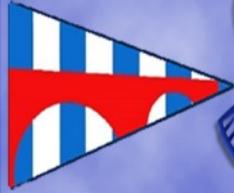


Spindrift



OCTOBER 2020

DECEPTION PASS SAIL AND POWER SQUADRON

FRIDAY HARBOR SQUADRON INVITES YOU TO:

CPR/AED/FIRST AID CLASS—

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

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ALL Membership Meeting

Thursday October 1, 2020

6:30pm ZOOM Format

Zoom link will be emailed to Members prior to the start of the meeting

Unfortunately, while we are unable to gather in person we can still meet for a fun and informative membership meeting and special presentation by **Kathy and Dave Kane**

"Tips and Tricks for Anchoring"

After spending several years doing boat deliveries and cruising in the South Pacific Kathy and Dave sailed north to Alaska then down the coast to Friday Harbor where they dropped anchor and now live and operate Pear Point Farm. Join us as these highly skilled sailors, both with USCG 100-ton licenses share their fun and adventurous boating experiences.



Unit 16
United States
Sail and Power Squadron



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

THE STATE OF THE SQUADRON, October 2020

Hi folks,

Our mission is Saving lives out on the water! We save lives by educating boaters. This year boat sales in our state have increased roughly 30% over last year. A large percentage of these people are new to boating. I receive emails and phone calls every week from these new boaters looking for courses, on the water training and vessel safety checks. Some of them are novices. Every one of these is a potential new member. We need to get back to offering seminars and courses to the public!



Your squadron officers have been hard at work developing a way to meet their needs. **Sadly however, our Squadron Education Officer (SEO), recently resigned.** This leaves a big hole to fill to make the changes necessary to start offering our own online squadron courses and seminars. In my opinion, this is the most critical position in our squadron. The good news is that **Steve Pye**, our current Secretary, and technical guru for our online meetings has resigned as Secretary and offered to instead be the SEO 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. **Thank you so much Steve!**

Our ExCom officers are in the process of approving Steve as our new SEO. Then I need to submit his name and qualifications to national for approval. That process might take a few weeks.

The good news is that to provide seminars and courses immediately, we have joined with several other local squadrons to offer courses, seminars and even speakers online. I recently sent you each an invitation to join the Friday Harbor Squadrons online speaker meeting covering anchoring tips and techniques. In addition, I sent our newest members, some of you who have not taken BH yet, and a number of potential new members an invitation to attend Friday Harbor Squadrons upcoming classes and seminars. Of course, we need to meet our obligation to them soon by inviting them to attend our own online courses, seminars, and speaker meetings.

Now we need a new volunteer for the **position of Secretary**. The major responsibility would only to attend the once a month ExCom meeting online, 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!**

We also still need to fill the important position of **Administrative Officer**. The major role for this officer is obtaining speakers and organizing our dinner meetings. However, with the current pandemic limitations, those are not occurring. However, we still need someone to fill this position on the board as well as recruit speakers for our online speaker meetings **Please let me know you will volunteer!**

We also need volunteers for the **nominating committee**, which selects the Bridge officers for next year. Please consider volunteering and let **Shawn or I** know if you are interested. We must have this committee formed and ready to go to work in October.

Continue on next page

In more sad news, our fellow Agate Pass Squadron in D16 has voted to dissolve their squadron. In corresponding with their current Commander, David McBride AP, he related that the primary reasons were a loss of members (they were down to 28), no one volunteering to fill officer positions, and general apathy to participating in squadron activities. Sound familiar? Remember, we are a VOLUNTEER organization! We need to each do our part! Don't just expect another member to do the work.

We currently have 6 trained mentors in our squadron, and they are now all assigned to newer members. 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 in October.** Please send me an email and volunteer for this! So far I have 4 students signed up. I need 4 or 5 more before we have the workshop.

Recently we conducted an online **New Member Orientation**. What was interesting is the **Jennifer** advertised this locally as a way for new boaters to find out who we are and what we offer. We had 8 students for the class, 6 who were nonmembers. Several of these asked for membership applications following the meeting. Way to go Jennifer! Despite recent non renewals we are still slightly above in membership compared to where we were on April 1st.

