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Winter 2021
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Piloting final exam IRL

Boating in limited visibility

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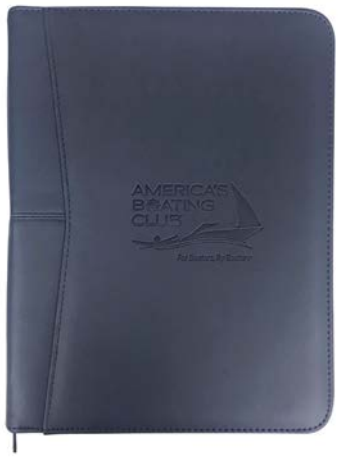
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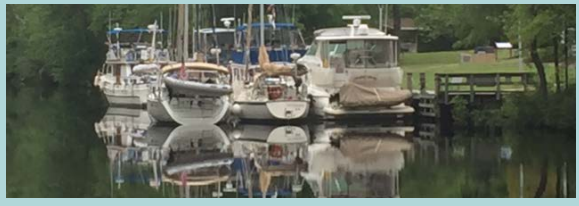


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Continuing the mission



Ralph Bernard
National Administrative Officer

With winter upon us and the northern boats being put to bed, I am looking at the past year with two eyes. One, this pandemic has had such a horrible effect on the country and has made us change the way we did almost everything in the past. Two, adversity makes us find new ways to get the job done, which is what United States Power Squadrons, America's Boating Club, has accomplished.

We endured the pandemic of 1919 and came out on the other end. Almost immediately after the 2020 Annual Meeting at the Sawgrass Marriott, the entire country was beset by COVID-19, and we had decisions to make. Nothing could have prepared us for this situation, so our choices were either hunker down and wait until the emergency was over or continue with new ideas and a different way of fulfilling our mission. This fantastic organization chose to continue the mission.

Patchogue Bay Power Squadron donated the money it normally would spend on its spring conference to a local hospital to assist with the pandemic. Akron Sail & Power Squadron embraced its Cooperative Charting program and began searching for geodetic markers, which enabled members to get together while observing social distancing. Other squadrons have taken similar actions.

Districts and squadrons held virtual changes of watch to keep the organization running. Your Board of Directors met virtually every month and chatted once a week. Our National Meetings Committee made several plans for the Fall Governing Board Conference in case we could not meet, and when our Raleigh meeting was canceled, we held our seminars electronically. Although this is not quite the same as meeting in person, the seminars were well attended. The Instructor Recertification Seminar was so well attended, another seminar was scheduled. While our Education Department has continued to offer boating courses online because of the pandemic, everyone welcomes the return to the classroom.

Doctors say babies need personal contact to develop, and I believe adults need it as well. Although the National Meetings Committee worked diligently to prepare for the 2021 Annual Meeting in Sawgrass, COVID-19 worked against us. America's Boating Club will once again be meeting virtually, as we did for the Fall Governing Board, so please plan to attend all the meetings and seminars. If we cannot get together face to face, we can surely do it electronically.

This once-in-a-lifetime (I hope) pandemic has made us stronger. We adjusted to outside influences but continue to work hard to embrace the three pillars of membership: education, civic service and fellowship.

Adversity, when faced head-on, always builds character, whether in an organization or a person, and that is exactly what has happened to United States Power Squadrons, America's Boating Club.

V/c Ralph A. Bernard, AP

the Ensign

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Ted Dawson named FWC Boating Safety Educator of the Year

Cape Coral Sail & Power Squadron/22 member Ted Dawson has been named Boating Safety Educator of the Year for the State of Florida by the Florida Fish and Wildlife Conservation Commission. This means he can compete for the national award through the National Association of State Boating Law Administrators.

A retiree, Ted moved to Cape Coral to enjoy year-round boating. Since joining our squadron in 2010, Ted has been its America's Boating Course lead instructor.

Prior to moving to Cape Coral, he lived in the Chicago suburbs and boated on Lake Michigan. He joined the U.S. Coast Guard Auxiliary in 1967 and has been a member ever since.

As an auxiliary member, Ted taught the USCG version of the basic boating safety class along with other advanced boating classes. He earned the qualification of Coxswain and became a Qualified Examiner for other candidates seeking the Coxswain designation.

Before commercial towing services on Lake Michigan became common, Ted assisted local Coast Guard stations with search and rescue cases as part of the USCG Auxiliary operational program. He also participated in training exercises at local Coast Guard stations from Chicago to Green Bay.

Ted's experience has given him a unique insight into the mindset and habits of the typical recreational boater. He uses a storytelling approach when teaching America's Boating Course, relying more on real-life stories instead of slides and bullet points. Ted, like many of the top educators across the country, believes students identify with stories that allow them to imagine how they would react in various situations. This approach makes the instructor more relatable, which in turn makes students eager to hear and learn more.

After taking over as lead instructor in 2011, Ted insisted that we make several improvements to our squadron's learning environment. Since he began teaching America's Boating Course, he has graduated over 2,400 students.

During the past three years, Ted recruited two assistants to help carry on the tradition. They continue to fine-tune the course, which includes information boaters new to Southwest Florida need to know to stay safe on our heavily traveled waters. As a team, they updated the presentation, giving it a more modern and local look and feel.

America's Boating Course is the first step in becoming a better boater, and as a result of Ted's teaching approach, the squadron sees more interest in our other educational offerings. We were lucky that Ted showed up on our doorstep, willing to teach America's Boating Course. *–Carl McGrath*

Currents

NEWS AND INFORMATION FROM AROUND THE BOATING WORLD



2021

Feb 14–21
Annual Meeting
Virtual

Mar 21–24
IBWSS
Washington, D.C

Aug 29–Sep 6
Governing Board
Raleigh, N.C.

2022

Feb 19–28
Annual Meeting
Ponte Vedra Beach, Fla.



How to grow a squadron:
Entice members with incentives

Bellingham Sail & Power Squadron/16 was awarded first place in the 2020 Membership Involvement Retention Award. The squadron has instituted several programs that should pay off in the form of new and retained members over the next several years.

It offers gourmet meals at bargain prices at its membership meetings, which have informative and interesting speakers. New members are invited to sit with the commander at their first meeting, are introduced to the other members, and their meal is free. Membership attendance at meetings has increased significantly, allowing new members to get involved quickly.

The squadron teaches courses at a local technical college to give their courses heavier academic weight while relying on the college for increased publicity and outreach. At the end of each quarter, they hold a graduation ceremony for the students.

The squadron also holds a Day of Learning where local experts teach a series of short courses on a variety of subjects. A recent Day of Learning at the Bellingham Yacht Club was standing-room only.

Additionally, the squadron hosts a

SeaSkills day at a local marina in conjunction with its rendezvous. These classes include seminars on anchoring, boat handling and docking and are open to non-members, making it an opportunity to recruit new members.

The squadron has created visually appealing email blasts to inform members about squadron activities. It also keeps its Facebook page updated, interesting and visually attractive.

The Bellingham squadron has a series of "value added" rendezvous that are often conducted with other squadrons or yacht clubs. The rendezvous include fun activities such as wine tastings, chili cook-offs, musical events and game nights.

One of the squadron's members-at-large is designated as the member retention officer. This person is responsible for keeping in contact with members who are up for renewal as well as those who have not renewed.

During the pandemic, the squadron remained in contact with its membership through virtual methods, including Zoom membership meetings and other Zoom social activities. It has created an ongoing series of "Meet Our Members" interviews with the squadron's most experienced members, and a calling committee has been charged with periodically checking in on the entire membership. The squadron receives many positive responses for its communication efforts. *-Bob Howd*

BOATING NEWS

HOST A LIFE JACKET LOANER STATION

Squadrons can now apply to host a loaner station or restock one in their community.

As part of a grant administered through the Sport Fish Restoration & Boating Trust Fund, the Sea Tow Foundation has received funding to add at least 50 new Life Jacket Loaner Stations and restock hundreds of existing stations for the 2021 boating season.

Any squadron interested in receiving life jackets or adding a Life Jacket Loaner Station to its area can fill out the application at boatingsafety.com/lifejacketgrant through Feb. 1.

"Every new stand added and every opportunity to restock existing stands helps us make boating even more accessible and safe for everyone," said Gail R. Kulp, executive director of the Sea Tow Foundation.

To learn more about the Life Jacket Loaner Stations presently in and around your area, visit boatingsafety.com. *-Sea Tow Foundation*

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USPS NEWS



Giving Tuesday a success for America's Boating Club

For the first time ever, America's Boating Club participated in Giving Tuesday on Dec. 1, 2020. Thanks to the generous support of our community, we met our goal and raised over $20,000 with the purpose of making boating better.

This money will help fund mission-critical boating education and safety initiatives that can make a real difference in boaters' lives and increase their enjoyment of boating. Because of this campaign, the organization will be able to continue to innovate and will be ready when squadrons can hold in-person meetings and classes once again.

If you haven't yet had a chance to donate or would like to learn more about Giving Tuesday, go to giveabc.org or send a check to United States Power Squadrons Giving Tuesday, PO Box 30423, Raleigh, NC 27622. Please be sure to include your email address and member number when giving by check.

PANDEMIC INSPIRES BOOK FOR BOATERS

To make sure his community was aware of classes offered by Cape Coral Sail & Power Squadron/22, Tom Dawson has been writing articles about safe boating topics, which have then been published in the local USA Today paper the News-Press in a special Thursday Cape Coral section. Occasionally, these articles make it into the Sunday edition.

Administrative Officer Jeff Maddy has been instrumental in getting these articles into local publications. So far about 50 such stories have been published.

When the pandemic struck, Tom took what was going to be a public seminar and turned it into a book about the local waters. "Safe Boating in Southwest Florida Cape Coral Edition" has been available since September. His sister-in-law Jacqui Dawson assisted in the editing, design and layout of the book while his teaching partner Bill Harris and brother Ted Dawson provided input. Taking what he had learned from teaching America's Boating Course as well as the knowledge gained through his Cooperative Charting work, Tom was able to cover topics of local interest that every boater new to the area needs to know.

The book covers boating basics, navigation aids and the rules that help boaters prevent collisions on the water. Also included are over one hundred NOAA chart and satellite images.

2020 Membership Involvement Retention Award Winners

First place
BELLINGHAM/16

Second place
DULUTH/10

Third place
FORT MACON/27

2020 New Member Award

MINNETONKA/10	34
SARASOTA/22	33
LAKE MURRAY/26	26
CAPE CORAL/22	23
HILTON HEAD/26	21
LAS VEGAS/13	20
MARCO ISLAND/22	18
DULUTH/10	17
LAKE CANDLEWOOD/2	17
TACOMA/16	17
SANIBEL CAPTIVA/22	15
VERO BEACH/8	15

Cape Fear receives NWS Award of Excellence

Cape Fear Sail & Power Squadron in District 27 was awarded a National Weather Service Award of Excellence for its efforts to educate the Wilmington, North Carolina, public about the effects of weather on boating and hurricane safety. The squadron also informs newcomers and beach visitors about the dangers of rip tides and has incorporated rip current and thunderstorm safety information into its vessel safety check procedures. *–Otis White*

In Memory



Past Vice Commander
Ralston Pound Jr.
1920–2020

Past Vice Commander Ralston M. Pound Jr. of North Carolina's Charlotte Power Squadron/27 died on Oct. 5, 2020.

Ralston joined Charlotte Power Squadron in 1969. He earned 41 merit marks and the grade of senior navigator. He served in many squadron and district leadership positions before serving as National Treasurer from 1996–1997.

Ralston was born on Dec. 31, 1920, in Charlotte. He attended N.C. State University and enlisted in the Navy in 1941, where he served in active duty for four years. He later retired from the Naval Reserves in 1969 with the rank of Commander. He was an F6F Hellcat fighter pilot in WWII, became a member of the Fighter Aces Association and was presented with the Congressional Gold Medal.

Following WWII, he joined his father at Pound & Moore, where he eventually became company president, retiring in 1985. Ralston and his beloved wife, Deanie, enjoyed countless happy years at their homes in Dilworth, as well as River Hills and Mill Creek on Lake Wylie.

In addition to his membership in United States Power Squadrons, Ralston achieved 72 years perfect attendance as a Rotarian.

He was preceded in death by his wife, Deanie, and is survived by his son, Ralston "Tripp" M. Pound III (Beth) of Fresno, California; daughter, M. Lynn Pound of Greensboro, N.C.; two grandchildren; and several great-grandchildren.



Past Vice Commander
Doug Kerr
1933–2020

Past Vice Commander Doug Kerr of Ohio's Findlay Sail & Power Squadron/29 died on Friday, Oct. 30, 2020.

