Cruising the Canaries

PLUS
Hybrid refit
Chapman winners
Farewell, Stargazer
Ship’s Store
STOCK UP ON SUMMERTIME FAVORITES

Lounge in comfort
Over 5 feet long, this beach towel is big enough to drape over your lounge chair or wrap yourself in after a dip in the water. Made of 100 percent cotton velour/terry, the towel comes in either navy blue or red and white stripes and features a full-color USPS ship’s wheel logo. $48

Drink preserver
This durable double-wall stainless steel tumbler keeps beverages cold for 24 hours and hot for at least eight hours thanks to its vacuum construction with copper insulation. Made for easy sipping, it comes with a push-on lid with slide closure. $18

Boat tote
With handles, front pockets and a zippered top closure, this red- or blue-striped nautical tote bag can be carried anywhere. Measuring 23 inches wide by 14 inches high by 7 inches deep and made of sturdy cotton canvas, it can hold all manner of personal effects. $23

Made to shade
With SPF 45-plus fabric and an elongated bill, this khaki-colored boater’s cap provides sun protection on the water. (Don’t forget the sunscreen!) Its mesh lining and cord clip will keep you from losing your hat—and your cool. $22

Lead the way
Keep your dog within reach on this leash, made of sturdy navy blue nylon with the USPS ensign on one side. $16

To order, call 888-367-8777 ext. 0 or visit www.shopusps.org for more great deals.
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THE ENSIGN (ISSN 0744-3129) (ISSN 1949-2294 online) is published four times per year by United States Power Squadrons, a nonprofit corporation located at 1504 Blue Ridge Road, Raleigh, NC 27607-3906. Periodicals postage paid at Raleigh, N.C., and additional mailing offices. Subscriptions are $15 annually. POSTMASTER: Send address changes to THE ENSIGN, P.O. Box 31664, Raleigh, NC 27622-1664. Copyright © 2017 United States Power Squadrons

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Cover photo: Shutterstock

Hybrid power refit
Interested in harnessing renewable energy on the water, an engineer refits a 1980s-era Carver as a solar-electric hybrid with promising results.

Embracing the Chapman spirit
Three long-time instructors receive United States Power Squadrons top educational honor, the Charles F. Chapman Award for Excellence in Teaching.

The Ensign magazine is printed using soy-based inks on paper certified by the Rainforest Alliance program to comply with Forest Stewardship Council® standards.
Working together

Your board of directors meets regularly by teleconference and in person during national meetings at our national headquarters in Raleigh, North Carolina, and at other locations around the country.

Before each meeting, we research and provide input on topics under discussion. During the meeting, we discuss these agenda items and take appropriate action.

If you have a question or problem that we can help solve, don’t hesitate to contact a national bridge member or the headquarters director so we can help resolve problems before they become unmanageable.

As a board, we are aware that many squadrons urgently need more members to become involved. If you are not actively supporting your squadron, contact your bridge officers to find out how you can help strengthen the squadron.

Perhaps your squadron educational officer needs help organizing and teaching classes, especially those offered to the public. We all know these courses are important to recruiting new members.

Does your squadron executive officer or secretary need help sending out information to members? Remember that good communication is a vital requirement for squadron success. Is the roster up-to-date? If you aren’t getting timely roster updates, contact your squadron secretary to offer assistance.

Another important area where you can help is organizing meeting sites and rendezvous. Meetings and social activities help involve members in squadron life and also provide the chance for friendships to grow.

Without enough volunteers, squadron officers may try to do everything themselves. This doesn’t allow them time to do their best work and can lead to burnout. When you see a job that needs to be done, volunteer to do it. Then invite a fellow member who hasn’t been active to help. That invitation may be all it takes to get that member involved and build a friendship.

Your board members appreciate your input and stand ready and willing to support squadrons in every way possible. By working together, we will truly be “America’s Boating Club” and proud of it!

V/C Howard Yoas, SN
National Secretary
SOUNDINGS

Vessel examiners, test your inflatables

As vessel examiners, we wear our VE Mustang inflatable life jackets to project the idea of safety to the boating public. However, in the past eight years that we’ve had them, how many of us have inspected them every two to three months as the company suggests?

The jackets have a 10-year life expectancy, and we’ve recently found a few that won’t hold air. So as we head into the boating season, I suggest vessel examiners test their inflatable life jackets and destroy and dispose of those that won’t hold air.

To test your life jacket, open it along the Velcro seams as shown in figure 1 until it looks like figure 2. Remove the cap on the oral inflation tube (shown in figure 2) and inflate the life jacket manually.

Keep the jacket inflated overnight. If it fails to hold air, it’s defective. If it holds air, reverse the oral inflation cap and compress the jacket to remove the air. Replace the cap to its original position, fold the sides back and press the Velcro seams to hold the jacket together.

Now if you need the jacket while doing a vessel safety check, you know it will be usable.

~Allan B. Furtado

Amphibious vehicles ineligible for VSCs

I enjoyed reading about the vessel safety check of the Amphicar (Spring 2017, p. 7). It’s quite a sight when one of these vehicles approaches the launch ramp and simply drives onto the pavement.

Unfortunately, the USCG Auxiliary VSC Manual indicates that amphibious vehicles aren’t eligible for vessel exams.

~John Reichmann

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ASK ABOUT OUR OPTIONS FOR CHARTER BOATS!
Over 15 million recreational boat users in the U.S. use NOAA digital chart products when navigating. These boaters, like their commercial counterparts, expect more precise, higher resolution charts with more timely and easily accessible chart updates. United States Power Squadrons is the NOAA Office of Coast Survey’s original trusted partner for valuable observations and data to improve charts, especially for recreational boating. NOAA remains committed to the Cooperative Charting Program.

In recent years, Coast Survey has expanded its focus on smaller waterways and coastal areas—areas where United States Power Squadrons has local knowledge and expertise. Smaller waterways and small boats serve coastal communities and support local economies. Nautical chart scales are often inadequate to depict the detail necessary for safe navigation in these areas. Natural shorelines and water depths in the nearshore area change dramatically, particularly near ocean inlets. Thousands of shoals and obstructions are often reported after groundings and allisions.

In numerous instances, NOAA has charted estimated depths reported by the public after a vessel grounding or near miss. Thousands of charted wrecks and obstructions are marked with estimated positions that can be up to a half-mile or more in error. Without the hydrographic resources to find and resolve all these reported depths, wrecks and obstructions throughout the country, NOAA relies on United States Power Squadrons and the Cooperative Charting Program to be its “eyes and ears” for nautical chart discrepancies in these areas.

NOAA is currently working on a web-based replacement for CCWEB. The new system, which we hope will be live in the next year, will feature improved tools for communicating and submitting chart discrepancy information. The new system, which we hope will be live in the next year, will feature improved tools for communicating and submitting chart discrepancy information.

The new system, which we hope will be live in the next year, will feature improved tools for communicating and submitting chart discrepancy information. The new system, which we hope will be live in the next year, will feature improved tools for communicating and submitting chart discrepancy information.

In the meantime, you can report chart discrepancies (issues vital to safety and navigation) through NOAA’s Nautical Discrepancy Report System at bit.ly/NOAAANDRS. Complete the form with the information requested for Coast Pilot updates, chart discrepancies or depth surveys. After submitting the form, you will get a reply from the NOAA coordinator.

