



## DECEPTION PASS SAIL AND POWER SQUADRON

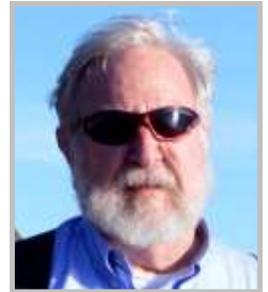
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District 16  
United States  
Sail and Power Squadron

**EDUCATION OFFICER**  
**STEVE PYE**



### SEO Report

Virtual classroom courses and one virtual seminar are planned for early next year. **The ABC course** is on two consecutive Saturday's, January 16 and January 23, 2021, from 9 AM to 5 PM. The cost is \$40 and an additional \$20 for each additional family member.

See attached flyer for information

**The Partners in Command** free seminar is on Saturday February 6, 2021, from 10 AM to 12 Noon

**The Boat Handling** course is on 7 consecutive Wednesdays, February 10 to March 24, 2021, from 6:30 PM to 8:30 PM. The cost is \$60/member and an additional \$20 for each additional family member. The cost for non-members is \$110 plus \$55 for each additional family member.

Having more instructors would lighten the load on those that have been carrying it for a long time and is a great opportunity to learn from experienced instructors, even if you participate as a back-up for our current instructors. We need you, so please volunteer.



**FROM YOUR SQUADRON COMMANDER,  
PAT WATERS, JN**

**THE STATE OF THE SQUADRON, DECEMBER**

Hi folks,

We have great news! **Steve Pye**, our new Education Officer, and technical guru for our online meetings has scheduled our first online courses, the American Boating Course (ABC) in January and Boat Handling in February and March! See his article within this Spindrift and the attached ABC flyer. What is more, as it is online, we can offer it to other squadrons, yacht clubs, etc. This opens a whole new world for us as we have the possibility of getting new students anywhere in the world!



In more good news, we have another new member! Steve's wife, **Shalita Pye**, has joined our squadron and volunteered for SERAT. A great addition! See her photo and article in this Spindrift. Welcome aboard Shalita!

In other great news, **Bob McCrary**, our new Administration Officer, has hit the ground running in this position and has already scheduled several exciting speakers for our monthly online speaker meetings. His first Speaker meeting was held Thursday, November 12 and was a stunning success. A large audience, many from other squadrons, were entertained by **Barb Trailer**, Wooden Boat Festival Director from the Northwest Maritime Center, who shared several films featured at this year's virtual festival. Activities at the Northwest Maritime Center will now be included in future editions of our Spindrift. What is next? Bob has **Mark Bunzel from Wagoneer** as our speaker for our next speaker meeting on **Wednesday, December 9**. See enclosed

flyer. Put this on your calendar, you will not want to miss it! Mark is a past member and officer of our squadron.

Some more good news is that **Shawn** has recruited two members, **Jennifer**, and **Hiller**, to be on the nomination committee for next year. When they give you a call and ask you to serve in some capacity, please volunteer. I think you will find this a rewarding experience! Remember, this is a volunteer organization. If you don't volunteer, we will cease existing.

Pay careful attention to the enclosed notice on the closure of the Clinton Ferry for a day, (December 29) during the Holiday period. (page 8) They are moving to the new Mukilteo ferry terminal!

We still need a volunteer for squadron **Secretary this year**. A great position for someone who wants to learn more about how our squadron operates. You need to attend only one online meeting a month, take notes and send them out to the board members. In addition, the Secretary has a vote on squadron issues and the title of Lieutenant Commander. **Please let me know you are willing to fill this position!**

We also need to fill several spots for **Member at Large**. Again, you just need to attend one online meeting a month and give your thoughts and guidance. Member at Large is a voting position on the board. Please let me know if you are interested. Another good and easy way to find out how your squadron operates.

Continue on next page

With the addition of Shalita Pye, we now are up to 71 members again! Every member is vital to our continuing success. Remember, with your membership we are saving lives out on the water by providing boating education. A critical need right now with the number of new boat owners out on the water this year. Please remember to renew your membership when it becomes due. Contact me if you have any questions regarding amount or procedure.

You voted on a new brand name for our squadron. The winner was “**American Boating Club of Deception Pass**”! Your board has approved that name and it has been sent to our District for approval. Approval takes place at the next District Conference in March. You will then see it in our advertisements that



**Jennifer** produces along with our course and seminar flyers.

Your new online Ships Store should be available in a few short weeks! Your Board has approved **CleverKathy Designs** as our new provider. Kathy was less expensive than others, had an excellent selection of clothing, and is in the process of setting up a web page for our squadron for online orders, See [www.CleverKathyDesigns.com](http://www.CleverKathyDesigns.com). CleverKathy Designs is in La Conner. However, you can pick up your order at her home in Anacortes, or she will mail your order to you for an additional fee. **Sue** is working with Kathy to create the artwork required. By the way, Kathy has offered to put your boat name on your articles for free! We will let you know when you can start ordering!

We now have 8 trained mentors in our squadron. We need more of you to volunteer to be mentors! It is easy, fun, and rewarding! I am asking for volunteers now and will teach an online **Mentor Training Workshop** again early next year. Please send me an email if you are interested.