Doug joined United States Power Squadrons in 1974. He held many squadron and district leadership positions before serving as National Treasurer from 2000 to 2002. Doug earned 41 merit marks and held the grade of senior navigator.

Doug was born in Montreal, Canada, on Feb. 14, 1933. He graduated as a Chemical Engineer from McGill University in Montreal in 1955.

According to Doug, "Jan. 25, 1957, was the best day of my life when I met the prettiest girl in the world, Marilyn." They married on May 3, 1958.

They had four sons, Douglas (Cathy), Kenneth (Missy), Ronald (Kathy) and Andrew (Angie), and the family immigrated to Findlay, Ohio, in 1965. Doug went to work for Marathon Oil Company doing technical computer work. They became U.S. citizens a few years later.

In addition to his volunteer work with United States Power Squadrons, Doug also served on and chaired many community and industry groups, and was very active in his church.

Shipshape

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

QUICK TIPS

One rule over all

The rules of the road don't cover every possible risk of collision. For cases not covered, the general rule of responsibility requires all responsible parties to take whatever actions are necessary to avoid collision, including departing from the rules. Learn more by taking Rules of the Road: A Practical Approach seminar.

GoPro prop check

Have you ever needed to quickly check your prop, rudder, or keel without putting a diver in the water? If you have a waterproof GoPro type camera, you can mount it on a boathook with a handlebar mount and check things out on your smartphone. Then, if someone needs to dive, they'll at least know what to expect.
–Capt. John Farmer

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



Show your pride

Build a DIY flagstaff for your small powerboat

By Dave Osmolski

Another one from the vaults. This article originally appeared in our Winter 2017 issue.

I've been vacationing in Southwest Florida for longer than I have been a member of United States Power Squadrons, America's Boating Club. I haven't visited every yacht basin and marina, but out on the water and along the Intracoastal Waterway, I have never seen a vessel flying our ensign save for the one on my boat.

We encourage members to introduce our organization to the public with seminars, classes and by our presence at boat shows. While these are important, I think one of the best ways to advertise our presence is to fly the ensign.

If the vessels in my home squadron and other squadrons in my district are any indication, many members have powerboats 26 feet and under. According to the Operations Manual, the ensign must be flown on the stern staff when flown in lieu of the U.S. ensign on powerboats with or without a signal mast. When both ensigns are flown, our ensign should be flown from the antenna or staff amidships preferably to starboard. My antenna isn't strong enough to withstand the stresses of flying a flag while traveling at more than 20 knots. I do have a "rocket-launcher" type fishing rod holder capable of holding a flagstaff with a holder just to starboard. I think most boats with a T-top have a similar holder.

You can fabricate a respectable flagstaff from a length of 1-inch diameter schedule 40 PVC pipe, a 1-inch pipe cap and some stainless steel fasteners. Schedule 40 pipe, a material commonly offered in big-box hardware stores, can be purchased in standard lengths. At many mom-and-pop hardware stores you can buy exactly what you need cut to length. A 12-by-18-inch ensign is proportional for boats up to 20 feet. For vessels up to 30

feet, I'd use a 16-by-24-inch ensign. Larger ensigns could produce stresses greater than a PVC flagstaff can withstand, so I suggest not flying them on a PVC flagstaff.

To build your staff, purchase a 48-inch-long piece of 1-inch PVC tubing—a standard length available in most big-box stores. The 1-inch dimension indicates the tubing's inside diameter. The tubing's 1/8-inch-thick walls give it an outside diameter of 1¼ inches. Along with the tubing, buy a 1-inch PVC pipe cap. You'll need all stainless steel hardware: two 2-inch-long ¼-20 (¼-inch 20-thread) eyebolts; four ¼-inch flat washers; two ¼-20 Nylok nuts; and a small wood screw to hold the pipe cap in place.

Measure the distance between the centers of your ensign's eyelets. Drill the top hole in the PVC pipe 2 inches from the top. Drill the second hole the distance you measured from your ensign down the pipe from the first hole. Be sure the two holes are aligned in the pipe. Often the pipe includes marking on the sides; use this marking, which is in a straight line, to align your holes. Insert the eyebolts with one washer beneath the eye and the other on the opposite side of the pipe. Fasten the bolt to the pipe with the Nylok nut. Don't overtighten the nut. Mount the cap on the top of the pipe. Drill a hole just a bit smaller than the screw you will use to fasten the cap to the pipe and drive the screw home.

At the bottom end of your flagstaff, cut a slot across the tube perpendicular to the orientation of the eyebolts. The slot should be just a bit wider than 1/8 inch. This slot will accommodate the pin that runs across the bottom of the fishing rod holder either on the stern or on the rocket launcher. This will keep the flagstaff from twisting and keep your ensign flying straight and true.

Finally, remove the writing on the side of the pipe using a paper towel moistened with lacquer thinner. In a pinch, you could try nail polish remover, which likely will remove the writing.

Now be sure to fly the ensign proudly.

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.



The coming bout: flu, common cold and COVID-19

By Gino Bottino, MD

Even with COVID-19 soaring, we need to remember that winter is also cold and flu season.

In the United States, more days of work (and probably play) are lost to colds and flu than any other illness, and mortality remains high.

Colds and allergies are frequently confused, and now it's hard to tell the difference between these illnesses and COVID-19.

Cold viruses are also coronaviruses. When you have a cold or the flu, the virus attacks the cells lining the upper respiratory system (the passage from the mouth and nose, through the throat and voice box, and into the large windpipes). These viruses can also spread to other organs like the lungs, causing pneumonia.

As these cells become infected, the body responds with a variety of different mechanisms, called the immune response. This response is how the body fights off the infecting foreign organism. Afterward, we hopefully become immune to repeat infection as the body remembers how to defend itself.

Flu season comes about as the "old" virus mutates into a "new" virus and starts spreading around the world. This spread follows the prevailing winds, so we call it the Asian Flu in North America. Our scientists get the organism while it's in Asia and develop a vaccine for it, which is why there's a new vaccine every year.

The immune response generated to fight the organism causes the sick-all-over feeling we get with the cold or flu. The body fights off these critters with a systemic (body-wide) response. For instance, our fighting cells signal the body to raise its temperature, which helps kill these organisms (just like boiling water!). Sometimes, the byproducts of the fight enter our bloodstream and cause an unwanted systemic reaction, like muscle aches and pain.

We feel sick from these illnesses because our immune system doesn't tolerate foreign invaders and fights them off vehemently. Our bodies deal with any invasion as a threat to our health. If not dealt with promptly and completely, a minor attack could become life-threatening, such as when a cold develops into pneumonia. That's how the phrase "you'll catch your death" came about in the pre-antibiotic age. >>

>> THE COMMON COLD

We all know common cold symptoms: stuffy nasal passages, phlegm and mucous production, coughing, low-grade fever, chills and general malaise. Sinus involvement can cause pressure buildup and pain around the eyes and nose, leading to severe headache, whereas throat involvement can cause pain and swelling of these tissues, making swallowing difficult and painful. If the vocal cords are affected, you may have trouble breathing and talking.

Viral illnesses are acute and, thankfully, mostly short-lived. To date, we have not developed agents to fight these organisms. When a viral illness persists for longer than two weeks, a secondary problem is usually the cause. At this point, antibiotics can become useful in treating super infections that develop on top of viral illnesses. Nowadays, we must also consider COVID-19 as the cause of a progressive cold.

This brings up the topic of early testing. Since a cold, the flu and COVID-19 have similar symptoms, it's now recommended that we seek out testing to determine which illness we have. This also includes being exposed to people with symptoms, even if they insist they just have a cold or allergies. You won't really know unless you get tested!

Common cold treatment is symptomatic and supportive. Rest, keeping up with fluids and nutritional requirements, and keeping warm and dry are the cornerstones of treatment. Aspirin, acetaminophen or ibuprofen can be used for fevers and general malaise. Antihistamines and decongestants, like Sudafed, can be used to reduce the swelling and mucous production of the respiratory and nasal passages. Cough medicine's relief is based on mild narcotic suppression of the brain's coughing center, and expectorants help loosen the mucous of the respiratory tract so you can bring it up and out. Robitussin-DM is one of many products available; read labels carefully to compare ingredients and to become aware of possible side effects and contraindications. Remember, antihistamines can cause significant drowsiness, an inability to concentrate and visual disturbances.

I do not recommend combination medicines. It's better to know exactly what you are taking and why.

THE FLU

Influenza viruses are also respiratory tract infections; however, they affect the entire respiratory tract and are more often blood-borne, therefore impacting the entire body. Muscle aches, abdominal pains, diarrhea and headaches are common. Because of its severity, the flu can easily progress to pneumonia.

Treatment for the flu, like the common cold, is largely supportive. With persistent symptoms or other signs of progressive disease, antibiotics may be given, but as with colds, antibiotics should not be used routinely. In general, I do not recommend combination medicines. It's better to know exactly what you are taking and why. This generally cuts down on side effects, is more cost-effective, and allows more specific dosing than combination remedies. Don't forget aspirin and ibuprofen, which not only treat fever and aches but also reduce swelling and inflammation. These excellent drugs can make you feel much better.

We do have antiviral flu drugs like Tamiflu, but they are only effective if given within a day or two of acquiring the illness. Elderly and immunosuppressed patients should receive these agents.

PREVENTION

You can only catch a cold or flu by direct exposure to the viral organism, which usually occurs when an infected person coughs on you or shakes your hand after coughing on his or her hands. The best prevention is avoiding close contact with sick individuals and large crowds (where statistically many people will be infected), which is what we're currently doing to prevent the spread of COVID-19.

Being exposed doesn't necessarily mean we will get ill. If the viral load (exposure dose) isn't too great, a person in good health with good immunity may fight off the virus before getting sick. In any viral illness, some people never show symptoms even though they have the illness and can spread it, which is why we wear masks to prevent spreading or getting the disease.

The flu vaccine contains parts of the dead virus, which stimulates our bodies to mount an effective immune response. With this large and specific boost to our immune system, we should be able to fight off any routine exposure to the flu. Currently, doctors recommend giving the flu vaccine to anyone over 6 months of age, especially the immunosuppressed, the elderly, those dealing with exposed populations like teachers, those with severe pulmonary and cardiac disease, and a few other high-risk conditions.

With COVID-19, we are working on getting an effective vaccine and studying preventive medication strategies as well.

Remember that testing is the key to preventing spread and limiting mortality, not just for COVID-19 but also for the flu. Stay well.

Gino Bottino, MD, 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.



Why you need a float plan

By Capt. Katherine Redmond

In March 2009, four strong, healthy athletes, two of whom were NFL football players, went fishing off Florida's Gulf Coast. Forty-six hours later, three had been lost at sea.

Their story offers so many lessons to us boaters that I must elaborate. But if you remember only one lesson, let it be this: **Always file a float plan before going out into open water**.

When they awoke that morning, the weather forecast indicated rough weather and seas a little later that day. They went 70 miles offshore in a 21-foot vessel, which, in my opinion, is too far for such a poor forecast.

They dropped anchor and began fishing. As the weather began to deteriorate, they decided to pull up the anchor and head in. However, the anchor was stuck, and they could not pull it up.

Rather than cutting the line, they moved the anchor line to the back of the boat, near the engine, which they thought would provide them with greater power to remove the anchor. When the owner gunned the engine to release the anchor, the boat flipped over, dumping all four into the rough water. **Never tie an anchor line to the stern of a vessel, as the pull on the line can submerge the back of the boat and fill it with water.**

You can sometimes release a stubborn stuck anchor by riding forward over the anchor line, being careful not to go too far and entangle the anchor line around your boat's propeller.

Before he was lost at sea, one of the men bravely swam under the overturned boat to retrieve three life jackets and a cell phone that did not work that far out to sea. **Always have a life jacket for each person aboard, a VHF radio for communications and consider a personal locator beacon or an EPIRB**. Also, remember to tie your ditch bags and extra life jackets to a cleat on your vessel so you can reach the line from outside the boat in case it capsizes.

In addition to taking other safety precautions, filling out a float plan and leaving it with a responsible party will help authorities find you in an emergency. Use this fillable PDF float plan provided by the U.S. Coast Guard.

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.

Using a spring line cheater

Most of us operate from the same dock most of the time. We leave our lines on the dock and pick them up with a boat hook when we return from our day on the water.

Spring lines make docking a lot easier. Get close enough to get a spring line on, give the boat a touch of power ahead, and when the boat settles into position, the rest of the lines can be picked up in an orderly but not rushed manner.

Most of us aren't accomplished cowboys capable of lassoing a cleat on a regular basis, so how are we to get that critical spring line on the cleat in a timely manner, while looking cool, of course?

