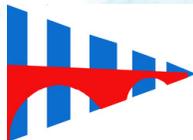


December 2023



SPINDRIFT



*Wishing you fair winds, calm seas,  
gentle tides and smooth sailing for the  
year ahead."*

### Commander's Notes

*(Please note there will not be a December Member Meeting! We'll see you at the next one on January 16, 2024!)*

Merry Christmas and Happy Holidays fellow boaters! I hope this finds you well, and your floating friend appropriately winterized (because freeze cracks are expensive)! If you are unsure about winterization techniques please review the *Spindrift* as we are including a section on this essential topic, or feel free to contact me for additional resources.

We recently held our second session of a series in preparation of an extended cruise from Oak Harbor Marina to Princess Louisa Inlet in BC. This was listed in the top 10 most beautiful boating destinations in the world! It's about 100 miles from here, and with a bit, we'll be covering everything from navigation to meal prep at our regular member meetings between now and June 2024.

If you missed a meeting, we are including the power point slides on our website and we have members willing to bring you up to date before the next class. At our class on October 17, 2023, we presented an overview of getting to Princess Louisa, selecting a route, and options that include tailoring your trailer able boat to the Jarvis Inlet, which delivers you to the calmer inlet waters that lead to our destination. This presentation is already posted to our website.

At the second session, held November 14, Chip and Reggie White presented marine navigation, paper and digital charting, and some amazing apps for your cell phone, tablet, and chart plotter that will keep you up to date and off the rocks!

To ensure that all of our members have an opportunity to attend the next important class, and with a high number of our members traveling this Christmas season, *there will be no December meeting.*

But please save January 16, 2024! We'll have a guest presenter from US Customs and Border Protection. *Crossing the Border* will be the topic, and the rules have changed quite a bit so you will want to attend. *CANPASS* is no longer an option.

We have classes scheduled that include radio use in Canada (different rules) MMSI numbers and how to get one, tides and currents, provisioning your boat and meal prep. All are invited to this cruise!

Our Squadron Education Offices Chip White and Reggie White report that the ABC's Of Boating Class will be held March 16 and 23, 2024, and Boat Handling (Seamanship) Class will be held in April!

Last, but not least, I'm excited to see so many members stepping up to for leadership roles in our club: Your Squadron's leaders are:

Jerry Liggett, Squadron Commander  
Shawn Haugen, Executive Officer  
Jennifer Geller, Community Relations and Communications Officer  
Chris Klemser, Secretary  
John Klemser, Treasurer  
Chip White, Squadron Education Officer  
Reggie White, Assistant Education Officer  
John Klemser Squadron Safety Officer  
Paula Mihok and Karen Nelson, Squadron Chaplains  
Ted Mihok Special Events

Peace and Joy to You and Yours,  
Jerry Liggett

continue to next page



## Navigating in Fog Don't Get Caught Unprepared

Navigating in fog can present serious challenges, especially in the PNW, and boaters need to have a plan to deal with it.

“Storms announce their arrival with bravado—a fanfare of wind, rain or snow. Fog arrives stealthily, and oftentimes quickly, with silent restraint,” said Ronald Kessel, past Marine Environment Committee chair of United States Power Squadrons, America’s Boating Club. “There is no other weather event where your safety is so dependent on other boaters or where your responsibility to other boaters is greater.”

Fog restricts visibility, making it difficult or impossible to see and be seen by other boaters with the naked eye. When you can’t see the horizon, you can lose your bearings and experience temporary disorientation. Fog also dampens some sound frequencies, making it difficult to discern the direction from which sound is coming.

Kessel advises that any prudent boater should delay getting underway when fog is present or forecast. However, if you’re caught in fog, you can take three immediate actions to stay safe:

1. Reduce speed to be able to stop within half the visible distance.
2. Ensure everyone on board is wearing a life jacket, preferably a high-visibility vest equipped with reflective tape, a whistle and an EPIRB.
3. Make sure your running lights are on: You want to be seen.

Your lookouts should be vigilant, looking and listening for nearby vessels and buoys. Reducing your own engine noise momentarily can help. You and your crew should be familiar with the sound signals—horns and bells—used to warn others around you of your proximity, relative bearing, and whether you are underway or anchored. Periodically fix your position using your GPS or a chart, and use your compass to navigate in the right direction. Alternatively, stop until the fog lifts and do all you can to ensure you are in a safe location—out of shipping channels—where other boat traffic is unlikely.

Marine electronics provide vital support:

- Your VHF marine radio helps you to monitor NOAA weather forecasts about changing fog conditions and communicate with other boaters.
- Radar helps you know about other vessels, objects and dangers around you; and radar reflectors make your vessel’s target image brighter and bigger on another boat’s radar monitor.
- AIS helps you and other AIS-enabled vessels transmit and receive data about vessel identity, location and closest points of approach. One of the advantages of AIS is that, unlike radar, AIS makes a full-size target image on the other boat’s monitor regardless of the size or type of boat transmitting the AIS data.
- Fish finders and sonar help you reconfirm your position against charted depths. All contribute to vessel readiness, safe navigation and seamanship—provided you and your crew know how to use them. Boaters can take a Weather class with America’s Boating Club either [online](#) or through a [local club](#) to learn more about the effects of fog.





## Squadron Leadership Opportunities

### Membership Officer Needed!

America's Boating Club of Deception Pass can only continue to exist and grow if we have members who step up and are willing to devote a bit of time each month. How much time? How about an hour of your time, which is what we estimate it will take to keep track of our new members, getting them properly enrolled, and communicating with other club officers to make sure they're all updated?

The Membership Officer's duties include making sure membership forms filled out correctly, work with treasurer and secretary to make sure new members are added to the rolls and mailing lists. Plus a chance to be a part of the squadron leadership and decision making. Contact Jerry Liggett.

### Emergency Response Team Leader

We're looking for a member interested in resurrecting and heading up our emergency response team that will coordinate with city, county and federal agencies.

America's Boating Club encourages all squadrons to establish a *Squadron Emergency Response Assistance Team* (SERAT) to render voluntary assistance to city and county government, local police, fire and rescue departments, United States Coast Guard and other agencies in the event of a water-related emergency.

The duties are to coordinate a team of qualified boaters with knowledge of local waters who are willing to donate time and effort to assist in the event of an emergency such as a major earthquake or wind storm. These may include water search and rescue, transporting people or supplies, water related patrols and help in securing an area in the event of an emergency.

Contact Jerry Liggett

**Please share your boating and squadron meeting photos in the Spindrift. Email Jennifer Geller, squadron publicity officer and newsletter editor**

