between Chambers Island and Menominee with 30-knot gusts and 25-knot sustained winds but weathered them with a rolled-up storm jib and our mainsail. The storms only lasted about 20 minutes each before the winds and waves petered out.

On Monday, we woke to heavy rain. The weather forecast called for 10 to 15 mph winds in the morning, increasing to 15 to 25 mph winds in the later afternoon with a chance of thunderstorms. We thought if we left early, we could cross the bay before the heavier winds hit, so we departed Menominee Marina about 8 a.m. and motored in the rain in our foul-weather gear and self-inflating life jackets to the western tip of Green Island.

Here, we put out our sails and headed for the mid-channel buoy at the mouth of the Sturgeon Bay ship channel on a starboard tack with a course of 160 degrees magnetic. Winds were already at 15 to 20 knots out of the south, and waves were 1 to 2 feet. The winds increased to 20 to 25 knots as we crossed the bay, so we reefed our jib down to storm size. We were unable to keep our original course due to the wind and wave action, and at about 2 miles off Door County, we were 5 miles north of the mid-channel buoy. We came about and began a port tack of 240 degrees magnetic, which would hopefully get us farther south so we could head into the Sturgeon Bay ship channel.

A large thunderstorm came upon us from the south, accompanied by heavy rain, hail, thunder and lightning; winds increased to 40 knots with waves in the 4- to 6-foot range. By this time, it had become too dangerous to go on the deck to try to lower the mainsail, and we had no safety lines rigged. We only had a small storm jib out in addition to

A large thunderstorm came upon us from the south, accompanied by heavy rain, hail, thunder and lightning; winds increased to 40 knots with waves in the 4- to 6-foot range.

the main.

Around 11:45 a.m., we were about 2½ miles northeast of the Peshtigo Lighthouse, as we attempted to come about in the storm and head to the Sturgeon Bay ship channel. The waves, increasing to 8 to 10 feet, came in quick succession. Winds gusted at 48 knots. As we came about, the 25-year-old mainsail shredded, and we temporarily lost control. A wave came over the bow and popped open our forward hatch, inundating our forward cabin. My brother went inside and secured the hatch.

As we tried to roll up the remaining storm jib, the sheets got away from us, tangling into a huge knot and making it impossible to roll it up any further. We tried to start the engine but couldn't hear if it was running over the shrieking winds and flapping sails. Eventually, we determined it was running and headed at a course of 160 degrees magnetic to get into the lee of Door County. We could only manage about 1½ knots due to the wave size.

We began to feel the lee of Door County at about 12:45 p.m. and increased our speed to 4 knots. As we approached the Sherwood Point Lighthouse, we secured the remnants of our sails and proceeded to Sturgeon Bay. The sun came out as we passed the mid-channel buoy, though the winds continued at 20 to 25 knots. Reaching our pier around 3 p.m., we broke out some summer sausage and beer to celebrate our return.

Sailing season was over for *Lanikai*. I had a new mainsail built by Dorsal Sail and Canvas, along with the sun cover on the jib. I replaced half the battens, which had blown away, and the shredded jib sheets.

This year, we held our annual cruise in July instead of late August, when the winds seem less predictable. We've learned to not rely as heavily on the weather forecasts and to get our sails down quicker in an approaching gale.

Dan Balch is a retired financial planner who lives in Casco, Wisconsin, with his wife, Bonnie, and two Irish setters, Jameson and Scarlett. Dan and Bonnie are members of Door County Sail & Power Squadron/10. This article first appeared in the squadron newsletter, The Door Scuttlebutt.





Better on the Water

Our robust on-the-water training programs offer something for every boater

By Robert Anderson, Chuck Wells and Shawn Goit

America's Boating Club's on-the water training and certification programs include both on-water training and boating skills certification. On-the-water training provides hands-on skill development for new boaters and a practical extension of our classroom instruction. Our Boat Operator Certification program provides credentials certifying the boating skills and educational achievements of members.

JUMP START PROGRAM

Using the Jump Start Program framework, squadron members can provide free one-on-one training sessions to a member or non-member on the student's own boat. Ideally, students should have some boating experience but limited experience with the type of boat on which the training will be conducted.

Training is customized to fit each new boater's needs with the goal of teaching essential skills for safe boating and eliminating barriers to boating enjoyment.

Most students want training in basic docking skills; however, many others also want training on their boat's systems and equipment, which includes checking the engine oil level and mixing oil and gas for outboard engines that use this mixture.

The training is set at two hours, which provides enough time to teach several skills and sets reasonable expectations for students.

Providing a personalized, high-quality training experience, the Jump Start Program creates a bond between the student and squadron while encouraging participation in additional squadron training and activities. When offered to non-members, this free program can be used as a recruiting tool.

ON-THE-WATER TEACHING AID GUIDES

Our courses—from America's Boating Course to Navigation—and their related boat handling and navigation seminars teach skills boaters need for pre-cruise planning at the dock and on the water. They teach how to operate a boat using marine electronics and what to do should electronics and their back-ups fail.

Developed by the Educational Department, our on-the-water teaching aid guides provide a framework for supplementing classroom instruction with skills training. Skills training involves skill demonstrations by approved instructors and instructor-supervised practice for students with feedback and coaching.

Each guide includes policy and procedure preliminaries that meet the American National Standards Institute standards for recreational power boating and lists of skills that may be taught, with a reference to the corresponding course chapter used in classroom instruction.

HANDS-ON TRAINING: BASIC POWERBOAT

Designed for new boaters, our Hands-On Training: Basic Powerboat program provides skill-based training in the essential techniques of powerboat operation. Developed under a grant from the U.S. Coast Guard, this program incorporates the national on-water standards for powerboat operation and instruction.

Although designed for new boaters, the program also benefits experienced boat operators. Students gain a deeper understanding of boat operation while learning new skills and techniques. Both new and experienced boaters get elevated boat-handling skills, increased confidence on the water, and enhanced boating enjoyment.

This program consists of a one-day, eight-hour training session, with three hours of classroom training and five hours of training and practice behind the wheel of a boat. Students learn about safety equipment and procedures, basic operation and controls, maneuvering, docking, anchoring, operating on plane, crew overboard recovery and much more.

For those who want to learn how to handle a boat over 26 feet, we have a separate on-the-water program for large powerboats. In addition to the above topics, the program stresses maneuvering, docking and anchoring a large boat.

BOAT OPERATOR CERTIFICATION PROGRAM

"That was fun!" exclaimed Paul, a long-time squadron member, as he completed the slalom for the Inland Navigator certification in District 5. Most members participating in the D/5 BOC program expressed the same sentiment: Boat Operator Certification is fun.

This program demonstrates a boater's skill and knowledge on the water. Open to members only, Boat Operator Certification has four successive levels that certify a member's ability to operate in increasingly challenging waters (on longer trips and farther offshore).

Each level requires completion of certain courses and seminars as well as on-the-water skill demonstrations with a specially trained certifier. The levels are Inland Navigator, Coastal Navigator, Advanced Coastal Navigator and Offshore Navigator.

Each level must be accomplished in a properly equipped boat; for inland navigator, the boat should be 16 to 26 feet, and for other levels, the boat should be over 26 feet. A detailed description of each level is provided in the BOC manuals available on *usps.org*. The robust program currently has 38 regional and assistant regional directors; more than 248 certifiers are available to test each member's skills.

Boat Operator Certification contributes to the boater's resume when chartering sail or power vessels in the United States. Charter operators have varying requirements, and prospective charterers should be familiar with the necessary knowledge, skills and experiences to charter a boat in their desired area.

USPS BOAT SCHOOLS

USPS Boat Schools are held in each Boat Operator Certification-OTW region. The three- to four-day Boat Schools certify candidates for Inland Navigator, Coastal Navigator, Advanced Coastal Navigator and Offshore Navigator. Certifier candidates learn to become certifiers and certifier trainers at each level during this three- to four-day event. Certifiers certify candidates at each BOC level. Certifier trainers train new certifiers. Certifier instructor is the highest level of trainer. Instructors set up USPS Boat Schools and train new certifiers, certifier trainers and certifier instructors.

Three to four USPS Boat Schools are held each year. To learn more, visit our Boat Operator Certification Committee webpage at *bit.ly/ABC-BOC*.

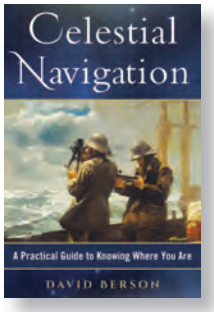
COMMITTEE RESPONSIBILITIES

Responsible for the on-the-water training and certification programs, the Boat Operator Certification-OTW Committee oversees the flexible programs (Jump Start and OTW Guides), credentialed programs (Hands-On Training, Basic Powerboat, Large Powerboat), and the Boat Operator Certification program.