Enter the spring line cheater.

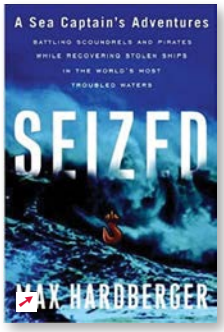
I took a piece of PVC pipe, ran a line through it, and put eye splices in both ends of the line. On one end, I also put a small piece of flexible vinyl tube to keep the loop open. The other end goes on your midship cleat.

The advantage of this setup is that you can dangle the dock end of the spring line 3 to 4 feet over the side to hook it onto the dock cleat without having to do any gymnastics or tossing lines. Slip it over the cleat, let the helmsperson know the spring line is on, and go about tying up the boat. *–Capt. Carl Smith*



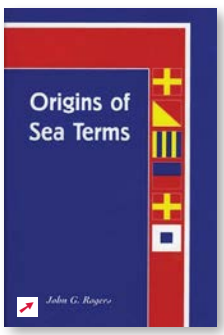


Quick Picks



Seized
Max Hardberger
Amazon, $4.99

Captain and maritime lawyer Max Hardberger steals ships back for their owners. The ships are unlawfully detained in Caribbean ports by repair yards or government officials paid off by scheming receivers and pirates. Hardberger employs cunning to sail ships out of port in darkness with a skeleton crew. I could hardly put down this fascinating account by the "007 of maritime heroes." *–Peter Hames*

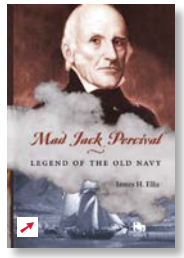


Origins of Sea Terms
John G. Rogers
Mystic Seaport Museum, $20

John Rogers' informative book includes 1,248 sea terms. Each lists a short definition and its origins. The book emphasizes word roots and earliest meanings. Appendices cover older spellings of terms used today, corruptions of sea terms, and ropes found on boats of yesteryear and sometimes today. An extensive bibliography and a subject index round out this excellent book. *–C. Henry Depew*

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

Irascible hero



Mad Jack Percival: Legend of the Old Navy
James H. Ellis
Naval Institute Press, $24.95

Born in 1779, John Percival was the only deep-water sailor of renown born on Cape Cod. Famed for his service in the U.S. Navy, he was nicknamed Mad Jack for his contentious ways and beloved by his crews.

Percival ran away at 15 to serve as a cabin boy and cook on a Boston coaster. By 1797 he was promoted to second mate in the merchant service. Three years later he was a midshipman. His ascent in rank continued, and he was commissioned as lieutenant in 1814 and as captain in 1841. In those days, captain was the U.S. Navy's highest rank.

From the perspective of a not yet well-recognized officer, this book provides an intimate look into the U.S. Navy from its days of sail up to the introduction of steam power. Percival's most interesting and pertinent effort was saving the *Constitution*. Through his efforts and creativity, "Old Ironsides" is still with us today. *–Dave Osmolski*



Swell
Captain Liz Clark
Patagonia, $35

Finding her way

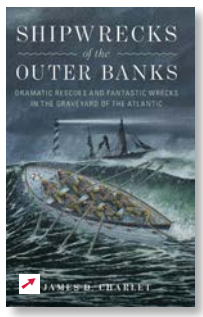
Surfer and sailor Liz Clark set out to sail the world on *Swell*, her Cal 40. But in the South Pacific, she experienced equipment failures.

With limited funds, she performed many repairs herself. Failures included torn sails, parted halyards, an unravelling forestay, inoperable watermaker, broken windvane, disabled autopilot, waterlogged rudder and leaking prop shaft that had her in the boatyard 15 months.

Cruising solo, Liz had time for self-reflection, but she got lonely. She became romantically involved with a few men, but the relationships ended in disappointment due to sleep deprivation and other cruising stresses.

Liz first tried keeping a schedule and made some passages in rough weather. She experienced fear yet profound satisfaction in surviving each ordeal. From islanders, Liz learned what she could live without. She became vegan. Her voyage gave her a greater appreciation of how finite our world is, and how great our impact on it. *–Dennis Johns*

Life-saving pioneers



Shipwrecks of the Outer Banks
James D. Charlet
Globe Pequot, $35

The U.S. Life-Saving Service officially started in 1871, but before then a group of people assisted those who shipwrecked on North Carolina's Outer Banks. James Charlet reviews their work and the conditions they faced as he recounts some of the many wrecks they dealt with before becoming part of what is now the U.S. Coast Guard.

He describes the Life-Saving Service's establishment, the Outer Banks where the men worked, and other work they did, like assisting the Wright Brothers with their flight trials at Kill Devil Hills.

Besides describing successful and less successful rescues, the book includes a list of 29 Life-Saving Service stations and the wrecks they worked, with photographs and illustrations.

I found the many side notes scattered throughout interesting. Appended footnotes and an index round out this informative book. *–C. Henry Depew*



Practical On The Water class assembled at the Seattle Yacht Club



Student Dawn Mello with capsize victim

Putting training into action

On-the-water class performs real-life rescue

By Dan Leenhouts

Why do you take classes? For me, curiosity drove me to take Celestial Navigation. I had to know how seafarers crossed the oceans without GPS. Taking Engine Maintenance taught me to maintain a boat engine and fix problems when they occur. Recently, I discovered that taking Emergencies On Board can literally save a life!

Last June the Seattle Yacht Club invited Rick Edel and me to help teach Practical On the Water Training. We spent most of the morning in the classroom. After lunch we paired up with students and headed out through the Mount Lake Cut to put what our students had learned in the classroom to practical use.

During that class, my student, Dawn Mello, and I headed out to Union Bay to continue her on-the-water training. What we encountered just northeast of the Cut put everything into perspective.

Boaters had come out in force to enjoy the beautiful day, but a stiff wind made conditions lumpy. Dawn and I saw a paddleboarder 300 yards east of the University of Washington Waterfront Activities Center waving a brightly colored towel.

When we approached, we found the paddleboarder had an exhausted woman, not wearing a life jacket, on the paddleboard with her. The woman was frantically crying for us to save her husband. The couple's canoe, rented from the activities center, had capsized. As we approached the swamped canoe, we found the 50-ish husband wearing a life jacket and floating face up, barely able to hold onto the canoe.

I approached the victim into the wind and gave control of the boat to Dawn while I grabbed his arms and lifted him onto the gunnel of the inflatable. Hypothermia had set in, and he could barely move.

Dawn gave him a bear hug to protect him from the wind while we returned him to the activities center.

When we arrived, the man couldn't walk. Cramping and loss of muscle control, side effects of hypothermia, had set in. He was transported to the emergency room.

Bob Anderson and Bob Seymour, who were supervising the training exercises from the chase boat, stayed with the paddleboarder and the victim's wife until the rescue boat arrived to pick her up. Then they towed the canoe back to the dock. The couple had been in the water only about 20 minutes, but the air temperature was 70 degrees, and the water was about 53 degrees.

Dawn, who works at the VA hospital and has an extensive medical background, said she was aware of hypothermia but had never experienced how dangerous it can be.

For me, the rescue was automatic. Although I keep my rescue and first-aid skills up to date and have practiced rescues many times during on-the-water classes, this was my first real-life rescue.

Do you know why we approached the paddler into the wind? Come take a class and find out.

Dan Leenhouts is the Educational Officer at America's Boating Club Poverty Bay in Washington State. He also enjoys performing vessel safety checks and telling folks about the club and boating safety. Dan and his wife, Shelly, have been members since 2006. They fish, crab and explore Puget Sound aboard their 26-foot Tollycraft Sedan, Clam Chop.

Learn how to prevent and prepare for emergencies on board, including hypothermia and more, by taking the on-demand webinar, Emergencies On Board. At under two hours, this webinar could help you save a life, too.



Lois, Lily and Drew at Invergordon, Scotland



Observations on the British Isles

Northern European cruise offers insights into area's rich history

By Dick Daybell

Back in August 2013, my wife, Lois, and I took a cruise around the English Isles with stops in Ireland, Scotland, Northern Ireland, and Le Havre, France.

We left Southampton on August 4 and proceeded to St. Peter Port in the Guernsey Islands, the only land in Great Britain occupied by the Germans in World War II. We walked around the marina and looked at the boats, which sat about 25 feet below street level at low tide.

We went by a yacht club while visiting Castle Cornet, a Norman-era castle in the harbor fortified with German gun emplacements. Because of the extreme tidal change, small sailboats practiced in a little enclosed pond in front of the yacht club. At a marine supply store next door, I picked up an English flag to fly onboard the ship.

On our way back, several boats and a working barge sat on the mud at low tide. They would all be floating once the tide came in.

At our next stop, Cobh, Ireland, we again saw boats sitting in the mud at low tide in the small local marina. Cobh was the last port visited by the *Titanic* before leaving on its only voyage. You can visit a memorial to the local residents who sailed on the *Titanic,* which includes photographs by a priest who got off the ship before it left Cobh.

From Cobh, we traveled to Dublin. At the city's large port, we saw three



Giant's Causeway (Wikimedia Commons)



Boats at low tide at St. Peter Port on Guernsey Island



Caroline Johnson and friend at Coastal Park in Northwest Ireland

cruise ships during our visit. A yacht club and marina sat across the channel from our dock.

My son-in-law, grandson, and I did the obligatory pub tour in Dublin where we verified the existence of Guinness.

Overnight, we cruised to Scotland, where we docked in Greenock. During the day we toured the town before departing on a bus to Edinburgh for the Royal Edinburgh Military Tattoo, a special ceremonial event held each August by military units and bands next to Edinburgh Castle. After returning to the ship, we headed across the Irish Sea to Belfast, Northern Ireland.

From Belfast, we toured the Northern Ireland coast to visit the Giant's Causeway, a UNESCO World Heritage site on very rugged (for Europe) coastline.

We had lunch along the way and saw a small marina surrounded by large rock walls to protect the boats in the marina. Boats again were sitting in the mud at low tide.

From there, we headed to the Orkney Islands. We docked near Kirkwall, the largest town on the main island, and took a tour to Scapa Flow and the Italian Chapel. Scapa Flow is where the British Navy kept its fleet in WWI and WWII. At the end of WWI, the German Navy Fleet was impounded in Scapa Flow. Before the British could take over the fleet, the German caretakers scuttled many of their cruisers, battleships and destroyers. Several of the ships were raised and salvaged for scrap.

At the start of WWII, a German submarine sunk the battleship *Royal Oak* anchored in Scapa Flow. *Royal Oak* is a sacred memorial to the 833 men lost when the ship was sunk. To protect the remaining fleet, Winston Churchill ordered the construction of causeways to block access into Scapa Flow. The causeways were built by Italian prisoners of war, who also built a small, colorful chapel using two surplus Nissen huts. Scapa Flow is now a popular diving destination.

We spent two nights at sea as we traveled to Le Havre, France. We took a bus to see what turned out to be a limited view of the Normandy Beach landing areas. If you go to Normandy, try staying overnight so you have sufficient time to stop and view the different locations. We had a brief stop at the Normandy American Cemetery next to Omaha Beach and would have liked to have had more time to spend in the visitors center and the general memorial site.

We concluded our cruise the next morning in Southampton, where five cruise ships were preparing for their next sail.

A licensed 50-ton captain, Dick Daybell is a past rear commander of the Environmental Committee for United States Power Squadrons. In 1999, he joined Alamitos Sail & Power Squadron/13, where he was an active member until 2016, when he transferred to Peace River Sail & Power Squadron/22 after moving to Florida. He lives at Burnt Store Marina.



John and Carol on *Chinook*, anchored off Beaver Island

The Final Exam

Two sailors test their Piloting skills on a trip through Gray's Reef

By John Gignilliat

Editor's note: This story is a part of a book (working title, "Sailing Across North America") John is writing about his boating adventures in 1990 while sailing from Lake Michigan through the North Channel, Georgian Bay, the waterways of Canada, and eventually down the Atlantic Coast to North Carolina.

Despite the gray and rainy day, my wife, Carol, and I decided to make the run from Beaver Island, Lake Michigan, to Mackinac Island, Lake Huron. When we first purchased our chart book for Lake Michigan, I had examined our expected route, which was straightforward and simple until you departed Beaver Island. There, the passage through Gray's Reef was marked with numerous shoals, reefs and rocks.

Both Carol and I had taken the United States Power Squadrons Piloting course, but we left on our voyage before the final exam. "Maybe this can be our final exam," I said.

We equivocated on our departure, but at 10 a.m. the weather looked like it was breaking. We pulled anchor and headed out of St. James Harbor, finally breaking away from the lure and attraction of Beaver Island.