Two other potential events this Fall. **The D16 Fall Conference** will be held on Saturday, October 10. I will attend online as will our two volunteer delegates, **Shawn**, and **Steve**. Following the conference, in November or December, I will offer all D16 and D32 (Oregon) squadrons an online presentation on **How to Recruit and Retain Members**. The other event tentatively scheduled in November is to give the South Whidbey Yacht Club, located in Langley, an online presentation all about DSPS, 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.

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 enjoy **Steve's** interesting tale of how he found the boat of his dreams in Asia and his trials involved in shipping it to the states. His story will continue in the next Spindrift. **Jerry**, our Safety Officer, has given us a timely article on how to winterize your boat. Something we all need to know! Also see **Bill's** update on our SERAT fleet. We now need more skippers to volunteer their boats for the program.

I am extremely proud of you and your tremendous persistent help of others in our community during this pandemic. We may not be offering classes and seminars quite yet, but many of you are busy helping our local communities and health care workers during this crisis. You are making non-surgical cloth masks (well over 1,000 so far) for local health and public workers, helping neighbors by delivering groceries and keeping in contact with neighbors and others who are challenged medically and/or by age. Some of you are cooking and helping serve at the local dining café for the homeless. Others are distributing food at our local food banks. Some are driving vans to pick up and move our homeless population to dining facilities and shelters. **You are all just awesome! Thanks for all you are doing!**

Continue on next page

,**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. Also, see Bob's list enclosed listing those local organizations in urgent need for donations. **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. Hopefully, the squadron will be back offering social and learning opportunities to you soon.

Stay warm, stay well,
Pat

Hi Members and Guests –

Here's your update for our upcoming October 1 General Meeting.

1. What promises to be an excellent talk by Kathy and Dave Kane on Anchoring may be expanded to include other exciting topics, such as storms and pirates, oh my. Their experience is extensive. This should be good.
2. We are going to open the Zoom at 6pm for an un-hosted happy hour. Bring your beverage of choice, appetizers, etc. for some distant on-line socializing. The meeting will start at 6:30 pm.
3. Members of other squadrons in our region have requested to be invited, and have been, so you may see some new faces.
4. The Zoom invitation and link is below the flyer.

See you Thursday!!
Michael Devirian

Cdr, Friday Harbor Power Squadron
Captain Education is inviting you to a scheduled Zoom meeting.

Topic: ABCSJI General Meeting
Time: Oct 1, 2020 06:00 PM Pacific Time (US and Canada)

Join Zoom Meeting
<https://zoom.us/j/2626086740?pwd=VnVkNDYzWVJjYitzakpyTXRTQmFHQT09>

Meeting ID: 262 608 6740
Passcode: abcsji1955
One tap mobile
+12532158782,,2626086740#,,,,,0#,,590066# US (Tacoma)
+13462487799,,2626086740#,,,,,0#,,590066# US (Houston)

Dial by your location
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 669 900 6833 US (San Jose)
+1 312 626 6799 US (Chicago)
+1 929 205 6099 US (New York)
+1 301 715 8592 US (Germantown)

Meeting ID: 262 608 6740
Passcode: 590066
Find your local number: <https://zoom.us/u/ad3mn4MqUu>

FROM THE DESK OF OUR EXECUTIVE OFFICER
SHAWN HAUGEN



Hi guy's! Just a quick note to state the obvious. Summers coming to an end. That's right I said it. Along with that comes some extra scrutiny preparing your boat for winter. Our Safety Officer Jerry Liggett has developed a great list of things we all can do so I won't expand on that. (Thanks Jerry!)

I'm here to tell you all is not lost! In fact, some of the best cruising I used to do (way back when I used to do it) was in the "off season". The crowds are gone. You often have the place to yourself which is quite a special treat. There is often long stretches of great weather like this next week for instance.

Just keep a keen eye on the weather forecast when you're out there because things can change in a moment. I tend not go on the busy weekends during the summer anyway, so this strategy has worked for me. Besides, fall is the most beautiful time of year anyway. So get out there and enjoy it if you can! We have plenty of time to sit and read later.