PROGRAM COMPARISON

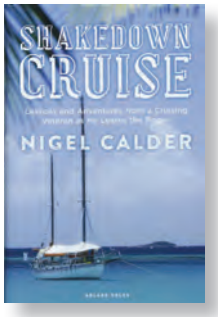
Program	Objective	Instructor	Boat	Student	Price
Flexible programs (Can be modified to meet individual needs)					
Jump Start	One-on-one training for new boat owners	Any member	Student's boat	Everyone	Free
On-the-Water Guides	Extended classroom training with on-the-water exercises	Any member	Any boat	Everyone	Free
Credentialed programs (Teaching and certifying on-the-water standards)					
Hands-On Training					
Basic Powerboat	Basic handling, no experience needed	BOC Certifier	16–26' powerboat	Everyone	$40/free to members
Large Powerboat	Handling large powerboats	BOC Certifier	26'+ powerboats	Everyone	$40/free to members
Boat Operator Certification					
Inland Navigator	Certify skills for basic boat handling	BOC Certifier	16–26' powerboat	Member	$44 plus cost of classes & seminars
Coastal Navigator	Certify skills for basic coastal navigation	BOC Certifier	Any boat	Member	$44 plus cost of classes & seminars
Advanced Coastal Navigator	Certify skills for advanced coastal navigation	BOC Certifier	Any boat	Member	$44 plus cost of classes & seminars
Offshore Navigator	Certify skills for offshore navigation	BOC Certifier	Any boat	Member	$44 plus cost of classes & seminars

Quick Picks



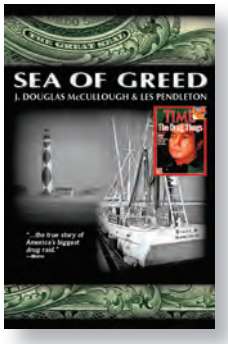
Celestial Navigation
David Berson
Seahorse Publishing, $22.99

David Berson can help you understand the concepts presented in navigation courses. Each clear, concise explanation is illustrated and has a short exercise to make the point. This fine book could also aid instructors in presenting navigation course material. *–C. Henry Depew*



Shakedown Cruise
Nigel Calder
Adlard Coles, $22.50

In 1987, young Nigel Calder undertakes a cruise that's severely shortened due to his wife's and daughter's constant seasickness. Still, he uses his failures and near misses as teaching moments. This wonderful book shows the legendary boating writer as a real person. *–Dave Osmolski*



Sea of Greed
J. Douglas McCullough and Les Pendleton
W & B Publishers, $18.99

One of the largest drug busts in U.S. history involved the investigation and prosecution of Manuel Antonio Noriega. Based on FBI files, witness testimonies, Senate hearings and recollections of government officials including the author, this excellent book reads like a novel. *–C. Henry Depew*

A maritime mystery untangled



Blackbeard's Sunken Prize: The 300-Year Voyage of *Queen Anne's Revenge*
Mark U. Wilde-Ramsing and Linda F. Carnes-McNaughton
University of North Carolina Press, $28

In June 1718, with the British closing in, Blackbeard the Pirate reportedly ran his flagship, *Queen Anne's Revenge,* aground off the North Carolina coast. It wasn't until the fall of 1996 that divers finally found the ship's remains. The book explains the techniques used to categorize and date the pieces found and the methods used to stabilize and conserve the fragile 300-year-old artifacts. Some artifacts were duplicated from molds formed when fragile material encased in concretions dissolved. Larger artifacts such as anchors, cannon, ammunition and bells helped identify the ship as *Concorde*, a French slave ship Blackbeard had captured and renamed.

Great for pirate and treasure-hunting fans, this entertaining and informative book reminds us to the let experts do the digging. *–Dave Osmolski*

Soothing respite



Northwest Waters, Reflections in Pictures and Poetry
Diane Lau Cordrey and Gary Cordrey
Plover Landing Press, $21.95

This beautiful book of photos by Gary Cordrey and poems by Diane Lau Cordrey is dedicated to the reader for "when you need a break from your busy life."

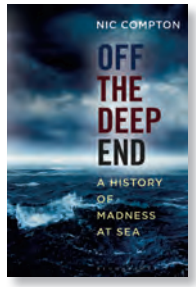
Diane's poetry is in the tradition of Chinese couplets, Zen koans, and Taoist free verse.

Opposite each poem is a photo Gary took during their many years boating in the Salish Sea.

Including Gary's photos was Diane's vision when she wrote poems inspired by environments in which they found themselves, but working together on the book was not easy. Gary preferred reminiscing about the photos, but Diane, who is task-oriented, kept him on course. Their creative effort was worthwhile, for these pages offer respite from our busy lives. *–Shannon Hager*

The review originally appeared in Bell Signals, the newsletter of Bellingham Sail & Power Squadron.

Maritime mania



Off the Deep End: A History of Madness at Sea
Nic Compton
Adlard Coles, $24

Captain Ahab may be everyone's favorite mad sea captain and the Flying Dutchman the most famous specter, but they're not alone. For every person who finds the sea healing, there is someone who went mad out there. "Naval Maniaks," as the British Admiralty once called them, have a long history. There are many kinds: paranoid, narcissistic, lonely and lovelorn, suicidal or murderous, drunk and fevered, fearful, manic, sensory-deprived, famished, and delirious. Some harbor grand illusions; others commit grotesque crimes. Disorders like scurvy, calenture (feverish delirium), dehydration and depression explain some, but war, shipwreck and storms are often to blame.

This book shares stories about captains, crew and single-handers—Columbus, Vancouver, FitzRoy, Slocum, Crowhurst—that are horrifying, exciting and even courageous.

"We are a special brand of maniacs," said French circumnavigator Alain Colas. That's the point of this colorful, arresting and sobering book. *–Richard McCandless*

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

Shipshape

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

QUICK TIPS

Lines, rope and marlinspike

Aboard a boat, we call rope "line." Each line has a specific name, such as anchor line and dock line. On sailboats, you'll also have lines such as main sheet, jib sheet and halyard. Marlinspike is the art of tying knots, splicing and caring for rope, and using lines properly. *–Larry Stout*

Steering

When you turn the steering wheel of a car, its front wheels pivot, the front end moves into the turn, and the rear follows. Unlike cars, boats steer from the rear. The bow swings into the turn, while the stern swings in the opposite direction at the boat's pivot point. In forward gear, the pivot point is a quarter to a third of the way from the bow, which means the stern moves more than the bow. In reverse, the opposite occurs: The pivot point moves farther aft and the bow swings farther than the stern. *–Larry Stout*

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



ADOBE STOCK

Safe and dry

How to remove water from a soggy fiberglass boat transom

By Dave Osmolski

This past year, the brass tube for one of my boat's self-bailing scuppers came loose. I decided to refasten the brass tube and make it watertight before we left on our annual fall trip to our homemade tropical paradise in Southwest Florida. First, I removed the tube and waited for the transom to dry out. Despite the warm, dry weather, the transom stayed as wet as the day I first removed the tube.

This led me to a discovery: Transoms, rudders and other thick constructions on fiberglass boats are not solid. They are built with air spaces between the laminations primarily for weight reduction.

While my boat never sees freezing weather, many members' boats do. This got me thinking: If my transom stayed full of water and froze, the expanding ice could do considerable and perhaps irreversible damage. I envisioned the engine falling off the back of the boat along with a hunk of the transom!

Hot tip: Check your boat a day or two after removing it from the water. If you notice water dripping, you could have a water incursion problem. If the water freezes, it will cause further damage.

I considered buying a small pump and somehow extracting the water using a thin flexible tube working through the laminations. Then I realized I could remove the water using my wet/dry shop vacuum. I plugged the inside of the self-bailing scupper hole as best I could. Then I put the vacuum hose over the outside of the scupper hole and turned on the vacuum. I extracted over two gallons of water from my transom. Several days later, the hole remained dry, and with >>

>> a bit of 5200 adhesive, I put the brass tube back in place and sealed it up.

Although the above repair worked for my situation, what do you do if there isn't a convenient hole from which to extract the water?

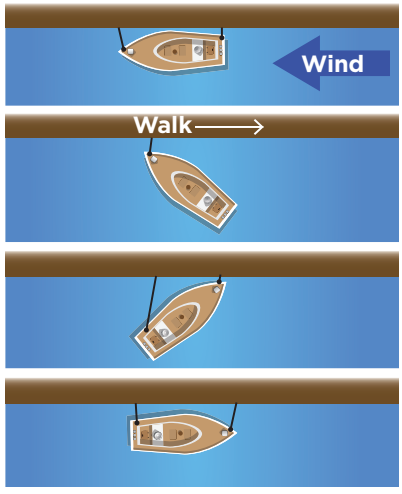
One solution would be to drill a hole at the lowest point of the rudder, transom or whatever structure is dripping water. Drill just through the first layer of fiberglass and into the laminates. Do not drill all the way through. I suggest using a battery-powered drill to avoid any problems should water come squirting out while you're using a 120-volt drill.

Drilling a quarter-inch hole should allow all the water to drain out quickly and completely. If you drill at the lowest point of the construction, you may not have to use a vacuum as I did. Let the area dry out over the winter, and in the spring locate the spot where the water originally entered, repair, and seal it. Be sure to repair and seal the drain hole you made as well.

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.

Turning a boat at the dock

Have you been tied up to a long dock on a boat that won't back up with any degree of certainty with boats sitting on each side of the fairway you could crash into on the way out?



If so, you may be able to turn the boat at the dock within its own length. First, check the wind and current. They don't have to be completely in your favor, but they should be enough in your favor to allow you to turn the boat and go forward.

First, ready a bow line and a stern line long enough to reach the bow and the dock while turning the boat. Leave one person on board to handle the stern line by bringing it forward to the bow on the opposite side of the boat from the dock. You can do this without a person on board by bringing the stern line forward to the bow and having it available as you turn the boat.

When all is ready, push the stern off from the dock and walk the bow down the dock to where the stern was previously located. You can do this with the bow line or by holding onto the bow pulpit. The wind or current will push the stern around to the previous bow position as you walk the bow down the dock. If the wind or current is in the perfect direction, the stern will come against the dock with little or no help. If not, the stern line can be used to pull the boat into position against the dock. You have now turned the boat in its own length at the dock even with boats ahead and behind you.

If the wind is in the opposite direction, you can still turn the boat by pushing the bow off and walking the stern to where the bow was with the long line on the bow. *–Jerry LeCocq*

This article first appeared in Boulder Beacon, the newsletter of Boulder Valley Sail & Power Squadron/30.



Sun exposure on board

By Gino C. Bottino, M.D.

Although it's winter, I'd rather talk about the sunny boating season to come.

At the turn of the 20th century, people endeavored never to be exposed to the sun (especially women), and doctors recommended sunbathing for good health. After World War II, sunbathing and deep tanning became popular and remain so today.

Medically speaking, although some sun exposure is required for good health, getting a suntan is not. Anyone who spends time on or near the water gets plenty of sun without sunbathing. As a doctor, I believe sunbathing is almost as bad for you as smoking and should be totally avoided.

SUNBURN AND ITS AFTER-EFFECTS

Let's look at the damage caused by the sun's radiant energy (radiation). Sunburn is a radiation, not heat, burn. It's the acute (rapid) damage caused by the sun's rays striking the skin. Sunburn isn't the most dangerous aspect of the sun's energy or the one that most concerns doctors, but it can be serious, and precautions are in order.