Up to this point, passagemaking for us had been nothing more than harbor hopping up Michigan's west coast, but now we would pass through a dangerous and treacherous area that would require precise navigation. Although nervous about transiting Gray's Reef, we were thankful for our LORAN receiver; however, we both knew better than to put all our trust in the device.

When we left the harbor, we started a dead reckoning plot. One of the oldest forms of navigation, a DR plot uses speed, time and heading to plot a course on the chart. Now GPS has made this skill nearly obsolete, but good navigators always keep a DR in case of equipment failure.

WEATHER, ELECTRONICS PUT US TO THE TEST

As Beaver Island disappeared astern and a line of rain squalls came in, we realized how important it was to keep track of our position. The rain caught up with us, so we tried sailing with our dodger, a canvas screen that partly protected us from spray. It wasn't really designed for sailing, so Carol took a reef in the main (furling some of the lower sail area), which helped lift up the boom.

We were still nervous about our dead reckoning plot. It's one thing to make a mistake on a piloting exam. You are given a mark with a red pencil and told to try again. But to make a mistake while passing through Gray's Reef could have catastrophic results.

Only two hours out from Beaver Island, we again hit a rain squall that cut our visibility way down. I asked Carol to check our position on the LORAN receiver. She went down below and after a few minutes, she came up with a worried look on her face. "All it's doing is flashing: 'HI CAPTAIN, HI CAPTAIN!'"

Panicked by the idea of navigating this reef solely with our newly learned skill of dead reckoning, we almost lost our nerve and turned back. We were about halfway to the reef; our navigation was good so far, and visibility could improve. We looked at each other, and I said, "Let's go for it." Carol nodded in agreement.

Almost as if it had been testing our nerve, the LORAN receiver began functioning properly again. We sailed directly toward the channel, cutting through Gray's Reef. As we turned to head into the wind, we dropped the jib and motor sailed with the mainsail pulled in tight. This caused the diesel exhaust to draw up into the dodger.

I stood with my head above and behind the dodger to get fresh air. As a result, rain seeped down my neck and back. Visibility dropped as the rain increased, and we pounded into big waves. For the first time since leaving Wisconsin, my stomach didn't feel settled. Carol, working below on another fix using LORAN, took a Dramamine.

LORAN gave her the latitude and longitude of our exact position. She found these numbers on the side and bottom of the chart and drew a vertical and horizontal line. Our position was where the lines intersected. Several minutes later she shouted up that we were 15 miles off course and almost on top of the reef! Confusion and panic set in. I couldn't believe we were that far off course. It's a terrible feeling to suddenly lose one's bearings.

Just then, through the mist and rain, I spotted an abandoned lighthouse exactly where it was supposed to be on our dead reckoning course. "I have a visual fix!" I shouted. I didn't know if there was such a term, but it sounded good, and I was very excited.

Shortly after that, Carol found her mistake. She had switched to the chart for Gray's Reef and had missed the change in scale on the side of the chart. She soon had us charted correctly. We breathed a sigh of relief and continued on, spotting the markers guiding us successfully through the reef.

CAN ANYONE SAY 'EXTRA CREDIT'?

I was wet, cold, and tired, but at least we'd made it past Gray's Reef. We turned eastward toward the Mackinac Bridge, once the longest suspension bridge in the world. We saw the sun for a few moments, and it looked like the worst was behind us.

Soon the wind speed increased (right on the nose), and the waves kicked up. We cut the engine and raised the jib. We now sailed close to the wind, tacking back and forth, first toward land then back to the edge of the freighter track. We spotted a large freighter and took bearings. We were definitely outside his track. I spotted another sailboat slogging northwest. The crew looked cold and miserable and probably said the same thing about us.

All vessels are required to monitor channel 16 on their



Chinook under sail



John and Carol on *Chinook*

VHF radios. On ours we heard, "Sécurité, sécurité, sécurité," for navigational warnings. We listened to a warning that a large vessel had passed under the Mackinac Bridge, westbound. I thought I spotted the vessel; it looked gigantic, longer than any boat I could imagine. Carol checked through binoculars and said it was actually one freighter passing another. (We later learned that the slower one was over a thousand feet, one of the largest to ply the Great Lakes.)

Carol punched in the time to go on the LORAN receiver, and it said five hours. Our goal had been Mackinac Island, but Mackinaw City was five miles closer, so we changed our destination. Through the mist, I could see three small boats, one towing the other two. We would have offered assistance, except that our 11-horsepower engine and two-blade prop could barely push us through the wind and waves.

Water continued to dribble down my neck, all the way to my shoes, and my stomach still felt unsettled from the rough motion and exhaust fumes. I had been at the tiller since 10 a.m., but at least we were past the halfway point.

I didn't think conditions could get worse until the fog closed in and visibility dropped to under a hundred feet. We were closing with the shipping lanes as we approached the bridge, and we both peered ahead into the fog. We had 2 miles to go, but we had not seen anything.

Carol dropped the jib, and I went back to motor sailing in the compass direction LORAN indicated. Our large black ball compass mounted on the cabin bulwark was the only thing that kept our world oriented. Joe, our friend from Leland, had given us a list of various coordinates to enter into our LORAN receiver. We used the coordinates for the south main pylon of the bridge. We also used the depth sounder to confirm our approximate position by comparing the readings with the depth marked on the chart. Now, less than 1 mile away, we had not yet seen the bridge. Carol went below to plot our position and kept checking LORAN to be sure that I was steering the proper course.

At less than a half mile to the bridge, we still had not seen anything. I decided to stop motor sailing (Carol dropped the main) and use only the engine to motor directly for the bridge. I felt fear, apprehension and exhaustion, which made the day's earlier tension seem like recess.

'DID WE PASS THE EXAM?'

With two-tenths of a mile to go, the LORAN waypoint alarm started beeping. Carol gave me the correct compass course to steer, and I held the course to within one degree. Carol yelled up, "We should be on top of it!" I peered into the fog and just to starboard loomed the huge cement base of the south main pylon of the Mackinac Bridge. I glanced up; 130 feet above our decks, the highway span literally popped out of the fog. Either end of the roadway high above our heads disappeared into the clouds, looking like a highway to heaven! It was absolutely breathtaking. Carol came on deck, looked up, and asked, "Will our mast clear?"

It did. After we passed under the bridge, the fog lifted, the rain stopped, the wind died, and the waves slackened. Our test was over. Carol double-checked the chart and punched in the coordinates for Mackinaw City Marina. Wet, cold, drained and exhausted, we headed toward the marina 1 mile away.

"Do you think we passed our exam?" Carol asked.

"Not till our boat is docked," I responded.

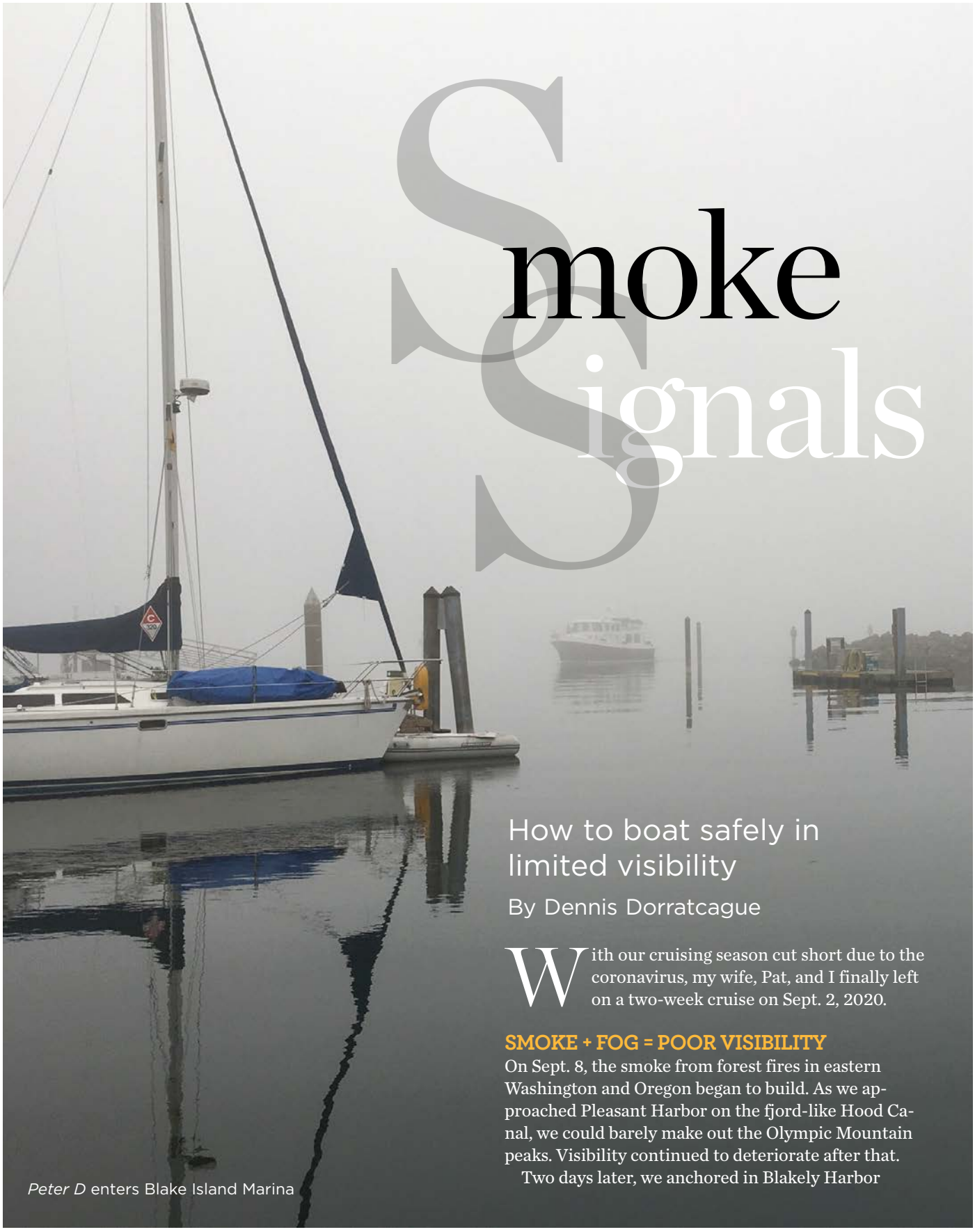
Carol called the marina for a slip. "Second dock, #17," they responded. Jud and Carol Ann of *So Small* had heard our request for a slip on the VHF radio and were waiting at the slip to grab our lines.

Once we had docked, Carol reiterated, "Well, do you think we passed?"

"It might not be high marks, but any time you take your boat out and return safely, that must be worth a passing grade!"

A sinfully long hot shower at the marina and a bowl of chili aboard our friends' boat put things right again.

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



Smoke Signals

How to boat safely in limited visibility

By Dennis Dorratcague

With our cruising season cut short due to the coronavirus, my wife, Pat, and I finally left on a two-week cruise on Sept. 2, 2020.

SMOKE + FOG = POOR VISIBILITY

On Sept. 8, the smoke from forest fires in eastern Washington and Oregon began to build. As we approached Pleasant Harbor on the fjord-like Hood Canal, we could barely make out the Olympic Mountain peaks. Visibility continued to deteriorate after that.

Two days later, we anchored in Blakely Harbor

Peter D enters Blake Island Marina

BILL DOCK

across from Seattle to view the skyline while drinking a cool one on the back deck, but we could barely see the skyline through the smoke. The next day, we picked up our son, his family, and their dog at Seattle's Elliott Bay Marina and traveled to Blake Island Marine Park. Blake Island was full, so we went to our backup, Bremerton Marina.

We arrived at sunset. The sun was a dim red disk low in the west. During the next few days, fog combined with smoke progressively worsened visibility. Fortunately, the smoke, even though it was classified as hazardous, did not cause us any breathing problems.

After returning our guests to Elliott Bay Marina on Sept. 13, we went back to Blake Island to find the marina rather empty. As we entered the marina, the smoke and fog reduced visibility to about 100 yards. A boater at mid-marina took a picture of our boat, *Peter D,* entering the marina (see previous page). The boat was only 150 yards away from him at the time.

Although the smoke combined with fog to reduce visibility even greater than usual, we often navigate in the fog in the San Juan Islands, especially in Rosario Strait while returning to our moorage in La Conner. We use the equipment and procedures described below to help us travel safely in reduced visibility.

