



DECEPTION PASS SAIL AND POWER SQUADRON WINTER PREPAREDNESS FROM IC DEM

Table of Contents

Winter Preparation	1
Commander	2-4
Executive Officer	4
New Name –DBA	5
Education Officer	6
VHF Safety Check	6
Admin Officer & SERAT	7
Safety Winterizing Your Boat	8-9
Message from Jen Geller	10
Boating Tips	11-12
Online Membership Invite	13
Mariners' Distress Info	14-15
Lessons Learned –part 2	16-17
Amateur Radio Class	18
Photo Contest	19
Calendar	20
Bridge Officers	21



Unit 16
United States
Sail and Power Squadron

Island County Department of Emergency Management has created a winter preparedness webpage that allows the public to find information and resources related to winter preparedness, utility information, weather links and snow/ice removal for the county. The website can be accessed at:

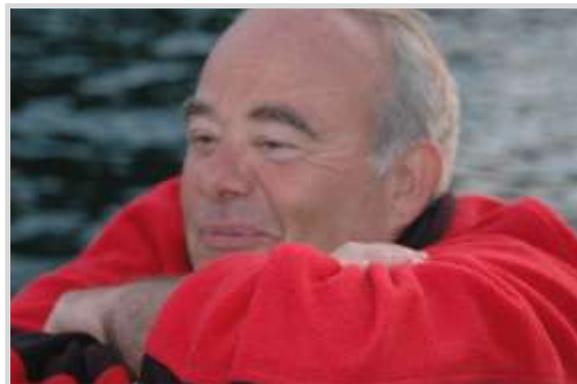
<https://www.islandcountywa.gov/DEM/Pages/Winter-preparedness-2020.aspx>

Island County Department of Emergency Management also showcased a Power Point presentation relating to winter preparedness tips and information. Usually, IC DEM would showcase this information at informational booths and events, as well as local neighborhood presentations and meetings. This year, in response to COVID-19, we focused on creating a presentation that could be easily disseminated through both digital and print media.

The presentation covers many of the topics usually discussed during our winter outreach in a format that is easily understood by those unfamiliar with emergency preparedness. This PowerPoint will be hosted in the winter preparedness page linked above. Along with this PowerPoint, there will also be links to Puget Sound Energy (PSE) and SnoPUD videos that discuss how each organization handles power outages and power restoration.



**FROM YOUR SQUADRON COMMANDER,
PAT WATERS, JN
THE STATE OF THE SQUADRON, NOVEMBER**



Hi folks,

We have great news! **Steve Pye**, our current Secretary, and technical guru for our online meetings has resigned as Secretary and offered to instead be the Squadron Education Officer for the remainder of this term! This is a very generous offer and a remarkable opportunity for our squadron to move forward with online seminars and courses. Your ExCom has unanimously voted to approve Steve in this position. National has approved him also. **Thank you so much Steve!** Steve is now hard at work scheduling courses for early next year. See his report in this Spindrift.

Of course, that means we now need a volunteer for **Secretary**. 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. **Please let me know you are willing to fill this position!**

In other great news, **Bob McCrary**, who was a Member at Large, has volunteered to be our new Administration Officer and the board has approved him for that position! Bob has hit the ground running in this position and has already scheduled several exciting speakers for our monthly online speaker meetings. See his report and the enclosed flyer for details. The first Speaker meeting is **Thursday, November 12**. It should be fun!

We now 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.

Some more good news is that **Shawn** has recruited two members, **Jennifer**, and **Hiller**, to be on the nomination committee for next year. We are looking for one more volunteer to give them some help. Please volunteer. I think you will find this a rewarding experience!

Unfortunately, we are now down to 70 members, having lost two this month. Equally disturbing is that there are currently 9 members this month who so far have not renewed. Please, if you are one of them, **renew your membership as soon as possible**. 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.

In this Spindrift you will see an article on changing our squadron name by adding a DBA. A what? Read the article and you can see what it is. Then, please send me your vote on the new name. Note that it does not change our legal name in any way. It is what is called a "branding". Curious? See the article and vote!

Continue on next page

We will soon have a new Ships Store! Your Board has approved **CleverKathy Designs** as our new provider. They were less expensive than others and will set up a web site for our squadron for online orders, as Kathy has done for other squadrons. See www.CleverKathyDesigns.com. She has a variety of suppliers to choose from for jackets, polo shirts, etc. including US manufacturers. 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 now working with Kathy to create the artwork required. By the way, she has offered to put your boat name on your articles for free! We will let you know when you can start ordering.

Your board has approved switching from **GoToMeeting to Zoom** for our online platform, because Zoom has resolved the security issues, added the ability to play videos and PowerPoint slides with embedded videos (not available on GoToMeeting) and has been adopted as the platform for all of District 16, with most squadrons already complying with that recommendation. ZOOM will be our online platform for our upcoming speaker meetings, seminars, and courses. See **Steve's** SEO article in this Spindrift for instructions to download ZOOM on your devices.

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 also just gave the Mentor Training Workshop online to the Friday Harbor squadron. Hopefully one or more of their members who attended will step up to teaching this workshop to their members on a quarterly basis.