If the discrepancy is an Aid to Navigation (ATON) or Private Aid to Navigation...
Currents

leadership has changed. Rear Adm. Gerd Glang retired in August 2016, and Rear Adm. Shep Smith is the new director. Matt Kroll, deputy chief of Coast Survey’s Navigation Services Division will continue to serve as the NOAA Cooperative Charting Program Coordinator. NOAA has been fortunate to have a vibrant Cooperative Charting Committee and is thankful to Past Rear Commander Diane Julum for her service on the committee and contributions to this article. NOAA looks forward to working with Rear Commander Tom Peltier moving forward.

–NOAA Office of Coast Survey

>> (PATON), report it directly to the United States Coast Guard sector for your area to be included in the Local Notice to Mariners. The ATON Discrepancy Report form is located at bit.ly/ATONoutage. Once you submit the report, you will receive a reply notice. Over the past year, Coast Survey

#ICYMI

In case you missed it, here’s what’s been happening in the boating world on social media.

North Olympic Sail & Power Squadron’s Seamanship co-instructors Sandy Thomas, Judy Shanks and Julia Roberts received the Robert Brummett Instructor of the Year Award. They were chosen for implementing and successfully co-teaching the course.
on.fb.me/2pKS4Ze

Retired U.S. Navy Lt. Cmdr. Roy Carter, a survivor of Pearl Harbor and World War II veteran, spoke about the Pearl Harbor attack at a recent North Olympic Sail & Power Squadron meeting.
on.fb.me/2qsmv5p

District 26 graduated 210 America’s Boating Course students since Jan. 1, 2017. The district covers South Carolina and coastal Georgia.
on.fb.me/2pKYB6h

York Sail & Power Squadron Past Commander Edward Furst received two awards, one for performing the most vessel safety inspections in District 5 and one for performing more than 1,000 inspections over a three-year period.
on.fb.me/2pWJK3E

District 5 awarded a gift to Educational Officer Milton Menchey for his educational commitment to safety at the district’s spring conference in Ocean City, Maryland.
on.fb.me/2qs9DR

Dreher Shoals Sail & Power Squadron graduated 14 America’s Boating Course students, including six teenagers.
on.fb.me/2rqGAXb

The United States Coast Guard is focusing on paddle craft safety in the Northeast during 2017. In 2016 the area had more than double the national average of paddler deaths.
bit.ly/2qwj0Js

BOATING NEWS

Host a life jacket loaner site

More than 550 BoatUS Foundation life jacket loaner sites across the U.S. loan out children’s life jackets over 140,000 times each year. With a new application cycle, marinas, boat clubs, waterfront restaurants and government agencies can apply for a new loaner site at any time at BoatUS.org/life-jacket-loaner.

Approved locations receive a kit containing 12 children’s life jackets with sizes ranging from infant to youth as well as signage and a local publicity kit. Loaner host sites need to track usage with an easy sign-out system and provide BoatUS Foundation with periodic feedback. The best loaner sites are accessible to the boating public, serve a large boating population and are located in areas without current loaner programs. ~BoatUS

New boating podcast offers range of topics, advice

“Anchors Aweigh,” a podcast for aspiring or experienced boaters, is available on iTunes and Google. It features conversations with boating experts and industry leaders about their experiences on the water, new gear and equipment, manufacturing trends, boating destinations, and more. To listen, go to anchorsaweigh.libsyn.com.

Summer 2017 The Ensign 7
Meet the staff:  
Deliah Mealy-Holloway

Deliah Mealy-Holloway was born in New York, New York, and grew up in Montclair, New Jersey. After her parents retired and moved from New Jersey to Spring Hope, North Carolina, Deliah moved to Raleigh, North Carolina, to be near them.

Deliah began working at United States Power Squadrons in 1987 and is currently membership supervisor. She processes new members, transfers, reinstatements, merit marks and membership payments. Deliah enjoys working with members to help solve problems they may have with their membership accounts.

Around the office, Deliah is always smiling and makes it her job to keep all of the plants in headquarters alive and thriving.

Deliah and her husband each brought one son to their marriage and had two daughters together.

In her spare time, Deliah enjoys spending time with friends and family, lending an ear or helping hand whenever she can. She likes to relax with a good book or challenging word puzzle. Many people don’t know that she plays piano and organ and sings. She also enjoys photography, plays, movies and walking, be it on a beach or in a park. She loves meeting and talking with people from different cultures. She would love to visit Las Vegas, Nevada; Hollywood, California; and Colorado.

Deliah, who recently lost her son, says her biggest challenge has been to find ways to keep smiling and to pass on the importance of love and laughter to her two daughters. –Yvonne Hill

USPS NEWS

ABC Spanish version now available

United States Power Squadrons Spanish language America’s Boating Course, “Curso de Navegación de América Versión en español,” is now available. Thanks to a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard, Spanish-speaking boaters can learn navigation rules, water sports safety and other safe boating skills to get their state boating card.

Squadrons can order the Spanish ABC textbook through the Educational Department Course Catalog on the USPS website. The book is free but includes a $5 shipping and handling charge. For more information on the course, go to americasboatingcourse.com.

Get CPR-certified at Dallas meeting

Sign up for a CPR and first aid class at the 2017 Governing Board in Dallas, Texas, Sept. 13 from 8 a.m. to 5 p.m. Upon completion of the training, students receive an American Heart Association Course Completion Card in CPR and First Aid. This certification card meets the requirements for United States Power Squadrons Boat Operator Certification and a U.S. Coast Guard Captain’s License. It has a two-year expiration date. The class includes an additional section on special medical concerns and emergencies for boaters. –Jeff McKinney

USPS 2016 Vessel Safety Check Awards

TOP FIVE DISTRICTS
First place District 33
Second place District 3
Third place District 11
Fourth place District 10
Fifth place District 28

TOP FIVE SQUADRONS
First place Crystal River/22
Second place Jones Beach/3
Third place New River Sail/27
Fourth place Balboa Sail/28
Fifth place Smith Mountain Lake/5

TOP VESSEL EXAMINER AWARD
Robert D. Holub, Jones Beach/3, 1,764 vessel exams

MILLENNIUM CLUB, 1,000 VESSEL EXAMS
Robert D. Holub, Jones Beach/3, 15th year
Edward P. Furst Jr., York/5, 1st year
Marjorie Baraff, Pompano Beach/8, 2nd year
Mitchell Gawrysia, Detroit/9, 1st year
Thomas F. Rossini, Crystal River/22, 5th year
Thomas F. Krupa, St. Petersburg Sail/22, 1st year
Wesley S. Heusser, Balboa/28, 5th year
Brunswick Dealer Advantage Awards

Kirsten Schuchardt, marketing and program manager with Brunswick, presented the Brunswick Boater Education Awards with Shirley Heald, Program Partner Relations chair. This award recognizes the three squadrons who conducted the most boater education courses with Brunswick Dealers in 2016.

<table>
<thead>
<tr>
<th>Award Level</th>
<th>Squadron</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platinum</td>
<td>Dallas Sail/21</td>
<td>$1,000</td>
</tr>
<tr>
<td>Gold</td>
<td>Birmingham/9</td>
<td>$750</td>
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<tr>
<td>Silver</td>
<td>Bellevue Sail/16</td>
<td>$500</td>
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2017 Emeritus Members

Governing Board members emeritus members have earned 50 merit marks. The following members received emeritus member status at the 2017 Annual Meeting.