Long-term effects of the sun's radiation include rapid skin aging with loss of elasticity and wrinkle formation, sun-induced skin diseases (non-tumorous) such as multiple nevi (moles),

WHAT'S YOUR SKIN TYPE AND EXPOSURE RISK?

	Very fair skin Usually blue eyes; freckles; unexposed skin is white, burns easily and severely (painful burns), tans little, peels	**Fair skin** Red, blond or brown hair; blue, hazel or brown eyes; unexposed skin is white, usually burns easily and severely, peels	**Average Caucasian** Unexposed skin is white, burns moderately, tans about average	**Light brown** Dark brown hair; dark eyes; unexposed skin is light, burns minimally, tans easily	**Brown** Black hair; brown eyes; rarely burns, tans	**Dark brown** Black hair; brown eyes; burns only rarely
Avg. minutes for unprotected skin to redden (1 MED): non, mid-summer						
	40-44° latitude (San Francisco, New York, Kansas City)					
20		**25–30**	**35–40**	**40–50**	**50–60**	**70–75**
	20-25° latitude (Brownsville, Miami, Hong Kong)					
12		**15–18**	**20–24**	**30–35**	**35–40**	**50–55**
	0-10° latitude (Singapore, Nairobi, Panama City)					
10		**15**	**20**	**25–30**	**30–35**	**40–50**

and keratotic lesions (sunspots) and rashes, including malignant and non-malignant skin cancers.

ASSESSING YOUR RISK

Although everyone is susceptible to sun damage, not everyone is equally susceptible. The Skin Cancer Foundation and Harvard Medical School classify resistance to sun exposure into six basic skin types. Check the table above to determine your skin type and level of risk.

According to the American Academy of Dermatology Association, more than 3.4 million Americans will be diagnosed with some form of skin cancer in 2019. The number of skin cancer cases doubled from 1982 to 2011 and continues to rise.

If you want to avoid being one of the millions afflicted by skin cancer, act now. Reduce Earth's exposure to ozone-depleting materials and practice good sunscreen techniques, including using sunscreen every day and wearing protective clothing when prolonged sun exposure is likely. By taking these simple precautions, you can reduce or even eliminate your risk of skin cancer.

DIFFERENT SUNSCREENS FOR DIFFERENT FOLKS

The most important recent change in sunscreen is the formulation of products to block ultraviolet radiation type A. Since UVA rays do not cause sunburn, most older sunscreen formulations only blocked sunburn causing UVB rays. Now, we know that UVA contributes significantly to skin damage and skin cancer.

A sunscreen's sun protection factor (SPF) refers only to the product's ability to block UVB radiation. The SPF number on the sunscreen's label tells you only how much longer you can remain in the sun with the sunscreen on than you could without it. For example, an SPF of 15 will allow you to be in the sun without turning red 15 times longer than your normal unprotected "MED," or minimal erythemal dose, the measure of the sun's energy it takes for your skin to turn red. Refer to the chart to determine your MED.

To achieve UVA protection, you must check that your sunscreen contains one or more of the following additives: benzophenone, oxybenzone, sulisobenzone, titanium dioxide, zinc oxide or avobenzone, a sunscreen chemical recently approved by the Food and Drug Administration and sold under the brand name Parsol 1789.

In the past, the government recommended an SPF of 15, which would allow a fair-skinned American five hours of protection between the hours of 10 a.m. and 3 p.m. With the depletion of the ozone layer, it's probably advisable to use an even higher SPF. If you are fair-skinned, use a SPF of 30 that includes one of the UVA protectants.

It's important to note that sunscreen use can cause side effects such as skin irritation and rash. Para-aminobenzoic acid (PABA) can be very irritating, especially to children. You may need to carry one sunscreen for adults and one for children and others with sensitive skin. Sunscreen washes off with sweating and swimming, so try a waterproof formulation and remember to apply frequently.

ONCE THE DAMAGE HAS BEEN DONE

Once skin damage has occurred, you can treat the skin with Retin-A cream to minimize wrinkles, age spots and keratotic lesions. It can also treat and help prevent recurrent skin cancers. However, the standard treatment for limited skin cancers and lesions is removal, either by surgery or freezing. Doctors may prescribe a chemotherapy cream called 5-fluorouracil (5-fu). All treatments require a doctor's prescription and supervision.

Other over-the-counter treatments with fruit acids and the like may be beneficial for decreasing skin damage. Products like Solarcaine will help with the sting of the burn, as will the old folk remedy of a vinegar and salt solution applied to the burn. If the burn blisters or the skin is broken, do not >>

>> use either of these treatments as they will greatly irritate the burned skin. Burns that blister should be considered a medical problem and should be treated as such.

A little color is certainly not worth all the medical risks involved. Remember, sun exposure is cumulative. Should you develop a skin cancer or sun-damaged skin, the risks of any further sun exposure could be deadly, which would really put a damper on your recreational pursuits. So, play it safe, and put on sun protection.

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.



Zen and the art of docking

By Capt. Katherine Redmond

A student in my Boat Docking Tips Course said he feared entering his slip because he didn't know how long it would take his boat to stop. This made me realize how scary it would be if every time I pulled into my garage, I didn't know how far my car would travel after I stepped on the brake.

Before you can dock your boat successfully, you must know how it responds to your commands, while keeping in mind that external forces can alter your boat's reactions a little or a lot depending upon conditions.

KNOW THY BOAT

To build your skills slowly, you can practice by finding a stationary object in the water. Stay far enough away that you won't collide with it but close enough to measure your vessel's reactions. Then approach that motionless item, first in forward gear then in reverse. (My book, "7 Steps to Successful Boating Docking," provides explicit skill drills for each type of vessel, from single engine inboards to outboards and inboard/outboards, as well as twin-screw engines.)

To become confident in your boat docking abilities, you need to know the answers to a few questions:

- How long will my boat take to stop when I engage forward gear and use reverse?
- What maneuvers should I use to hold my boat in place?
- How far will momentum take my vessel when I engage forward gear and go immediately to neutral?
- How sharply will my vessel turn when I move the wheel hard to port and engage reverse?

EMBRACE NEUTRAL

By watching others, you'd think docking is a whirlwind of violent voices, grinding gears and lucky landings. However, 90% of docking should be done in neutral, using momentum to move the vessel. When executed properly, docking should be a smooth, stress-free exercise.

Neutral gear allows the helmsperson to assess external forces affecting the vessel's movement and make corrections to direction. Neutral is home base. When you're learning to dock your boat, it's easy to get confused and flustered. Neutral is where you return when your responses are out of control or when you're unsure of what to do next. Neutral allows us to go slow, gain the most control, and make the tightest turns.

When you're going slow, it's easy to make minor corrections; those same movements become major corrections when speeding. You can stop more quickly when moving at a slow speed, and if you hit something, the damage will be minimized.

Some skippers believe you haven't docked until you've hit something. I don't care for this type of ding-bang docking. If I hit something while docking, I think I've failed. Having said that, if you hit something going slow, it's a heck of a lot better than hitting something going fast.

Going slow allows you to assess how the wind and current will affect the docking process. If you go fast, you'll have a hard time telling if the breeze is due to the wind or your movement.

If you need to go from forward to reverse or reverse to forward, you may do so when going slow. If you do the same going fast, you may damage the transmission.

DO LESS

New boaters expect their boats to respond with the same immediacy as their cars. Boats respond more casually; therefore, it's best to anticipate early and react sooner. Some neophytes feel they must always be doing something at the helm. I don't want to suggest that you should not be tweaking the process but making unnecessary direction corrections has gotten many new boaters into trouble. Sometimes it's best to do nothing.

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.*

Winter fun in the Sunshine State



TOP: SHUTTERSTOCK

The annual meeting of America's Boating Club is a time to honor volunteers, elect new officers, celebrate our successes, learn new skills and open our doors to our friends in the boating community.

For most members, it's also a time to reconnect with old friends and forge life-long ties with members of other squadrons and districts. It's a time to work hard and have fun doing it.

This year, we celebrate our 106th year at the Sawgrass Marriott Golf Resort & Spa in Ponte Vedra Beach, Florida, from Feb. 9–16.

2020 ANNUAL MEETING OF THE USPS GOVERNING BOARD





OUR MEETING HOTEL

Located just over 30 miles from the Jacksonville International Airport, the Sawgrass Marriott Resort features guest rooms at the America's Boating Club room rate of $169 as well as suites and family-friendly villas.

The resort has seven restaurants and lounges for you to choose from. Besides a round of golf at TPC Sawgrass golf club, you can visit the fitness center, multiple pools, a SurfStream wave machine, and complimentary beach access at the Cabana Beach Club.

Be sure to book a visit to the full-service Sawgrass spa, which has 18 treatment rooms, a private spa pool and a nail salon, as well as a fitness center and blow-dry bar.

FROM THE AIRPORT

When traveling to the Sawgrass Marriott Resort from the Jacksonville International Airport, you have several options for ground transportation:

- **Super Shuttle, up to seven passengers, $40.50 first passenger and $10 for each additional passenger.**
- **Lyft and Lyft Plus, from four to six passengers, $39–60**
- **Uber X and Uber XL, from four to six passengers, $43–60**
- **Taxi, $74**
- **Rental car**

If you're driving from JAX airport by rental car, take I-95 South to the second exit. The sign will say I-295 and Blount Island (Exit 362A). Follow I-295 to Butler Boulevard, SR 202, and go east on Butler Boulevard East until it ends at A1A. Veer right onto A1A (south) and follow 3.5 miles to the Sawgrass Marriott Resort & Spa. Turn right on PGA Tour Boulevard. The hotel is on the left.

2020 ANNUAL MEETING OF THE USPS GOVERNING BOARD

Feb. 9–16
Ponte Vedra Beach, Florida

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

Includes Continental Breakfast on Saturday, Feb. 15

MONDAY & TUESDAY, FEB. 10–11

GOLF CLUB OUTING

Tour the historic TPC Sawgrass golf club at your leisure. A complimentary hotel shuttle service takes you to the club, where you can enjoy lunch at the clubhouse dining room.