I still plan to offer all D16 and D32 (Oregon) squadrons an online presentation on **Building Membership** soon. The other event now scheduled in January 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 me 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 ABC classes.

You will not believe part 2 of **Steve's** interesting tale of how he found the boat of his dreams in Asia and his trials involved in shipping it to Manila. It is a tale of bribery and skullduggery! **Jerry**, our Safety Officer, has given us a second article on how to winterize your boat. Something we all need to know! Also see **Bill's** update on our SERAT fleet. We have 8 boats and 21 volunteers! We now need more skippers to volunteer their boats for the program.

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.

Continue on next page

Your ExCom has also been busy voting approval on some changes to our existing bylaws. I have worked with your **D16 Commander, Craig Brown** on several changes recommended by national for legal reasons. Others were suggested by Craig to bring the bylaws up to date with our current practices. The remaining change is to make the **Public Relations & Marketing Officer (Jennifer Geller)** to become a voting member of the board in the future. This change reflects the importance of having a PR&M officer in each squadron today when advertising and marketing is so essential. The changes will require approval by both our membership and national as well before they become effective.

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 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!**

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

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



Cheers, Shawn

DOING BUSINESS AS, A NEW NAME FOR DPSPS

We have been asked by our D16 Commander, Craig Brown, to adopt a *DBA* (doing business as) name that incorporates "Americas Boating Club". **We can do that without needing any legal change to our name. We would still retain the name of Deception Pass Sail and Power Squadron for all legal purposes, including taxes (IRS), Incorporation and banking. All checks to our squadron should be still made out to DPSPS.**

Note that the name should show doing business as a city, place or encompassing an area. Officially our area of coverage is Whidbey and Fidalgo Islands. Camano Island is covered by the Everett Squadron For your info, currently our website, etc. shows America's Boating Club of Deception Pass.

Some choices so far,

**Americas Boating Club of Deception Pass*



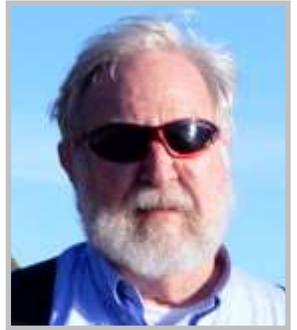
**America's Boating Club of Whidbey and Fidalgo Islands.*

I would like each of you to send me your vote on one of the above, or send me your own different proposal by Thursday, November 5. My intent is to ask for a vote to approve on this at our next board meeting.

From D16 Cdr Craig Brown,

A "Doing-Business-As" (DBA) name is a trade or alias name under which the squadron can do business legally as. Squadrons are being encourage to select a DBA that follows USPS DBA policy to provide the broader public a name that they quickly understand what it is (these days the "broader public" is where you get students and/or members). Remember the "broader public" isn't familiar with what "Power Squadron" means (power company or military???) and know where Deception Pass is. Therefore, squadrons are selecting a DBA like "America's Boating Club® of Whidbey Island" (i.e.: Friday Harbor has selected "America's Boating Club® of San Juan Islands", Everett selected "America's Boating Club® of Snohomish County" and Agate Pass selected "America's Boating Club® of Poulsbo"). The "location" should be recognizable to the broader public and should not be too broad that it impedes on other squadrons. The name "America's Boating Club®" is quickly recognizable to the broader public that you're a "boating club". The DBA should be short enough to not be a mouth full to say.

**EDUCATION OFFICER
STEVE PYE,**



I have been confirmed as your new SEO. I want to thank the ExCom for their vote of confidence. The plan going forward is to have a Speaker's meeting on November 12, an ABC class in mid-January and Boat Handling in mid-February, all virtual at this time. If there are any classes or seminars you would like to see scheduled, please let me know. stphnpye@aol.com

The Squadron has switched from GoToMeeting to Zoom, because Zoom has resolved their security issues, added the ability to play videos and PowerPoint slides with embedded videos (not available on GTM) and has been adopted as the platform for all of District 16, with most squadrons already complying with that recommendation. To download Zoom on your computer, tablet or smart phone, follow the directions below. Downloading the zoom app is free and allows you participate in squadron zoom meetings, where the length of the meeting is not constrained. It also allows you to create your own zoom meetings, but the time is limited to 40 minutes.

1. If it is a computer, go to www.zoom.com and download the basic version, which is free.
2. For Android or Apple equipment, you can download it from the app store.
3. Set up your account with your name, an e-mail and a password.

If you have any difficulty installing Zoom on your computer, tablet or smart phone, please let me know. I have some how-to articles and there are some on the zoom website. If you are having trouble, I can walk you through it.



NEW METHOD OF TESTING YOUR VHF RADIO

Submitted by Reg White

The Coast Guard Inspections and Compliance Directorate has issued MSIB 20-20 to inform mariners of the proper procedure for performing a VHF radio check. Here is the link to learn more. [Performing a VHF Marine Radio Check](#)

ADMINISTRATION OFFICER, BOB McCRARY

We are coming back-membership meetings on Zoom

Monthly speaker events are in reboot for DPSPS. The pandemic required that we cancel our customary monthly dinner & speaker meetings, but the Squadron is bringing back the speaker series in an online format by way of Zoom. Most months the event will be on the second Thursday from 6:30 to 8:30 PM. Be sure to check the Squadron calendar and Spindrift for dates, times, Zoom link, and other details. On Thursday 12 November we welcome Barb Trailer of the Northwest Maritime Center. Barb will share videos and other exciting content from the recent Wooden Boat Festival which was presented in a virtual format for the first time in September 2020. There will be a 30 minute all Squadron meeting prior to the presentation. Please join us!