Darrell G. Allison
Gary Alls
John D. Alstetter
Richard H. Babcock
Gerald R. Brings
Robert L. Bue
Jack Cohen
Wilfredo A. Comas
Thomas R. Dougherty
Phillip Royce Fairall
Donald Gladstone
Harold W. Howard
Thomas C. Indoe
Edward W. Lewis
William H. Mize Jr.
Paul G. Roetling
Arthur E. Schuldt
Ellis D. Simon
Anthony VanDe Wal
Robert A. Van Jones
Kenneth W. Weeks Jr.
Jack M. West
Herman Willi Jr.
William A. Winslow

Chief Commander Louie Ojeda, Kirsten Schuchardt, Dallas Sail & Power Squadron Commander Adam Tunks and Rear Commander Shirley Heald with the Brunswick Platinum Award, photo by Steve Erickson

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*Towing details can be found online at BoatUS.com/towing or by calling.
2016 Cooperative Charting awards

Capt. Edward Van Den Amele, Sam DeBow and Ken Forster of the National Oceanic and Atmospheric Administration presented the following 2016 Cooperative Charting Awards during the annual meeting.

<table>
<thead>
<tr>
<th>CHARTING AWARDS</th>
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<tbody>
<tr>
<td>Number one squadron</td>
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<tr>
<td>Number one district</td>
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<tr>
<td>Number one individual</td>
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<tr>
<td>NOAA Coast Survey Award</td>
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<th>GEODETiC AWARDS</th>
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<tr>
<td>Top producer</td>
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<tr>
<td>Top squadron</td>
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<tr>
<td>Top district</td>
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BoatUS-USPS Civic Service Awards


HONORABLE MENTION
Annapolis Sail & Power Squadron/5
Atlanta Sail & Power Squadron/17
Everett Sail & Power Squadron/16
Fort Macon Sail & Power Squadron/27
Milwaukee Sail & Power Squadron/10
Peace River Sail & Power Squadron/22
Sanibel Captiva Sail & Power Squadron/22
Sarasota Sail & Power Squadron/22
Sebastian Inlet Sail & Power Squadron/8
Vero Beach Sail & Power Squadron/8

Chief Commander Louie Ojeda presents a 2017 Corporate Member Award to BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner. Photo by Art Dodd

Sea Tow presents Golden Lifejacket Award

Chief Commander Louie Ojeda (left) and Michael Wesolowski (right) present the Sea Tow Foundation Golden Life Jacket Award to Ron Ludvig of Peace River Sail & Power Squadron/22, which hosted a Sea Tow Life Jacket Loaner Stand. Photo by Steve Erickson
Youth poster artists receive honors

The theme of the 19th annual USPS National Boarman Youth Poster Contest was “All Boaters Are Welcome to the Neighborhood.” Congratulations to all poster contest winners. Photos by Steve Erickson

| AGES 6–8  | First place | Marely | Shallotte River Sail/27 |
| AGES 9–11 | First place | Mia    | Northern Neck Sail/5   |
| AGES 12–14| First place | Brett  | Baton Rouge Sail/5     |
|           | Second place| Marta  | Charleston Sail/26     |
|           | Third place | Kennedy| New River Sail/27      |
|           | First place | Marelly| Shallotte River Sail/27|
|           | Second place| Emily  | Dayton Sail/24         |
|           | Third place | Niko   | Beaufort Sail/26       |

2017 Teaching Aids Competition winners

District 17 takes first place in the Teaching Aids Competition with an aid from Atlanta Sail & Power Squadron instructor Dave Fuller that reinforces the understanding of light sectors and the concepts of “stand on” and “give way” in meeting, crossing and overtaking maneuvering situations according to the Navigation Rules. Second place goes to District 3, and third place goes to District 26. Photo by Nina Anastasio

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U.S. Coast Guard presents Recreational Boating Safety awards

Partnering with Pride Awards

ROBERT A. BALDRIDGE
Robert A. Baldridge was honored for dedicating countless hours in his work on the Practical on the Water training program as well as three U.S. Coast Guard grant-funded projects: the USPS Boat Handling Simulator, the Year-Round Boating Safety Campaign and the Digital Media Library.

HOUSTON SAIL & POWER SQUADRON
Houston Sail & Power Squadron was honored for conducting 14 public education courses and spending countless hours promoting the National Recreational Boating Safety Program during 2016.

PALM BEACH SAIL & POWER SQUADRON
Palm Beach Sail & Power Squadron was honored for conducting 13 public education courses and spending countless hours promoting the National Recreational Boating Safety Program during 2016.

Awards of Excellence

ROBERT D. HOLUB
For a second year, Robert D. Holub was honored for conducting a remarkable 1,764 Vessel Safety Checks during 2016 while enhancing the knowledge of the recreational boating public and ensuring that each vessel meets stringent safety compliance requirements.

THOMAS F. ROSSINI
Thomas F. Rossini was honored for conducting a remarkable 1,322 Vessel Safety Checks during 2016 while enhancing the knowledge of the recreational boating public and ensuring that each vessel meets stringent safety compliance requirements.

WESLEY S. HEUSser
Wesley S. Heusser was honored for conducting an impressive 1,033 Vessel Safety Checks during 2016 while enhancing the knowledge of the recreational boating public and ensuring that each vessel meets stringent safety compliance requirements.
QUICK TIPS

Splice advice
Learn how to splice ropes like an old salt at neropes.com/en/splicing-guide.html. New England Ropes has step-by-step instructions on splicing stranded and braided lines. Splices retain more of the rope’s strength than knots, making them preferred for attaching hardware to a line and joining two lines together.
–Larry Byrd

Get social
Sailing and Boating Community, a free social networking app, allows you to ask navigational questions for just about any location, check classifieds and a host of other things. Visit cruisersforum.com to learn more or download from your app store.
–Woody Williams

Don’t bare your soles
On deck, always wear shoes with nonskid, non-marking soles. You are much more likely to stub your toe or slip on a wet deck in your bare feet.

Got shore power?
Build a DIY shore power test adapter
By Dave Osmoski

When you’re out cruising this summer, you may find yourself at a marina slip wanting to use shore power to charge your batteries and run those devices you wouldn’t normally run through your inverter.

Testing for problems
In the Summer 2012 issue, I discussed testing for potential shore power connection dangers using a small inexpensive device with four lights that will detect wiring faults when plugged into a 110-120 volt single-phase circuit. The pattern of lights tells the type of fault. These testers are for standard three-prong polarized plugs with a ground—a type more commonly found in homes not in shore power. Shore power connectors come in many configurations, the most common of which is a turn locking plug. To use your three-prong circuit tester on this type of plug, you need to make an adaptor. Although you can buy lighted turn lock test units, they are pricey and can only test turn locking plugs. You can save a few dollars by building an adapter that will test both.

Building an adapter
Turn lock connectors come in three-, four- or five-blade configurations. The National Electrical Manufacturers Association has categorized them to prevent intermixing. Three-blade grounded connectors have the designation L5; within that designation are five categories indicated by amperage. Most marinas have 30 amp outlets, so for this project you need an L5-30. The L5-30 category has three designations: P, C or R, for plug, connector or receptacle. For this project, you need an L5-30P.