I have offered all D16 and D32 (Oregon) squadrons as well as Canadian squadrons an online presentation on **Building Membership** at 11am on Saturday, December 5<sup>th</sup>. There is a flyer on the event with Zoom connection info in this Spindrift. Please attend, I think you will find it interesting and informative. It is the new direction for any non profit organization that strives to remain and grow in today's challenging times.

The other event now scheduled for the evening of January 20 is to give the **South Whidbey Yacht Club**, located in Langley, an online presentation all about our squadron, who we are and what we offer. By reaching out to fellow organizations like this, we hope to gain students and perhaps new members as well. It is important to offer them all the training in boating safety we can.

We now need to train some **new instructors** for our classes, as well as recertify our existing instructors. Please let **Steve Pye** know if you would like to volunteer to be an instructor in our courses and seminars. It is easy to do, extremely fun, rewarding and up to you what you want to teach. We have all the tools you need to make it a success. We especially need help in our online ABC class scheduled in January.

Continue on next page

You will not believe this chapter of **Steve's** ongoing saga of how he found the boat of his dreams in Asia. His adventure continues as he is now on his way to Subic Bay in the Philippines. **Jerry**, our Safety Officer, has given us a great article on Adverse Weather Boating. There is also an excellent article on propane bottle safety and what practices to follow. Also see **Bill's** update on our SERAT fleet. We have 8 boats and 21 volunteers and are now ready for our first deployment! Finally, we have included a list of Smart Phone apps we recommend for boating and general safety. If you don't have them now, you will want to explore and download them.

Enclosed is also an article asking your interest in becoming an **Amateur Radio enthusiast**. If you are, we have classes that enable you to get your technician license. The Amateur Radio Club has offered a special class just for our squadron members that enables you to receive a technician license required for Ham radio operation. You do not need to know Morse Code! We have six members signed up so far. Come and join us!

The proposed **Bylaw changes** we discussed last month that were approved by your board has been submitted to national for approval. Once we have that approval, they will be submitted to the entire membership for approval. Usually that is done in person at our March business meeting. However, since it is likely that we will be unable to have that meeting in person due to the pandemic, we are working on establishing another approval process that will meet our current bylaws. We will need that process also to approve our new officers in March as well.

Many of you are busy helping our local communities and health care workers during this crisis. **You are all just awesome! Thanks for all you are doing! Your community appreciates all your efforts!**

**Bob McCrary**, 916-206-1114, [rmccrary09@gmail.com](mailto:rmccrary09@gmail.com) is our coordinator of our various efforts to help the community and our local health care workers. Please contact Bob if you need any help or are offering to help. **Thanks Bob!**

As I write this, the number of people in our county testing positive is growing significantly. Getting through this pandemic and recovering is very dependent on people helping people, especially on our island. We all need empathy, courage, persistence, and resilience. **Please call your fellow members frequently and stay in touch with them.** Quarantine can become a lonely exercise without others in your life.

Stay warm, stay well,

Pat

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**ADMINISTRATION OFFICER**

BOB MCCRARY, S

The Squadron's first virtual speaker was a smashing success! Barb Trailer of the Northwest Maritime Center featured several exciting videos from the 2020 Wooden Boat Festival, embellishing this narrative with highly informed commentary. We had 28 people login for the session. Please join us on Wednesday, December 9 at 6:30 for the next virtual meeting. See attached flyer for more details. Mark Bunzel of Waggoner will join us. Mark plans to preview the 2021 Cruising Guide and share sea stories. As before, there will be 30 minute all hands Squadron meeting followed by the speaker. Other social activities are postponed indefinitely because of pandemic restrictions.

**FROM THE DESK OF OUR EXECUTIVE OFFICER  
SHAWN HAUGEN**



Hi everyone. Hope you all had an enjoyable Thanksgiving. I know I sure did, and I'll tell you why. Thanksgiving used to be my annual kick off to the Alaska ice fishing season. Think "Grumpy old Men" and you'll get the idea. Now depending on the year we would either have a lot of snow and a little ice making for a



bunch of overflow (water on top of the ice just under the snow) super sloppy or we would have severe cold and no snow making for good hard ice but a challenging time setting up your ice shanty in the wind. Fun fact when you raise the roof of your portable shanty it becomes a sail! I know I've personally entertained many families celebrating Thanksgiving in the homes surrounding the lake. But hours later when the magic of staring down a ten-inch hole in the middle of the lake wears thin, I always had the smell of that turkey roasting hitting me in the face when got back home. Well ever since I've moved down here from Alaska, I've been shamed into spending Thanksgiving at a family members house. Why is that a bad thing you ask? Well I'll tell you. You see like many Americans the favorite part of Thanksgiving is smelling a turkey cooking for hours while watching pro football "uninterrupted" followed by a solid week of turkey leftovers! That all disappears when you are forced to go to someone else's home for Thanksgiving. First of all, you show up and the bird is already cooked, and you've missed half of the game. Worse than this, people want to actually talk to you taking your attention away from what is obviously the wrong defense for that offensive alignment. You get the idea. But not this year! Nope not this year sister! I get to spend the day with my mother alone. Now she normally doesn't permit a tv in her living room, but she promised I could drag one out of the spare room just for the day. I love my extended family but this year It'll just be she and I and a whole turkey dinner to ourselves. And when you think it just couldn't get any better. It does. Did I mention she's vegetarian?