Thanks,
Bob



SERAT UPDATE— BILL COLTRIN

Recent events that occurred on our island, namely the great communication black out, got the attention of most everyone very quickly. In the Oak Harbor area, and many other areas, television, telephone landlines, the internet, and a large amount of cell phone coverage, was gone for over a day. I think we will all be glad when father time says goodbye to 2020. One of the county organizations that stood to attention very quickly was the Department of Emergency Management (DEM). They have always recognized this potential, and that is why they have the amateur radio people (HAM operators) inserted into their team. Unless you're really good at smoke signaling, HAM radio is the only way to go when all else fails.

This incident led to the realization that the SERAT (Squadron Emergency Response Assistance Team) would be wise to implement a HAM capability. I don't read smoke signals very well. The team needs to be able to be activated in all situations and HAM radio is the answer. We can use our marine VHF radios when we are at sea, but we need positive DEM direction capability. Lo- and behold- there are a few people already in the SERAT that have their license. Some of us need to be brought up speed with more education, and some of us need the equipment.

Within the next few months, the squadron will be working with the local amateur radio club and the DEM to implement classes for certification. If you are already volunteers with SERAT, and would like to become a licensed Technician HAM, or you are a member of the squadron who would like to become more at ease in the event of an emergency, please give me or our commander, Pat Waters, a call or email. We will make sure that you make contact with the proper people. Jim Wagner, long time member of the squadron and SERAT, and an active HAM, has volunteered to be the squadron liaison with the DEM and the local amateur radio club. They will be working out the details in the coming months

The SERAT has been progressing well, despite the virus issue. We have a few new members, both captains and crew, and I welcome them all. If you would like to help out, let me know.

Thanks,
Bill Coltrin

WINTERIZING STEP 2. YOUR CABIN BOAT

Our Whidbey Island Winters are hard on us all when the temps drop. But it can be even harder on your boat. So this month , let's talk about winterizing the cabin of your boat.

Here is the quick checklist for the more experienced folks.

1. Remove and Bypass the Water Filters
2. Drain your Black and Freshwater tanks
3. Drain your Water Heater and Water Lines
4. Bypass Your Water Heater
5. Add Antifreeze

Now for the rest of us I am going to share the winterization process for a Bayliner 32xx.

The following is a simplified winterizing procedure. My challenges so far are finding the pink stuff at a reasonable price (Wal-Mart won with a 2 gallon size).

WINTERIZING

Generator: Close thru hull fitting. Place hose coming to strainer in a bucket containing biodegradable PINK antifreeze, start Generator and run until mixture comes out of exhaust. (Recommended by the manufacture)(PINK antifreeze can freeze but does not expand.)

Engines: Close sea valve and remove strainer cover. Start engine and immediately pour several gallons (I use 5 gallons each engine) of PINK RV antifreeze into strainer. Replace strainer cover and open sea valve. Repeat for second engine. (I selected this method to ensure that raw water pump is protected.) If you are hauling out, leave the sea valve closed. If in the water, a closed sea valve prevents things like, sinking. Flag your engine controls to **“Open Sea Valves Before Starting“**

Head/Holding Tank : Thoroughly flush system with clean water. Flush several gallons of RV PINK antifreeze through toilet. Run boat macerator until antifreeze comes out of discharge port.

Fresh Water System: Pump all water out of tank and drain hot water tank. Pressurize water system at less than 40psi AIR PRESSURE and open one faucet at a time until only air is emitted. (I disconnect the water pump and pressurize at the faucets, back toward the pump area. Bring a towel or small container.) Leave all faucets open after purging. Pour 1.75 liters of vodka into water tank (Spring Martini's). Pour small amount of antifreeze into all toilet drains as well as shower drains that have a pump. (I avoided the pink stuff in the fresh water system to eliminate risk of a bad after taste)

Miscellaneous – Clean and shut off refrigerator (AC & DC) and leave door open; Remove all freezable liquids from cabinets etc.; Completely dry bilge and pour in a small amount of pink stuff to protect the bilge pump(s); Prop up mattresses; Cover engine vents; Install two air dryers and two dri-z-air units; Add diesel treatment to fuel tanks; Shut off Propane!

Continue on next page

If I leave the (Mother Ship) in the water for the winter, I keep in mind that the ocean does not freeze here. Therefore, there is relative warm water around your hull all the times. So the engine parts below the water line are typically not subject to freezing. This is my technique for winterizing in the slip. I might like to use the boat during the winter so this keeps it available. I put an electric air dryer in each sleeping area. This protects from MOLD! (Bad thing) I try to keep the humidity down near 50%. I put in 1 small electric fan, on low, to keep the air moving a bit. Amazon has an inexpensive thermostat plug with a remote. It holds temperature to within 2 degrees. I have it turn on/off a small electric cube heater at about 40 degrees. Keep the cube heater on low setting. This is keeping your plumbing from freeze damage during a deep freeze. It also protects your wood work.