You may not be able to find these plugs in your local big-box or mom-and-pop hardware store, but you can purchase them in a >>

Email your questions, tips and advice to ensign@hq.usps.org.
**SHIPSHAPE**

**marine or electrical supply store for about $25.**

Next, you need a circuit tester, which you can find in most any hardware store for about $10. You need a standard three-prong grounded connector, the same as you’d find on the extension cord for your string-trimmer. Finally, you need a short, 10- to 12-inch-long piece of 12-gauge wire with two conductors and a ground, which is readily available in any hardware store.

Each conductor has a color-coded coating. The hot wire is black, the neutral wire is white, and the ground is green. Attach the black wire to the copper- or brass-colored screw in both the plug and the connector. Likewise, attach the white wire to the silver-colored screw, and the green wire to the green-colored screw. Assemble the cases on both the plug and the receptacle. Plug the tester into the receptacle, and you are ready to test.

If the outlet at your slip doesn’t test properly, ask for a new slip. A faulty electrical outlet is a disaster waiting to happen.

**A word of caution**

Even if you find yourself in a slip with a properly wired power head, never go in the water at your slip or anywhere near the docks of a marina. Don’t even reach in to rinse your hand or cool your feet. The marina may be perfectly wired, your boat may be perfectly wired, but you never know about the wiring on your neighbor’s boat. It could kill you.

---

*David H. Osmolski of Charlotte Power Squadron/27 has been repairing boats since high school when his first boat, a canvas-covered canoe with cedar ribs, leaked in gallons per minute and required constant repair.*

---

**Trailering your boat safely**

Many trailering accidents could be eliminated by selecting the proper tow vehicle, trailer and hitch for your boat; performing routine maintenance; and practicing before taking out a trailerd boat for the first time.

**Trailer**

Choose the proper trailer for your boat. The stresses of road travel can cause more damage to a boat than normal operation on the water. During transport, the trailer should provide structural support across the boat’s hull.

The trailer should be long enough to support the whole length of the hull but short enough to allow the lower unit of the boat’s engine to extend freely.

Keep the rollers and bolsters in good condition to prevent scratching and gouging the hull. The trailer’s capacity should be greater than the combined weight of the boat, motor, equipment, fuel load, and whatever else you’re hauling.

If you are going to operate in salt water, use a trailer fabricated to resist saltwater corrosion for a long time. Painted carbon steel trailers are not in this category.

**Tow vehicle**

The tow vehicle must be capable of handling not only the weight of the trailer, boat, equipment and load, but also the weight of passengers and load carried by the vehicle. The trailer towing weight specified by most vehicle manufacturers says this in fine print but not in their brief brochure. Depending upon the distance, terrain and manufacturer’s requirements to achieve a specific load-carrying capacity, the vehicle may need to be specially equipped with one or more of the following:

- optional larger-than-standard engine to provide adequate power
- transmission designed for towing
- larger optional cooling systems for engine and transmission
- heavy-duty brakes
- load-equalizing hitch; no bumper hitches

**Connecting the trailer to the tow vehicle**

The tow ball and coupler should be the same size. Tightly secure bolts with lock washers or self-locking nuts. Check the coupler and the ball nut frequently when travelling because the vibration of road travel can loosen them.
The stresses of road travel can cause more damage to a boat than normal operation on the water. During transport, the trailer should provide structural support across the boat’s hull.

loose, the trailer is more likely to follow your vehicle in a straight line and not drag on the road.

Checking equipment and accessories

Before travelling, check the following items:
- trailer lights
- trailer brakes
- trailer tires (including the spare)
- even loading; the trailer should be loaded evenly from front to rear as well as side to side. Too much weight on the hitch may cause the rear of the tow vehicle to drag or become difficult to steer. Too much weight on the rear of the trailer may cause it to fishtail. It could also reduce traction or lift the rear wheels of the vehicle off the ground.

Before operating on the highway, practice turning and backing your loaded trailer on a level, uncongested parking area.

On the highway
- Allow more time to brake for slowing or stopping and more time for passing.
- Remember the turning radius of a vehicle and trailer is much greater than a vehicle alone. Therefore, give curbs and other obstacles a wide berth when turning corners. –Bill Allen

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800.842.5936
The night before Laelia’s departure from Santa Cruz de la Palma, Canary Islands, off Africa’s west coast, everything is calm and quiet except for the clanking and clacking of dock hardware and the groaning of boat and lines. The overcast sky reveals no stars or moon, and the humid wind nearly drips with moisture.

Well-provisioned, Laelia sits low in the water, showing little waterline. With water tanks and fuel tanks at the full mark, the boat stands ready for the 20- to 25-day, 2,800-nautical-mile sail across the Atlantic to the Caribbean.

We have crew, something new for us on Laelia, sailing friends and good sailors with experience cruising on their own boat. An experienced crew means we can get

Inspiration in the Canaries

Sailors recall time spent on La Isla Bonita

By Howard and Judy Wang
The night before Laelia’s departure from Santa Cruz de la Palma, Canary Islands, off Africa’s west coast, everything is calm and quiet except for the clanking and clacking of dock hardware and the groaning of boat and lines. The overcast sky reveals no stars or moon, and the humid wind nearly drips with moisture.

Well-provisioned, Laelia sits low in the water, showing little waterline. With water tanks and fuel tanks at the full mark, the boat stands ready for the 20- to 25-day, 2,800-nautical-mile sail across the Atlantic to the Caribbean.

We have crew, something new for us on Laelia, sailing friends and good sailors with experience cruising on their own boat. An experienced crew means we can get more sleep and be bolder with Laelia’s sail plan, perhaps even flying the spinnaker at night.

Although ready to be off, we would fondly remember our stay on San Miguel de La Palma, the fifth largest of Spain’s Canary Islands.

The most northwest of the Canary Islands, La Palma, formed of porous volcanic rock that holds water, provides adequate groundwater for lush vegetation. The tall, steep mountains soar almost vertically into the clouds from the sea. The vegetation provides ground cover on the mountain, which looks bright and inviting on sunny days but dark and foreboding under inclement conditions, giving them a mysterious feel.

Home to one of the world’s biggest volcanic caldera, La Palma has two active volcanoes on its south side. On its southwest side, the volcanic slope overhangs the island’s supporting base, raising fears that if the overhang ever gives way, a massive landslide could trigger a devastating tsunami on the U.S. East Coast.

The islanders aptly call their land “La Isla Bonita,” the pretty island. To us, the beautiful, unspoiled island is also inspirational. When you first approach Santa Cruz de La Palma from the sea, you see a town with houses climbing vertically up the slopes. The bright buildings, mostly modern concrete apartments, feature cheerful, contrasting colors.

The bright, colorful town set against a backdrop of dark, wooded mountains topped by swirling clouds makes for a picturesque view. When we ventured into the city center, we discovered a gem with century-old cobblestone streets off-limits to vehicles and 15th-century buildings in good repair. Exuberant flowers and plants festooned many of the balconies.