On another topic we are trying to fill some positions in squadron so if you feel you can help then by all means let us know. We really need some folks to step up and be on our nominating committee. I'm working hard to make your job easy by already contacting people who have indicated their willingness to serve in many positions and to those who've already said yes, I THANK YOU!!

September 25 - October 4, 2020			
Fri		62° 54°	Chance of Storms
Sat		62° 51°	Rain
Sun		62° 50°	Mostly Sunny
Mon		62° 54°	Sunny
Tue		66° 55°	Sunny
Wed		65° 54°	Sunny
Thu		63° 55°	Sunny
Fri		63° 54°	Mostly Sunny



Until we can meet again hang in there everyone! We'll get through this.

Cheers, Shawn

SECRETARY'S THOUGHTS FOR SEPTEMBER LT/C STEVE PYE, AP



Secretary's Duties and Some of the Lessons I Learned During my 57 Years of Boating

SECRETARY'S DUTIES

The Secretary is responsible for determining which board resolutions should be part of the Squadron's Operating Guidelines, which affect how the squadron will be operated in the future. The Secretary is also responsible for archiving the Operating Guidelines for the Squadron.

LESSONS LEARNED:

Shipping your boat to a foreign port, Fort Lauderdale to the Philippines and back, Part 1/4

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.

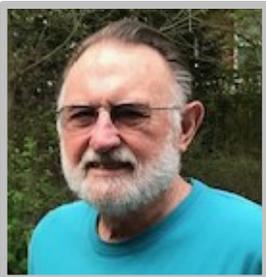
My company transferred me to the Philippines in 1994 and I was given a housing allowance, which I used to rent a condo for the first two years. After the first year, I decided the money would be better spent owning something, but a foreigner could not own property in the Philippines, but they could own a boat. A Eureka moment – I could have the boat I always wanted, a 49' Grand Banks, and pay for it with my housing allowance! Up to this point, my biggest boat I had owned was a trailerable 24' Autocoast Marauder, but I had chartered 42' Grand Banks in Bellingham and the British Virgin Islands. With those experiences plus the Power Squadron courses, I was confident in purchasing a larger boat.

I went off in search of used boat. I looked at boats in Fort Lauderdale, Houston and San Francisco. The Philippines has a good Caterpillar network, so the one with the 1984 with naturally aspirated Cats in Fort Lauderdale became the choice. The dealer in Fort Lauderdale handled arranging the loan, preparation for shipping, including arranging the shipping from Houston and construction of a cradle to hold the boat on the ship. The plan was to take the boat from Fort Lauderdale to Houston on its own bottom, ship it from Houston to Singapore and take it on its own bottom to the Philippines (about 1,500 miles), where I had a membership in the Manila Yacht Club. The cost to ship it to the Philippines was twice the cost of going to Singapore (\$120,000 instead of \$60,000). I found an agent in the Philippines to handle the importation when I arrived from Singapore.

It was a fun trip from Fort Lauderdale, through the Okeechobee waterway to Fort Meyers with my girlfriend and a couple that were long time Squadron friends (Santana Squadron, which no longer exists). It was hot and we wanted to go swimming, but the alligator we saw discouraged us from getting in the water. Our original plan was to stay in the inland water way from Fort Meyers to Houston, but there was a hurricane coming. The advice was to go directly to Houston, which would get us there with a few days to spare before the hurricane arrived, so we went directly across the gulf, which took 4-1/2 days running around the clock, and we did not have any weather problems.

We knew there would be a lot of ship traffic coming in to Houston, so our plan was to avoid the ship channels and stay out of their way, which we should be able to do with our radar. We arrived outside Houston about midnight and there was a seismic survey ship towing a 2-mile-long seismic cable crisscrossing the ship channel and re-directing traffic out of his way. A lot of ships going in all different directions. One ship captain was helpful in letting us know they were about to run us down and suggesting a course change. We got into port without being run down, but it not a pleasant experience. It might have been better if we slowed down and entered at daylight.

