

Spindrift



SEPTEMBER 2020

DECEPTION PASS SAIL AND POWER SQUADRON

Calendar of Upcoming Classes

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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Unit 16
United States
Sail and Power Squadron

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

MESSAGE FROM OUR VESSEL SAFETY EXAMINERS

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.

Continue on page 14



FROM YOUR SQUADRON COMMANDER,
PAT WATERS, JN

THE STATE OF THE SQUADRON, SEPTEMBER 2020

Hi folks,

Our mission is Saving lives out on the water! U.S. Coast Guard statistics indicate that 81% of boating deaths occurred on boats where the operator had not received formal boating safety instruction. boating fatalities are on the increase this year. We save lives by educating boaters. Let's get back to offering seminars and courses to the public.

We have one crucial board position remaining to be filled. It is **Administrative Officer**. The major role is obtaining speakers and organizing our dinner meetings. However, with the current pandemic limitations, those are not occurring. Why then do we need one now? We need that position filled because they are also a bridge officer and need to participate and vote in critical decisions regarding our future. Our ExCom meets once a month online rather than in person and we need an Admin Officer to participate in that meeting.

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.

Our **SERAT** fleet is now ready to go! We have 17 members signed and 6 boats in the fleet! Our members are registered on AlertSense, ready to be activated in an emergency. We are the only SERAT squadron in the District and one of the very few nationally. We have run several test activations lately and several more or on the way. For details, see **Bill Coltrin's** excellent article on SERAT in this Spindrift. **What we need now is more of you to sign up as crew during an emergency.** Our skippers will need you!

We have included in this Spindrift a link to the annual Island County Preparedness Expo, which is virtual this year. Click on the link and explore all the good information on how to keep your family safe during an emergency.

We have three new members in our squadron this month! **Henry Tucker, John and Christina Klemser**. Henry lives in Anacortes but is quarantined in Thailand at the moment. John and Christina have their home in Greenbank. You can read all about Henry, John, and Christina in this Spindrift. Fascinating backgrounds well worth reading! **Shawn** has offered to be a mentor for John and Christina.

I will be Henry Tucker's mentor.

Speaking of mentors, we 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 September.** Please send me an email and volunteer for this!

I also plan to conduct an online **Mentor Training Workshop** for the Friday Harbor squadron soon. They already have a number of members excited about taking it!

Continue on next page-

We will also conduct an online **New Member Orientation** for new and prospective members early in September. You are welcome to attend also, just send me an email and I will send you the info on how to sign in. I have several people already signed up for it! Flyer on page 26

Two other potential events this Fall. The **D16 Fall Conference** will be held on Saturday, October 10. As part of that, I plan to give all squadrons an online presentation on **How to Recruit and Retain Members**. Should last about an hour. The other event is tentatively scheduled in November is to give the South Whidbey Yacht Club, located in Langley, a presentation all about DSPS, who we are and what we offer. This should be interesting!

We have five members who recently completed the Piloting course! **Bill Coltrin, Bob McCrary, Gary Johnson, Ross Geller, and Jennifer Geller**. Congrats!

For those who are into photos, there is information included on page 23, regarding the Power Squadron's photo contest. If you submit a photo for the contest, please send both **Jennifer** and me a copy!



Thanks to **Bernice Gill**, an Oak Harbor resident and longtime friend of the squadron, we recently learned of a program wherein excess recovered crabbing gear could be donated for fund raising purposes. We were directed to **George Peterson at the Washington Dept. of Fish and Wildlife (WDFW)** who was able to include us in this year's program.

Our member **Jerry Liggett** arranged, picked up and transported these pots from Mill Creek to Oak Harbor. He was impressed with the efforts WDFW placed in insuring that all items forwarded to us were clean, well equipped, and ready for crabbing and shrimping. Our resulting pot sale fund raiser was under the Covid19 shadow and compliance was difficult. Attendees were required to wear masks, space themselves, and comply with other restrictions.

The crab pot sale was a total success story! Crab season was open, our volunteers were well organized, and in two hours, donations totaling **\$1,000** were received! All 44 of the crab traps were sold! This success is extremely important this year! Due to the pandemic we are unable to offer the public our usual boater education classes and seminars. We count on them to bring in the funds we need to keep our Education Fund at a level sufficient to put on the seminars and classes for both children and adults. For example, our yearly crabbing and shrimping seminars are free to the public and often have up to 50 attendees. The money from this pot sale will be used for boater education classes at all phases and levels. Give **Jerry Liggett** much thanks and praise! He organized the event, borrowed a trailer, and picked up the pots on the mainland, transported them to Oak Harbor, and sold them all with a little help! Totally Amazing!!