BEACH OUTING

Enjoy a day at the ocean at Marriott's Cabana Beach Club, which is accessible by complimentary hotel shuttle. Enjoy lunch at the on-site restaurants.

TUESDAY, FEB. 11

ST. AUGUSTINE DISTILLERY DINNER & TOUR

We'll travel by bus from the hotel at 5 p.m. to visit the St. Augustine Distillery for our evening tour and dinner. Located in The Ice Plant, this circa-1907 building is part of the Lincolnville Neighborhood on the National Register. (Limited to 60 people.)
Time: 5–10 p.m.
Cost: $88 (After Jan. 10: $92)

WEDNESDAY, FEB. 12

ST. AUGUSTINE CRUISE

We'll depart the hotel by bus at 9:30 a.m. and travel to St. Augustine, where we'll board *Victory III*. After the cruise, you can explore and enjoy lunch on your own in downtown St. Augustine. (Limited to 20 people.)
Time: 9:30 a.m.–3:30 p.m.
Cost: $60 (After Jan. 10: $65)

THURSDAY, FEB. 13

SALTY SUPERSTITIONS KEYNOTE BREAKFAST

Start your day with award-winning author Robert N. Macomber who takes a lighthearted look at the culture of sailors and ships at sea.
Time: 7:30–8:45 a.m.
Cost: $38 (After Jan. 10: $43)

NAVAL HISTORY SEMINAR

Author Robert N. Macomber discusses the incredible story of the Italian Navy's Decima Flottiglia MAS, which became the world's first naval special operations unit during World War II, the predecessor to today's U.S. Navy SEALs.
Time: 10–11 a.m.

LIFE MEMBERS LUNCHEON

District and squadron commanders and executive officers and all others welcome.
Time: 12:15–1:45 p.m.
Cost: $40 (After Jan. 10: $45)



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FRIDAY, FEB. 14

TREASURER AND DONORS BREAKFAST

Time: 7:30–9 a.m.
Cost: $38 (After Jan. 10: $45)

SPA SEMINAR

Relax and enjoy a special spa day, which includes information on skin types, skincare regimens, diet and skin health. In this hands-on activity, you'll go through the step-by-step process of a refresher facial, which includes cleansing, exfoliating, toning, moisturizing and protecting your skin. (Limited to 40 people)
Time: 9:30–11 a.m.
Cost: $25 (After Jan. 10: $30)

DEPARTMENT LUNCHEONS

Individual luncheons for the Executive, Educational, Administrative and Secretary's Departments. All are welcome.
Time: 12:15–1:45 p.m.
Cost: $40 (After Jan. 10: $45)



SATURDAY, FEB. 15

SOCIAL RECEPTION, LUNCHEON & ENTERTAINMENT

Nothing could be finer than to be in (North) Carolina, and our cotton boll and beach theme will transport everyone there. Join both old and new friends as we honor our First Lady.
Time: 12–2:30 p.m.
Cost: $44 (After Jan. 10: $49)

MEMBERS & AWARDS LUNCHEON RECEPTION

Enjoy lunch in the fellowship of other America's Boating Club members, while celebrating individual, squadron and district achievements.
Time: 12–2 p.m.
Cost: $44 (After Jan. 10 $49)

RECEPTION & DINNER

Enjoy an evening of celebration as we welcome the 2020–2021 Board of Directors, featuring your choice of salmon or pork medallions entrée, and entertainment and music for dancing by husband and wife duo, Gatlin.
Time: 6:30–10:30 p.m.
Cost: $75 (After Jan. 10: $80)

RSVP TODAY!

Hotel reservations: *bit.ly/ABCSawgrass*

Event registration: *bit.ly/uspsmeetings*

To pay by check, call headquarters at 888-367-8777 ext. 230.



Scrub Island

Beat the WINTER BLUES

Sailing in the British Virgin Islands provides the cure for the winter doldrums

By Larry MacDonald

In early February 2019, a polar vortex rolled across a wide swath of Canada and the northern U.S., bringing record-shattering low temperatures; sleet and snow; and high winds that toppled trees and power lines, creating power outages and traffic snarls.

To borrow a line from Monty Python: "And now for something completely different."

It's 80 degrees—just another sunshiny day in the British Virgin Islands. We're lounging on a sailboat moored in clear turquoise water with rum drinks in hand. A tropical vortex, if there is such a thing, would more appropriately describe the weather conditions during our week of charter sailing: warm breezes, warm water and warm sand, all very tropical.

About 20 years ago, my wife, Sandy, and I chartered a sailboat in the BVIs during the summer. My article, "Summer Sailing in the BVIs," (see BVIs Info) describes the advantages of chartering during the summer months: less expensive, less crowded, and better weather, except for the occasional hurricane. Perhaps one slight disadvantage is that you are leaving someplace warm for someplace warm!

A winter escape was one reason for visiting the enchanting islands of Virgin Gorda, Cooper, Jost Van Dyke, and Tortola, four of more than 50 nestled in the Caribbean east of Puerto Rico. The Windward Islands block the Atlantic swells, providing ideal sailing conditions in the Sir Francis Drake Channel, which extends the full length of the primary sailing area. We were also interested in seeing how the islands' ambiance has changed, if any, over the past 20 years. Our sailing companions, Barry and Joan from British Columbia, Canada, had never been to the BVIs so we were looking forward to their reactions to this world-renowned sailing destination.

My intent is to provide tips for sailors contemplating a bareboat charter in the BVIs. For starters, getting there from Canada required three flights, including an all-nighter from Houston, Texas, to San Juan, Puerto Rico, and finally to our destination of Beef Island in the BVIs.

TIP #1: IF TRAVEL TIME IS LENGTHY, CONSIDER STAYING IN A HOTEL NEAR THE CHARTER BASE TO RECOVER FROM SLEEP DEPRIVATION.

Make a reservation, as BVI hotels and resorts are often fully booked weeks in advance. We had reserved one night at Scrub Island Resort, located adjacent to the marina where our boat was based, and it paid dividends. What a fabulous place to unwind and begin adjusting to island life: a villa with ocean views, pools and beaches, two excellent restaurants (Cardamom & Co. and Donovan's Reef) with superb Caribbean cuisine, outstanding service and tropical vibes.

I spoke with a fellow sailor at the resort's swim-up bar about the exotic drink that he had just ordered. He said it

SCRUB ISLAND RESORT

was a bushwacker, "the best in the islands," according to his research, and he had sampled more than one at every island. (See p. 29 for their recipe of this coffee-flavored cocktail.) The resort provided a shuttle from the airport to the nearby ferry terminal for the free 10-minute boat ride to Scrub Island and carted our luggage to the villa. They even provided complimentary cocktails upon our arrival. The entire experience made us feel like royalty.

TIP #2: ENSURE THAT YOUR LUGGAGE IS BOOKED THROUGH TO THE BVIS.

Barry and Joan had booked their luggage through to Puerto Rico, but they didn't have enough time to transfer it to the plane going to the BVIs. Long story short: Barry made multiple trips to the airport from the resort to track down his bag, which finally arrived two days later.

TIP #3: ENSURE THAT YOUR FLIGHTS INCLUDE LAYOVERS OF AT LEAST TWO HOURS.

Lines at security checkpoints and customs are much longer and slower than they were 20 years ago. On their return flight to San Juan, Barry and Joan's layover was less than 1 hour, not long enough to make their connecting flight to Houston. Another long story short: They spent an extra two days returning to Canada.

TIP #4: IF YOU PLAN TO SNORKEL, PURCHASE A DIVE MAP AT THE BASE TO LOCATE THE BEST SNORKELING AREAS, AND IF YOU'RE NEARSIGHTED, CONSIDER BRINGING A MASK WITH PRESCRIPTION LENSES TO ENSURE YOUR UNDERWATER EXPERIENCE IS CRYSTAL CLEAR.

Most charter companies provide fins, snorkels and masks of various sizes. Some snorkeling areas require access from the dinghy or from shore, but our two favorites, Diamond Reef at Marina Cay and Monkey Point at Guana Island, had balls for mooring, allowing access at water level off the back of our yacht, which was more comfortable than hauling ourselves from the water into a 2-foot-high dinghy.

TIP #5: PREORDER YOUR PROVISIONS AT LEAST A WEEK IN ADVANCE ONLINE, AND SCHEDULE THEIR ARRIVAL AT THE BOAT ABOUT AN HOUR OR SO AFTER YOUR BOARDING TIME.

We had preordered nonperishables from RiteWay, one of the major grocery stores in Road Town on Tortola Island, but chose to shop for perishables (meat, milk, pastry, fruit) from the same store upon our arrival. Unfortunately, this excursion took the better part of an afternoon and a pricy cab ride to ensure everything arrived at the same time.

TIP #6: CHOOSE A RELIABLE, WELL-ESTABLISHED CHARTER COMPANY AND A BOAT THAT MEETS YOUR NEEDS.

Numerous charter companies in the BVIs, such as The Moorings and Sunsail, offer bareboats to qualified skippers based on their boating resumes. After perusing websites and reviews of various companies, we selected Dream Yacht Charter, billed as one of the world's largest. We wanted a catamaran for stability, roominess, and privacy with four bedrooms and four heads. We also wanted a watermaker, which would eliminate the need to tie up at docks during our week and pay for replenishing fresh water.

Checking out of our villa at noon, we completed some paperwork in the Dream Yacht Charter office, boarded our nearly new 40-foot Bali yacht, stored our provisions, and received a thorough boat briefing, so we were ready to depart after breakfast the next morning. Teka, our briefing agent, was cheerful and knowledgeable, explaining various features such as the electric winch, chart plotter, anchor windless, watermaker, and inverter, which converted 12 volt DC battery power to 110 volt AC. Technicians even moved our yacht from the slip to open water upon departure.

On our first day, we motor-sailed for a couple of hours to check out our equipment and to give everyone some practice in turning around and stopping the boat in the event the captain fell overboard. Everything worked as expected on our sea trial. In early afternoon, we tied off to a ball just a half-mile from the Dream Yacht Charter Marina in one of the best snorkeling areas in the islands—Diamond Reef. For two hours, we cavorted with sea turtles and garden eels among coral heads chock-full of colorful parrotfish, lionfish, butterflyfish, and many more identified on our dive map. Brown pelicans dive-bombed for fish along the shore.