On a four-hour bus trip around the island’s north side, we saw green jungles and volcanic rocks as the bus careened around narrow mountain switchbacks and rocky ledges. Terraces, hand-built with volcanic stones and rocks, held banana plantations. On the island’s southeast side where the caldera isn’t enclosed, the terraced plantations stretch for miles up and down the slopes.

The island also produces “queso de cabra,” a young, mild-tasting goat cheese we discovered while taking shelter from a sudden downpour. We ducked into a little restaurant housed in an ancient building with 2-foot-thick stone walls and heavy hand-hewn timber on the ceiling. We enjoyed the quaint, cozy atmosphere, while waiting for drinks and tapas. Hooked after tasting the queso de cabra, we bought a round of it for the long passage ahead.

Before retirement, Howard and Judy Wang lived in Santa Cruz, California, where Howard taught and did research at UCSC and Judy worked as a nurse. They now live in Santa Barbara, California, and are members of Ventura Power Squadron in District 13. Howard and Judy plan to tour the U.S. to promote their forthcoming book on circumnavigating the world aboard their sailboat, Laelia.
Hybrid power refit

Taking a solar-electric hybrid approach to marine propulsion

By Phil Shelley
As an engineer interested in renewable energy, I've long considered the viability of electric propulsion for marine vessels. In recent years, large vessels such as cruise ships, ferries and tugboats have increasingly adopted hybrid electric drives. Now that solar panels have become more efficient and dramatically cheaper, I decided to try converting a medium-sized hull to a solar-electric hybrid.

**Selecting the boat**
Because this was a prototype, I wanted a hull that was big enough to provide the solar panel surface area I needed, had the weight carrying capacity for lots of batteries as well as useful space for travel but was cheap enough in case I messed up the whole project. After watching various broker sites, I found a boat in Kenosha, Wisconsin, that had been stored outside, was saturated in mold, had leaking heads and holding tanks, and smelled bad enough to deter most buyers. This allowed me to negotiate a price I could afford.

After purchasing the boat in April 2016, I moved it into the Southport Marina building in Kenosha. The 1986 Carver 4207 had twin Crusader 350s with only 540 hours of running time, which meant it had spent most of its life in the slip. The hull was sound, the shafts and props were good, but the dramatic change in propulsion meant it would need new props.

A bad odor permeated the interior, a 1980s time capsule, but overall the boat was solid and a major refit would also fix the smell.

**Getting started**
My first job was to remove the engines, holding tanks, heads, all pipes, miles of electrical wiring, engine harnesses, both sets of helm controls, control cables, radar, trim tabs and servos, gauges, batteries, through-hull valves, transducers, carpets, generator, batteries, fungi from the walls, refrigerator, water pipes, water tank, fuel lines, lighting, and canvas—you get the idea.

Next came cleanup and engine room paint. The Elco electric motors required new steel engine mounts to be constructed. Next, I installed digital CANbus control cables, new digital helm controls and digital displays.

**Adding solar panels**
Next came the solar panel structure, which I designed and had fabricated by a Kenosha welding shop. Although it won't win any beauty contests, I wanted something functional, strong and cost-effective. I used high-efficiency 250-watt black monocrystalline solar panels: 12 of them connected in three banks of four gives me a realistic maximum power of around 2.5 kilowatts. The panels feed into a MPPT 96-volt solar charge controller from Australia. Unbelievably, I could not find a suitable controller made in the U.S.

With this amount of solar energy, I can charge the battery bank in about two to three days of bright sunshine. In continuous bright sunshine, the panels alone could power the boat at 2.5 knots.

**Installing the batteries**
I wanted a battery bank big enough to run for five to eight hours at cruising speed, which for this boat is about 5.5 knots. I considered lithium batteries, but the cost and complexity of the charge control system was a disincentive.

I had removed about 2,200 pounds of engines and transmission and added 800 pounds of solar panels and structure high up, so the boat’s center of mass and buoyancy concerned me. I looked for high-power lead acid batteries and found an interesting AGM design produced originally for cellphone tower backup systems. Rated at 200 amp-hours, these beautiful batteries weigh 135 pounds each, solving my weight distribution issue. I decided to use 26:24 for propulsion and two for the house, generator starter and windlass. The 26 batteries store about 55 kilowatt-hours for propulsion and house needs. To preserve their life, I aim to use them at no more than 60 percent. The battery bank for propulsion consists of three banks of eight batteries in series, nominally running at 96 volts. I had custom battery boxes fabricated to fit into the center bilge and on top of the engine room stringers.
This hybrid propulsion system has three ways of providing power to the batteries and then to the digitally controlled induction motors and other electrical needs.

The main battery banks power the boat’s electrical systems at 96 volts via four 5-kilowatt 120-volt inverters. I use a conventional charger to charge the 12-volt house battery. The inverters directly power the 120-volt outlets, galley and heat pumps. The battery banks provide propulsion and all forms of vessel power, making this a simple concept to manage. The battery banks can be isolated into separate port and starboard configurations in case something bad happens. Also just in case, any inverter, charger or solar input can connect to either battery bank separately or all together in a single combined bank. I designed and built both AC and DC patch panels, which are capable of distributing power between all the charging and power consumption systems.

Adding the propulsion system
For propulsion, I used marinized Elco three-phase digitally controlled AC motors (the same concept as many electric cars). Induction motors have only a single moving part with no brushes and are tough enough for use in industrial drives. The Curtis controllers invert the 96-volt DC battery supply into variable speed three-phase AC. The motors run from zero to full speed in any increment, forward or astern, so turning the props at 1 rpm is entirely possible. With the
digital control taking care of things, I can go from full forward to full astern instantly, which is nice for docking. This type of electric motor provides full torque at any speed.

Elco makes some elegant, if somewhat expensive, digitally controlled marine motors. I didn’t go with the largest motors because I wanted to optimize runtime and performance. I wanted just enough power to give me somewhere around 6 knots at 6 kilowatts per side/motor. This should give me about 3 to 5 hours running time on batteries alone or indefinite running time with the generator and solar systems charging the batteries. The motors each produce up to 15 kilowatts at peak power, but I don’t intend to run them at that level except in an emergency. The new direct drive motors have no need for a transmission. I like the simplicity of this concept.

I cleaned and converted the gasoline tanks to diesel. The 400 gallons of diesel combined with solar power should give me a range of about 2,500 nautical miles, five to 10 times greater than the original gasoline design, depending on cruising speed.

Getting the boat on the water

After many hours of intense work, we had the boat ready for launch and sea trials in September, first in the harbor and then in Lake Michigan.

The trials highlighted no major issues, which made me smile, considering the project’s scale and 10-week timeframe. I took the boat out several times, up to Racine, Wisconsin, and back one day with just a few minor issues to fix.

The motors ran at only about 350 rpm because the original props were far too coarse for these new motors. Expecting that, I ordered custom 10-inch pitch props. Along with fitting the props, I have a lot of work to do over the winter, including fitting out the interior, fixing leaky hatches, repairing damaged canvas, installing electronics and more.

A certified engineer, Phil Shelley of Waukegan Sail & Power Squadron/20 holds a Ph.D. in biomedical engineering. He was born in the United Kingdom and has worked in the UK, Germany and the U.S. He is an industry expert and speaker on big data, analytics and cloud computing.
Growing up, I was the little kid, green at the gills, crying at the Illinois State Fair. While the rest of my family rode the rides, I stood still, usually facing away from anything that moved. I suffer from vertigo and motion sickness. I never know when it will strike, and it can be quite awful.