Leave under sink cabinet door open to allow warmth to the pipes. There are no Pea Traps in a boat sinks so no antifreeze needed in sinks. (visually verify for your boat.) Antifreeze is necessary in toilets and, if equipped with drain pump, the shower.

Engine Care. Have you ever noticed that you get little rust spots on your engine? Your inboard engine collects condensation while the boat is at rest. This happens all winter. Some folks spray a film of WD40 over the entire engine. This is done with the engine off of course, but some rust spots continue. An old timer whom we shall refer to as (The Ancient Mariner), provided me with the best solution so far. Place a aluminum dome type light fixture in your (diesel) engine bay. Put an old style incandescent light bulb in the fixture. 1. It keeps the condensation down by drying the air and it keeps the temperature up avoiding the freeze during a cold snap. ** Last season I observed no condensation on my engines and the rust spots were conspicuous by their absence. (Good thing!) You do have to check your boat occasionally to ensure that the light bulb has not burned out. Freezing temps are a bit tough on the bulbs. (I replaced 2 bulbs last year.)

Inspect Hoses and Hose Clamps

Oftentimes, hoses and hose clamps can become damaged. Check them over to be sure they're not cracked, shredded or rusty. If they are, be sure to replace them now before you forget come spring!

I did note that my technique is for diesel engines due to the absence of explosive gasses. In a gasoline engine, you must keep in mind that any warming or drying device can have no spark, exposed glowing coil, or ignition source.

As a side note, for your painted engine, Permatex has a rust neutralizer product. The small bottle has a brush applicator inside and when applied to a rust spot seems to take care of the spots. This keeps the engine appearance where it should be.

Happy boating! Jerry Liggett

MESSAGE FROM JEN GELLER:

What's On Your Santa Wish List?

Dear Santa, It's been a tough year, but I've been good. I've been considerate of others by wearing my mask, I sanitize my hands, and social distance. Hoping you'll remember me when you're out making rounds on Christmas Eve. In California, I never thought twice before heading out for a paddleboard session wearing bathing suit, shorts and my trusty straw hat. But it's different up here in the Puget Sound, and the water is a lot colder ... can you please bring me a new [Roxy wet suit](#)? Not that I'm planning on falling in, but you know ... just in case.



My hubby Ross has been pining for one of those [Life Proof Boats](#). I hope Santa that you've got this one, because I can't afford it!



And while I've got your ear, our squadron commander Pat Waters is asking for a [new state of the art depth sounder](#) to replace the 20-year-old black and white Garmin that he says "still kind of works, but not well".

Pat's wife Sue, our fabulous, hardworking *Spindrift* editor, wants a queen-sized berth that can be accessed on all sides, so it's easy to make up.



The squadron's safety officer Jerry Liggett wants a new auto pilot for his boat. Although (I'm hoping) tongue-in-cheek, he offered in trade his current "auto pilot" system comprised of his grandkids.

According to "Captain Grandpa" Jerry, the accuracy of his vessel's course is in doubt each time he engages it, and he wouldn't think of leaving the bridge while his current auto pilot is employed.

Thank you for your consideration,
Jen Geller, marketing and public relations, Deception Pass Sail and Power Squadron

Holiday Gift Ideas for the Boater in Your Life

(<http://w.boatingsafety.com/holiday-gift-ideas-for-boaters/>)

* A brand-new life jacket from [Onyx Outdoor](#) - There's no better gift than safety this holiday season!

* A boating safety course from [America's Boating Club](#) - Keeping with the theme of safety, a boating safety class is a great idea for a holiday gift for those looking to cut down on stuff! There are classes for all types of boaters, so whether your gift recipient is an experienced boater looking to learn a new skill or someone who just started boating this year, there's no shortage of seminars to take!

* A handheld VHF Radio from [Cobra](#) - A working emergency radio is so important when you need help, and cell phones often don't get service when out boating on many waterways.

* An Overboard Wireless emergency cutoff device from [FELL Marine](#) - Engine cutoff devices can be a crucial piece to the boating safety puzzle, but there are countless boaters out there who don't use theirs because the typical lanyard designs can limit movement. A wireless cutoff device allows full movement around the vessel while still providing the safety needed if someone unexpectedly ends up in the water so that the engine and propeller can be automatically shut off.

* Sunglasses from [Fishgillz](#) - Looking for the perfect stocking stuffer for the boater or angler in your life? Look no further than a set of Fishgillz sunglasses! These sunglasses pair polarized lenses with a special floating technology to combine comfort, style, and function all into one package!

* [Sea Tow membership](#) - There's no better gift for your favorite boater than Peace of Mind on the Water. Whether your boating buddies are on lakes, rivers or the open ocean, a Sea Tow membership can be the perfect gift. Memberships come complete with tows, fuel deliveries, jump starts, covered ungroundings and so much more. You can even buy the membership instantly online, making it the perfect last-minute holiday gift in the days, hours and even minutes leading up to whenever your friends and family open their presents!