Loading proceeded at a snail's pace, as we were deck cargo and had to be loaded last, but I had time to talk to the ship captain about our plans. He said he was stopping first in the Philippines and, since I was deck cargo, he would have to move the boat around to get access to the below deck cargo and suggested it would be easier for him to discharge us in the Philippines. That was ok with me, but the shipping company wanted to double the fee, because it was the Philippines and not Singapore. After a bunch of negotiations, we agreed on an additional fee that was the cost of the fuel I would burn between Singapore and the Philippines, an additional \$3,000. I checked with my agent in the Philippines and he said "no problem, sir". If I had been deeper into the cultural meaning of Philippine phrases, I would have known that meant, "no problem, sir, I will just bribe the custom officials", but I was still a bit naive, so that discussion will be in the next part of this tale. My vacation ran out before they loaded the boat on the ship, so I flew back to the Philippines to await its arrival.



SERAT UPDATE— BILL COLTRIN



My biggest concern is that we really don't have an adequate flotilla. We need more boats that have dinghies that can carry supplies and people to and from shallow waters, and then move fairly rapidly to off island locations. We have lost at least two of those kinds of vessels from our fleet. Captains with sturdy vessels and local water knowledge is what is needed, and so far, we have had no response to our request for volunteer captains and boats.

Please give me a call if you are interested.

Bill Coltrin, SERAT Team Leader

Home phone: 360 675-8102

Cell Phone: 805 766-0202

Email: bjcoltrin@gmail.com



As we turn the page on Summer to Fall, we have some up to date discussion for boat safety and preservation. We will start this series with how to properly winterize you boat. Keeping in mind that the sea worthiness of your boat depends on (1) it continually running well and (2) it keeps the wet stuff out.

1. Prepare Your Inboard Boat Motor for Winterizing

Fill the tank with fuel. If left undone, you increase the chance of getting air into the tank. Air brings moisture and when it gets cold, condensation and thus water in your tank. That can damage your fuel tank and in diesel engines, mold that can clog filters and eat through your fuel tank

Add the fuel stabilizer—or whatever your boat’s Owner’s Manual suggests. A gasoline stabilizer such as **Stabil** or **StarBright** prevent build up of lacquers that form when gas gets old. The products claim a 2 year protection period. They protect your tank, fuel lines, injectors, and carburetors.

Diesel fuel tanks commonly develop bacteria and fungi at the bottom of your tank. Fuel floats on water so the problems are at the bottom of your tank. It will destroy your tank if not treated. A Diesel fuel additive like **BIOBOR JF** should be added each fill up.

Kills and prevents bacteria and fungi - water and fuel soluble for more effective kill

Prevents corrosion caused by the acidic by-products of microbial growth Prevents fuel filter plugging
- reduces costly tank cleaning and downtime Adds lubricity - protects injectors and pump.

2. Add Antifreeze and Spraying Fogging Oils

Salt water is NOT YOUR FRIEND! Remove the Salt from your engine by continuously running fresh water through the engine and then add antifreeze.

Warm the engine. You can do these one of two ways: Run the engine as the boat’s in the water or run the engine with an adaptor and a hose running the water supply. At normal operating temperature, your thermostat opens and allows water to flow through all of the engine.

After your motor is cleaned and prepared as described above, the first real winterization step is applying antifreeze. The second step is spraying fogging oils into the engine.

Adding Antifreeze: Adding antifreeze to the engine prevents any water—condensation or otherwise—from freezing. Freezing can be harmful because it means expansion, causing stress and **eventually cracks**. The last thing you need is to find a milky consistency in your oil and to have to call your mechanic.

And don’t contaminate where you play! Purchase a **non-toxic propylene glycol antifreeze**. Avoid ethylene-based antifreeze, as ethylene can release toxins into the water.

Adding Antifreeze to Engine Blocks

You want to follow your boat manufacturer’s specifications to drain the engine block. There are separate drains on your exhaust manifolds on an inboard engine. Once the engine block is drained of coolant, or water if raw water cooled, then you add the propylene glycol antifreeze.

Adding Antifreeze to Sterndrives

When you hear the word sterndrive, it's important to know what it means. Essentially, a sterndrive is an inboard engine with an outboard drive system. So a sterndrive has to be treated like an inboard engine, but with a few additional steps to protect the lower parts.