If you read only one article this month, you need to read **Shawn's** heartwarming story of a new friend in his life. It is a real feel-good story.

Note that our squadron income right now is also dependent on each of you renewing your membership. Unfortunately, several you have failed to do so. Please, when it is time, renew your membership promptly. It is one of the few ways we can cover our costs and remain a strong squadron.

You might have noticed that articles from our squadron are now a common feature in the Whidbey News Times and other local publications. That is all thanks to **Jennifer Geller**, our fantastic Public Relations and Marketing expert. Tell her your appreciate her efforts next time you see her!

Continue on next page

Without a doubt, the best way of conducting our meetings, classes and seminars is face to face. Our ExCom meetings are currently held using GoToMeeting. **Steve Pye** is our technical guru that enabled us to do so. We are becoming comfortable with this medium and **Chip White**, our Education Officer is planning to use it for seminars and courses this Fall.

Speaking of classes, it is a good time now 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. It is easy to do, extremely fun, rewarding and up to you what you want to teach. We especially need help in our ABC classes.

For those disappointed that the **Wooden Boat Festival** in Port Townsend was canceled this year, all is not lost! They are going to do it online instead. Sue has included the details for registering in this Spindrift and it is also on the [home page of our website](#).

I already have done so!

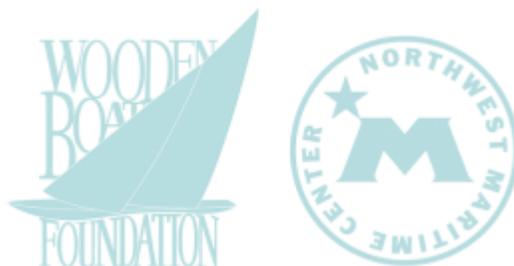
I am enormously proud of you and your tremendous persistent help of others in our community during this pandemic. We may not be offering classes and seminars quite yet, but many of you are busy helping our local communities and health care workers during this crisis. You are making non-surgical cloth masks 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!**

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.

Stay warm, stay well,

Pat



FROM THE DESK OF OUR EXECUTIVE OFFICER
SHAWN HAUGEN



Hello everyone. I would like to talk for a moment about membership and what it means. Different organizations offer different benefits but that is not what I'm talking about. It's the friendships that form and the people you meet that are the true gold. Some time ago I was talked into going to the local Sons of Norway lodge in Coupeville for some lefse. (If you have never had lefse all I can say is I am sorry). There was an older gentleman cooking the lefse and that immediately impressed me! Lefse is hard to make and there's a real skill to rolling it out without putting holes in it. So, I walked up to say hello and how impressed I was when I noticed he was also wearing a Seabee hat.

Okay, now it makes sense! Being a Seabee myself I know there's not much we can't do. (Grin). Well we got to talking and he invited me to a Seabee Veterans group that meets the second Tuesday every month. Those meetings had me joining both clubs and the more he and I talked the more I realized how parallel our lives were. Albeit almost 40 years apart. His family immigrated from Norway to Iowa, so did mine. His folks moved to northern Minnesota to homestead land, so did mine. I even talked farming with him because we ran a lot of the same equipment. (My grandpa kept a lot of the old stuff running). I used to hand crank a straight six-cylinder engine to work the fields. He was an Equipment Operator and I was a Construction Mechanic; both were Alfa company in the Seabees. We talked about deploying to Guam and Spain (at very different times) but I had stayed in the old non air-conditioned Quonset huts my first tour before staying in the brand new barracks my next. We both laughed at watching movies outside in the aptly named "Mosquito Theatre".



Then it got really crazy. I told him I once lived in Klamath Falls Oregon. He did too. I said I went to Oregon Institute of Technology. Again, so did he. I said I studied Diesel Power Technology. You have to be kidding me, so did he. He said he went in the late 40's. I had gone in the late 80's. This means just like the old Quonset huts on Guam, he was there at the beginning and I was there at the very end. (They canceled the diesel program after I left). I am almost afraid to talk to the man anymore. It is crazy how much we have in common being almost forty years apart. However, this brings me to my point. If not for membership in clubs I never would have met my new friend. We go to dinner often and always it is the bright spot of my day.

This COVID-19 will not last forever. For now, stay safe while keeping up your memberships. You never know who will walk into your life one day.