BOATING TIPS

1. Purchase and keep on board a fire blanket. Inexpensive (appx. \$12), available on Amazon, and will quickly snuff out cabin fires which are somewhat common in galley areas. Additionally, serves as an emergency blanket.
2. Change the O ring in your fuel fill every two years. O ring failure lead to water in the fuel from rain, especially hazardous to diesel engines.
3. To learn all about NW weather, go to the [Cliff Mass blog](#) once a day. Also purchase his excellent book on NW weather. It is the best!
4. Go online, google 911i, and fill out the forms. Then, if you call 911 in a boating emergency, the Coast Guard can locate you.
5. Install the PNW Current Atlas app on your cell phone to determine currents in real time easily while cruising the San Juan's.
6. Other phone apps you will need for boating are Windy or Wind Alert, Navionics, Coast Guard, [Boat US](#), Pumpout Nav and Marine Traffic. Explore each so you will know what they offer.
7. Throw an old computer disc in your dinghy or kayak. It can be used as an excellent sun reflector to gain another boater's attention if you need help.
8. Carry a pocketknife always onboard. It needs two features; a serrated blade and the ability to open it with one hand. A Kershaw Onion knife is one example.
9. Purchase and install a Life Sling. Have onboard either a winch or at least a 4:1 block and tackle to hoist a victim onboard.
10. Purchase Captain Quick Guides on weather, engine troubleshooting, anchoring, etc. and keep onboard. They are around \$12 each on Amazon.
11. Cut and put foam pipe insulation covers over windshield wipers to prevent against UV damage when not being used.
12. Each Spring take apart and clean your windlass switches. Switch failure is the most common cause of windlass failure.
13. If you lose all electrical power, do not shut off your diesel engine. It will keep running without electricity unless it has an electric fuel pump. However, once shut off, it will need electrical power again to start.
14. If you have a diesel heater, run it for a half hour every month. This prevents the fuel in the burn pad from drying up and causing the heater to fail. It can be an expensive repair!
15. Purchase [Boat U.S. towing insurance](#). Join the squadron before you do and get a discount on the cost. Do not rely on C.G. or other private vessels to give you a tow.
16. To prevent boat from sinking, purchase a Forespar Sta-PlugXE ribbed emergency plug and keep onboard. The plug can be cut with knife to fit hole and will expand to fit tight. Inexpensive.
17. In Canada, you can reach the Canadian CG either via VHF radio (Channel 16) or by punching *16 on your cell phone.

Continue on next page

18. Purchase a roll of Rescue Tape and keep onboard for temporary repair of hoses, etc. Around \$10 on Amazon.
19. Avoid placing sharp objects in pockets of inflatable life jackets. They can tear a hole in the bladder of the life jacket.
20. Install a Class B transceiver in your boat so you can see other boats on your chart plotter and, just as important, they can see you. Also install a radar reflector.
21. Even though the US Coast Guard allows you to meet your flare requirement with an LED light sold for that purpose, Canada does not. You still require the standard flares while cruising in Canada.
22. Program your VHF radio with a free MMSI number available through USPS or Boat US. It will enable you to send your distress call along with your location and vessel information automatically through a touch of a button. Note however, if you plan to cruise in Canada, you need to obtain your MMSI number from the FCC and it is not free.
23. Carry a tool kit appropriate for your vessel as well as spare parts.
24. Create a pre-flight checklist. Items to check off before your adventure. You can complete the checklist items well in advance of your trip. Items to include. Boat card, boat reg and insurance docs, fishing license, filed float plan, flares etc. Top off fluids and make sure controls are free and operating correctly. Required USCG items and inspectable items and should be on your list.
25. Keep your seacocks maintained so they turn easily, which is best done during a haul-out. A closed seacock prevents a boat sinking at the dock due to a hose failure.
26. Double up your dock lines for winter storm season.
27. The docks, new or retrofitted, are being fitted with EFI breakers. Check your system for current leakage to ground, current in the ground wire, before you cruise to a new or retrofitted dock and find you cannot get power, because the EFI keeps tripping.
28. Even if you are old enough to be exempt from having to have a Washington State Boater card, you will need one if you travel to Canada.

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.