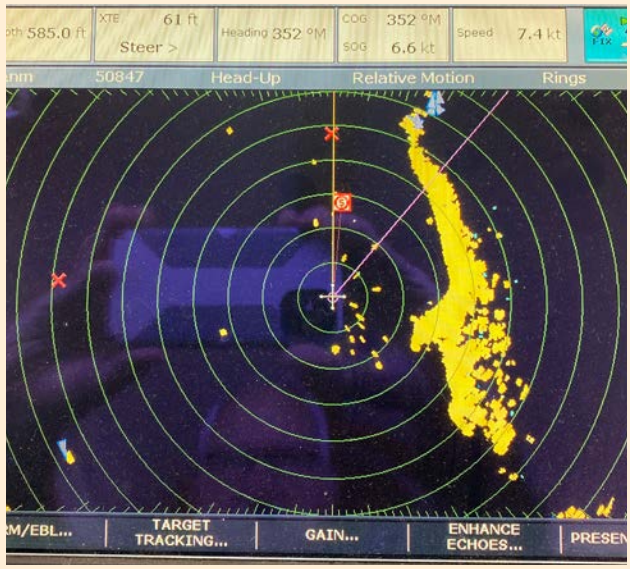


Figure 1: Small boats on radar between Meadow Point and the shipping lanes

HOW TO NAVIGATE IN LOW VISIBILITY

We carry a good set of electronics onboard to help us navigate and avoid other boats. Our boat cruises at about 7 knots, but most other boats we encounter, especially the commercial vessels, travel much faster. The ferries usually cruise at about 16 knots, and the passenger ferries out of Seattle travel at about 35 knots. At 7 knots, it's important for us to "see" these vessels and know their intended routes well in advance.

We use the following tools and procedures when navigating in low visibility:

Lights Turn on navigation lights. It's required in low visibility as well as at night.

Post a lookout Post lookouts first thing, and put all hands to watch. My wife, Pat, helps me in the pilothouse, and if others are aboard, we assign them to monitor different sectors, such as port, starboard, and aft. The more eyes you have on the lookout, the safer you are. In reduced visibility, you can spot other boats at a greater distance while using binoculars than with the naked eye. When scanning for other traffic, we frequently look at the water at a distance to refocus our eyes. It's easy to lose distance focus when staring into the fog.

Sound the horn All boats are required to carry a sound-producing device. When traveling in reduced visibility, you are required to sound a prolonged blast at a minimum interval of two minutes. Many newer VHF radios connected to loud hailers can do this automatically. In our area, the ferries sound their horns when visibility is less than half a mile.

VHF radio In addition to monitoring channel 16, we monitor the Vessel Traffic Service channel. Commercial traffic in Puget Sound is required to give VTS the time and location of departure and destination. VTS then gives the captain the name and location of the vessels that have checked in with VTS in the vicinity of his course. Many radios have a dual-channel monitoring feature, so you can monitor VTS and channel 16. You can also use a hand-held radio if you have one.

Chart plotter and GPS Whenever you navigate, you need to know where you're going. Our chart plotter and GPS are connected to our autopilot. We first create a route and have the boat follow the route automatically. This frees us to look out and be aware of our location near traffic routes, especially in crowded areas near Seattle.

Radar A radar can display the location of other vessels and land on a display with the radar at the center. If tuned properly, the radar can show targets the size of small boats. Most newer radars have a feature called MARPA (Mini-Automatic Radar Plotting Aid) for tracking other targets. I designate a target on the radar screen, and a symbol appears showing the direction of travel and speed relative to our boat. While not as accurate as AIS, it can be used to track all radar targets.

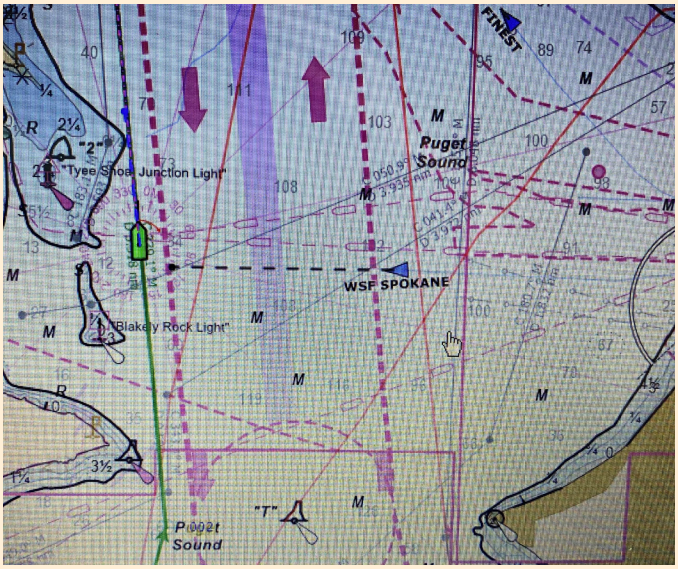


Figure 2: Chart plotter view

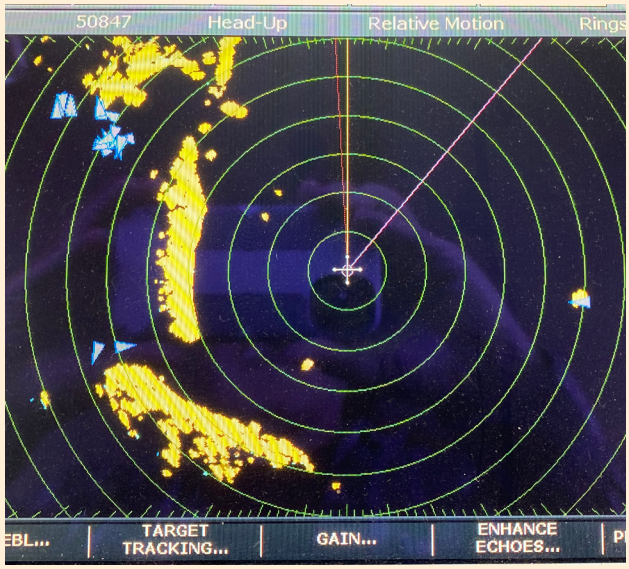


Figure 3: Radar screen view

In the fall on Puget Sound, salmon fishermen in small boats near shipping lanes present another hazard. Figure 1 (far left) shows several small boats fishing off Meadow Point just north of Shilshole Marina in Seattle. Trolling at 2 or 3 knots, these boats can be going in any direction. In reduced visibility, I have to slow down from my usual 7 knots when approaching these boats and when weaving through them after gaining visual contact. In the figure, the visibility was about a quarter to a half mile. At 7 knots, I had ample time to avoid them.

Automatic Identification System (AIS) All passenger vessels and commercial vessels over 300 tons are required to have an AIS transmitter and receiver, but pleasure vessels can also install AIS. The system uses a GPS and a VHF receiver/transmitter to send and receive ship speed, position, direction of travel, and other information depending on vessel type. This information can be displayed on a chart plotter or radar. You can also display AIS information on your cellphone using an app that displays AIS targets. The app lets you see other AIS broadcasting vessels, but it won't broadcast the AIS signal.

Figures 2 and 3 above show the radar and chart plotter views of the same situation. We are traveling north on the west side of the traffic lanes, while the Washington State Ferry *Spokane* approaches from the east at about 16 knots on its way from downtown Seattle to Winslow. In Figure 2, *Peter D* is the green boat-shaped object at the center-left; the blue triangles are AIS targets. Winslow is in the upper left and Elliott Bay Marina is in the upper right. These locations have a lot of AIS targets. When you click on an AIS target, a box appears showing the target's speed, course, closest point of approach, and time to closest point of approach. It's important to check AIS targets periodically. In the upper right of Figure 2, the vessel, *Finest,* is a passenger ferry traveling at about 30 knots. Even though it is 2.5 nautical miles away, the vessel could quickly become a problem if it decides to turn. It's a good idea to monitor all AIS targets, especially fast-moving ones.

Figure 3 is a picture of the radar display taken at the same time. It shows essentially the same view. Our boat is in the center, and the ferry *Spokane* is about 1.5 miles to starboard. The AIS target symbol is imposed over the return from the radar signal. Having a chart plotter with AIS and radar allows us to maintain good situational awareness in reduced visibility.

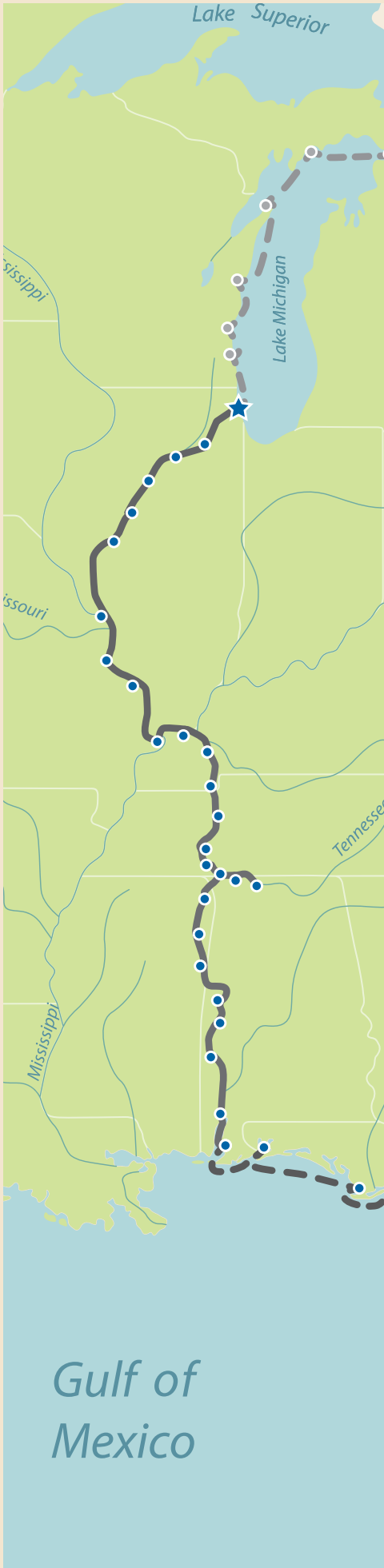
Good boating practices that don't involve advanced electronics can also guide a skipper when navigating in reduced visibility. Remember, advanced electronics won't make up for poor decision-making on the water. If you're uncomfortable navigating in poor visibility, don't go out. The most important thing is to stay safe out there.

Dennis Dorratcague, Bellevue Sail & Power Squadron/16 past commander, is a senior navigator. He teaches America's Boating Course and serves as squadron Vessel Safety Check chair. Dennis and his wife, Pat, have cruised Puget Sound and the Inside Passage to northern British Columbia for the last 23 years. You can read about their trip to Alaska in the Spring 2014 issue of The Ensign.

Cruising America's Great Loop

Part 4: Key West and the Bahamas

By John Simons



Our Great Loop adventure took one year and covered 6,500 miles. We departed from Waukegan Harbor in mid-September 2015 and, after making a series of left turns, returned to Waukegan Harbor in September 2016. Our crew consisted of John and Priscilla Simons and Dale and Andy Arnold.

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

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



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

Our six weeks in Key West flew by like a drunk Friday night. If you want to have lots of visitors during your Loop trip, just spend time in Key West. We spent the first four weeks at the Galleon Marina and the final two weeks at the large Stock Island Marina, where we got a slip on short notice.

Originally, we had planned to depart Key West and cruise to the Dry Tortugas. When King Neptune brought on a big blow, we adopted plan B: a 7-mile cruise to Stock Island Marina Village. We spent a delightful two weeks meeting many other Loopers and liveaboards on Coconut Row. The marina's bus makes continual roundtrips to Key West.

Stock Island Marathon, Florida

The 47-mile cruise from Stock Island to Marathon was relatively flat. After going under the Seven Mile Bridge from the Atlantic to the Gulf side on the Moser Channel, we took the ICW for 5 miles to the Marathon Yacht Club, where our Looper mentors, George and Pat Hospodar, got us in. They keep *Reflection* at the nearby Banana Bay Marina. They came over for docktails, and we had an excellent dinner at the Marathon Yacht Club.

Marathon Key Largo, Florida

The next day started out warm, sunny and breezy. Winds out of the east had built up 5- to 7-foot waves along with small craft warnings on the Atlantic side of the Keys, but we had a flat ride on the Gulf side with waves of a foot or less. With the current running against us, our speed over ground was 1 mph lower than our boat speed through the water.

Along the Intracoastal Waterway, we found water depths running a consistent 8 to 9 feet with some thin spots having depths as low as 5 feet.

Docking at Key Largo's Anchorage Resort & Yacht Club Marina had its moments. The wind blew at 20 mph on the beam. When I tried to pull onto the face dock, I couldn't get the boat to move over. I thought the wind was too strong for the bow thruster. I didn't know I was fighting an outbound current as well as the wind. I should have turned around and docked into the current.