I guess what I'm saying is. Thanks Pandemic

Cheers, Shawn



## BOATERS GUIDE TO ROUGH WEATHER

Winter and rough seas are upon us. We have all witnessed the high winds and "Whitecaps" in the last couple of weeks. Even on a good day, weather changes quickly here. You get to choose the sea conditions that match your skill level. Options are something we can never have to many of. As a timely review, I chose to revisit a recent Compass article that will remind you of your "Options", when dealing with adverse weather.

### **Boater's guide to rough weather**

Rough weather can ruin a day on the water. You can avoid problems by checking the weather forecast, preferably on the [VHF NOAA weather channel](#) and by first-hand observation, before heading out. Pay attention to potential squall line thunderstorms. Monitor forecasts for strong winds and other rough weather. If high waves or high winds are predicted, wait for a better day. Don't venture out in conditions that could exceed your boating skills or your boat's capabilities.

Listen to weather forecasts while on the water. Keep an eye to the west; weather usually changes from that direction. High, dark clouds or a change in wind direction or velocity often predict threatening or rough weather. Check the radio. Electrical activity in the air associated with thunderstorms can cause excessive static on an AM radio.

Heed warnings of approaching rough weather and find a safe harbor as soon as possible. An approaching storm should cause immediate concern for the safety of your craft and crew.

### **Handling your boat in rough weather**

Even cautious skippers occasionally get caught in bad weather. If you're forced to ride out a storm, follow the following procedures:

Have all crew members put on life jackets. Dress appropriately to avoid exposure and hypothermia.

If on a sailboat, fasten safety harnesses to a jackline or a sturdy through-bolted fitting (a strap running from bow to stern at the middle of the deck).

Batten down (secure) your boat. Close hatches and ports to avoid flooding. Stow loose gear. If you're in a sailboat, reduce the sail area: Reef sails, change to smaller sails or drop sails completely. The wind in thunderstorms can be extreme and unpredictable.

Make sure your best helmsman is steering the boat. Meet the waves at the most advantageous speed and angle for your boat under existing conditions. In most circumstances, it's best to steer the boat to meet the waves at about a 45-degree angle off the bow. Experiment to determine the correct crossing angle for your hull; the angle will vary with sea conditions. Take special care when taking waves on the stern or broadside.

Find the best speed for controlling your boat. Be aware that reducing speed decreases steering control. Selecting the correct speed requires practice and varies with existing conditions.

Continue on next page

In a small boat, seat your passengers in the bottom of the boat, as close to the centerline as possible.

Check for water in the bilge; pump it as often as required to keep it dry. Water is heavy and affects boat stability.

Always know where you are and the location of the closest safe harbor. Choose the safest course—it may not be the shortest route. Always steer away from hazardous ground.

You may need to ride out a storm at anchor. Use a scope of at least 7 to 1 on the anchor rode, and protect the rode with chafing gear. Anchoring will normally keep your bow into the wind.

### Handling waves in heavy seas

If at sea, seek a region of lesser chop and avoid breaking waves. This may not mean seeking deeper water away from shore. Beware of locations where current and winds oppose each other. This causes high, pointed waves.

Check local and distant weather forecasts frequently. Distant storms and hurricanes produce fast-moving swells.

Wind produces waves. Waves affect both the boat's forward movement and its steering. Seas striking the forward section of the boat tend to decrease its speed through the water, while waves coming up astern can increase speed in short bursts. A boat drifting without power will broach, turning broadside into the waves and increasing the risk of capsizing. In order to stay on course, the helmsman must continuously adjust steering

Happy boating! Jerry Liggett



#### AMAZON SMILE

Your ExCom has passed a motion to set up an **AmazonSmile** account for our squadron. Our members and others can now make donations to our squadron in support of our education program when they make a purchase using AmazonSmile. It is totally free to both our squadron and our members and easy to sign up. When you make a purchase, Amazon donates to our squadron.



## MESSAGE FROM JEN GELLER: TRAVEL ADVISORY

### No Mukilteo/Clinton ferry service for most of Dec. 29

MUKILTEO – People who use the Mukilteo/Clinton state ferry route will need to make alternate plans for much of the day Tuesday, Dec. 29. Washington State Ferries will suspend service on the run for 18 hours total, including the first 13 hours of the day's sailing schedule, in preparation for the opening of the [new Mukilteo multimodal terminal](#) that evening.

After the final Monday, Dec. 28, evening sailings (the 11:45 p.m. from Clinton and the 12:15 a.m. from Mukilteo), crews will start the hours-long process of moving key marine structures from the old terminal one-third of a mile away to the new one. During the 18 hours of closure, even emergency, non-scheduled sailings will not be possible. [Continue reading](#)



The SERAT (Squadron Emergency Response Assistance Team) planning effort continues to drift along, even though the COVID issues are demanding the majority of time and effort within the Island County Department of Emergency Management (DEM). In the event of an emergency, we would receive our activation notice and directions from the DEM.