Deception Pass Sail and Power Squadron

It's been too long ... it's time for an

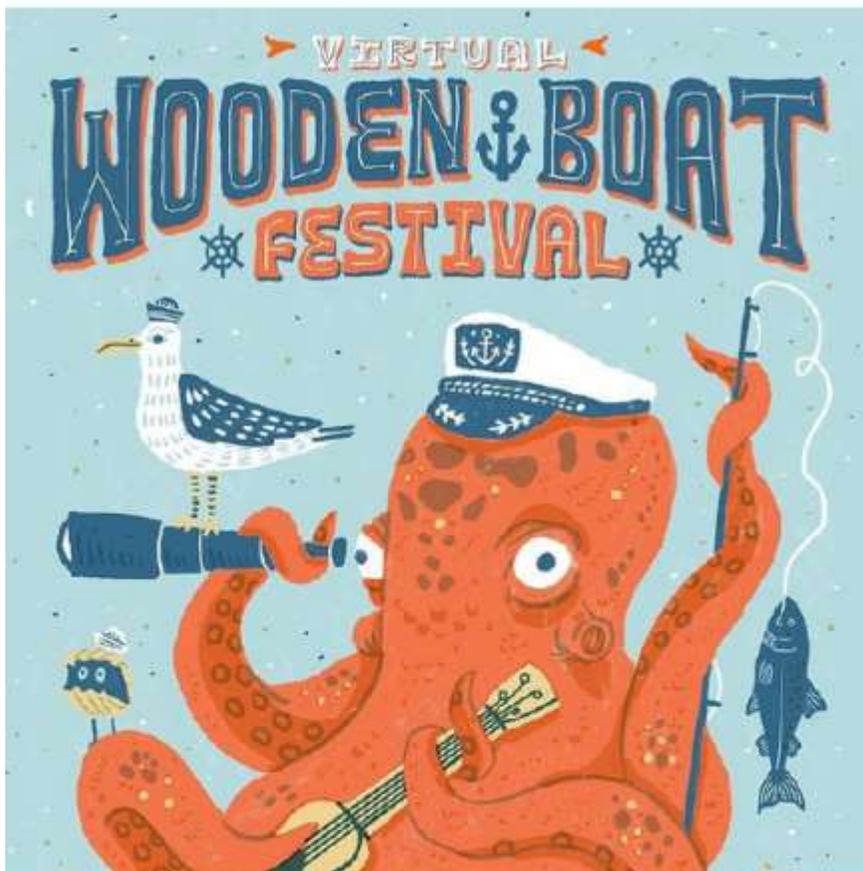
All Membership Meeting

Thursday, November 12,

6:30 - 8:30 p.m.

Zoom format

A 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



Barb Trailer, Wooden Boat Festival Director from the Northwest Maritime Center, will share a short film or two featured at this year's virtual festival.



The mission of the Northwest Maritime Center is to engage and educate people of all generations in traditional and contemporary maritime life, in a spirit of adventure and discovery. We're many things, and at our core we are a campus that uses powerful maritime experiences to educate, inspire people to adventure, and celebrate our maritime culture. We do it for our own love of boats, in service to the local community and maritime industry, but mostly because regardless of the subject, the sea is the most powerful teacher we know.

CONCERNING VESSEL EXAMS

VESSEL SAFETY EXAMINERS –WILL REMAIN ON HOLD UNTIL 2021

Because of the current COVID-19 environment, the Deception Pass Sail and Power Squadron (DPSPS) vessel safety examiners are not providing vessel safety checks at this time to the local boating community. But we still want to help people be safe on the water.

Therefore, we have produced a condensed listing of the major safety items that a boater should have on their vessel, besides a good sound hull. The US Coast Guard may want to check other items that are not listed here if they were to board your vessel at sea. This could include the vessel registration or documentation, pollution placards, marine heads, etc.

Important Reminders and Safety Items:

1. Life jackets. You must have a Coast Guard- approved personal flotation device (PFD – or “lifejacket”) for every person on board the vessel. Check them periodically to make sure they work. Whether for adult or child, the



PFD should be appropriate for the activity and fit right; adults must ensure that the kids wear them. Have a throwable cushion or life ring of some sort on board. The U.S. Coast Guard recently updated PFD labels that rely more on icons than wording, but PFD’s labeled under the previous system still meet regulatory requirements.

For more detailed information on PFD’s, [visit this link](#):

2. **Visual distress signals** are required on all boats 16 ft. or longer, and will help others locate your boat quickly, day or night, in the case of an emergency. Signals include day signals such as a big orange signal flag. A minimum of three “day and night” flares are recommended, and make sure they are not expired. Also available is a U.S.C.G. approved, flashing-day-and-night-SOS strobe lights. A flashlight with new batteries should always be on board also.

3. **Fire extinguishers.** In recent months, the USCG has modified their regulations, involving a new classification system, regarding the use of portable fire extinguishers. If your vessel was built after August 22, 2016, your vessel falls under the new system.

Continue on next page

Length (X feet)	Vessels built before August 22, 2016 (minimum number of B-I portable fire extinguishers required ¹)	
	No fixed fire extinguishing system in machinery space	Fixed fire extinguishing system in machinery space
X < 16	1	0
16 ≤ X < 26	1	0
26 ≤ X < 40	2	1
40 ≤ X ≤ 65	3	2

¹One B-II portable fire extinguisher may be substituted for two B-I portable fire extinguishers.

Length (X feet)	Vessels built after August 22, 2016 (minimum number of 5-B portable fire extinguishers required ¹)	
	No fixed fire extinguishing system in machinery space	Fixed fire extinguishing system in machinery space
X < 16	1	0
16 ≤ X < 26	1	0

Length (X feet)	Vessels built after August 22, 2016 (minimum number of 5-B portable fire extinguishers required ¹)	
	No fixed fire extinguishing system in machinery space	Fixed fire extinguishing system in machinery space
26 ≤ X < 40	2	1
40 ≤ X ≤ 65	3	2

¹One 20-B portable fire extinguisher may be substituted for two 5-B portable fire extinguishers.