To drain the lines, leave the sterndrive stored in a down position. Using your fresh water source (hose and faucet), allow your boat's engine to come to temperature. This allows the thermostat to breathe, letting both the coolant and fuel stabilizer circulate through lines, carburetors and injectors.

To make it easy, boaters can purchase DIY kits like this [Camco Winterizer Kit \(check price on Amazon here\)](#).

Spraying Fogging Oil into the Engine

After applying the antifreeze to your engine, and while it's still warm, the next step is to spray fogging oil into the engine. Spraying fogging oils into inboard and sterndrive engines is slightly different than spraying it into outboard engines. [STA-BIL fogging oil](#) is a spray oil that coats the inside of your air intake, carburetor, and cylinder walls. **Generously spray the fogging oil.** Engines with high horsepower may sputter, low horsepower engines may even stall out—but that's okay! You should see white smoke and, when the antifreeze bucket is finally dry, turn off the engine and re-secure the hose to the seacock. Alternatively, you can go around removing each individual spark plug. With spark plugs removed, you can then spray fogging oils directly into the engine's combustion chamber.

3. Change the Engine's Oil and Replace Oil Filter

Some boaters tend to leave this task until their spring start up. Part of the process of the internal combustion engine is it delivers salt and contaminates into your oil. Salt in any form in your engine is a bad thing especially when sitting all winter. Fresh oil at the end of the season ensures fresh oil coating inside the engine. (Note: run the engine for a short time, with the new oil, for best protection.)

After the oil change, be sure to check for any fuel, oil, or water leaks before storage.

Using a continuous water supply—with your boat still in the water or using a standard garden hose—start the engine and monitor the fuel filter for leaks. If a leak is found, turn off the engine and make proper repairs. Check the installed filter once again. Restart the engine. Keep it at an idle RPM and allow it to reach regular temperatures. The trick here is to not over-cool the engine! It's better to cool it off gradually over time. When using a combination hose and adaptor, don't run the faucet at full-on blast. Cut the faucet off so it's a steady flow. You want to make sure to let the engine run for 15 minutes at minimum. This will allow the fuel stabilizer to enter the fuel system. But if this proves difficult or you're in a hurry, at least add an oil stabilizer.

4. Do a Final Inspection

Almost there! But while your hands are dirty, you might as well follow these routine checks.

Check Exhaust System for Corrosion

Inspect your exhaust system by disassembling it from the water lift muffler. In general, look it over for anything suspicious like corrosion and buildup. Make sure the raw water injection hose hasn't become obstructed in any way.

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!

Seal Off Cracks from Air Intake

If you find any openings, seal them up! Cracks and openings allow the build-up of damp air and water condensation. Double-check your air inlet and exhaust outlets. You can use simple tape to secure them. And some last-minute things to mention, just so you don't forget basic boat winterizing steps:

Take care of the battery. Remove and keep it indoors at home, or leave it installed and hook it up to a trickle charger.

Consider pests. whether you keep your boat on the lift or in storage, plan accordingly with [pest controls and repellants](#).

Invest in a quality winter boat cover. It may be handy to also invest in a dehumidifier and center poles. [There's more information on covers and poles for winter coverage here](#).

Be mindful that with gasoline engines, gas fumes are heavier than air. **Avoid any spark** or ignition source in that environment. (electric dehumidifiers or heaters.)

Invest in theft prevention. Stay vigilant and stop by to check on your boat every once in a while.

What are you waiting for? If winter is looming, or if you're expecting some unseasonably cold weather in your area, it's time to winterize your inboard boat motor.

Come next spring, you will find your boat in tip-top shape.

Next month we will review Winterizing Your Cabin Boat!

Jerry

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.



BOATING TIPS

1. Purchase and keep on board a fire blanket. Inexpensive, available on Amazon, and will quickly snuff cabin fires which are somewhat common. In addition, it 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.
18. Purchase a roll of Rescue Tape and keep onboard for temporary repair of hoses, etc. Around \$10 on Amazon.