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

I will cover 1 of the secretary's duties and one of my Lessons Learned.

Secretary's Duties

The Secretary is responsible for taking the minutes of each meeting and sending them out to be reviewed by the ExCom and, after all changes are made, sent out for approval before the next ExCom meeting.

Lessons Learned

I was water skiing for a week on Lake Shasta in the Sacramento River arm up above Lakehead with my two sons. Two weeks later, we had a cabin rented, because my mother, my sister and my two nieces were coming up and also arranged for a slip in the marina. Our ski boat was a 19' Tahiti with a 600+ HP 427 Chevy and a Berkeley Jet. Because it could not hold everyone at once, we had rented the slip to make it easier for everyone. We drove down to pick up the rest of the family, and, as things happen, our departure was delayed and we did not arrive at the launch ramp until dark. However, I had launched the boat at the launch ramp by the marina 2 weeks before and "knew" there would be no problem getting from the ramp to the marina entrance. Unfortunately, the lake level had declined significantly in those two weeks, so there was this sandbar now, just barely above the surface, which I managed to find on my trip from the launch ramp to the marina. The boat ended up sitting just out of the water on top of the sandbar. My son and I waded and then swam to the shore and left dealing with the boat until the next day. The next day, we got someone to pull us off the sandbar and took the boat in for inspection, finding it needed to have the impeller repaired, but were able to launch and continue our water ski vacation the next day. The lesson learned is don't rush into the unknown – things change, even in a short period of time. We would have had more time water skiing if we just waited to launch the next day, where the hazard would have been easily visible and the lake level could be read and the sandbar avoided either visually or by referencing the chart and the lake level.

Steven



**MESSAGE FROM OUR CRUISING DIRECTOR
PC BOB NELSON JN-IN**



After a summer of over-crowded marinas and mooring balls and anchorages, Karen and I always looked forward to Fall cruises. The kids had returned to school and for weekday cruising our only competition was from other seniors. I am guessing that this year will be the same. So, if you have been putting off a cruise, maybe now is the time. But check the weather forecast first!

Perhaps we have another month or two before the season of rain begins. But then we get ready for winter with canvas covers and storage procedures. But that is another article.

This year I learned about probeless moisture meters. They actually test the electrical conductivity 1/4" below the surface. The assumption is that wet wood conducts direct current electricity better than dry wood. (Metal does too!). Surveyors use this to evaluate a boat. ([link to a review of best moisture meters](#))

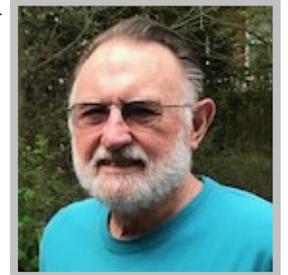
That's all for now.

Bob Nelson



**NEWS FROM EDUCATION OFFICER
LT/C CHIP WHITE, AP**

With honest candor, I have no information pertaining to upcoming classes. Please know that as soon as we do have a line up of classes and seminars ready to present to you – we will let you know. Your editor, Sue



As of this date, the SERAT (Squadron Emergency Response Assistance Team) has six volunteer captains and their boats, and eleven volunteer crew persons. One of the crew is designated as "land crew" who would assist in land operations in the event of an emergency activation. Each of the captains now has at least one designated crew person that would be onboard the vessel, with the remaining crew persons ready for assignment.

Each of the volunteers, except one crew member, has completed the necessary marine skills training courses through the squadron classes, as well as other requirements associated with the DEM (Department of Emergency Management). We are now awaiting receipt of our emergency volunteer credentials from the DEM. Once that occurs, we will be able to be officially activated in the case of a real emergency requiring our assistance.

Discussions of details on how our activation would occur, and the associated procedures, have been initiated with the DEM. When this is completed, the information and directions will be given to the SERAT volunteers, along with any further instruction or training directives.

As I have stated before, the team will always be in need of additional boats and volunteers. This is due to natural attrition over time, and the fact that boats at one time or another might not be available. Keep in mind that this is a long term commitment for DPSPS.

If you are interested in getting on board with SERAT, or have any questions regarding the activity, please contact myself or Pat Waters. We will send you the requirement information for captains and crew, as well as for the boats.

Please give me a call if you are interested.