The good news is that the DEM has finished processing our emergency volunteer credentials, and our official badges are now ready. They have been delivered to Commander Waters, who is a volunteer within the DEM, and he will distribute them to the SERAT individuals during the early days of next month. In the event of an emergency, the badges will easily identify us as official volunteers and will hasten our insertion into the response effort, along with the various other emergency responders.

At the November squadron all hands "Zoom" meeting, I put out a request for volunteers with trailerable boats. I am doing the same here. The SERAT would like to have a better capability to respond more quickly to remote areas on the island, by launching boats off their trailers at boat ramp locations closer to the area in need. If you have a properly equipped boat with a trailer (meets Coast Guard safety standards) and can carry at least two persons and 200 lbs. of supplies, please think about volunteering for the SERAT.

# USEFUL SMARTPHONE APPS FOR MARINE USE

(bolded items are essential)

**BOAT US**

**US COAST GUARD**

VESSEL FINDER OR MARINE TRAFFIC

**NAVIONICS (US & CANADA)**

**PNW CURRENT ATLAS**

**ANCHOR PRO**

COMPASS

RADAR

**WIND ALERT**

**WINDY**

THE WEATHER CHANNEL

LIVE WEATHER

WSDOT

POCKET RANGER

STAR WALK

**FIRST AID**

BOAT MASTER

SOLOCATOR

**PUMPOUT NAV**

## APPS FOR PERSONAL & FAMILY SAFETY

**EARTHQUAKE**

**ALERTSENSE (red app)**

**ISLAND COUNTY EMERGENCY MANAGEMENT**





## Deception Pass Sail & Power Squadron

presents our December Membership Meeting  
and an evening with

**Mark Bunzel, editor of the Waggoner Cruising Guide**

**Tuesday, December 8, 2020**

**6:30 - 8:30 p.m.**

**Zoom format**



### **MARK BUNZEL**

Editor of the Waggoner Cruising Guide, he is responsible for the annual research for all of the marinas and anchorages between Olympia and Ketchikan, Alaska. Mark's articles and photography have appeared in magazines including PassageMaker, Northwest Yachting, Canadian Yachting, Dockside, Latitudes and Attitudes, Power Cruising, Soundings and Pacific Yachting. Mark holds a U.S. Coast Guard Masters rating in Power and Sail. He is on the board of the Northwest Maritime Center in Port Townsend and is a former member of the Board of Trustees for the Northwest Marine Trade Association (NMTA), the presenters of the Seattle Boat Show. Mark is the former chair of the Seattle Boat Show Committee for the NMTA, and he is the founder of Seattle Boat Show University.

The Waggoner Guide has been guiding boaters to spectacular Northwest destinations since 1994. From Olympia, WA to Ketchikan, AK, the guide is referred to by boaters as The Bible for Northwest Cruising.

Zoom link and instructions to join in will be emailed to members and guests prior to the start of the meeting. Brief business meeting will start the evening off, followed by our guest speaker. Questions?

Please contact Bob McCrary at  
[rmccrary09@gmail.com](mailto:rmccrary09@gmail.com) or (916) 206-1114



## SKAGIT BAY SAIL AND POWER SQUADRON IS INVITING YOU TO A SCHEDULED ZOOM MEETING



Topic: Christmas Markets in Europe Program

Time: Dec 10, 2020 07:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/89460066779?pwd=ZEJybnVJT1ZDcWIKZ2hMT0NjWTlmdz09>

Meeting ID: 894 6006 6779

Passcode: 455702

One tap mobile

+12532158782,,89460066779#,,,,,0#,,455702# US (Tacoma)

+16699006833,,89460066779#,,,,,0#,,455702# US (San Jose)

Dial by your location

+1 253 215 8782 US (Tacoma)

+1 669 900 6833 US (San Jose)

+1 346 248 7799 US (Houston)

+1 312 626 6799 US (Chicago)

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington D.C)

Meeting ID: 894 6006 6779

Passcode: 455702

Find your local number: <https://us02web.zoom.us/u/keqBzUBuGK>

## LESSONS LEARNED: STEVEN PYE

### Customs and FCPA scrutiny results in a trip from Manila to Hong Kong an then from Hong Kong to Subic Bay, Part 3/4

Despite all the difficulties I will describe, please keep mind that in the end everything worked out ok. Very few people encounter any problems. My boat, a 49' Grand Banks got to the Philippines, where I lived on it for 7 years while I was working there and then brought it back to Anacortes when I retired. As you may or may not remember, the last part left off with me cruising around the Philippine islands having a great time after dealing with custom problems and yard repairs. My crew consisted of Fely, my all-around (that is a combination maid and cook) and Vincente, the captain.

The cruising included family and friends, most of whom wanted to scuba dive. The friends were a mix of Filipino and European, with an occasional American thrown in. We went to both coral and wreck sites. We went to the local sites, Subic Bay, Anilao (Batangas Bay), Puerto Galera (Mindoro), with occasional trips to Boracay, Puerto Princesa (Palawan), Tubbataha Reefs National Park, and Coron/Busuanga (WWII wrecks). This covered an area from about 600 miles south of Manila to about 70 miles north of Manila. I will describe some of the diving adventures in the next (last) part of this series.