CONCERNING VESSEL EXAMS continued

4. **Familiarize yourself with Navigation Rules.** The Navigation Rules are much like the rules of the road on the highway. They establish a consistent way to navigate safely and avoid collisions when two boats are crossing paths, are on course to meet head-on, or when one boat wishes to overtake another.

You can download a copy of the [U.S. Coast Guard's Navigation Rules here](#):

5. **Check navigation and running lights to make sure they are functioning.** A white navigation light is required for use during low visibility such as fog, heavy rain, dawn or dusk.

6. **A marine VHF radio** is presently not a mandatory safety requirement, but we feel it should be. Cell phones are great, but signals are weak in some areas around the islands.

7. **Noise makers, such as a horn, whistle or bell.** Navigation Rules require you to use sound signals during periods of limited visibility and in meeting, crossing, and over-taking situations. The law states you must have some means of making an efficient sound signal. Air-powered horns are great for a small boat.

8. **Check that the bilge pump(s) are dry, clear of waste, and working properly.** Carry at least one bucket with you!

9. **Make sure you have an anchor with enough rode (connecting line).** Also check the adequacy for the areas you expect to be in, including heavy weather while at anchor. Also, two anchors can make for a better night's sleep.

10. **Have nautical charts** of the areas where you plan on going. A GPS chart plotter is fantastic, but make sure it is up to date. If you can get paper charts, do so. It makes planning ahead easier. A digital depth sounder is also vital to know how much water is under your boat.

11. **File a float plan.** Someone responsible needs to know what you are planning, where you are going, and when you plan to return. If you don't show up as planned, then the authorities will have some idea of where to look. [To see an example of a float plan, click here](#)

12. **Carry a well-stocked First Aid kit.**

For more detailed information on boating safety and regulations, please refer to the following links:

i. Washington State information on [boating safety, regulations and requirements, and education](#):

ii. [Checklist for Washington State Required Equipment](#)

iii. [U.S. Coast Guard Navigation Rules \(Rules of the Road\)](#)

iv. [The official website of the U.S. Coast Guard's Boating Safety Division](#)

v. [A Boaters Guide to the Federal Requirement for Recreational Boats, and Safety Tips](#)

The DPSPS Vessel Safety Examiners and Jennifer Geller

AMERICA'S BOATING CLUB
Deception Pass Sail and Power Squadron

If you want a vessel safety check,
call one of the examiners listed below
to make an appointment

Learn what they are looking for, by going to
<https://www.deceptionpassailandpowersquadron.com/vessel-safety-checks.html>

Mark Casteel	1.360.240.1546
Dr. Monem	1.360.279.8972
Bill Coltrin	1.360.675.8102
Jim Wagner	1.360.240.2543

VERSEL SAFETY CHECK
2020

LESSONS LEARNED: STEVEN PYE

Shipping your boat to a foreign port, Fort Lauderdale to the Philippines and back, Part 2/4

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. When we left off, I was the Secretary and am now the SEO, but have continued with the lessons learned. I didn't want to leave you all on the edge of your seat wondering what happened next. As you may or may not remember, the last part left off with me flying back to Manila and the boat sitting in Houston, waiting to be loaded on a ship to Manila.

I asked Fely, my all-around (that is a combination maid and cook), if she would be willing to move aboard the boat, which she was willing to do as long as she could live aboard. I went to the Manila Yacht Club (MYC) and arranged for a captain/boat boy and worked on getting a mooring. It turns out that the workers at the MYC conspire a bit to keep anyone new out, so that did not work out too well.

About two weeks before the ship arrived carrying my boat, a super-typhoon packing 140 kt winds hit Manila. The shipping fleet was badly damaged and 4 boats at the Manila Yacht Club sank at their moorings. Needless to say, I was a bit concerned whether the ship had been caught in the storm. It hadn't, so that was good news and I was notified the ship would be docking at a pier about 50 miles from Manila. Fely and I went to the pier to greet the boat and my agent was there with the customs agent. It was explained that the customs agent had to stay on the boat until all the paperwork was done, at my cost.

The first thing I noticed when I got to the boat, is that it was under the crane and covered in grease. Lesson Learned - shrink wrap your boat. The second thing I noticed was an agitated ship captain hailing me to let me know the keel had been damaged. He blamed the construction of the cradle and the cradle maker, when I contacted him later, blamed the ship's loading crew. Lesson Learned – make sure someone can stay and observe/photograph the loading if you cannot be there. The ship captain said he and his ship had to leave, so he could set the boat on the pier or in the water. There was no crane to get it off the pier, so that was not an option, so we duct taped over the damage and had the boat put in the water – it leaked like a sieve, but the bilge pumps could keep up. I piloted the boat to the Manila Yacht Club, with the customs agent and Fely aboard, and anchored in the yacht basin. We kept one of the generators running while I looked for a repair yard. The repair yard at MYC was backed up 6 months with the sunken yachts, so the search widened. Two weeks later, I found a boat yard up the Cavite river that could take us and do the repair.