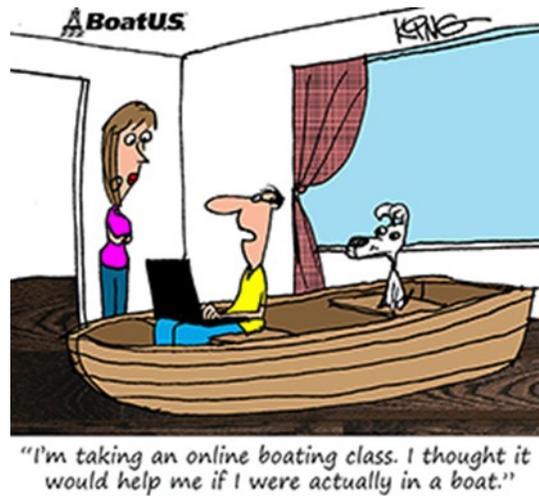
Bill Coltrin, SERAT Team Leader

Home phone: 360 675-8102

Cell Phone: 805 766-0202

Email: bjcoltrin@gmail.com

BOAT SAFETY JERRY LIGGETT



Boating safety... Docking

Recently a close friend was docking and had an uncomfortable situation arise. While docking there was a 3kt current perpendicular to the dock and flowing toward the dock. There was only one space to dock and some rather expensive boats fore and aft of that space. A cautious approach and stop, placed her neatly abeam the open dock space, and the current gently shoe-horned her boat in the open space.

Any docking you walk away from is a good docking and she not only docked well but was able to re-use the boat later.

The second part of the story was not as successful. Her business was done, and it was "TIME TO GO!"

Now, the conditions present at the time of the un-docking were the same as when docking, about a 3kt current into the dock at about 90 degrees. The boat was a 25' single outboard. A bystander volunteered to push the bow away from the dock during the departure.

1. The bow was pushed
2. The current pushed back
3. The engine was engaged
4. The insurance company was called.

Not exactly a textbook departure. So, let's see what the textbook has to say about adverse currents and or winds during departure.

But first a note from the editor:

Flying and airplane, much like captaining a boat, is mostly just keeping in your lane for hours at a time. But when it's time to land (dock), or take off, that is another story. No one wants to say that they are sorry for the things they said during docking. To that end, your first Jerry -ism today is "random boating yields random results" MAKE A PLAN! If I want to impress my passengers with my docking and undocking skills, I plan those activities when feasible, during slack tide. Guess what is missing? CURRENT! As you become more skillful, you can make your passengers believe, as you look at the tide charts. is that it was their idea. Now back to the textbook.

Continue reading on next page

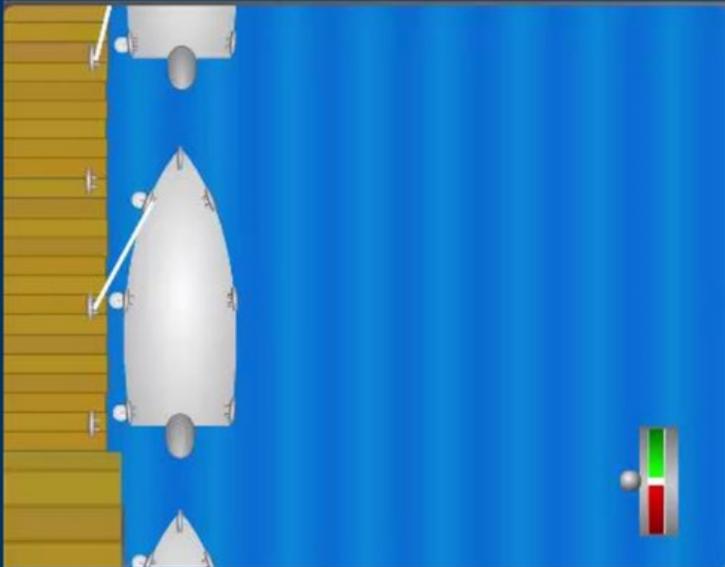
After you review the conditions present, make a Docking Plan, advise everyone on the boat what you are going to do and what their part is during that arrival or departure. If you are driving the boat, your first mate (Gilligan) is casting off, and everyone who is able bodied is FENDING. If necessary, they are safely placing Fenders between you and another obstacle.

If the wind or current is pushing your boat toward the dock you will have to do some extra planning. That may mean waiting for more favorable conditions. In this scenario, the spring line extends from the bow, around the dock cleat and the bitter end is returned to the boat cleat and manned by your first mate. When the stern is safely away from the dock, the first mate releases the bitter end and it slips from the dock cleat as the boat slowly backs away. Retrieve and stow the line promptly and the adventure continues.