Later that day, after taking the dinghy to a nearby dock on Marina Cay, Barry caught the ferry to pick up his bag while I fired up the barbecue to cook some chicken and veggies flavored with locally made Caribbean seasoning, while the women made salads and congratulatory drinks, which were definitely in order when Barry returned with his bag!

TIP #7: CONSIDER RENTING A CAR TO EXPLORE VIRGIN GORDA ISLAND.

Nearly everyone who charters in the BVIs visits The Baths: a surreal constellation of humongous boulders stacked precariously on a sandy beach at the southern tip of Virgin Gorda Island. Since dinghies aren't allowed on the beach, boaters must choose to swim from their yacht or from their anchored dinghy, neither of which appealed to our crew. And since Virgin Gorda is more than just The Baths, we chose to tour the entire island by car.

We had previously emailed L and S Jeep Rentals and arranged for a vehicle to be delivered to the Leverick Bay Hotel in North Sound at 11 a.m. Departing early from our mooring at Marina Cay, we tacked northeast (prevailing winds are reliably from the east) a couple of hours past the Dog Islands (another popular snorkeling site) to the well-protected North Sound, moored to a ball in Leverick Bay by 10 a.m., and took the dinghy over to the hotel to pick up our rental car.

A half-hour later, with the paperwork completed, we were











Top row:
Joan, Barry, Larry and Sandy at Donovan's Reef

Dream Yacht Charter base on Scrub Island

Middle row:
Leverick Bay on Virgin Gorda Island

Larry and Barry in dinghy

Bottom row:
Sandy and Joan in Brewer's Bay, Tortolla Island

Boulders at The Baths



off to explore this enchanting island, only 10 miles long and 1 mile wide. In the BVIs, they drive on the left side of the road, so the designated driver must focus on the road rather than the cliffside views, while also abstaining from imbibing. Barry suggested I drive!

It took a leisurely hour to get to the south end of the island, stopping at several cliffside overlooks to observe pristine beaches and crashing surf on the Atlantic side of the island. We had a light lunch at the open-air Top of the Baths Restaurant while marveling at the outstanding views of Sir Francis Drake Channel. We then explored the labyrinthine paths through the natural granite sculptures on the beach below, hearing more "wows" than I could count.

Returning through Spanish Town, we browsed quaint shops and outdoor markets and celebrated Joan's birthday at Coco-Maya, a popular beachside Asian fusion restaurant. By dusk, after returning the car to the Leverick Bay Hotel, we were cozied up in Jumbies Beach Bar beside the marina, watching a live band and moko jumbie dancers while a glowing red sunset marked the end of a memorable day.

Joan said later that the road trip had been the highlight of her week. Everyone we met was so responsive and accommodating; once again, we felt like honored guests.

TIP #8: IF YOU PLAN TO ARRIVE AT A POPULAR DESTINATION AFTER 2 P.M., CONSIDER RESERVING A MOORING BALL.

In this regard, not much has changed in the BVIs over 20 years. Even then, during the summer with fewer boaters, we had to arrive before 2 p.m. to ensure a ball was available. The key is getting underway early enough to arrive at your intended destination by noon or shortly thereafter.

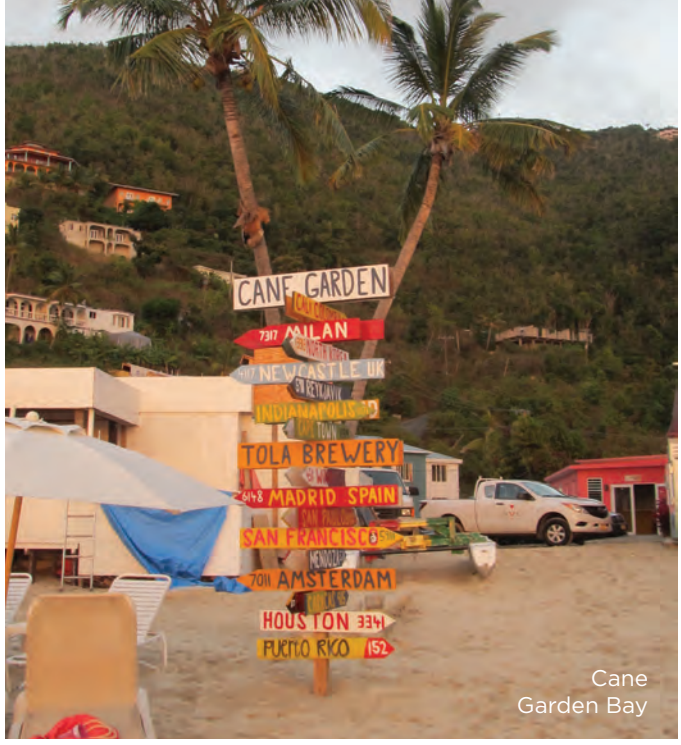
Another option in recent years is to reserve a ball through *boatyball.com*, which has distinctively colored orange balls at three locations: Leverick Bay, Cooper Island and Anegada Island. Since we always arrived at our destination by noon, we never had a problem finding a vacant ball.

TIP #9: WHEN YOU TIE TO A BALL, PICK UP THE LOOP AND RUN TWO SEPARATE DOCK LINES THROUGH IT, ONE FROM EACH FRONT CLEAT, THEN BACK TO THE CLEAT.

Teka mentioned this "A to A, B to B" technique, but we initially just ran a dock line from one cleat through the loop to the other cleat. We learned after a couple of nights that the loop can slip up the dock line, allowing the metal ball to bang against the hull, waking up the soundest of sleepers. Beginning our third night out, we used two lines with no more wake-up calls!

TIP #10: RENT A HOTSPOT OR PURCHASE COVERAGE FOR YOUR CELLPHONE USE FOR THE DURATION OF YOUR CHARTER.

Access to Internet and phone service (Skype or cell) is important to reserve mooring balls, make restaurant



Cane Garden Bay

reservations, advise marinas of your arrival, or contact your base in the event you have issues with the yacht. The VHF (Channel 16) may or may not work depending on your distance from the receiving VHF.

TIP #11: MAKE SURE YOU EITHER HAVE A BASE TAN OR YOU LATHER ON LOTS OF SUNSCREEN.

The sun is hot in the BVIs, even in the winter. On our third day, we broad-reached for a few hours southwest from North Sound to Cooper Island. Although our yacht had a Bimini over the helm, the early morning sun managed to create some serious sunburn on Barry's legs. For a few days after, he switched from shorts to long pants whenever we were in direct sunlight, which was pretty much every day of our charter. We also snorkeled in T-shirts.

The Cooper Island Beach Club is almost as popular as The Baths for visiting sailors. Twenty years ago, this facility, overlooking the sandy beach of Manchioneel Bay, was quaint and cozy with a thatched roof. Today, it has a modern terrace-style restaurant with a wooden boardwalk leading to a rum bar, coffee shop, and boutique selling island clothing, maps, and souvenirs. What hasn't changed is the outstanding bushwackers, cuisine, and tropical ambience that continue to make it one of Sandy's favorite destinations in the BVIs. Together with excellent snorkeling at Cistern Point on the south end of the bay, we all wanted to stay longer, but the "island spirit" and a 20-knot easterly the next morning moved us to Jost Van Dyke.

TIP #12: ARRIVE AT JOST VAN DYKE ON A WEEKDAY IF YOU WANT TO SEE THE LEGENDARY FOXY PERFORM AT HIS BAR IN GREAT HARBOR.

This elderly humorous entertainer is still attracting throngs of visitors, just as he did 20 years ago! One of Foxy's relatives told us that he still performs but only on weekdays. Unfortunately, we arrived on a Sunday, so instead of listening

to songs, stories, and poems from a legend, we relaxed in his beach hammocks, visited his boutique and restaurant, and picked up some provisions at a grocery store and bakery.

Jost Van Dyke is known as the "Party Island" for good reason; funky beach bars are scattered along the shore in each of its three main harbors.

The next morning, we anchored just east of Jost Van Dyke at Sandy Spit to allow Sandy a barefoot stroll on a small patch of warm white sand on her namesake spit. After breakfast, we set sail on a beam reach for Cane Garden Bay on Tortola, the largest island in the BVIs. This bay, ringed with a white sand beach below a mountain of lush green trees, has been described as the quintessential anchorage in the Caribbean. In addition to various watersports, such as personal watercraft riding, windsurfing and stand-up paddle boarding, a bevy of beach bars and fine restaurants beckon thirsty and hungry sailors. Our meal at Pusser's Restaurant, overlooking the anchorage, was outstanding, as was the local musician who played and sang Caribbean folk songs and reggae.

On our last full day, we anchored in nearby Brewers Bay for a hike to a seaside cave and the remnants of a windmill. Then we set sail for Guana Island for some excellent snorkeling at Monkey Point where day balls allowed access to the water from our yacht.

By early afternoon, we were tied to a ball at nearby White Bay for our last night out. Guana is a private island, so we wined and dined aboard, sharing impressions of our trip.

The ambiance of the BVIs hasn't really changed all that much over the past 20 years: Each island still has its own unique character, whether it's chickens and goats on the road or 5-star resorts and mega-yachts. The winds still provide great sailing, manageable for novice sailors and challenging enough for veterans. The seas are still warm, tranquil, and gorgeous shades of blue. The islanders are still super friendly and welcoming to tourists, and the spectacular seascapes and landscapes remain.

The next morning, we motored the short distance to Marina Cay fuel dock to top off our tank. Shortly after calling Dream Yacht Charter on the VHF, a technician arrived to return our yacht to the marina. Within a couple of hours, we were on the ferry to the airport at Beef Island and our return flights with precious memories of a wonderful holiday.

TIP #13: BOOK AT LEAST ONE NIGHT AT A HOTEL AFTER YOUR CHARTER TO WIND DOWN FROM AN EXHILARATING WEEK.