THE 13TH COAST GUARD DISTRICT HAS IMPLEMENTED A NEW SYSTEM TO ASSIST MARINERS IN DISTRESS ON THE WATERS OF THE PACIFIC NORTHWEST

Across Washington and Oregon, mariners can provide vital location information to Coast Guard rescue crews from their smartphones without having to download an application. In addition to common life-saving devices known to mariners, such as Electronic Position Indicating Radio Beacons (EPIRB's) and VHF radios, the Coast Guard now has the i911 application as an additional tool to provide lifesaving information from a mariner's cell phone.

The i911 system is a free service developed by Callyo Incorporated. It provides fast and accurate location data to the Coast Guard in a simple web-based interface. If a mariner has recently or is actively connected to a cell-tower, the user's smartphone could provide Global Positioning System information—potentially up to 20-nautical miles offshore. The Coast Guard has the ability to send a text message to the mariner's cell phone requesting permission to access the GPS location information. All the mariner needs to do is enable location information in their smartphone settings and click the link provided in the text message.

The Coast Guard can then utilize the provided positions to direct search assets to the mariner's location.

THE 13TH DISTRICT CONTINUES TO ADAPT WITH MODERN TIMES TO ASSIST MARINERS IN DISTRESS

In an age where smartphones are an essential part of everyday life, the i911 system is another tool that can be used by Coast Guard search and rescue teams to provide rapid assistance in the maritime domain. While this new technology is highly effective, mariners are advised that i911 should not replace standard VHF radios. VHF channel-16 remains the most reliable means of communication for mariners in distress.

Advertisement

“While VHF radio remains the most reliable form of distress communication, this tool gives the Coast Guard another avenue to rapidly locate mariners in distress utilizing smart phone technology,” said Lt. Cmdr. Colin Boyle, the 13th District's command center chief. “In addition, the location sharing feature is only utilized during an active search and rescue case and can be turned off by the mariner at any time.”

This tool is readily available to first responder agencies across the country, including the Coast Guard. The Coast Guard ran a pilot program from May – November 2019, in which the new application was instrumental to resolving several search and rescue cases in the New England region. It has been authorized for Coast Guard command centers across the entire country as of March 20, 2020.

i911 pairs newly available consumer smartphone technology with a simple web based interface for dispatchers to locate emergency callers, without requiring the download of a mobile app.

The process begins with a verified first responder creating a free account at [i911.com](https://www.i911.com), then entering the mobile number of the emergency caller. If the caller is actively connected with or has recently contacted 911, precise automatic device location may be immediately available without any further action.

Continue next page

The caller's location information displays as a map marker on the dispatcher's screen. If automatic location is not available, the first responder is presented with the option to send an SMS (text message) to the caller, which when opened, asks the user for consent to share their exact whereabouts with emergency services.

Navigate to i911.com and enter the following information:

First Name

Last Name

Email address

Password (8 characters or more)

Review and agree to the i911 terms

Check the box to prove that you're not a robot

Next, you'll need to provide your mobile phone number capable of receiving SMS

Enter your Public Safety Answer Point (PSAP) or Agency's Name

The i911 will provide a dropdown giving you a list of agency names, select the matching name. If your agency is not listed, select "My agency isn't listed" and enter the name manually

Select **START LOCATING!**

You'll receive a confirmation email, use the confirmation link to complete your registration

At first, you'll only be able to locate your own number provided in the registration. Once your registration is reviewed and verified as a Public Safety Answering Point (PSAP) or as a first responder, you can begin locating emergency callers. We'll notify you once your registration has been reviewed and accepted.

For any questions regarding i911 please visit their website at <http://i911.zendesk.com/>

This story was provided courtesy of the [USCG 13th District Pacific Northwest](#)

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

NEW LIFE JACKET LABEL

ADULT UNIVERSAL
User Weight: >40 kg (1+88 lbs)
Chest Size: 76-132 cm (30-52 in.)

PERFORMANCE LEVEL
 Measured in newtons.
 • Lower level number offers more mobility, comfort, and style with good flotation, and intended for near shore (calm water) activities.
 • Higher level number offers greater flotation, turning, and stability in the water, and for offshore activities (greater time to rescue).
 • There are areas where you may be boating near shore when rescue is hours away, and a higher level is needed.
 • Be honest about your swimming ability. Poor swimmers may need a higher level to stay upright and easily tread water.