Departure under All Conditions

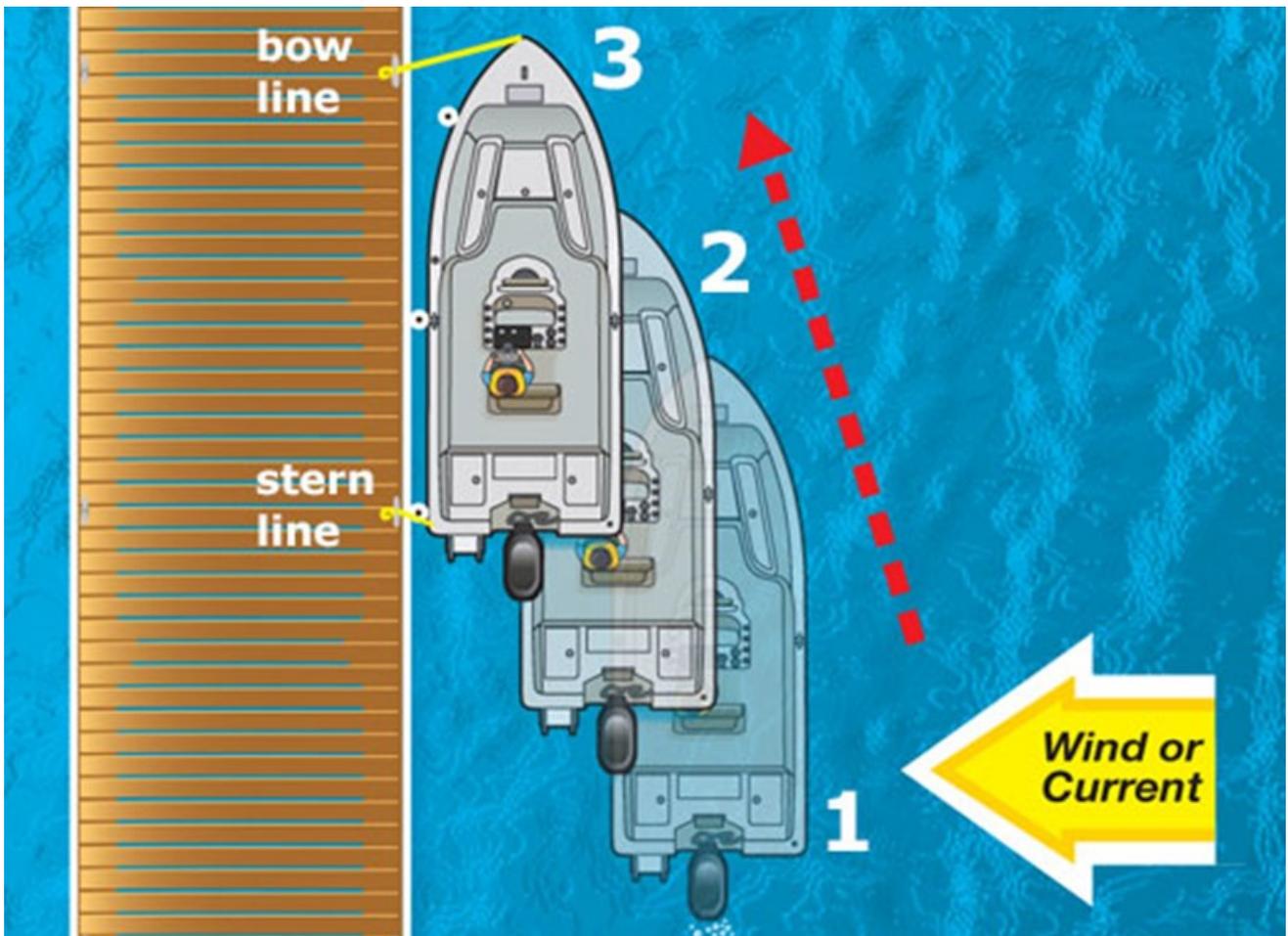
- Safe Technique
 - Release bow & stern lines
 - Retain aft bow spring line
 - Pivot on bow
 - Turn toward dock
 - Forward gear
 - Back away



Continue to next page to learn about docking with a current or wind.

Docking with Wind or Current Toward the Dock

1. Approach slowly, parallel to the dock.
2. Let the wind or current carry your boat to the dock. Shift into gear briefly if you need to adjust position.
3. Secure the bow and stern lines.