After safely tying up, we saw a brand new 56-foot Meridian spinning like a top while trying to dock in the channel next to us. That's when I realized how strong the current was. Dale, I and another Good Samaritan pulled on lines to keep the Meridian from hitting the boat in the next slip while tying up.

Key Largo
Fort Lauderdale, Florida

Running at 25 mph, we enjoyed a fine, two-hour cruise from Key Largo to Fort Lauderdale. As we cruised up Biscayne Bay, we got our first glimpse of the beautiful Miami skyline. We planned to stay at Fort Lauderdale's Marina Bay Yachting Center for three weeks before heading to the Bahamas.

We chose to cruise the 6 miles up Fort Lauderdale's New River against the current, which turned out to be the right choice. Down-bound boats swung their sterns in wide arcs, and expensive mega yachts were tied up on both sides of the narrow, winding river.

Along the way, three bascule bridges had to be raised. At one bridge, we waited for six boats to pass down-bound before we could go up-bound.

During our stay, we took the dinghy up and down the New River, looking at the homes, marinas and boats along the way. Before heading to the Bahamas, we needed to fuel up and pump out, but the marina had no fuel dock or pump-out facility.

We arranged for a pump-out boat to pump us out for $40 a tank, $80 in all. Head pump-outs are usually free at a gas dock or $5 a tank at a marina. Then we called a fuel truck to fill our tanks. Things are done differently in Fort Lauderdale.

Preparing to cross the Gulf Stream

We moved the boat to the Coral Ridge Yacht Club, only an hour or so away, and spent a beautiful day in paradise waiting for a weather window to cross to the Bahamas. While we waited, we went to Costco to provision for our month-long Bahamian cruise.

Bimini is only 60 miles away, but to get there, we must cross the Gulf Stream. If we fail to account for its 2 to 3 mph northerly current, we could end up north of our intended destination. However, crossing at 25 mph wouldn't cause us as many issues as it does for slower-moving boats.

Large waves can also be a problem when crossing the Gulf Stream. North, northeast or northwest winds create large waves when they push against the north-flowing Gulf Stream. Waiting for a weather window with winds from the east, south or west makes for a much flatter crossing. As our friend Bill Valters advises, "If you see elephants (huge waves) on the horizon, do not try to cross."



Key West marker


First view of Miami















A yellow quarantine flag indicates you haven't cleared customs.



The famous spotted swimming pigs in the Exumas







Sharks

Fort Lauderdale, Florida » Bimini, Bahamas

We chose the perfect day to cross the Gulf Stream with sunny skies and flat seas. Curiously, with the throttles at high rpm, we cruised at 18 to 20 mph instead of our usual 22 to 25 mph. Did our racehorse of a boat have a fouled bottom or fouled props?

When we finally arrived at the Bimini Big Game Club Resort & Marina on North Bimini at 1:30 p.m., Cisco took our lines and gave us the customs and immigration papers to fill out.

Staying at the marina made the customs process easy. Since the marina provided all the papers, it was easy to have each person fill out the forms before taking them in to the appropriate government office. Boaters anchoring out had to dinghy in to pick up the forms, dinghy back to their boats to have them signed by the crew, and dinghy back again to clear customs.

After checking in, I grabbed my mask and snorkel and jumped in the warm, crystal clear water to determine what happened to our speed. The bottom was smooth and clean; however, I found a bunch of crab pot lines wrapped around our port propeller. Grabbing my dive knife, I went back in the water, cut off one piece of line and went back to cut more. Since I couldn't hold my breath long, I got out to get my scuba tank, as my wife, Priscilla, exclaimed, "Look at that!" Two large bull sharks swam by. Hiring a local diver who had experience diving with sharks was $80 well spent.

Bimini » Great Harbour Cay

Although exiting the shallow entrance at Bimini was lumpy, the cruise to Great Harbour Cay was relatively flat, with winds and waves on the aft starboard quarter during the entire 90-mile crossing. *Changing Latitudes* was a bit more fleet of foot without 50 feet of crab pot line on its port prop.

The entrance to Great Harbour Cay Marina was cut

through coral rock. After entering, we fueled up at a tiny fuel dock and called the marina. They were all full up, but they said we could stay for one night. Next time, we'll call ahead.

Great Harbour » Nassau

After departing Great Harbour, we had to head north around the top of Great Harbour Cay before turning south and heading directly to Nassau. The Tongue of the Ocean (TOTO), a deep oceanic trench, separates Andros and New Providence islands. The trench begins at about 70 feet deep and plunges to more than 11,500 feet. For a while, high waves on our bow rocked the boat and rang the ship's bell.

We had to contact Nassau Harbor control to get permission to enter the main harbor. By the time we arrived at Nassau Harbour Club Hotel & Marina, it was pouring. We didn't have many rainy days on this trip.

Nassau » Exumas

Since the long-range forecast called for several days of strong east winds at 20 to 25 mph, we planned to stay at Highbourne Marina our first night then decide if we wanted to stay longer or anchor out. Stretching north to south, the Exumas offer good protection from east winds.

We crossed from Nassau to Highbourne Cay with 1-foot seas and sunny skies. A playground for the rich and perhaps famous, the Highbourne Cay Marina is surrounded by beautiful, white sugar sand beaches. The marina charged us $52 a day for electricity and $15 a day for Wi-Fi for one device. They also charge for trash.

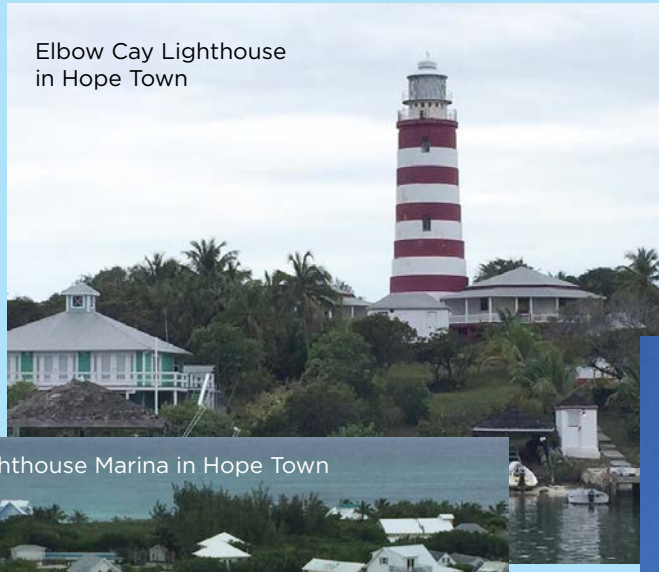
At this five-star resort, hamburgers cost $22, a glass of house wine, $14, and a cup of coffee, $10. Our boat is the size of the mega yachts' dinghies. The marina has Adirondack beach chairs, giant floating rubber carpets, plush couches and chairs with water views, a bonfire pit, free kayak use, and golf cart rentals.

Winds continued to blast out of the east, but we were fully sheltered on the west side of Highbourne Cay. Mega yachts came and went. Even those on the 100-footers said the inside passage was rolly. We decided to stay a day or two until the winds abated before heading south to Shroud or Hawksbill cays to pick up a mooring ball.

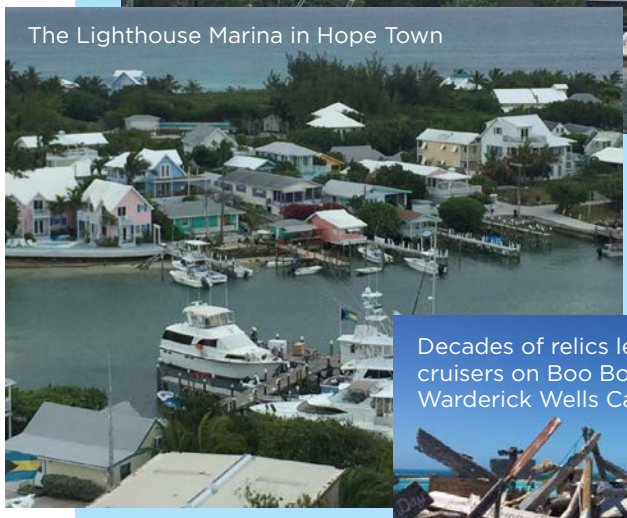
After five days, we headed to Big Major Cay, just north of Staniel Cay. Big Major is home to the world-famous spotted swimming pigs; they swim right up to you, expecting to be fed. We were told they favor carrots. Be careful that they don't mistake your finger for one.

Staniel Cay was our southernmost destination in the Exumas. From there, we planned to cruise back north to Nassau then to the Abacos. We chatted with boaters who've been cruising the Bahamas for over six months, which made our one-month cruise feel very short.

We left Big Major early to arrive at Warderick Wells Cay before the park ranger departed at noon. We got mooring ball #18 in the north harbor. As we entered the harbor, we saw friends Craig and Day Olney on *Toucan Deux*. Having spent two nights on a mooring ball at Shroud Cay, they had come over first thing after hearing that mooring balls were available at Warderick Wells.



Elbow Cay Lighthouse in Hope Town



The Lighthouse Marina in Hope Town



Decades of relics left by cruisers on Boo Boo Hill, Warderick Wells Cay

We stayed in Warderick Wells for two nights, cruised to Shroud Cay for one night and cruised back to Nassau.

Nassau » Abacos

After two nights, we bid farewell to Nassau and cruised 94 miles across the Northeast Providence Channel to Little Harbour in the Abacos, best known for Pete's Pub & Gallery, a renowned bar and eatery.

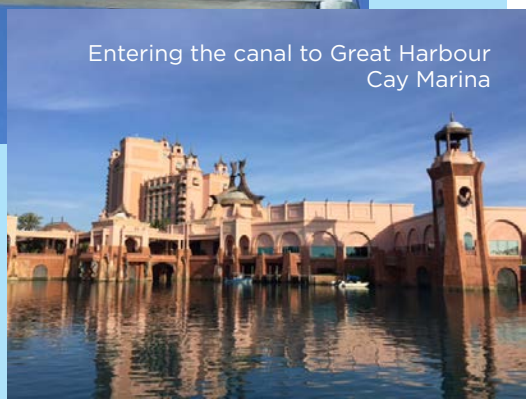
On our layover day, all but two other boats left Little Harbour at dawn, using the tide to traverse the shallow Little Harbour channel. The next morning, we did likewise so we could exit Little Harbour and enter Hope Town. Both have thin water at low tide.

I called two marinas in Hope Town. Captain Jack's was full, and the Hope Town Marina said it had some open first-come-first-serve moorings.

The Hope Town harbor was jammed. We resigned







Entering the canal to Great Harbour Cay Marina



ourselves to heading to nearby Marsh Harbour. As we exited the harbor, I noticed several open slips at the Lighthouse Marina.

When I called, the marina had two cancellations, and we got a slip at $1 per foot. As pleasant as it is to be swinging on a mooring ball, it was nice to be plugged in again. The next day's weather report called for winds out of the northwest at 20 to 30 mph. Since we were tucked into a Class A harbor with protection on all sides, we decided to stay a few days.

After finally bidding farewell to Hope Town, we cruised 6 miles to Man-O-War Cay for a change of scenery. Loyalists sympathetic to King George, the Albury family settled the cay after the Revolutionary War. Today, many of the island's inhabitants are named Albury.

After a relaxing day of dinghy rides, walking the beach on the Atlantic side and exploring the town, we left Man-O-War Cay and cruised 9 miles to Great Guana Cay, where we picked up a mooring ball and went ashore. We took a golf cart shuttle to the infamous Nipper's Beach Bar & Grill on the bluff overlooking the Atlantic to enjoy the stunning view. After walking the beach, we enjoyed the obligatory rum punch and walked back to town. Now at the halfway point of our Great Loop adventure, we had six months behind us and six more to go.

We departed Settlement Harbour on Great Guana Cay headed toward Whale Passage. At the same time, a Nordhavn 72 called *Trixie* had pulled anchor and was on a converging course. I hailed the boaters on the VHF radio and asked if we could fall in line behind them. Their boat must draw 6 feet, so it could easily show us the way. They agreed, and off we went. It was a fine day to transit the Whale, with 4- to 6-foot rollers from the Atlantic with a long interval in between.

As we cruised past Great Abaco Island to Little Abaco Island, we passed the Center of the World Rock. The water surrounding the huge rock is 16 feet deep for miles in every direction, making the rock appear to levitate in the middle of the ocean. The Bahamas archipelago consists of 29 islands, 661 cays and 2,387 rocks.

Next, we cruised 136 miles from Green Turtle Cay to Great Sale Cay. We spent the night on the hook in Northwest Harbour, using the GPS as our anchor alarm. Fortunately, the night was calm enough that the weight of our anchor chain would have kept us in place.