I have tried everything: protein loading; ginger; pills of all kinds; getting up certain ways; lying down other ways; stretchy, tight elastic wristlets; and other well-intended suggestions from folks who have never suffered from motion sickness.

When the Mid-Illini Sail & Power Squadron came up with the idea of chartering sailboats in the British Virgin Islands, I knew I had to find something to help. A week of debilitating motion sickness would ruin our trip, and I wasn't about to tell my husband we couldn't go.

After much investigation, I discovered the Reliefband made by Neurowave Medical Technologies in Chicago, Illinois, a watch-like device you wear on your inner wrist. It runs on a battery and sends electronically programmed pulses through your body, designed to reduce nausea.

I ordered it online, and after it arrived I read everything in the pamphlet and on the box before testing it. I put it on and went for a ride in a hilly area on an empty stomach with my husband driving, a combination that usually makes me nauseated. I dialed the Reliefband up to one and felt a soft tingling in my wrist and hand (similar to the feeling when your hand goes to sleep, but less strong). I experienced no motion sickness. Hallelujah!

I seem to fly very well, so I didn't use it on our flights going to the BVIs. As soon as we left the marina on our sailboat, I went belowdecks to retrieve my sunglasses and instantly got dizzy. So dizzy that I walked into two walls trying to find the travel bag that had my Reliefband in it. Too dizzy to put it on, I stumbled up the steps and had our boat mate help me.

One thing I learned quickly: Put that thing on and leave it on! I should have been proactive and had it on as soon as I stepped on our boat. Once you become dizzy and sick, the Reliefband doesn't work as well.

With my Reliefband on, I felt confident in the island waters of the BVIs. On day four, I woke up in the middle of the night, seasick. The boat was swinging and swaying in the wind. I had never dialed the Reliefband up past one but realized it was time to punch it up to two. Thankfully, I was able to sleep again.

Morning came quickly and with daylight, I could see the 8- to 9-foot waves and feel the 27- to 30-knot winds. I started to feel sick again, so I dialed the Reliefband up to three. That did the trick. For the rest of the day, we rocked and rolled along. I held on tight, got sea sprayed and had a great time. Success!

I highly recommend this wonderful device. You can go to reliefband.com and learn how it works and how many hours you can expect it to last.

I wear the Reliefband while taking sailing lessons from my husband on Clinton Lake. I take it on car trips and train rides too.

One of these days, I'll head to the Illinois State Fair to put it to the ultimate test on those carnival rides.

Debbie Yeagle, a proud member of Mid-Illini Sail & Power Squadron/20, volunteers as social director for the Clinton Lake Sailing Association. She enjoys traveling and taking sailing lessons from her husband, Thomas.

**Scorecard**

**Motion-sick no more**

Wristband emits electronic signals to ease nausea

By Debbie Yeagle

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**BOTTOM LINE**

Neurowave Medical Technologies
Reliefband
$94.99
reliefband.com

**PROS**

✓ Best if used proactively
✓ Relieves nausea, dizziness
✓ Works within minutes

**CONS**

✗ Not as effective if used after motion sickness has set in
Dolly partner
This compact trailer dolly fits into the trunk of a small sedan and has power to move 10,000 pounds with a 900-pound tongue weight. It’s perfect for easing a trailer into a garage. Powered by an electric motor, the Force 10K comes with 4-inch-wide pneumatic tires for superior traction, a built-in monitor and a charger.

Life saver
The highly visible Trailer Boat Life Cell holds safety and survival equipment while providing flotation assistance for two to four people. When opened, the self-contained buoyant device gives boaters immediate access to their VHF, flares, air horns and other signaling devices. Boaters can mount an EPIRB on the outside for fast activation. The device has a grab handle and webbing lanyards to keep people attached, which is especially useful in high seas and when fatigue sets in. Safety equipment not included.

DIY through-hull
With the reusable, time-saving Skin Fitting Installation Tool, boaters can install a through-hull fitting by themselves. Made from fiber-glass-reinforced nylon composite, the lightweight but strong tool makes cleaning epoxy adhesives and sealant easy. Available in five sizes, it’s compatible with .75- to 2-inch domed and recessed head Tru-Design Skin Fittings.

Man overboard
When submerged, this water-activated transmitter sets off a cabin or helm alarm. Small and lightweight, the Man-Overboard System attaches to a life jacket or harness, runs on two lithium batteries and has six flashing LED lights for increased visibility. It comes with a transmitter, receiver, 15-inch flexible whip antenna, 25 feet of coaxial cable and mounting hardware.
You don’t become a Charles F. Chapman Award winner by remaining safely in port; you must chart new educational ground and expand the limits of your teaching skills. The 2016 winners, sailors all, exemplify this Chapman spirit. They share a wealth of boating knowledge and experience, a love of teaching, a dedication to their students, and a desire to make the water a better place through education.

At the 2017 Annual Meeting in Orlando, Florida, Jeff Taylor, Tom
Alley and Lu Abel received the 2016 Charles F. Chapman Award for Excellence in Teaching. Named after Charles F. Chapman, a founding member, former chief commander and noted educator, the award honors talented instructors who share their boating knowledge with exceptional passion and skill.

A national committee selects the top three educators from a pool submitted by district educational officers. This year, the committee received 18 nominations, one from each participating district.

Each winner receives a plaque honoring the achievement, a four-year USPS-certified instructor card and a gold Chapman Award lapel pin. The winners’ squadrons receive their choice of award. A permanent log of all winners and nominees resides in the United States Power Squadrons Memorial Library in Raleigh, North Carolina.

Please join us in congratulating these dedicated volunteer educators and honoring their service to USPS and boating education.

“Jeff Taylor loves to teach just as much as he loves to sail.”
Jeffrey D. Taylor of New York’s City Island Sail & Power Squadron in District 4 has been a member for 19 years.

He started teaching America’s Boating Course within months of joining the squadron. He’s also taught Sail and regularly teaches Navigation and Junior Navigation. Jeff, a U.S. Coast Guard licensed captain, has made several runs transporting sailboats from New York to the Caribbean for the winter and back again in the spring.

A dedicated and generous instructor, Jeff offered to teach a special Junior Navigation class to members of a neighboring district who couldn’t find an instructor.

More than one former student praised his dedication to his students. “He took us out on his time, on his own boat, as many times as needed for us to get our sights and finish our sight folders,” a former student said. “While on his boat he also gave us sailing lessons to further encourage a deeper appreciation of safety at sea and of the historical significance of celestial navigation.”

A believer in supplementing coursework with practical examples, a fellow instructor said Jeff often takes students out on his sailboat Principa “to go over everything from parts of the boat, to understanding points of sail and effects of trim …. All the while he presents everything in manageable pieces and keeps it fun as his students make the kinesthetic connection.”

A former student explains Jeff’s dedication to his students: “He spares no effort to go out of his way to make sure his students are learning, and strives to be readily available to everyone. ... If Jeff sees that a student is just not getting it, like a great sailor, he will switch tacks and make an approach from a different direction.”

“Tom’s knowledge and skill commands respect from the old salts, and his patience and calm demeanor inspire the newbies.”
Thomas M. Alley of New York’s Seneca Sail & Power Squadron in District 6 has been a member for 28 years.