Leaving a tropical paradise to return to a polar vortex was somewhat unsettling. Going back to someplace warm is preferable, but that requires a summer sail. We all agreed that we should have booked one more night at Scrub Island Resort to wind down and have another bushwacker or two. Would I recommend winter or summer sailing in the BVIs? It doesn't really matter; just review these tips before you go, and you'll have a great time in this little piece of paradise.

BVIS INFO

Summer Sailing in the BVIs
sailingaway.ca/summer-sailing-in-the-bvis

Dream Yacht Charter
dreamyachtcharter.com

Scrub Island Resort
scrubisland.com

RiteWay Supermarket
rtwbvi.com

Jumbies Beach Bar
leverickbayvg.com/jumbies-beach-bar-the-cove

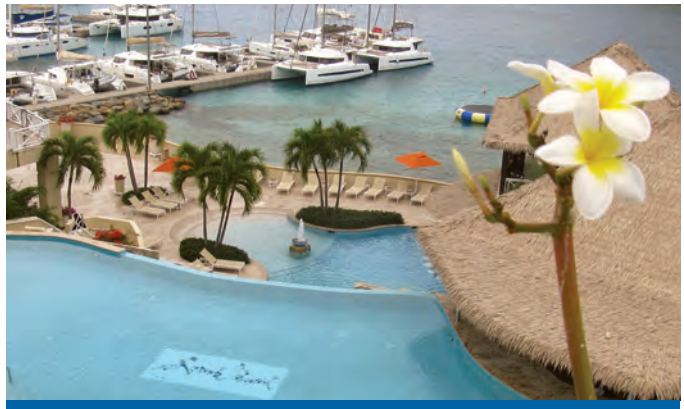
L and S Jeep Rentals
landsrentals.com

CocoMaya Restaurant
cocomayarestaurant.com

Reserve a Ball
boatyball.com

Cooper Island Beach Club
cooperislandbeachclub.com

Pusser's Restaurant
pussers.com/our-locations/pussers-at-myetts



SCRUB ISLAND RESORT'S BUSHWACKER RECIPE

2 oz.	Baileys Irish Cream
1½ oz.	Kahlúa
1 oz.	crème de cacao
1 oz.	amaretto
½ oz.	vodka
½ oz.	rum
1 oz.	coconut cream
1 cup	ice

Blend all ingredients together. Add chocolate syrup in a circular motion inside glass, then pour into glass and add nutmeg and a cherry on top; whipped cream is optional. Wickedly delicious!

Larry MacDonald is a freelance journalist from Victoria, BC, Canada, who writes about his sailing adventures at various cruising destinations. His website (sailingaway.ca) *provides useful information about chartering, nautical skills and destinations.*







Day on the Water

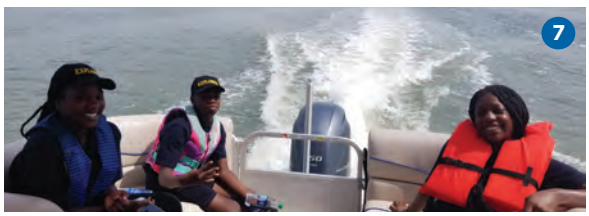
Members share a love of boating and the beauty of low country waterways with area youth

By Bob Newbert











1. Bob Newbert with Bluffton Boys & Girls Club members and director Molly Hornbeak; photo by Peter Dion

2. Paul Hoyte and his crew; photo by Nancy Stermer

3. Barbara Sommers, former commander of America's Boating Club of Hilton Head, teaches a future boater how to operate the boat.

4. Taking the helm; photo by Nancy Stermer

5. After a successful day, the kids receive their award certificates and America's Boating Club of Hilton Head caps.

6. The kids learn proper marine radio protocol and handle boat-to-boat communications following a prepared script.

7. Paul Hoyte's crew enjoy time on the water. Photo by Nancy Stermer

8. Day on the Water originator, Bob Newbert, with his crew and Bluffton Boys & Girls Club Director Molly Hornbeak

Four years ago, I developed Day on the Water, a two-part program designed to introduce area youth to boating and the beauty of low country waterways.

This past July, my squadron, America's Boating Club of Hilton Head, held a Day on the Water for members of the Bluffton, South Carolina, Boys & Girls Club.

Sea School, a land-based session, gives children an overview of boats, where they will travel and what they will see to prepare them for the on-the-water boating session. Sea School covers nautical terminology, different propulsion systems (outboard, inboard, inboard/outboard and jet boat), basic navigation using aids to navigation, VHF radio protocol, charts and chartplotters, and the history and natural wonders of our local waterways.

Hands-on demonstrations reinforced key learning points. We set up a lock system so kids could see how a boat goes from one elevation to another. We demonstrated jet propulsion. We compared the capacity of our mouths (about 3 ounces) to a pelican's (3 gallons). We demonstrated filter feeding (an oyster can filter 50 gallons of water a day). We showed how long a dolphin can hold its breath (15 minutes). We discussed other arcana of our creeks, rivers, sounds and wildlife.

Day on the Water participation is a reward for children who complete the Explorers character development program jointly operated by the Boys & Girls Club and the Bluffton Police Department.

Sea School took place at the Bluffton Boys & Girls Club a week before the boating session. Our volunteer boat captains attended so they could reinforce key curriculum points on the water and meet the kids beforehand.

This year's captains included Barbara Sommers, Peter Dion, Paul Hoyte, Nancy Stermer, Joe Etter and Wayne Mitchell. Assisting them were Brian DeMatteo, Neil Boderman and Jocelyn Mitchell. The boats set out from Skull Creek Marina for Port Royal Sound, the Chechessee River, MacKay Creek, Windmill Harbor, Calibogue Sound and Harbour Town Yacht Basin and then returned home.

Along the way, the Explorers learned about local history, boating, navigation and marine life. The first stop was for a radio check to practice VHF radio procedures. An Explorer aboard each boat acted as the radio operator, handling communication using call signs for each boat in the fleet.

At the entrance to Port Royal Sound, we discussed the Battle of Port Royal, which pitted Confederate Brig. Gen. Thomas F. Drayton against his brother, Union Capt. Percival Drayton, commander of the USS *Pocahontas*. The Union strategy, a circle of fire, devastated Confederate forces, resulting in the emancipation of Hilton Head Island's enslaved people two years before Abraham Lincoln's Emancipation Proclamation and four years before the Civil War ended.

In addition to my narration over the radio, boat captains and first mates shared their knowledge one-on-one with the kids.

Throughout the cruise, Explorers learned how to tie a bowline; viewed our position on chartplotters; observed ATONs and boating rules of the road; noted the tidal change from the time of departure to our return; observed pelicans and dolphins; and enjoyed the beauty of our waterways.

> "Our kids look forward to Day on the Water every year and talk about it constantly. You have a tremendous, positive impact on their lives." —Molly Hornbeak, Bluffton Boys & Girls Club director

Sea Pines Plantation and the Quarterdeck Restaurant hosted us for a great lunch. The kids enjoyed free ice cream at Cups & Cones, free tickets to the Harbour Town Lighthouse as well as a kitchen tour at Links, An American Grill, in the Harbour Town Clubhouse.

Explorers enjoyed driving the boat on the way home. Not every captain could offer this, but those who did provided instruction and the chance to take the helm for a few minutes while making small adjustments to speed and direction.

Upon our return, captains presented each Explorer with a hat embroidered with the America's Boating Club of Hilton Head burgee and a framed Day on the Water award certificate.

"Our kids look forward to Day on the Water every year and talk about it constantly," said Molly Hornbeak, Bluffton Boys & Girls Club director. "You have a tremendous, positive impact on their lives."

Bob Newbert enjoyed lake boating as a kid but took a five-decade break from the helm. He rediscovered his sea legs when he retired to Bluffton, South Carolina, where he serves on the America's Boating Club of Hilton Head executive committee. Bob started Day on the Water to share his love of boating with young people.







Beating to Windward

Chartering the islands of Grenada and the Grenadines

By Van Diehl, with help from Ted and Claudia Bowler

A group of us recently took a wonderful sail charter to Grenada and the Grenadines. One of the Caribbean's nicest sailing areas, the Windward Islands consist of Grenada, Saint Vincent and the Grenadines, Saint Lucia, Martinique and Dominica. The islands got their name from the British, who had to beat to windward to sail there from their colonies. The islands lie almost across the easterly trade winds, which makes for an easy northerly or southerly passage. Just far enough apart to allow for an exhilarating open ocean sail, the islands are lush and richly tropical, with high mountains that trap the clouds and produce dense green vegetation.

With trade winds ensuring exhilarating passages and delightful anchorages aplenty, the Windward Islands are a joy for any sailor. The weather stays pleasant year-round with temperatures between 77 to 90 degrees Fahrenheit. The ocean stays warm all year, and the winds nearly always blow between northeast and southeast at about 10 to 25 knots. Rain usually arrives in intense squalls that can be seen coming from afar, sometimes bringing lots of wind.

In Martinique, the official language is French; in others, it's English, with the locals speaking a variety of dialects and patois.

CHARTER COMPANY AND BOAT SELECTION

Sailing your own boat to many of the top sailing areas of the world—the Greek islands, the Caribbean, the South Pacific—is often impractical, making a sail charter the obvious alternative.

The price of a charter vacation covers your accommodations, a galley for preparing your meals, transportation to inaccessible island locations, as well as unmatched scenery and adventure every day of your trip.

For this trip, we selected Horizon Yacht Charters, which had good reviews and much lower prices than some of the other charter companies we looked at. Horizon has charter locations in Grenada, Saint Vincent and Antigua with a good selection of monohulls and catamarans as well as a knowledgeable and helpful staff.

We selected a 2008 Jeanneau 50 DS and paid $3,295 for 10 days during the low season (July 10 to October 31). The charter cost $1,098 per couple, or $549 per person.









Clockwise from far left: Cida and Van Diehl, Suzy Cooper, Mike Crumley, and Ted and Claudia Bowler at Tobago Cays Marine Park. Photo by Randy Man

Fishing boats in St. George's, Grenada

Van Diehl and Suzy Cooper with fresh cocoa fruit. Photo by Cida Diehl

Underwater Sculpture Park in Dragon Bay. Photo by Cida Diehl

Ted and Claudia Bowler at Tyrell Bay. Photo by Cida Diehl

WHERE DID WE SAIL?