CONGRATULATIONS

to these DPSPS members who successfully completed the USPS Piloting course, the first in the sequence of USPS courses on navigation, covering coastal and inland navigation. This course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if their GPS fails. We hope to be offering this class again soon!

For more information on future classes, check into:

<https://www.deceptionpassailandpowersquadron.com/class>



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

CONCERNING VESSEL EXAMS

Continued from page one

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

NEW LIFE JACKET LABEL

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

PERFORMANCE LEVEL
70

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.

TURN ABILITY (SEE BELOW)

WARNINGS (SEE BELOW)

NEAR SHORE (CALM) OFFSHORE (WAVES)
INCREASING TIME TO RESCUE

WARNINGS
Some life jackets are NOT APPROVED for:

- Water skiing
- Tubing
- Personal watercraft or wakeboarding
- White water paddling

TURN ABILITY

- Life jacket will turn an unconscious wearer face up—test before use.
- Life jacket will not turn an unconscious wearer face up.

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

USCG APPROVED

APPROVED USE IN U.S. AND CANADA

Approval conditions state that this device must be worn to be counted as equipment required by vessels meeting Transport Canada or USCG regulations.

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.

(Source: U.S. Coast Guard)

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.

Continue reading on next page

CONCERNING VESSEL EXAMS continued

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

National Preparedness Month:

Join us virtually this year as we share information about disaster preparedness. Throughout the month of September, we will share presentations, digital resources and other information relating to local hazards in Island County.



- Learn about local hazards in Island County
- Prepare your family by putting together an emergency kit
- Kid friendly activities and educational materials/resources
- Hear from our local volunteer organizations about how to get involved

And much more!



PLEASE VISIT OUR [WEBSITE](#) TO LEARN MORE

MEET ONE of OUR NEWEST MEMBER, HENRY TUCKER

I live in Anacortes and also have a condo in Pattaya, Thailand, where I am staying now; it is just up the hill from the Royal Varuna Yacht Club where I spend some time almost every day and often go kayaking and occasionally small boat sailing. I own several kayaks, but no other boats at the moment.

I grew up on Cape Cod where I learned to sail and fish and snorkel at a very young age. I enlisted in the Navy in 1967 and spent about 4 1/2 years on active duty, of which more than 2 1/2 years was shipboard; and later I joined the Coast Guard Reserve and eventually retired as a Lieutenant after about 28 years of combined service.

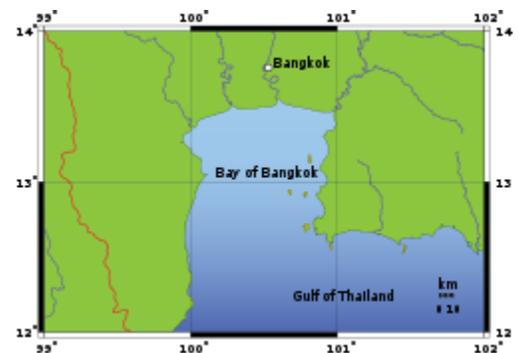
My education includes degrees in Fisheries Management (U. Michigan at Ann Arbor) and Marine Resources Economics (U. Hawaii at Manoa). My work history includes more than 10 years working in fisheries and marine biology, and about 35 years working on international development projects (rural development, fisheries, forestry, environment and natural resources management) primarily in Southeast Asia and also South Asia.

Although I have been around and on boats most of my life, I have never received a license or certificate. So, I am now taking America's Boating Course to catch up. If/when I get back to the US, I would like to get a small recreational fishing boat of my own.

Cheers, Henry

*Taken from Wikipedia— for those of us wanting to know a little more about where Henry is currently living:

Pattaya (**Thai**: พัทยา, **RTGS**: *Phatthaya*, pronounced [pʰát.tʰā.jāː] (listen[ⓘ])) is a city in **Thailand**. It is on the east coast of the **Gulf of Thailand**, about 100 kilometres (62 mi) southeast of **Bangkok**, within, but not part of, **Bang Lamung District** in the province of **Chonburi**. Pattaya City (**Thai**: เมืองพัทยา, **RTGS**: *Mueang Phatthaya*) is a self-governing municipal area which covers **tambons** Nong Prue and Na Klua and parts of Huai Yai and Nong Pla Lai. The city is in the industrial **Eastern Seaboard** zone, along with **Si Racha**, **Laem Chabang**, and **Chonburi**. Pattaya is at the center of the Pattaya-Chonburi Metropolitan Area—a **conurbation** in Chonburi Province—with a population of roughly 1,000,000.