Other good things were happening too, as I got promoted to General Manager (US title) and President (Philippine title) of the Unocal subsidiary I worked for, Philippine Geothermal Company. On the negative side, I was the head of an American Company dealing with a contract dispute with the Government of the Philippines, which was headed by Joseph Estrada, who was eventually disposed and replaced by his Vice-President Gloria Macapagal Arroyo due to the corruption and bribery that marked his regime. When he came into power, the former customs agent was replaced by a new customs agent, who felt he was due an excessive bribe for renewing the re-export bond on my boat. So here I was in a perfect political storm, with Estrada's crony's trying to steal ownership of the company, which lead to a lot of scrutiny by both my company and the US Government for violations of the Foreign Corrupt Practices Act (FCPA), while also dealing with a customs problem. My instructions were to dance with the crony's until Estrada was out of power, but keep a respectable distance while dancing. Paying a bribe to maintain my re-export bond was not going to happen, so the boat needed to leave the Philippines.

I decided the best action would be to re-export the boat to to Hong Kong, canceling the bond, where it would need to stay for 4 months, at which time I could bring it back into the free port at Subic Bay, by buying membership in the Subic Bay Yacht Club. So we were off on a 640 nautical mile voyage across the South China Sea on the first of February, 2001. This was just a few days after Estrada was deposed, so the government was in total turmoil. This is a non-stop trip of 4-5 days; non-stop, because there is no place to stop.

If you look at a chart of the South China Sea, the wind from the east is funneled between opening between Taiwan and Northern Luzon in the Philippines, so beam seas are normal, as are high winds. This can lead to an uncomfortable ride, which can be exasperated by any storm activity. We were rigged with jack lines and inflatable life vests with harnesses. No one was allowed to go outside or up to the flybridge without clipping in. This made the trip safe, even if it did nothing for the comfort. We ended up tacking some to get the seas, which were 6-12 ft, more on the bow quarter or stern quarter, which helped the comfort, but added some time and distance to the trip. The rudders on a Grand Banks are fairly small, so turning usually involved having the helm all the way over and the motors turning in opposite directions. It was a good adventure! Continue on next page

We arrived in Hong Kong and navigated the ship traffic to the Aberdeen Boat Club, which had reciprocal privileges with Mania Yacht club, and worked with them to arrange haul out and upgrades, which included canvas, stabilizers, TV's and DVD's. Fely and Vicente stayed on in Hong Kong to supervise the work while I flew back to Manila to my work. I was able to visit on a couple of weekends, but mostly stayed in Manila. I was able to purchase a Subic Bay Yacht club membership in March and rented a slip for a year.

With all the upgrades completed, we left Hong Kong May 23, 2001. Typhoon season in the South China Sea is May to December. There were not any storms forecast, but I was unaware there were weather routers that could help, until after I returned to the US. Lesson learned, work with a weather router on a long trip like this.

The weather was worse on the way back and, as with any new installation, the stabilizers had problems and failed, so we pinned them into place to keep them from flopping. The weather was bad enough at one point that we decided we had to run more or less into the wind and headed nearest island, which was north of Luzon. It took us over a day to reach that island, pounding into the sea, but was a relief to be anchored in the lee, where we stayed another day until the wind slacked, and then headed to a river port on the north end of Luzon. There we got a boat-in-transit permit and refueled.

We arrived back in Subic on June 1, 2001, ready to resume our work and play schedule in the Philippines.

To be continued next month.

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**PLEASE HELP TO WELCOME OUR NEWEST MEMBER, SHALITA INTAMAS PYE**



**Brief History of my past followed by my experience boating**

**Personal Experience**

My name is Shalita Intamas Pye. Born May 18, 1968 and I am married to Steve Pye. I am originally from Thailand and was born in a small-town called Khu Khan is near the Thai – Cambodia border in Sisaket Providence. I was raised speaking the Khmer Cambodia language but learned Thai at school in the village. The village school only went until 6<sup>th</sup> grade, so after that, I moved in with my sister in Bangkok, so I could continue my schooling.

Continue reading on next page

I came from a big family, my father had 2 children, a boy and girl, and my mother had one adopted son before they married and then they had 7 more children during their marriage. When my mother was 7 months pregnant with my youngest brother and I was 3 years old, my father was accidentally killed by a friend who was drunk and playing with a gun. Life has been very difficult for my mother and all of us.

I am the 6<sup>th</sup> of the 7 children they had together. We were born to be farmers and I grow up with animals and rice farms until I moved to a school in Bangkok when I was 13. I stayed in school there and finished high school and the first 2 years of college, when I had to drop out and help support the family. After that, I stayed and worked as a waitress with my older sister.

in 1993, I was dating a friend's friend from California and we got married in Thailand in 1996. After we were married, I decided to move to the US with him in 1997, but married life didn't work out very well. I went back to Thailand in 1999 and we decided to get divorced in Thailand in the summer of 1999 and then I came back to the US and worked in a friend's restaurant while also applying for my citizenship. I became a US citizen in 2002

In late 2000 I met Steve at LAX airport while we both traveling and we started dating after that. Our first dating trip in 2001 was a trip to New York just a few months before the 9/11 attack, followed by a trip to the Philippines and then Thailand. We got married in Washington state in December 2003 and in February 2004, we decided to adopt my niece from Thailand. Her name is Nayana, she was 12 when we were working on the paperwork. In November 2004 she arrived in the US and the adoption was completed when she was 13 and she became a US citizen a couple of months after that.