70

TURN ABILITY
 (SEE BELOW)

WARNINGS
 (SEE BELOW)

NEAR SHORE (CALM)

OFFSHORE (WAVES)

INCREASING TIME TO RESCUE

WARNINGS
 Some life jackets are **NOT APPROVED** for:

TURN ABILITY

USCG APPROVED
USCG Approved 160.064XXXXX
TC Approved XXXXXXXXX
ANSI/CANUL 12402-5
Model: XXXX Style: XXXX
Lot No. XXXX

APPROVED USE IN U.S. AND CANADA

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.

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

VESSEL SAFETY CHECK
2020
A Boater

MESSAGE FROM JEN GELLER:

REMINDER: The USPS is holding their Spring 2021 “Looking Back” photo contest, and they want to see your favorite boating photos from year’s past. It’s a great opportunity to go through those old albums and reminisce, and share with others those moments that make boating so special to you. I’ve already submitted mine, but you have until December 31 to submit yours. And if you do, please forward it to us also so we can share with squadron members.

Here’s one that I submitted to the contest - Looking back 15 years ago, my daughter was exhausted but blissfully content after a long day of boating. These are the memories that bring back those summer days of long ago and warm your soul.



Here are the rules and info necessary to enter:

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

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.

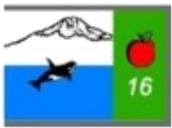
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Please alert us by email if you plan to mail us any physical photos.



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



AMERICA'S BOATING CLUB

WASHINGTON ★ ALASKA ★ IDAHO



District 16 Bridge members, Squadron Commanders, Squadron Educational Officers, Past District Commanders, and Chairpersons of the General Committees (Nominations, Rules and Auditing):

As members of the Conference, this is your official **Call to Meeting for the 2020 District 16 Fall Conference scheduled for Saturday, 10 October 2020 at 0900 (9:00AM)** . Delegates are also members of the Conference; commanders please share information about the conference with your delegates as you identify them.

This will be the first time our conference will take place virtually using Zoom. There are a few things we would like you to know:

- 1) Please do not wait until the last minute to join the meeting.
- 2) Please minimize the use of the video (camera) to avoid overloading the meeting's bandwidth. Not turning on your camera will reduce potential communication problems. You can use your computer's audio though!
- 3) Please place yourself in "mute" to reduce unnecessary background noise.

Again, please remember this is District 16's first time holding a virtual conference, exercising flexibility and patience would be greatly appreciated. We are all learning.

The agenda for the meeting:

- 0900-0930 – Opening Ceremonies
- 0930-1000 – Meeting (Administrative)
- 1000-1015 – Chief Commander's Message
- 1015-1045 – Bridge Officer Reports
- 1045-1100 – Stretch break
- 1100-1200 – Awards (Spring & Fall)
- 1200-1215 – Old Business
- 1215-1300 – New Business (several items to vote on)
- Adjourn 2020 Fall Conference

Please review the minutes of the 2019 Fall Conference as we will be approving these minutes, Find them at <https://www.uspsd16.org/event-minutes>. They are under the title 2019 Meeting Minutes.

I will be sending out the Zoom link and a reminder as the date of the meeting gets closer. Please SAVE THE DATE now by updating your calendars with this meeting. Remember that as members of the conference, you are expected to be in attendance, AND we would love to see you there.

If you have any questions, please feel free to contact me by replying to this message. Respectfully, bje