A U.S. Coast Guard 100 ton certified captain, Tom also holds a B.S. in chemical engineering, an advanced amateur radio license and scuba certification. A sailor and navigator, he’s also an accomplished racer and tactician.

At one time or another, Tom has taught all courses offered by his squadron and has been described as the squadron’s “brains and backbone” as well as its “heart and soul.” Despite being a premier instructor, Tom “has developed a cadre of excellent instructors” to ensure the future of the squadron’s educational program.

As an instructor, Tom “challenges the most knowledgeable to dig deeper for greater understanding and supports and carefully explains difficult concepts to newer students,” said a former student and fellow instructor.

Another student said, “His students are nearly 100 percent successful, and if someone has trouble, he follows up and personally offers or arranges tutoring to help them re-test and pass.”

In addition to being a top-notch instructor, Tom created the Seneca Junior Sailing Program. The program offers educational and on-the-water sailing experiences for youth in grades 8 through 12. Each year students learn to sail, race and cruise with volunteer coaches.

Last year, Tom also introduced a seminar on fiberglass boat repair and maintenance. Together, the class refurbished a Fleetwind 12 sailboat.
According to Katie Alley, a Junior Sailing participant who happens to be Tom’s daughter, “He will spend one-on-one time with students to make sure they understand a concept. He will demonstrate a knot if a student asks to see it again. He will turn quizzes into fun games, and if a student answers a question wrong, he will tell the student why he or she was incorrect.”

A pioneer in on-the-water instruction, Tom takes his Seamanship students out to practice docking, anchoring, the rules of the road and tying knots.

Another Junior Sailing student said, “Tom’s passion runs as deep as Seneca Lake. ... Tom is as passionate about sailing as he is about imparting his knowledge and his joy of sailing to his family, friends and students.”

“Lu interjected just the right amount of humor to make the class enjoy the time spent in a subject important to the safety of our boating activities.”

Luther C. Abel of Northern California’s Santa Clara Power Squadron in District 25 has been a member for 40 years.

In those 40 years, Lu has taught every United States Power Squadrons course from Seamanship to Navigation, Engine Maintenance, Weather and Instructor Development, often multiple times and through multiple course revisions. He has taught or co-taught more than 100 courses and reached more than 1,000 students. He’s an instructor’s instructor.

Lu joined for the education and decided to give back by teaching.

“I love teaching,” he said, “especially finding simple explanations for complex concepts.”

The retired computer engineer with a Ph.D. said, “I love simplifying and clarifying, making even the most complex concepts accessible to my students. In fact, if I were to choose one other profession to practice, it would be as a high school science or math teacher.”

Although he has served as an instructor as well as a squadron and district educational officer for most of his tenure, Lu’s love of United States Power Squadrons extends beyond education. He has served on both his squadron and district bridge and has been a staff commander at the national level.

A former student said Lu frequently attracts students from other squadrons in the district, especially for his advanced grades courses.

One former student noted that Lu’s knowledge of Weather was self-evident: “He presented a very clear logical flow of material in a manner that was easy to digest. ... We all left the seminar with a better understanding and appreciation of the weather, which will stay with us so we can plan our enjoyment and safety on the water.”

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**DISTRICT AWARD RECIPIENTS**

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<thead>
<tr>
<th>Name</th>
<th>Squadron/District</th>
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<tbody>
<tr>
<td>P/C Louis J. Paolillo, JN</td>
<td>Hemstead Bay/3</td>
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<td>P/C Jeffrey D. Taylor, SN</td>
<td>City Island/4</td>
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<td>P/C Wayne E. Rigby, JN</td>
<td>Cambridge/5</td>
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<td>Lt/C Thomas M. Alley, SN</td>
<td>Seneca/6</td>
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<td>P/D/Lt/C John N. Esposito, JN</td>
<td>Pittsburgh/7</td>
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<td>Cdr Richard A. Schewe, SN</td>
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<td>P/Lt/C Richard L. Metheny, AP</td>
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<td>P/Lt/C Graham B. Hunter, AP</td>
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<td>P/D/C Ronald G. Adams, SN</td>
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<td>P/D/C Danny E. Goss, JN</td>
<td>Oklahoma City/21</td>
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<td>R/C Myles Gee, SN</td>
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<td>P/Stf/C Luther C. Abel, SN</td>
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<td>Robert “Bob” Hastie, SN</td>
<td>Tybee Light/26</td>
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<td>P/C Richard G. Smith, AP</td>
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<td>P/C Vance “Randy” White, AP</td>
<td>San Luis Rey/28</td>
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<tr>
<td>P/D/C Reinaldo Roman, JN</td>
<td>Carolina/33</td>
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Arnold Joseph Medalen
March 22, 1949–April 11, 2017

Arnold Medalen began writing articles about stargazing for The Ensign magazine in 1997, first as Modern Navigator and later as the Stargazer. In the 20 years he wrote for The Ensign, Arnold provided readers with a regular source of stargazing information and inspiration. He will be greatly missed.

Arnold leaves behind Patricia, his wife of nearly 47 years; his daughter, Shelly; two grandchildren, Josephine, 7, and Kenneth, 5; and two brothers, Charles of Riverside, California, and John of Campbell, California.

Arnold and Patricia met as teenagers on a blind date and were inseparable from that point on. They married on July 10, 1970. Arnold received his Bachelor of Science degree in biology the following June, and their daughter, Shelly, was born that September.

Not long after graduating, Arnold began working for E&J Gallo Winery as a lab tech and finished his 33-year career with Gallo as a senior winemaker.

In retirement, Arnold became a substitute teacher for the Sylvan School District in Modesto, California, teaching middle school math and science.

An avid boater, Arnold joined California’s San Joaquin Delta Power Squadron in 1986. In 1997 Arnold was awarded Boater of the Year for his contribution to safe boating education.

After selling their boat, Arnold and Patricia decided to try RV-ing. They purchased a 40-foot Monaco Windsor and took many trips, making sure to plan one big trip each year with granddaughter, Josephine. Together, Arnold, Patricia, Josephine, and Purcy the cat visited Yellowstone, the Black Hills of South Dakota, Mount Rushmore, and planned to travel to the Grand Canyon this summer.

Through his column, Arnold shared his love of astronomy with members for two decades, and we hope that when you view the total eclipse this August or anytime you look up at the stars, you will take just a moment to remember his contributions to United States Power Squadrons.

Farewell, Stargazer

TOTAL SOLAR ECLIPSE TO THROW SHADE ON U.S.

Nature’s most dramatic phenomenon—a total solar eclipse—occurs on Aug. 21, 2017. The last total solar eclipse visible in the continental United States occurred on Feb. 26, 1979, nearly four decades ago. The last solar eclipse with totality visible across the continental U.S. occurred 99 years ago.

Totality covers a 70-mile-wide path, making landfall on the northern Oregon coast at about 10:15 a.m. PDT and moving offshore in South Carolina at 2:48 p.m. EDT. The longest duration of totality will be 2 minutes 40.2 seconds in southern Illinois, near Carbondale.

The beginning of the eclipse, called “first contact,” starts more than an hour before totality when the moon’s edge first appears to touch the sun’s edge. “Second contact” occurs when the moon just covers the sun, which lasts until the sun begins to uncover at “third contact.” At “fourth contact,” the last portion of the sun is uncovered, and the eclipse is over.