In 2007 we had a daughter of our own. Her name is Usa Michelle and she is in 8<sup>th</sup> grade this year. I became a grandmother to Nataya, my first grandchild; a gift from Nayana and her husband Jesus. Nataya was born in August 2016 and another girl is on the way and expected to arrive in January 2021.

### **Boating experience**

After I got my US citizenship in 2002 I went to visit Steve while he was working in the Philippines and I had my first experience with the boat. Steve had been living in the boat, so I had no choice but to be with him on the boat. That is a different lifestyle than I ever had before and I like to have new experiences in life. When Steve retired from the company in the Philippines, we took the boat to the US and it was my first experience with the longest boat trip in my life from the Philippines to Taiwan. We had a Captain and his wife with us for the trip, which took us 4 days 3 nights. The boat's electronics stopped working in the middle of the trip and the waves were so big, they were higher than the flybridge of our 49 Grand Banks, so we had to attach ourselves to the boat rails and the fish were flying over into the boat on the deck when the boat hit the big wave and fish were swimming on the boat and the fun and excitement began with this trip. I was scared and excited and It was an amazing experience for me.



**AMERICA'S BOATING CLUB**  
WASHINGTON \* ALASKA \* IDAHO



## \* Virtual Membership Seminar \*

### LET'S AIM TO THRIVE, NOT JUST SURVIVE

No new members added to your roll in 2020?

No way to fundraise?

No money for advertising?

People dropping memberships?

It's Far Too Easy to BLAME IT ON COVID

One squadron in District 16 has managed to add new memberships, continue fundraising and garner publicity against all odds. How did they do it?

In this one hour seminar on " Aim to Thrive, Not Just Survive", learn how to:

\*Find your target market(s)

\*Recruiting and retain membership

\*Increase participation

\*Develop a publicity plan to promote the benefits of membership to the community and current members.

This seminar will be led by Pat Waters, commander of the Deception Pass Sail and Power Squadron, who has managed to do more than just stay afloat during these trying times. Pat has spent over 30 years in helping nonprofit organizations thrive by recruiting and retaining members.

**Below is your ZOOM Invitation to join Pat and fellow ABC members  
Dec 5, 2020 11:00 AM**

### Join Zoom Meeting

<https://us02web.zoom.us/j/87561215154?pwd=SGdWNy9iWW4xaVcxTzQxM01FWjd1Zz09>

Meeting ID: 875 6121 5154

Passcode: 281316

One tap mobile

+13017158592,,87561215154#,,,,,0#,,281316# US (Washington D.C)

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+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 875 6121 5154

Passcode: 281316

Find your local number: <https://us02web.zoom.us/j/87561215154>

## ANY INTEREST IN AMATEUR RADIO?

Recently, Bill poled our SERAT volunteers to find out who had a HAM radio license and who was interested in obtaining one. We found one member already had a HAM license and several others were interested.

It turns out I have a good friend on the island that teaches those classes. If we have several more members interested, he will give us an online class just for us. Following that, you will be given an exam. If you pass you will obtain your technicians license that allows you to operate any HAM frequency above and including 50Mhz. The radios are indeed like marine vhf but without FCC defined channels. Channels are defined by regional custom and programmed into the radios.

The training is offered by the Island County Amateur Radio Club (ICARC). See <https://www.w7avm.org/home> If you are interested, please contact Dave Fish, 425 418-9700, [w7daf@w7avm.org](mailto:w7daf@w7avm.org) give him you name and phone number and let him know you are with our Power Squadron.

Here is some additional information.

**Is the class and/or exam online now?** We did the last class in October via Zoom. It seemed to work ok. We finished on a Tuesday night and had a student pass Wednesday morning. There are some sources for doing the exam online, but we have arranged to do them in person with a limited number of students in multiple sessions.

**When is the next class scheduled?** The next class is scheduled for Feb 6 & 13. We did our October class in four evenings instead of Saturday. That seemed to work OK but would go to 5 if we decide to do that again. A couple of nights were 3 hours each.

**If we got enough people, can you teach a separate class for our squadron members?** We could probably do that if there were 4 or more interested and could agree on a schedule with the students and our instructors.

**What is cost of class, exam, etc.?** The class is normally \$\$30 including the book. With Zoom and no snacks, I charged just \$27, which is our cost for the book. The test is \$15 per session (you can take more than one test in a session).

**Do you still have those great HAM portable radios available for \$30?** I still have a couple pre-programmed with the local frequencies. I occasionally see them on sale and may get another batch when I get these sold, but we will help new hams program their radios to get them started.