Since we would be sailing in and out of the island nations of Grenada and the Grenadines, we became familiar with their customs and immigration procedures. Horizon prepared the necessary paperwork for us, which helped greatly.

Our charter started at True Blue Bay Boutique Resort in St. George's, Grenada. The Horizon charter base is next to the resort. We arrived a few days prior to departure to buy provisions.

While in St. George's, we rented a car and drove (on the left side of the road) all the way across the island through luxuriant tropical vegetation and acres of cacao trees to the northern town of Sauteurs. We visited the world-famous Grenada Chocolate Company and tasted its internationally award-winning organic dark chocolate products.

GRENADA

Actually a chain of islands, the nation of Grenada includes Grenada and six smaller islands, including Carriacou and Petite Martinique.

Known as the spice island and untouched by mass tourism, Grenada possesses the feeling of a place time forgot. Its capital, St. George's, has what is arguably the Caribbean's most picturesque waterfront. The island's history can be seen in its colorful old houses, forts and buildings. Welcoming to visitors, the friendly locals will immerse you in their way of life.

Grenada also serves as the gateway to the unspoiled cruising grounds of the Grenadines, where you'll find some of the best sailing in the Caribbean.

THE GRENADINES

One of the world's most perfect charter destinations, the Grenadines are a string of verdant islands and islets dotted with sandy beaches and palm trees surrounded by stunning turquoise waters. You can learn about the old whaling culture in Bequia, experience the trendy atmosphere of Mustique (a playground for royalty and the rich), or head for the unspoiled and remote Tobago Cays Marine Park to snorkel among colorful reefs teeming with tropical fish of all sizes.

Other incredible island stops like Mayreau, Canouan and Petit St. Vincent have their own distinctive flavor and allure. Union Island, sometimes called the Tahiti of the West Indies, is the southernmost of the Grenadines and well worth a visit.

A GREAT SAILING TEAM

Our group—Suzy Cooper and Mike Crumley; Claudia and Ted Bowler; and my wife, Cida, and I—made the charter fun and interesting. All except Mike are USPS members and sailors. With a variety of skills among us, we always had a helping hand. At each destination, we discussed plans for the next day during our happy hour.

Cruising and learning from other squadron members was a joy. We saw and discussed various methods of route planning, strategy to minimize strong currents and winds, different methods of anchoring and mooring, sail trim, group provisioning, and battery maintenance. Classroom education is great, but nothing beats on-the-water learning and participation.

Van Diehl and his wife, Cida, have been making their dreams of sailing to distant and unknown destinations a reality in their Hunter 37.5 sailboat, DreamQuest, *and in bareboat charters. Van dedicates a lot of his time to teaching advanced grades, elective courses and chairing the advanced grades board. Van and Cida are proud members of California's San Luis Rey Power Squadron/28.*

This article first appeared in the squadron newsletter, The Mariner's Needle.

Waypoints

SPOTLIGHT ON SQUADRONS AND DISTRICTS

NEWS AND UPDATES

Giving online

The USPS Endowment Fund Inc. has recently developed a new website with a host of user-friendly features for anyone wishing to support our mission. Learn more and donate at *uspsendowment.fund*.

Travel and safety benefits

DAN Boater offers travel and safety benefits to all members until their next renewal date. Learn more at *danboater.org/ABC*.

Affordable fun

Last July, America's Boating Club, Bluegrass Chapter, held its annual Frankfort Float on the Kentucky River through downtown Frankfort, Kentucky. Afterward, Carol and Tom Woods graciously hosted a barbecue cookout at the Benson Creek ramp takeout point.

Affordable boating events like this appeal to the young and young at heart with an interest in keeping fit while helping build membership. *–Jack Fish*











Top: Members of America's Boating Club, Bluegrass Chapter, ready for the Frankfort Float

Middle: Paddlers Jeff Lagrew, Ralph Merten, Bev Merten and Claire Kear are ready for a break. New member Marian Guinn skillfully maneuvers her kayak around submerged trees.

Bottom: Sam Kashar paddles a canoe with Clyde Lawton. Members of America's Boating Club, Bluegrass Chapter, paddle around a curve.







Top: Jaylynn, Maritza (counselor) and Bailey

Left: Jaylynn with her catch

Right: Children and their counselors from the Boys & Girls Club prepare to go fishing with Vero Beach Power Squadron/8 members.

Fishing for fun

Thanks to Vero Beach Power Squadron/8, 30 boys and girls from three Boys & Girls Clubs had fun learning about safe boating and enjoyed fishing on Florida's Indian River Lagoon last April.

After the youth and their counselors were fitted with life jackets and sunglasses, they got a primer in boating safety on the Intracoastal Waterway. Knowing there would be a quiz, the kids paid close attention.

They learned about day markers, carbon monoxide, swimming safety, and horn signals and lights required on boats. They also learned about the unique markers only found on the ICW.

Captains launched 10 boats with excited kids. They caught lots of fish, as many as 10 different species. Kids on four of the boats caught stingrays.

During the fishing, captains and counselors reinforced earlier learning using a sheet containing the quiz questions and answers.

After fishing, everyone enjoyed a hot dog and hamburger lunch, with ice cream for dessert. Then I gave the kids their quiz, and they excitedly yelled out the answers.

After the quiz, it was time for the fishing awards (donated prizes including new fishing rods and reels, hats, and T-shirts) for catching the most fish, the largest fish and the smallest fish. It was an unforgettable morning of learning and fun on the water. *–Daniel Thomas*

Never too young to learn water safety

Golden Corner Lakes Sail & Power Squadron/26 held a swimming safety class for more than 50 children at the Bell Family YMCA in Hartwell, Georgia, last July. The class covered proper size and fitting of children's life jackets, safety around water and the correct procedure for getting someone's attention when you are in trouble.

After the class, the squadron presented 15 new youth life jackets to the YMCA for use in the pool. Life jackets deteriorate rapidly in chlorinated water. The YMCA director thanked the squadron for the donation and for helping the kids learn to be safer around water.

–Ron Osburn



BEN BEE

Golden Corner Lakes Sail & Power Squadron/26 members Ben Bee, Gail Wilshire and Ron Osburn present Bell Family YMCA Aquatics Coordinator Debra Sanders with new youth life jackets.





Left: Balboa Sail & Power Squadron/28 members at Newport Dunes Marina are Wes Heusser, Deb McDonald, Patricia Warren, Ken Warren and Renere Lopez with canine friend Fred.

Above: Balboa Sail & Power Squadron/28 members and guests enjoy free food at the dock party.

Warm welcome wins new members

To mark the start of summer, Balboa Sail & Power Squadron/28 held a dock party at Newport Dunes Marina in Newport Beach, California, last May. Food was free for members and their guests. Attendees included 37 members and 12 guests as well as four dogs. We offered free food to anybody who stopped by. Our outreach efforts resulted in five new members. *–Wes Heusser*



TARRY SMITH

Ready for the District 32 Inland Navigator qualification session aboard *Twilight Zone II* are owner Steve Gatton, Beaverton Sail & Power Squadron; Jerry Brown of Fort Vancouver Sail & Power Squadron; Mike Kondrat of Beaverton Sail & Power Squadron; Jim West, our qualifier from Bellingham Sail & Power Squadron/16; and Alf Dueser of Beaverton Sail & Power Squadron.

District certifies a boatload of inland navigators

Last August, District 32 held one of its largest on-the-water Inland Navigator training sessions in years at Bernert Landing on the Willamette River in West Linn, Oregon.

Regional Boat Operator Certification director Jim West of Bellingham Sail & Power Squadron/16 came down from Blaine, Washington, to certify six District 32 members: Jerry Brown and Neal Smith of Fort Vancouver Sail & Power Squadron; and Alf Dueser, Mike Kondrat, Dave Shively and Rick Rafferty of Beaverton Sail & Power Squadron.

To achieve Inland Navigator status, a boater must demonstrate skills in small boat handling as well as hands-on fire extinguisher training. Classroom requirements include completing Boat Handling, Engine Maintenance and Marine Electronics as well as several seminars. *–Steve Gatton*

This article first appeared in Foghorn, the newsletter of Beaverton Sail & Power Squadron/32.

New boating season, new partnership

Susquehannock Sail & Power Squadron/5 kicked off National Safe Boating Week last May at Bass Pro Shops in Harrisburg, Pennsylvania. Bass Pro Shops events coordinator Katie Wilbur invited us to bring our animatronic mascot, Sea Vester, to the parking lot to meet and greet customers. Sea Vester entertained young boaters as we talked to adults about boating safety and told them about our upcoming session of America's Boating Course.

We also held a Ready, Set, Wear It event both days. Customers joined squadron members, Wilbur, and U.S. Rep. Sheryl Delozier of Pennsylvania in wearing life jackets to support life jacket awareness. Those wearing inflatable life jackets demonstrated their use.

After such a great start to our partnership with Bass Pro Shops, we returned with Sea Vester for another special weekend event and presented two seminars in September and October. *–Larry Graham*



BARBARA GRAHAM

Bass Pro customers participate in Ready, Set, Wear It with Susquehannock Sail & Power Squadron/5 members Robert Shedden (far left) and Joy Barbara (back, center), U.S. Rep. Sheryl Delozier of Pennsylvania (third from right) and squadron member Larry Graham (far right).



Rollin' on the river

America's Boating Club Atlanta joined Chattahoochee River Keeper and Georgia River Network to celebrate Chattahoochee River Keeper's 25th anniversary with a day of paddling a scenic section of the river not often seen by paddlers. It was part of a relay event to paddle the Chattahoochee's entire length from its origin at a spring in the north Georgia mountains to its confluence with the Flint River, forming the Apalachicola River.

The trip began at the new Chattahoochee Bend State Park located between Newnan and Whitesburg, Georgia. Before setting out, the Atlanta Club members gathered at the launch area for a group photo to promote boating safety and wearing life jackets on the water.