Barbara J. Erickson

LEARN | ENGAGE | CONNECT425.746.1094

LOCAL ORGANIZATIONS NEEDING DONATIONS

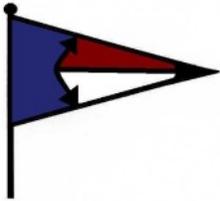
<p>ORGANIZATION CONTACT ADDRESS PHONE WEBSITE FACEBOOK 501 C 3 SUMMARY DESCRIPTION</p>
<p>GOOSEFOOT FOUNDATION Sandra Whiting PO Box 114, Langley 98260 360-321-4145 goosefoot.org Facebook: yes 501 C 3: yes economic development, social support</p>
<p>OAK HARBOR MAIN ST ASSOC Hayley Samford 851 SE Pioneer Way #202, Oak Harbor 98277 360-279-8995 oakharbormainstreet.org Facebook: yes 501 C 3: no small business association</p>
<p>HABITAT FOR HUMANITY Orin Kolaitis 380 SE Pioneer Way Ste. 103, Oak Harbor 98277 360-679-9444 islandcountyhabitat.org Facebook: yes 501 C 3: yes affordable housing</p>
<p>PBY MEMORIAL FOUNDATION Wil Shellenberger 270 SE Pioneer Way, Oak Harbor 98277 360-240-9500 pbymf.org Facebook: yes 501 C 3: yes naval history</p>
<p>CADA - PO Box 190, Oak Harbor 98277 360-675-7057 cadacanhelp.org - Facebook: yes 501 C 3: yes crises hotline, victim support</p>
<p>WHIDBEY ISLAND ARTS COUNCIL Kay Parsons 15 NW Birch St, Coupeville 98239 360-320-6454 islandartscouncil.org Facebook: yes 501 C 3: yes support for the arts and local artists</p>

<p>ISLAND SENIOR RESOURCES Cheryl Weiser 14594 SR 525, Langley 98260 360-321-1600 senior-resources.org Facebook: yes 501 C 3: yes adult care, medical & social support</p>
<p>COUPEVILLE HISTORIC WATERFRONT Vicki Chambers PO Box 121, Coupeville 98239 360-320-1143 coupevillehistoricwaterfront.com Facebook: yes 501 C 3: no Small business association</p>
<p>COUPEVILLE MARITIME HERITAGE Dr Wylie Vracin PO Box 532, Coupeville 98239 360-320-4337 schoonersuva.org Facebook: yes 501 C 3: no Maritime education</p>
<p>WAIF Serene Armstrong 60 Rhododendron Park Rd, Coupeville 360-678-8700 waifanimals.org Facebook: yes 501 C 3: yes Animal welfare</p>
<p>LANGLEY MAINSTREET ASSOC Michaleen McGarry 195 Second St, Langley 98260 360-499-6789 langleymainstreet.org Facebook: yes 501 C 3: no Small business association</p>
<p>N. WHIDBEY HELP HOUSE Jean Wieman 1091 SE Hathaway St, Oak Harbor 98277 360-675-0681 No website Facebook: yes 501 C 3: yes food bank</p>
<p>GOOD CHEER FOOD BANK Kathryn Stevens 2812 Grimm Rd, Langley 98260 360-221-6454 goodcheer.org Facebook: yes 501 C 3: yes food bank, other social support</p>

DECEPTION PASS SAIL & POWER SQUADRON CALENDAR

Oct. TBD Online Seminar
Oct. TBD Online ABC course
Oct. TBD Online ExCom meeting
Nov. TBD Online Boat Handling Course
Nov. 9 Online ExCom meeting

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



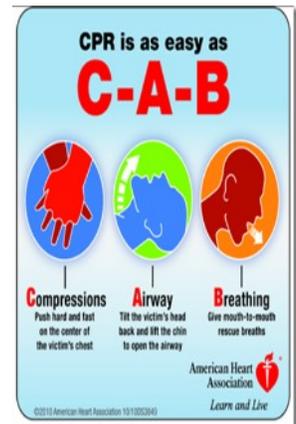
<https://www.ohyc.org/> Oak Harbor Yacht Club website

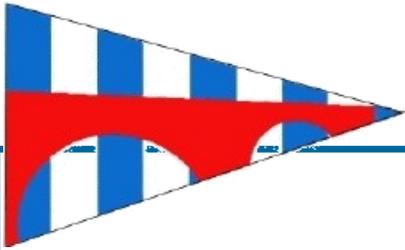
<https://www.ohyc.org/newsletter> Oak Harbor Yacht Club newsletters

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
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	VACANT
Assistant Educational Officers	Lt Reg White, AP - RawcoHI@gmail.com
Administrative Officer	VACANT
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
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 Bob McCrary, S - mccrary09@gmail.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.

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