To set the stage for this next part, you need to know that the General Manager of my company in Manila, Mike Barnes, was kidnapped and held for ransom for 6 months in 1992, suffering greatly at the hands of the kidnapers, who were part of a kidnap for ransom gang within the police department. Going up the Cavite river could only be done at about midnight in the company of a police boat full of men armed with AK-47's and two Police on board the Pyeeyed II, similarly armed. The police boat had to bully the bancas (essentially a canoe with two outriggers) to clear a path, as they filled the river from bank to bank. Apparently, this caused less fuss in the night than the day. Besides the Police, the crew consisted of Fely, myself and the customs agent. After we arrived at the repair yard, we were hauled out on a railway. Unfortunately, the Cavite river is more of a sewer than a river, so the gentleman that dove to block the boat on the carriage required a pint of gin in addition to his fee, or he wouldn't dive.

Continue on next page

The boat got repaired, not very well, but at least it didn't leak. We reversed the procedure and got back to the MYC. The paperwork was finished and the customs agent disembarked (we had to pay his salary and feed him while he was on the boat). My agent gave me a copy of the paperwork, in which the value had lost a couple of zeros to minimize the cost of the re-export bond, hence a bribe had to be paid by the agent, which was added to the fee. If I had brought it on its own bottom, it would be in transit and there would be no fees. Since it was imported as cargo, a fee equal to the value of the boat had to be paid, or a re-export bond posted for the value of the boat. The bribe and falsifying papers are definitely forbidden by my company, so this was not a good thing. Lesson Learned – make sure you know and understand the procedure your agent is going to use.

The "Captain" I hired through the MYC was useless, but difficult to fire, because of the way the crew that service the MYC have organized themselves. Fely couldn't stand him or the cockroaches he brought aboard, so after 6 months, she came up someone she believed would be a good captain and a scheme to allow him to take over. I declared I would be my own captain and only needed a boat boy. The "Captain" was not interested in working as a boat boy, so we hired Fely's selection, Vincente, as a boat boy and then promoted him to captain 6 months later. Lesson Learned – find a trusted local person to help you through, praise them and pay them well. Fely later married Vincente, about 2 years before I left the Philippines.

So ends this part of the tale with Fely, Vincente and I having a wonderful time cruising the Philippine Islands, taking my friends and reporters scuba diving, hauling politicians to Boracay and just generally having a grand time and lots of great memories.



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 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.



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.

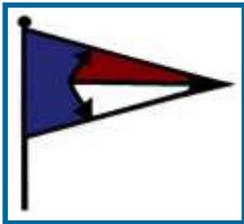
Please alert us by email if you plan to mail us any physical photos.



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

DECEPTION PASS SAIL & POWER SQUADRON CALENDAR

Nov. 9	Online ExCom meeting
Nov. 12	Online Speaker meeting
Dec. 7	Online ExCom meeting
Dec. 9	Online Speaker meeting
Jan. 11	Online ExCom meeting
Jan. 14	Online Speaker meeting
Jan. 16/23	Online ABC course
Jan. 21	Free Online Seminar
Feb. TBD	Online ExCom meeting
Feb. TBD	Online Speaker meeting



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

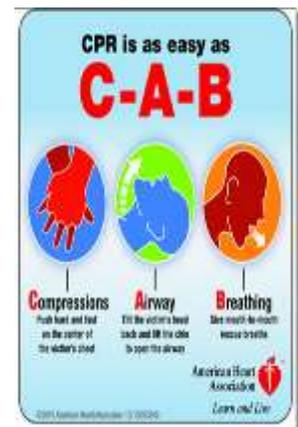
<https://www.ohyc.org/> Oak Harbor Yacht Club website

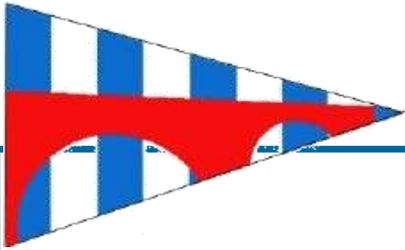
<https://www.ohyc.org/newsletter> Oak Harbor Yacht Club newsletters

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 leaving a voice mail at 360-279-4706





BRIDGE OFFICERS 2020-2021

Commander	Pat Waters, JN - frenchsailor@comcast.net
Executive Officer	Shawn Haugen , shawnhaugen@me.com
Educational Officer	Lt/C Steve Pye, AP
Assistant Educational Officers	Reg A White, P
Administrative Officer	Bob McCrary, S - mccrary09@gmail.com
Secretary	VACANT
Treasurer	Lt/Cdr Mike McGill, S - MikeMcGill@comcast.net
Membership Officer	Lt Hiller West, S —hillerwest@cs.com
Public Relations & Marketing Officer	Lt Jennifer Geller —geller.jen@gmail.com
Safety Officer	Jerry Ligget, P —jlignet4@hotmail.com
SERAT Officer	Bill Coltrin —bjcoltrin@gmail.com
Members at Large	 Fred Lemke, JN - flemke@hotmail.com P/Cdr Mark Casteel, AP - 1969boat@gmail.com P/Lt/Cdr Jim Wagner, AP - jawaners@yahoo.com
Chaplin	Joy Brent, AP - joy.brent1@yahoo.com
Newsletter Editor	Sue Waters - slowwaters@gmail.com
Webmaster	Sue Waters
Facebook	Paula Mihok - tpmihok@gmail.com

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.

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