The 15-mile paddle from the park to Franklin, Georgia, has some of the best Chattahoochee shoals, rapids and islands downstream from Atlanta. One of the highlights was stopping for lunch near Hilly Mill Falls, a beautiful waterfall on a creek that spills into the river, which may have inspired Alan Jackson's Grammy-award winning song, "Chattahoochee." After the trip, paddlers returned to Chattahoochee Bend State Park for a cookout. *–Nan Ellen Fuller*

"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/D/C George M. Ammon, SN
Banana River (FL) Squadron/23
Life Member, 42 mm

Murray P. Baxter, SN
St. Petersburg (FL) Squadron/22
Life Member, 25 mm

P/D/C Kenneth H. Beeber, SN
Charleston (SC) Squadron/26
Emeritus Member, 54 mm

Kenneth Billington
Sebastian Inlet (FL) Squadron/8

Lt Linda D. Bowen
Southport (NC) Squadron/27

Wilma L. Burgeson, S
Phoenix (AZ) Squadron/28
Senior Member, 14 mm

Robert W. Burns, JN
Raritan Bay (NJ) Squadron/4

Richard M. Bush, JN
Green Bay (WI) Squadron/10
Senior Member, 11 mm

Robert "Bob" G. Bush, AP
Green Bay (WI) Squadron/10
Senior Member, 9 mm

Robert S. Byorick, SN
Shrewsbury (NJ) Squadron/4
Life Member, 30 mm

P/Lt/C Benjamin Cabbil Jr., JN
Detroit (MI) Squadron/9
Senior Member, 7 mm

P/D/C George Cambra, AP
Taunton River (MA) Squadron/14
Emeritus Member, 55 mm

Lt Henry B. Casper, AP
Grosse Pointe (MI) Squadron/9
Life Member, 33 mm

Rayna S. Cooper, AP
Peace River (FL) Squadron/22
4 mm

P/Lt/C George H. Crowl Jr., AP
Houston (TX) Squadron/21
Senior Member, 5 mm

P/D/C James H. Curran Jr., AP
Beverly-Marblehead (MA) Squadron/12
Life Member, 28 mm

Mary P. Eppler, P
Manchester (CT) Squadron/1
Life Member, 29 mm

Roberta T. Felgemacher, AP
North Coast Ohio Squadron/7
Life Member, 28 mm

William M. Foy, AP
Watchung (NJ) Squadron/4
Senior Member, 18 mm

D/Lt/C Dawn A. Gaskill, AP
Winston Salem (NC) Squadron/27
Life Member, 26 mm

P/C Thomas S. Glassell, AP
North Coast Ohio Squadron/7
Life Member, 45 mm

Bruce K. Goff, P
Tacoma (WA) Squadron/16
Life Member, 25 mm

Joseph R. Grunda
Vermilion (OH) Squadron/7

Joseph G. Guerra, P
Lake George (NY) Squadron/2

P/C Robert E. Hammerton, AP
Cambridge (MD) Squadron/5
Life Member, 25 mm

P/C Charles H. Heintz Jr., P
New Orleans (LA) Squadron/15
Life Member, 30 mm

Angus I. Hines Jr., P
Nansemond River (VA) Squadron/5
Senior Member, 9 mm

P/C Edward H. Kris, SN
Wilmington (DE) Squadron/5
Life Member, 37 mm

Lt Friedrich "Fritz" Krug, P
Port Washington (NY) Squadron/3
Life Member, 29 mm

P/C Helmut J. Linden, SN
Anchor Bay (MI) Squadron/9
Life Member, 40 mm

August "Gus" Luhrs
Great South Bay (NY) Squadron/3
Honorary Member

P/D/Lt Irwin R. Macey, AP
Charles River (MA) Squadron/12
Senior Member, 20 mm

P/Lt/C Louise K. Manke, AP
North Coast Ohio Squadron/7
Life Member, 31 mm

Kambiz B. Makoui, AP
Sanibel Captiva (FL) Squadron/22
Senior Member, 9 mm

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

Lt Richard "Dick" Mertz, AP
Grosse Pointe (MI) Squadron/9
Senior Member, 17 mm

P/C Ward W. Miller, SN
Mid-Hudson (NY) Squadron/2
Senior Member, 20 mm

P/D/Lt/C Gisela Murray, SN
Milwaukee (WI) Squadron/10
Life Member, 31 mm

Arthur H. Pankop, AP
Hoosier (IN) Squadron/24
Senior Member, 14 mm

Anthony G. Scalzi, S
Stamford (CT) Squadron/2
Senior Member, 21 mm

Lt Richard Schmidt, AP
Peace River (FL) Squadron/22
4 mm

P/R/C Harry R. Schoepe, SN
Raritan Bay (NJ) Squadron/4
Emeritus Member, 51 mm

P/Lt/C Thomas A. Sears, AP
Utica (NY) Squadron/6
Life Member, 27 mm

Ann Simms
Sanibel Captiva (FL) Squadron/22

P/C James F. Sommers, SN
Toledo (OH) Squadron/29
Life Member, 43 mm

P/C Maxine V. Spenner, SN
Michigan City (IN) Squadron/20
Senior Member, 24 mm

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Land of Lincoln (IL) Squadron/20
Life Member, 27 mm

P/Lt/C Joan M. Stammerjohn, S
Cape Lookout (NC) Squadron/27
Senior Member, 8 mm

P/C Jerry D. Stoll, AP
Detroit (MI) Squadron/9
Life Member, 30 mm

Samuel E. Taylor, S
Marco Island (FL) Squadron/22
Senior Member, 8 mm

Debbie Theriault
North Strand (SC) Squadron/26
Senior Member, 7 mm

P/C Stuart W. Thro, N
Wawenock (ME) Squadron/19
Senior Member, 18 mm

P/Lt/C Donald G. Watson, AP
Hartford (CT) Squadron/1
Life Member, 38 mm

P/Lt/C Larry Harrison Welch, AP
Southport (NC) Squadron/27
Senior Member, 13 mm

William Welch
Kennebec River (ME) Squadron/19
1 mm

Fredrick C. Wichmann, AP
Charleston (SC) Squadron/26
Emeritus Member, 50 mm

P/R/C William A. Winslow, SN
Peace River (FL) Squadron/22
Emeritus Member, 51 mm

P/C Phillip W. Wise, JN
Austin (TX) Squadron/21
Senior Member, 22 mm

Jane Demarest Withers
Sanibel Captiva (FL) Squadron/22
Senior Member, 13 mm

MERIT MARK AWARDS

Senior Member, 5 merit marks

Life Member, 25 merit marks

Emeritus Member, 50 merit marks

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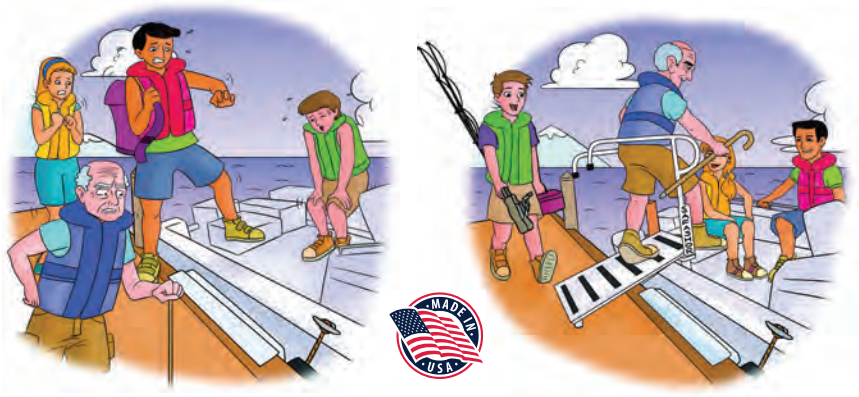
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Bitter End

A LIGHTER LOOK AT THE BOATING LIFE



Point Iroquois light

The original wooden lighthouse at Michigan's Point Iroquois was completed in 1855, the year the St. Marys Falls Ship Canal opened, now known as the Soo Locks. The lighthouse was completely rebuilt in 1870, and a two-story brick house was added in 1902 to provide housing for an assistant keeper and family.

Inside the 65-foot tower, a fourth order Fresnel lens shone over Whitefish Bay and what became one of the busiest shipping lanes in the world: the entrance to the St. Marys River and the Soo Locks.

After more than 100 years of service, the Point Iroquois light was extinguished in 1962 in favor of a beacon "farther out in the water," Ontario's Gros Cap Reef Light, visible from Point Iroquois' sandy shore.

A NOAA Data Retrieval Station that reports the water level, water temperature, wind, air temperature, humidity and barometric pressure along Whitefish Bay is located on the lighthouse grounds near the shoreline. Wooden walkways lead from the lighthouse to the beach, and the shore is littered with unusual driftwood and banded agates. *–Peggy Schwaller*



A NOAA Data Retrieval Station sits near the shoreline.

This article first appeared in Bilge Chatter, the newsletter of Birmingham Power Squadron/9.

Where away?



ANSELMO MIRANDA

Email *ensign@hq.usps.org* by Jan. 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. John M. Foglia and others correctly identified the Fall 2019 location of the U.S. Coast Guard Training Center near Cape May, New Jersey. The Ensign is always accepting new photos for Where away? Send your photos to the above email for possible inclusion in an upcoming issue!

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Join your friends in promoting United States Power Squadrons, America's Boating Club, our courses, our camaraderie and our dedication to safe boating by donating your copy of The Ensign magazine to your local library, your doctor's or dentist's office, boat repair shop or virtually any public waiting room.

This simple act can raise awareness of who we are and what we do in your local community. Who knows? You may be responsible for encouraging someone to take a boater safety course or join a squadron, thereby promoting our mission of making our waters safer for everyone.



TRANSOM TALES

After losing my wife in 2007, I attended a bereavement counseling session where I met a woman who had lost her husband about the same time. Shared grief turned into shared friendship, which turned into love. Donna and I married two years later and bought a winter home in North Fort Myers, Florida, with a dock on a canal close to the Caloosahatchee River. We also bought a 22-foot deckboat and named it *The Second Time Around*.

–Dave Garthoff

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