Abacos » Stuart, Florida

At dawn, we disconnected the bridle from the chain and hauled anchor. Getting underway in flat calm seas made for a nice way to start a long trip across the Gulf Stream. After five and a half hours, we arrived at the St. Lucie Inlet at 12:30 p.m. We cruised another 9 miles up the St. Lucie River to Sunset Bay Marina & Anchorage in Stuart, Florida. Little did we know that we would be cruising past the condo we would purchase later that week.

We arrived at the marina, fueled up, pumped out and moved to our slip with five minutes to spare before a torrential downpour. We planned to stay in Stuart for four nights before heading north.

Friends spending the winter in Stuart gave us a ride to the West Palm Beach airport to clear U.S. Customs and Immigration, which you must do within 24 hours of your return to the U.S.

After that, we spent four nights at the marina and visited with our friends Dan and Iris Carlson from Lake Bluff. Since we planned to sell our boat after completing the Loop, we bought a condo to spend our winters in Florida.

In the next issue, I will share our adventures cruising north on the AICW from Florida to the Chesapeake Bay.

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

Waypoints

SPOTLIGHT ON SQUADRONS AND DISTRICTS

NEWS AND UPDATES

Need help?

You can call Headquarters Monday through Thursday from 8 a.m. to 4:30 p.m. at 888-367-8777. When leaving a message, please include your name and number so we can get back to you. You can reach individual staff members via email. Click here for a list. Or you can email your questions to contactme@hq.usps.org.

Submit your leadership team

Squadrons and districts, submit your list of officers as soon as possible after your change of watch. To do so, log in as a member, go to www.usps.org/usps-forms. Scroll to "Headquarters," and click on OD-2 for squadrons or OD-1 for districts.



A fresh oyster

PETER DION



BOB NEWBERT

New club members Eric and Susan Sutherland

Pick, shuck, eat

America's Boating Club of Hilton Head's first 2020 cruise kicked off on Feb. 5 with a quaint 12,000-year-old tradition (4,500 years if you want to nitpick): We went oystering.

Archeologists have found evidence of early man harvesting oysters 12,000 years ago and documented nearby middens (shell rings of discarded oyster shells) dating back 4,500 years to the third millennium B.C. Early man formed these rings for ceremonial purposes.

With little ceremony, our club's apprentice oyster men and women departed to pick oysters at R-307 (a specific oyster bed). Its location will remain the secret of those hardy adventurers who participated in our first-ever oyster harvest.

Upon arrival, we reviewed procedures for grounding and ungrounding boats on an oyster reef. It's important to put your boat up onto the oysters, as true-life stories of the dire, and sometimes fatal, consequence of landing your boat on the mud prove.

Once safely ashore, I talked about *Crassostrea virginica,* our local bivalves. Safety comes first, so we learned about the sharp knife edge of growing oysters and viewed the emergency room photo of my friend who nearly lost a foot stepping on a live oyster.

"Oysters 101" covered fascinating things like the difference between subtidal oysters in Chesapeake Bay and intertidal oysters in the May River. Folks learned how oyster catchers open oysters and how oysters drown these birds. Other interesting tidbits included why our local oysters are saltier than others, oyster farming, and how much seawater an oyster filters each day (50 gallons). A little-known fact is that most oysters begin as males, but some become females after a year.

With classwork over, our group headed out to pick oysters the way it's done by today's

commercial oystermen (the same way their forebearers did seven generations ago when the South Carolina oyster industry was at its peak): Put on mud boots; slog through the mud and shells; bend over; pull a cabbage head (cluster of 25 to 30 oysters); knock keepers off into a basket; and put the cabbage head back, all without cutting yourself or falling. It's heavy, back-bending work.

But, oh, how sweet oysters taste when you pick them yourself! Nothing is fresher, especially when, like many in our group, we shucked and ate them raw right after picking.

A cooked oyster is different in taste and texture (and much easier to open), so after filling our baskets we returned to Skull Creek Marina to wash and steam our harvest. We enjoyed docktails, good conversation, and our delicious bivalves, both raw and steamed.

Responsible oystermen are stewards of the environment, so as the day concluded we re-seeded the oyster beds. Oyster spat (larval oysters) need a hard substrate to attach to. That's why you see oysters clustered on pilings at low tide. Unlike in northern latitudes, our waterways have no rocks, so spat attach themselves to other oysters. To re-seed the beds, we returned our empty shells to the intertidal zone. Larry Toomer, owner of the Bluffton Oyster Company, once explained re-seeding this way: "If we don't put the shells back, it's like cutting all the trees down without planting new ones."

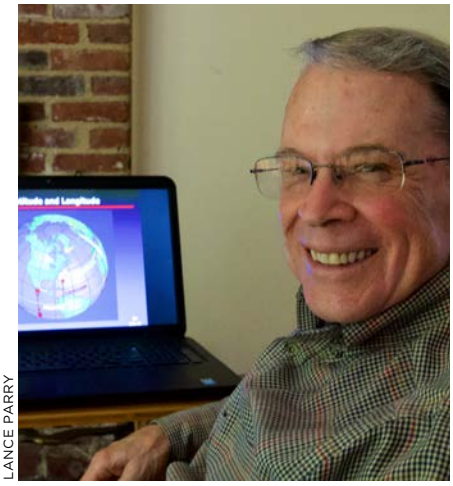
America's Boating Club of Hilton Head's first oyster harvest was a delightful day of learning, eating and camaraderie. We celebrated oystering, one of the low country's most beloved traditions, and followed in the footsteps of our ancestors by harvesting oysters the same way they did 200 years ago. We did not create shell ring middens, but we did re-seed the beds so future generations can enjoy *C. virginica* 4,500 years from now. *–Bob Newbert*

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



BOB NEWBERT

Celebrating a lowcountry tradition are (standing) Howard Kravitz, Al Pepe, Peter Dion, Craig Loomis, Brad Loescher, Deb Loomis, Susan Sutherland, Eric Sutherland, (kneeling) Barbara Chaloux and Mary Richardson.



LANCE PARRY

Russ Jones is lead instructor for America's Boating Club Valley Forge's first virtual Marine Navigation course.

Valley Forge brings education online

Last fall, America's Boating Club Valley Forge held its Marine Navigation and Celestial Navigation classes online.

Since this was the first time the squadron taught Marine Navigation, formerly Piloting, entirely online, course chair Russ Jones invented some new approaches of teaching students the manual aspects of plotting and measuring courses and bearings on paper.

Fifteen students enrolled in our virtual Celestial Navigation course, formerly Navigation, as well. All course elements, except the sight-taking sessions, were presented online.

Students from our virtual classrooms told us that not only did they enjoy our virtual classes, but they were also pleased that the courses met their learning goals. Here's a link to a 20-minute video "The New Virtual Classroom, a Blended Approach" that presents more of what we learned while teaching virtual classes. It will be of value to all squadrons but particularly to those that are planning to offer virtual courses for the first time. *–James Heckman*

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

Volunteers give crab traps the heave ho

America's Boating Club Houston partnered with the Galveston Bay Foundation in the 2020 Texas Abandoned Crab Trap Removal Program.

Volunteers removed over 200 lost or abandoned crab traps in Anahuac and Bolivar. The club did yeoman's service at the Bolivar location, supplying two boats and 15 members and guests as volunteers.

Created in 2001, the Texas Abandoned Crab Trap Removal Program gave the Texas Parks & Wildlife Commission authority to create a 10-day crab trap closure beginning the third Friday of each February. During this period, crab traps left in the water may be removed and disposed of appropriately. Since 2002, volunteers have removed 32,705 abandoned traps from Texas waters.

Abandoned crab traps are hazards for fishermen and boaters. The traps also endanger wildlife, create visual pollution, and may negatively affect seagrass and other habitats.

Participants agreed it was great to be on the water with friends, do something good for the environment and the state, and enjoy a fun lunch. America's Boating Club Houston plans to do it again next year. *–Marie Vu and Kristi Pierce*

This article first appeared in the squadron newsletter, Bay Neigh.



America's Boating Club Houston members bring in abandoned crab traps. First row: Steve Sheward, Lisa Guenthert, Wolf Guenthert and Claire McDonald; second row: Scott McDonald and Alan Cross



SUSIE BECVAR

America's Boating Club Houston members and guests support the 2020 Texas Abandoned Crab Trap Removal Program.



Marge Babkiewicz of Peace River Sail & Power Squadron/22 takes Bryce Lang's temperature before class.

Heading back to class

Peace River Sail & Power Squadron/22 had to suspend classes for several months. When our squadron was able to reopen for in-person classes, we paid strict attention to social distancing, screening, masks and disinfection. Our squadron classroom underwent a professional carpet cleaning and gets monthly cleaning service.

Thanks to Ron Ludvig and his faithful team of instructors and proctors, we started holding America's Boating Course classes in July. We have also taught a GPS seminar and Boat Handling. We continued holding ABC classes into the fall, resulting in good membership recruitment. *–Gregory R. Wise*

This article originally appeared in the squadron newsletter, Peace River Pilot.



JACK FISH



America's Boating Club Bluegrass Chapter members enjoy paddling the Kentucky River during the 2020 Frankfort Float.

Paddling at a safe distance

Forty intrepid members and guests of America's Boating Club Bluegrass Chapter participated in the 2020 Frankfort Float on July 25. Paddlers of all ages assembled at the Old Lawrenceburg Road Ramp to paddle the Kentucky River through historic downtown Frankfort, Kentucky, while maintaining social distance during the COVID-19 pandemic.

Everyone pitched in to get kayaks off cars, trucks, and even out of a member's 15-passenger van. Drivers made their way to the takeout point at Benson Creek and donned their face masks for the shuttle ride back to their vessels. Canoe Kentucky brought kayaks, canoes and life jackets for those who rented.

As the event organizer, I welcomed members and guests and briefly introduced America's Boating Club Bluegrass Chapter to the group. It was our first in-person meeting of the year, so we held a brief change of watch ceremony.

Then we got out on the water. Our youngest paddler was 2 years old, and eight of our paddlers were under 18. Our eldest paddler was over 70. About two-thirds of our paddlers were guests, and one couple was celebrating their wedding anniversary. Two of the guests became our newest members.

We had a beautiful and safe morning on the river, passing under four bridges, including the historic "singing" bridge which leads up the hill to the Kentucky State Capitol. We passed through downtown Frankfort, past businesses, restaurants and marinas.

At the takeout, everyone helped quickly stow the gear. Then we had a socially distanced lunch spread out under trees in the shade. We missed our usual burgers on the grill and Tom's famous Kentucky Beer cheese, but we hope to have them next year. We also missed our district friends who bowed out of this summer rendezvous on the river because of the pandemic.

Thanks to Commander Ralph Merten and our bridge for having faith in these unusual circumstances to go forward with this great annual event, and to Bill Wingfield, Gene Guinn, Jack and Janice Fish and Jeff Lagrew for their help. Having fun on the water with the next generation and making new connections with boaters is what our club is all about. We look forward to seeing everyone again next year. *–Louise Lagrew*

This article first appeared in the squadron newsletter, Longrifle Reports.