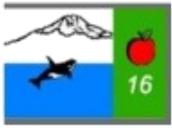
LET US WELCOME OUR NEW MEMBERS, JOHN & CHRISTINA KLEMSER

We are the new owners of a Cutwater 30 with Command Bridge. We purchased the Cutwater 30 a few months ago and took delivery of it on July 21st. So as far as boating goes we are basically at ground zero with a new boat starting from scratch trying to confidently and safely find our way. We live in Greenbank and currently have our boat moored in the Oak Harbor Marina. Our only boating experience was a 28' Bayliner with 10' beam. I believe the model was a 2950 Contessa? It had an inboard (Chevy 350) engine with Volvo outdrive. We were moored in Tacoma year round as we liked to run down to the marina turn the key and go out on nice days year round. I owned the boat for about 3 years when I sold it because the company I worked for transferred me to New Jersey from which I came about 10 years prior. The only other boating experience was in the Navy for 8 years on Nuclear Powered Ballistic Missile Submarines serving on the USS Sam Houston SSBN609 and the Will Rogers SSBN659 but I don't think that qualifies as small power boat experience.

Know, Thirty Five years later we are back in Washington State and starting over with the Cutwater 30.

One day after nervously getting our boat into its slip I was relaxing/destressing when I happened to strike up a conversation with Jerry Liggett, who happened to be passing by my boat, about the great job he did getting his boat backed into his slip. As luck would have it Jerry is a member of the Deception Pass Sail & Power Squadron. It was a great opening for him to tell me about the club in which he was a member. He explained a little about the club, the expertise of its members and the quality training provided. Needless to say he had my attention. I would like to know as much as possible about boating so that I can maneuver and dock my boat with ease, comfort and safety in any situation. So needless to say my wife and I have since joined the club.

Chris, originally from Auburn, WA, will retire from Evonik, a plastics manufacturer at the end of this year. I am also planning to retire at end of this year so my wife and I can spend more time boating in our "Golden Years" – whatever that means!!! So we both look forward to participating in the club however we can and the training provided.



AMERICA'S BOATING CLUB
WASHINGTON ★ ALASKA ★ IDAHO



PLEASE CAREFULLY READ THE FULL ANNOUNCEMENT.

Due to COVID-19 the “live” version of the D16 Fall Conference on October 9-11th , in Tukwila, WA has been cancelled. Keep October 10th (Saturday) reserved for a virtual meeting. The virtual meeting at minimum will be a business meeting, and hopefully we will be able to include some additional materials similar to what is normally scheduled. More specific logistics are TBD.

To be able to hold a virtual D16 Conference and conduct official business we're required to have a quorum. Therefore, members of the District Conference will be expected to attend the virtual meeting. The virtual meeting will be open to the D16 membership and guests.

If you have made any arrangements (reservations & etc.) to attend the conference you will need to cancel your own arrangements.

Please be patient as we work through this unprecedented year and as our communities deal with COVID-19. Stay safe. Keep in contact with each other. We need to continue Fellowship throughout this Stay@Home, while following guidelines.

Craig Brown, SN-IN
Commander
District 16
US Power Squadrons/America's Boating Club
(h) 253-859-1748
(m) 253-350-4884

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/>

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>

"WELCOME TO THE FIRST EVER VIRTUAL WOODEN BOAT FESTIVAL!



What did we say when COVID-19 canceled the 44th Port Townsend Wooden Boat Festival?

No problem, [we're taking it online!](#) We'll have hours of wooden boat and adventuring footage, including fascinating stories from our global wooden boat community. There will be a live master class and 8 featured videos on our Main Stage with live Q&As after each. We'll also have 9 other stages that mirror what you'd experience at the Festival in person, with fresh, exclusive, on-demand video content you've never seen before." (direct from the Wooden Boat Foundation website! Visit the website linked above to purchase your tickets to attend virtually.)

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.



A NOTE FROM YOUR EDITOR

This is your newsletter to distribute information that pertains to your squadron, District 16 squadrons and national headquarters. I'll be sending reminders out on the 20th of each month prior to publishing the next edition, to the Executive Officers. I would prefer replies by the 27th.

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.