FOR IMMEDIATE RELEASE

Contact: Jennifer Geller (949) 275-8730  
Pat Waters ( 360)720-2589

## **Boating Squadron to offer Introductory Boating Class** Boaters Can Earn the Required Washington State Boater Education Card

**November 20, 2020, Oak Harbor, WA** – America’s Boating Course, a two-day boating skills and certification course, will be offered virtually on Saturday, January 16 and 23, 2021 by the [Deception Pass Sail and Power Squadron](#). Successful completion of the course, conducted over the two Saturdays from 9 a.m. to 5 p.m. , will qualify individuals for the [Washington State Boater Education Card](#) now required for most boaters.

According to squadron commander Pat Waters, this is the most comprehensive introductory boating course available, and will give novice boaters the skills needed to enjoy their time on the water and boat with confidence.

“ You’ll learn about boating laws and regulations as well as boat registration and licensing. Get in-depth knowledge of boating safety equipment, and learn how to become a safe boater by learning the do’s and don’ts of boater safety,” Waters said. The class also includes free on-the-water training, but that will be dependent on COVID restrictions.

The boater safety class not only meets Washington’s state requirements but can reduce the risk of accidents and injuries, and may save money on boat insurance. The classroom is virtual, and those registered will be sent information to sign in via Zoom, an easy-to-use video conferencing platform. The boating course includes a comprehensive introduction to boating, covering boat types, boat engines, boat selection, and more.

The cost to register is \$40. For a spouse or partner sharing the course materials, it will cost an additional \$20. For more information or to sign up for the course, contact Steve Pye at [stphnpye@aol.com](mailto:stphnpye@aol.com) or (360) 299-2244. Registration deadline is January 5, 2021.

The Deception Pass Sail and Power Squadron (DPSPS) is a 44-year-old nonprofit organization. It is a member of the United States Power Squadrons, the world’s largest boating education organization. DPSPS has over 75 members from Whidbey and Fidalgo islands.

***We are part of America's Boating Club, a squadron of the United States Power Squadrons, a non-profit boating organization dedicated to education & training of safe boating activities.***



**A TWO-DAY INTRODUCTORY BOATING SKILLS AND CERTIFICATION COURSE**

# *America's Boating Course*

Join us virtually on Saturdays, January 16 and 23. This is a two-day, introductory boating class with subject matter including basic boat handling, safety considerations, federal and state equipment and safety requirements and nautical rules of the road. Free on-the-water training available (subject to COVID restrictions). Cost to register is \$40/\$20 for spouse or partner sharing materials.

**CONTACT STEVE AT [STPHNPYE@AOL.COM](mailto:STPHNPYE@AOL.COM)  
OR (360)299-2244. REGISTRATION DEADLINE JANUARY 5,  
2021**

Successful completion of the course, conducted over the two Saturdays from 9 a.m. to 3 p.m. , will qualify individuals for the Washington State Boater Education Card now required for most boaters.



**Deception Pass Sail and Power Squadron**

## SPRING 2021 “LOOKING BACK” PHOTO CONTEST

As we look forward to future outings on the water, we want to see your favorite boating photos from years past. They can be from any decade or year, as long as you’re the one who snapped the photo. You can submit up to four photos:

Photographs should not be altered except for cropping, color or contrast adjustment, and dust removal.

If you would like to submit a print photo, please scan and submit it via email. If you don’t have a traditional scanner, there are a number of scanner apps available for download on your smartphone, such as Adobe Scan. If not, you can mail the photo(s) to us to be returned, but we are not responsible for any lost photographs.

The contest is open to amateur and professional photographers who are USPS members or subscribers of The Ensign magazine. Your entry constitutes an agreement to allow your photos and name to be used in any USPS publication or website. All photos used by USPS will carry a photographer’s credit. Photographers must hold rights to the photos submitted and must obtain permission before submitting photos of identifiable people.

Deadline for submission is Dec. 31, 2020. Winning photos will be featured in an upcoming issue of The Ensign.

Take a look at the winners from previous years, then email your submissions for 2021 to [ensign@hq.usps.org](mailto:ensign@hq.usps.org).

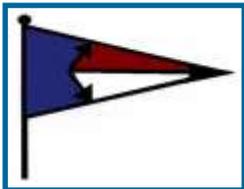
Please alert us by email if you plan to mail us any physical photos.



Visit to learn more and see examples of previous winners  
at <http://theensign.org/submit/photocontest/>

## DECEPTION PASS SAIL & POWER SQUADRON CALENDAR

Dec. 5	Membership Online Seminar
Dec. 8	Online ExCom meeting
Dec. 9	Online Speaker meeting
Dec. 10	Skagit Bay Sail and Power Squadron online Christmas event: <i>Christmas Markets in Europe Program</i>
Jan. 12	Online ExCom meeting
Jan. 14	Online Speaker meeting
Jan. 16/23	Online ABC course
Jan. 20	Online Presentation to South Whidbey Yacht Club
Feb 6	Free Online Seminar, <i>Partners in Command</i> 10-AM—Noon
Feb. 9	Online ExCom meeting



### LET'S STAY CONNECTED WITH OUR BOATING PARTNERS - OAK HARBOR YACHT CLUB

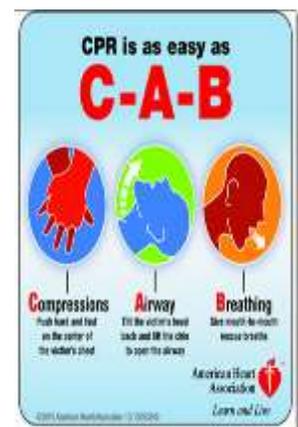
<https://www.ohyc.org/> Oak Harbor Yacht Club website