DEBRA ALLEN

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

—Alfred, Lord Tennyson

Vee M. Andree
Fort Myers (FL) Squadron/22

P/R/C Jack I. Appel, SN
Shrewsbury (NJ) Squadron/4
Emeritus Member, 50 mm

George L. Ball, P
Cape Fear (NC) Squadron/27
Senior Member, 16 mm

Joseph Edward Bejin Jr.
Sanibel Captiva (FL) Squadron/22
1 mm

P/C Robert L. Brady, SN
Naples (FL) Squadron/22
Life Member, 31 mm

P/Lt/C V.E. David Brown, AP
Smith Mountain Lake (VA) Squadron/5
Senior Member, 12 mm

Gilbert H. Burnett, P
Cape Fear (NC) Squadron/27
1 mm

P/Lt/C Reed G. Byers
Duluth (MN) Squadron/10
Senior Member, 8 mm

P/C Donald K. Carl, AP
Rockville (MD) Squadron/5
Life Member, 39 mm

P/R/C George O. Clarke Jr., SN
Swiftwater (NY) Squadron/6
Emeritus Member, 52 mm

Joseph H. Cleary, AP
Pompano Beach (FL) Squadron/8
Life Member, 25 mm

P/C Richard J. Deisler, AP
Grosse Pointe (MI) Squadron/9
Life Member, 25 mm

John B. DeVinck, P
Duluth (MN) Squadron/10

Kathryn R. Eldridge
Palm Beach (FL) Squadron/8
Life Member, 27 mm

Helmut Ehrhardt, JN
Peace River (FL) Squadron/22
Senior Member, 12 mm

Harvey Fink, SN
Westchester (NY) Squadron/2
Life Member, 45 mm

P/Lt/C Thomas J. Fitzgerald, JN
Sanibel Captiva (FL) Squadron/22
Senior Member, 8 mm

James A. Franko, JN
Pompano Beach (FL) Squadron/8
Senior Member, 10 mm

Alan R. Geist, JN
Westchester (NY) Squadron/2
Life Member, 40 mm

P/Lt/C James L. Groves, AP
Everett (WA) Squadron/16
Senior Member, 7 mm

Ruth S. Hagen, S
Nobscot (MA) Squadron/12
Senior Member, 15 mm

Martin Hallgren
Smith Mountain Lake (VA) Squadron/5

Robert Hamblet, JN
Cape Cod (MA) Squadron/14
Senior Member, 6 mm

P/C Harley S. Hammond, SN
Richmond (VA) Squadron/5
Emeritus Member, 52 mm

P/C Robert V. Horvath, AP
Cleveland (OH) Squadron/7
Life Member, 32 mm

Charles "Chuck" L. Hutchinson, P
Toledo (OH) Squadron/29
Senior Member, 5 mm

John Jeffries
Hilton Head (SC) Squadron/26

P/D/C Katharine J. Jones, AP
Dundalk (MD) Squadron/5
Senior Member, 20 mm

P/C Raymond T. Kearney, SN
Galveston Bay (TX) Squadron/21
Life Member, 43 mm

P/V/C Douglas Kerr, SN
Findlay (OH) Squadron/29
Life Member, 41 mm

Paris J. Kollias, AP
Middletown (CT) Squadron/1
Life Member, 29 mm

P/Lt/C Ralph Kravitz, JN
Greenwich (CT) Squadron/2
Senior Member, 14 mm

Theresa Kunkel, S
Golden Corner Lakes (SC) Squadron/26
Senior Member, 5 mm

Donn Larson
Duluth (MN) Squadron/10
Senior Member, 18 mm

Edwin W. La Sanska, P
Cape Coral (FL) Squadron/22
Senior Member, 17 mm

Dennis Lewerke
Cape Coral (FL) Squadron/22

P/R/C Robert B. Malone, SN
Palm Beach (FL) Squadron/8
Emeritus Member, 53 mm

Nicholas J. Marshall, P
Bellevue (WA) Squadron/16
Life Member, 42 mm

Thomas J. Martin, AP
Northern Virginia Squadron/5
Life Member, 31 mm

Walter C. Martin, JN
Louisville (KY) Squadron/24
Senior Member, 8 mm

P/D/C Ronald C. Mason, SN
Beverly-Marblehead (MA) Squadron/12
Life Member, 28 mm

William "Biff" Matthews
Pamlico (NC) Squadron/27
Senior Member, 7 mm

Pauline McCormick-Franko
Pompano Beach (FL) Squadron/8
Senior Member, 6 mm

P/C Dorothy Meloy, AP
South Hills (PA) Squadron/7
Life Member, 28 mm

P/C Norman Menchel, AP
Kingsway (NJ) Squadron/5
Life Member, 33 mm

P/C Anthony N. Mobilia, AP
Norwalk (CT) Squadron/2
Life Member, 38 mm

James E. Munger, SN
Duluth (MN) Squadron/10
Life Member, 26 mm

David Nielsen, AP
Peace River (FL) Squadron/22
Life Member, 32 mm

Robert Okamoto
Bellingham (WA) Squadron/16

Lt Wallace H. Paletou, SN
New Orleans (LA) Squadron/15
Senior Member, 21 mm

P/C Albert J. Pappas, SN
Cocoa Beach (FL) Squadron/23
Emeritus Member, 50 mm

P/C Joan Pappas, AP
Penfield (CT) Squadron/2
Life Member, 28 mm

P/Stf/C Bradley H. Peters, SN
Tybee Light (GA) Squadron/26
Emeritus Member, 54 mm

P/V/C Ralston M. Pound Jr., SN
Charlotte (NC) Squadron/27
Life Member, 41 mm

Cdr Rosemarie Radomsky, AP
Tres Rios (CA) Squadron/13
Life Member, 33 mm

P/C Peter W. Roach, AP
Venice (FL) Squadron/22
Senior Member, 13 mm

P/Lt/C James D. Robinson Jr., SN
Duluth (MN) Squadron/10
Life Member, 25 mm

Diane A. Sandvick
Everett (WA) Squadron/16
Senior Member, 9 mm

Calvin R. Sawyer
Fort Myers (FL) Squadron/22

Ann E. Schulz
Utica (NY) Squadron/6
2 mm

John W. Soetebier, AP
Duluth (MN) Squadron/10
Life Member, 47 mm

James T. Spaulding, AP
Main Line (PA) Squadron/5
Senior Member, 9 mm

P/R/C Inman "Stu" Steagall, AP
Mid-Hudson (NY) Squadron/2
Life Member, 42 mm

P/C Robert E. Stokes, AP
Duluth (MN) Squadron/10
Emeritus Member, 56 mm

Lt/C Frederick J. Tanis Sr., SN
Shrewsbury (NJ) Squadron/4
Emeritus Member, 50 mm

P/C Dalibor C. Treska, SN
Detroit (MI) Squadron/9
Emeritus Member, 55 mm

P/C Barry Jeffery Tuttle, SN
Naples (FL) Squadron/22
Life Member, 25 mm

Robert A. Webster, P
Four Rivers (IA) Squadron/30
Senior Member, 7 mm

P/C John M. Wuerz, SN
Peace River (FL) Squadron/22
Life Member, 40 mm

P/C Earl Yoho, SN
Michigan City (IN) Squadron/20
Senior Member, 14 mm

R/C Richard D. Zucchi, SN
Shrewsbury (NJ) Squadron/4
Senior Member, 23 mm

MERIT MARK AWARDS

Senior Member, 5 merit marks

Life Member, 25 merit marks

Emeritus Member, 50 merit marks

HOW TO SUBMIT

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

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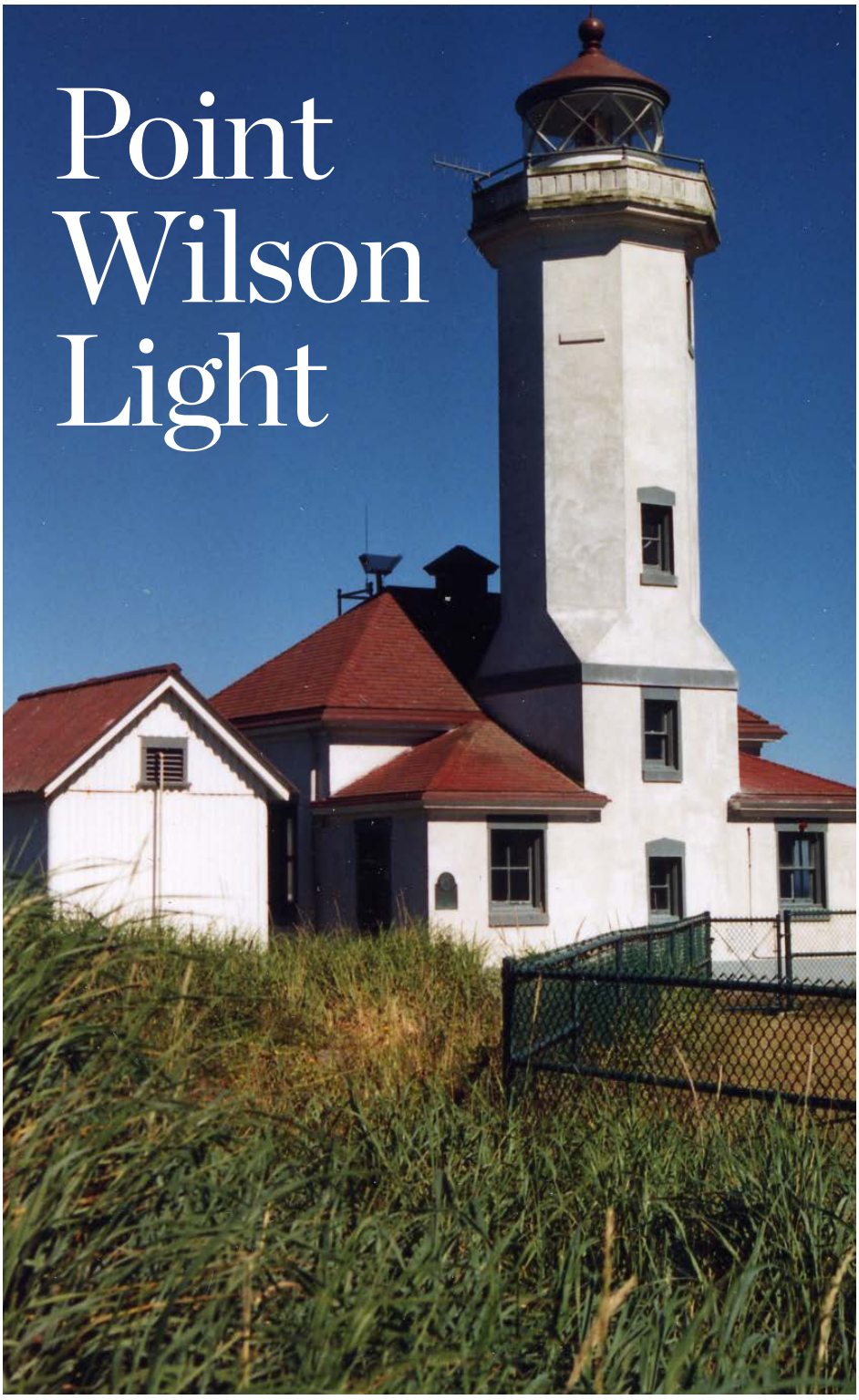
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Bitter End

A LIGHTER LOOK AT THE BOATING LIFE



GEORGE H. DOERNER

In 1998, my husband, George, and I drove along the northwestern coast of the United States. We stopped to see several lighthouses, one of them being Point Wilson Light. The United States Lighthouse Service built this light in 1913. At 51 feet tall, it's the tallest beacon in Puget Sound and marks the entrance to Admiralty Inlet.

The current lighthouse replaced an earlier wooden light tower that had been built in 1879. The light shines from a fourth-order Fresnel lens, a white light on for 15 seconds and then off for five seconds, with one red flash during the occultation. An electric foghorn sounds one three-second blast every 30 seconds when its automatic sensor detects moisture in the air.

Located in the Fort Worden State Park near Port Townsend, Washington, the Point Wilson lighthouse was put on the National Register of Historic Places and the Washington State Heritage Register in 1971. One of the most important active navigational aids in Washington, it connects Puget Sound and the Strait of Juan de Fuca. Here, the main shipping channel narrows and makes a sharp turn to the south into Puget Sound. Nearby shoals, heavy rip tides, and persistent fog influenced the placing of a lighthouse on Point Wilson. All the systems at Point Wilson are monitored by a computer at the U.S. Coast Guard Air Station in Port Angeles, but maintenance of the light, foghorn, and specialized navigations equipment is the responsibility of the Coast Guard Aids to Navigation Branch in Seattle. Because of the ownership and control by the Coast Guard Station, it was not open to the public, so we couldn't climb the stairs to the light. *–Bridget Doerner*



AL KRACKE

Email ensign@hq.usps.org by Jan. 31 with the location depicted at left for a chance to win a gift from our Ship's Store. We will choose a winner at random from all correct responses. Lily Soileau and others correctly identified the Fall 2020 location of Lake Charles Yacht Club in Lake Charles, Louisiana. The Ensign is always accepting new photos for Where away? Send your photos to the above email for possible inclusion in an upcoming issue!

TRANSOM TALES

My wife, Suzann, and I met in high school Latin class the year I bought a used Snipe and named it after a Greek sea nymph. We raced the boat on Gull Lake near Kalamazoo, Michigan, and I sold it before going to college. After graduation, we married and pursued careers in Texas. Years later we bought an S2 5.5 and named it *Orythia II* after our first boat. It has provided fun and sailing education for our kids, grandkids, and now Sea Scouts. *–Peter Hames*



"The real voyage of discovery consists not in seeking new landscapes but in having new eyes."

–Marcel Proust



TRANSOM TALES

Being of Italian heritage, we named our first cruising boat *Va Bene*, a common expression that means "go well." Our current boat, an Island Packet 350, had been previously named for another common expression that means "there's beauty," so we decided to keep the name *Ecco Bella*. I remember my aunts and grandmother pinching children's cheeks and saying those same words. *–Rich and Peggy Ciolino*

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