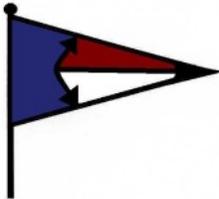
Spindrift Editor: Sue Waters: slowwaters@gmail.com



DECEPTION PASS SAIL & POWER SQUADRON CALENDAR

Sept. 7	Online ExCom meeting
Sept. 11	Virtual Orientation presentation 4:30-5:30 PM
Sept. 12	Virtual Wooden Boat Festival
Sept. 19	Swap meet at OHYC Cancelled
Sept. TBD	Online ABC course
Oct. 5	Online ExCom meeting
Oct. TBD	Online Boat Handling Course
Nov. 9	Online ExCom meeting
Dec. 7	Online ExCom meeting

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



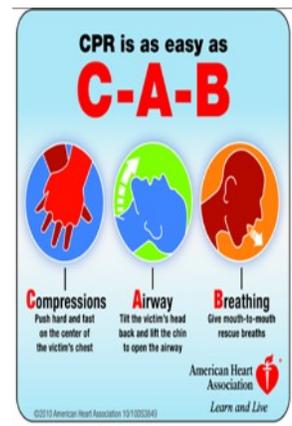
<https://www.ohyc.org/> Oak Harbor Yacht Club website

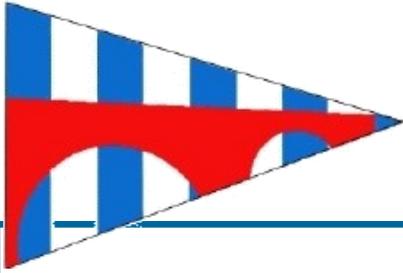
<https://www.ohyc.org/newsletter> Oak Harbor Yacht Club newsletters

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	Lt/C Chip White, AP - chipw1945@gmail.com
Assistant Educational Officers	Lt Reg White, AP - RawcoHI@gmail.com Lt Barbara White, AP - whitebarbara1111@gmail.com
Administrative Officer	VACANT
Secretary	Lt/C Steve Pye, AP —stphnpye@aol.com
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 Jack Pylilo, AP - jpylilo@aol.com P/Cdr Mark Casteel, AP - 1969boat@gmail.com P/Lt/Cdr Jim Wagner, AP - jawaners@yahoo.com Bob McCrary, S - mccrary09@gmail.com Joy Brent, AP - joy.brent1@yahoo.com Sue Waters - slowwaters@gmail.com Sue Waters Paula Mihok - tpmihok@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

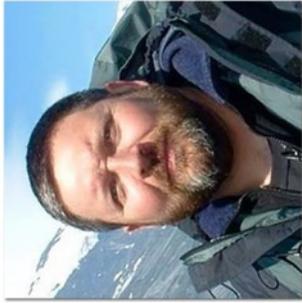
If you have an agenda item, please contact the squadron commander Pat Waters, five (5) days prior to the meeting date so that it can be included.

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

2020-2021 Bridge Officers



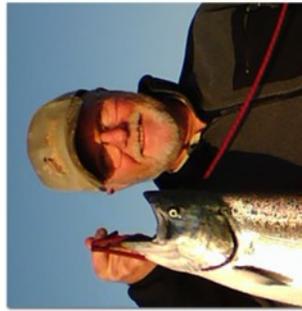
**Commander
Pat Waters, JN**



**Executive Officer
Shawn Haugen**



**Secretary
Lt/C Steve Pye, AP**



**Treasurer
Lt/Cdr Mike McGill, S**



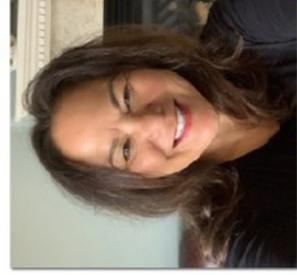
**Educational Officer
Lt/C Chip With, AP**



**Cruising Activities Officer
P/Cdr Bob Nelson, JN**



**Safety Officer
Lt. Jerry Liggett, P**



**Public Relations & Marketing Officer
Lt Jennifer Geller**

**Membership Officer
Lt Hiller West, S**



OUR MISSION

Saving lives on water by providing boater education,
having fun and connecting to the boating community

You are invited to attend

Deception Pass Sail and Power Squadron
welcomes you to an Orientation about our squadron

September 11, 2020

4:30-5:30 PM

Online using Go To Meeting

This is a perfect opportunity to learn that
a membership can be more than just education!

What will be covered:

Benefits we offer

Fun activities

Educational opportunities

Opportunities for service

This is open to new and potential members

Contact Commander Pat Waters

for login instructions

frenchsailor@comcast.net