<https://www.ohyc.org/newsletter> Oak Harbor Yacht Club newsletters

### The CPR/AED/First Aid Class Schedule:

as of July 20, 2020: "With all of the Covid-19 restrictions in place, we are not planning on having any public CPR / First Aid classes until further notice  
Craig

All classes are in our stations training room at the Oak Harbor Fire Department/ 855 E. Whidbey Ave, Oak Harbor  
You can register for the course by either emailing  
Craig Anderson at [canderson@oakharbor.org](mailto:canderson@oakharbor.org)  
leaving a voice mail at 360-279-4706



VIRTUAL WOODEN BOAT FESTIVAL'S

# Ask an Expert Winter Series

- VIDEOS, DEMOS AND INTERVIEWS
- FOLLOWED BY Q&AS



When it's cold and COVID outside join us on-line for this unique zoom experience with many of your favorite experts. Enjoy videos, demonstrations and interviews with time to ask your burning questions from the comfort of your home.

## 2021 SERIES CALENDAR \*

### JAN 6 LIN PARDEY

Up Close and Personal with Lin

### JAN 20 DOUGLAS BROOKS

Building a Boat the Japanese Way

### FEB 3 BEHAN AND JAMIE GIFFORD

Pandemic Cruising in Mexico!

### FEB 17 CHRIS CHASE & SUSAN SHILLINGLAW

Behind the Scenes of the *Western Flyer* Project

### MAR 3 ANDY STEWART

Designing and Building a Performance Daysailer

### MAR 17 ERNIE BAIRD & DIANA TALLEY

Estimation and Precision in Boatbuilding

### MAR 31 JOHN WELSFORD

Turning a Dream into Reality

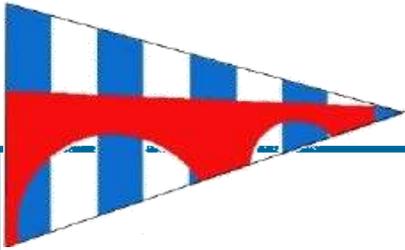
### APR 7 DANIELLE DOGGETT

*Ceiba*: Building a Cargo Ship in the Jungle

\*Buy the whole series for extended viewing

**Get or give a whole winter of entertainment for the cost of a warm sweater! Series is \$30 or \$5.99 per episode.**

January thru April 2021 on [woodenboat.org](http://woodenboat.org)



## BRIDGE OFFICERS 2020-2021

Commander	<a href="mailto:frenchsailor@comcast.net">Pat Waters, JN</a> - frenchsailor@comcast.net
Executive Officer	<a href="mailto:shawnhaugen@me.com">Shawn Haugen</a> , shawnhaugen@me.com
Educational Officer	<a href="#">Lt/C Steve Pye, AP</a>
Assistant Educational Officers	Reg A White, P
Administrative Officer	<a href="mailto:mccrary09@gmail.com">Bob McCrary, S</a> - mccrary09@gmail.com
Secretary	VACANT
Treasurer	<a href="mailto:MikeMcGill@comcast.net">Lt/Cdr Mike McGill, S</a> - MikeMcGill@comcast.net
Membership Officer	<a href="mailto:hillerwest@cs.com">Lt Hiller West, S</a> —hillerwest@cs.com
Public Relations & Marketing Officer	<a href="mailto:geller.jen@gmail.com">Lt Jennifer Geller</a> —geller.jen@gmail.com
Safety Officer	<a href="mailto:jlignet4@hotmail.com">Jerry Ligget</a> , P—jlignet4@hotmail.com
SERAT Officer	<a href="mailto:bjcoltrin@gmail.com">Bill Coltrin</a> —bjcoltrin@gmail.com
Members at Large	 <a href="mailto:flemke@hotmail.com">Fred Lemke, JN</a> - flemke@hotmail.com <a href="mailto:1969boat@gmail.com">P/Cdr Mark Casteel, AP</a> - 1969boat@gmail.com <a href="mailto:jawaners@yahoo.com">P/Lt/Cdr Jim Wagner, AP</a> - jawaners@yahoo.com
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If you have an agenda item, please contact the squadron commander Pat Waters, five (5) days prior to the meeting date so that it can be included.

To connect with these members, simply click on their name and you will be directed to writing an email to them.

### A NOTE FROM YOUR EDITOR

This is your newsletter to distribute information that pertains to your squadron, District 16 squadrons and national headquarters. Reminders are sent out on the 20th of each month prior to publishing the next edition, to the Executive Officers. Input by the 27th will be appreciated.

Together we can communicate opportunities to further our knowledge with upcoming classes and events that will facilitate time out on the Salish Seas.

Please feel free to send me your photos you would like to share to help illustrate this newsletter. Thank you in advance for your contributions.

*Spindrift* Editor: Sue Waters: [slowwaters@gmail.com](mailto:slowwaters@gmail.com)