To see if your location will be in the path of totality, important safety information and much more, visit eclipse2017.nasa.gov.

Don’t despair if you’re not in the path of totality. The continental U.S. will see at least a 55 percent eclipse, which is an experience you’ll always remember.

–Arnold Medalen
## DATES TO REMEMBER

### July 2017

On July 3, Earth’s elliptical orbit around the sun reaches aphelion, its greatest distance from the sun for the year. Despite being farther away during summer, the Northern Hemisphere is tilted 23.5 degrees toward the sun and receives greater direct solar radiation. Tilted away from the sun during winter, the Northern Hemisphere receives less direct solar radiation despite being closer.

1. **Jupiter** is less than 1 fist-width to the moon’s lower right at sunset. **Spica** is 3 finger-widths to the lower left. **Arcturus** is 2½ fist-widths above the moon.

2. **Saturn** is only 1 fist-width to the moon’s lower right this evening. The moon is at **apogee**, 63.65 Earth-radii away.

3. **Mercury** is at its **greatest elongation**, 27.2 degrees east of the sun, low in the west at dusk. Much dimmer **Regulus** is 2 finger-widths to the right.

4. **Venus** is less than 2 finger-widths to the thin crescent moon’s upper left. If conditions are right, you may be able to see Venus after sunrise. At mid-day, look for Venus 2 finger-widths to the moon’s upper right. Binoculars will help.

5. **Earth** is at **aphelion**, 1.01668 AU from the sun.

6. **Saturn** is only 1 fist-width to the moon’s lower right, and **Saturn** is a little more than 1 fist-width to the lower left.

7. **Venus** is less than 2 finger-widths to the thin crescent moon’s upper left. If conditions are right, you may be able to see Venus after sunrise. At mid-day, look for Venus 2 finger-widths to the moon’s upper right. Binoculars will help.

8. **At dawn**, the bright star 2½ fist-widths to the moon’s upper right is **Altair**, in the **Summer Triangle**. Following the same line 3½ fist-widths beyond Altair takes you to another star of the Triangle, **Vega**. The final star of the Triangle is **Deneb** 2½ fist-widths above Vega.

9. **Before first light**, the bright star 2 fist-widths below the moon is **Fomalhaut**.

10. The **Pleiades Cluster** is just above the moon before dawn. **Aldebaran** is 4 finger-widths to the moon’s lower left and brilliant **Venus** is another 3 finger-widths beyond Aldebaran.

11. **Venus** is less than 2 finger-widths to the thin crescent moon’s upper left. If conditions are right, you may be able to see Venus after sunrise. At mid-day, look for Venus 2 finger-widths to the moon’s upper right. Binoculars will help.

12. **The equation of time** reaches a shallow minimum of -6.54 minutes. In conjunction, **Mars** passes on the opposite side of the sun as Earth. We will not see Mars again until it emerges from the sun’s glare in September’s predawn skies.

13. **Jupiter** is a little more than 1 finger-width to the moon’s lower right at sunset. **Spica** is 4 finger-widths to the lower left.

14. At dusk, **Antares** is less than 1 fist-width to the moon’s lower right, and **Saturn** is a little more than 1 fist-width to the lower left.

15. **At dusk**, **Mercury** is 2½ finger-widths to the moon’s upper left. **Regulus** is less than 1 finger-width to Mercury’s upper left.

16. **Spica** is 4 finger-widths to the moon’s lower right this evening.

17. **Jupiter** is to **Spica’s** upper right.

18. **Mercury** is at its **greatest elongation**, 27.2 degrees east of the sun, low in the west at dusk. Much dimmer **Regulus** is 2 finger-widths to the right.

19. The **Pleiades Cluster** is just above the moon before dawn. **Aldebaran** is 4 finger-widths to the moon’s lower left and brilliant **Venus** is another 3 finger-widths beyond Aldebaran.

20. **Venus** is less than 2 finger-widths to the thin crescent moon’s upper left. If conditions are right, you may be able to see Venus after sunrise. At mid-day, look for Venus 2 finger-widths to the moon’s upper right. Binoculars will help.

21. **The moon** is at **apogee**, 63.65 Earth-radii away.

22. **Mercury** is at its **greatest elongation**, 27.2 degrees east of the sun, low in the west at dusk. **Venus** is another 3 finger-widths beyond Aldebaran.

23. **Mercury** is at its **greatest elongation**, 27.2 degrees east of the sun, low in the west at dusk. **Venus** is another 3 finger-widths beyond Aldebaran.

24. **Venus** is less than 2 finger-widths to the thin crescent moon’s upper left. If conditions are right, you may be able to see Venus after sunrise. At mid-day, look for Venus 2 finger-widths to the moon’s upper right. Binoculars will help.

25. **The moon** is 4 finger-widths to the upper left of **Mercury** and **Regulus**, which are separated by less than 1 degree.

26. **The equation of time** reaches a shallow minimum of -6.54 minutes. In conjunction, **Mars** passes on the opposite side of the sun as Earth. We will not see Mars again until it emerges from the sun’s glare in September’s predawn skies.

27. **Jupiter** is a little more than 1 finger-width to the moon’s lower right at sunset. **Spica** is 4 finger-widths to the lower left.

28. **At dusk**, **Mercury** is 2½ finger-widths to the moon’s upper left. **Regulus** is less than 1 finger-width to Mercury’s upper left.

29. **Spica** is 4 finger-widths to the moon’s lower right this evening. **Jupiter** is to **Spica’s** upper right.

30. **Mercury** is at its **greatest elongation**, 27.2 degrees east of the sun, low in the west at dusk. Much dimmer **Regulus** is 2 finger-widths to the right.
DATES TO REMEMBER

1 Magnitude 0.96 Antares, the heart of the Scorpion, is less than 1 fist-width below the moon low in the south at dusk. Magnitude 0.3 Saturn is ½ fist-widths to the lower left.

2 Saturn is less than 2 finger-widths to the moon’s lower left. The moon is at apogee, 63.51 Earth-radii away.

6 Rising a half hour before sunset, the moon forms a straight line with Altair, nearly 3 fist-widths above the moon, and Vega, another 3 fist-widths beyond Altair. These stars make up two-thirds of the Summer Triangle. The last star, Deneb, is about 2 fist-widths to Altair’s lower left.

7 A partial lunar eclipse is visible over much of Europe, Asia, Australia, Africa, Eastern South America, Antarctica, and the Pacific, Atlantic, and Indian oceans.

15 High in the south before first light, the Pleiades Cluster is 4 finger-widths to the waning crescent moon’s upper left. Aldebaran is 1 fist-width to the lower left.

16 Aldebaran is little more than 1 finger-width to the moon’s upper right before dawn.

18 Magnitude 0.5 Betelgeuse is ½ fist-widths to the moon’s upper right. Magnitude 0.38 Procyon is the same distance below the moon. Magnitude -4.0 Venus is 4 finger-widths to the moon’s lower left, and magnitude 2.4 Capella is a little more than 3 fist-widths to the moon’s upper left. The moon is at perigee, 57.40 Earth-radii away.

21 A total solar eclipse occurs across the United States, with totality covering a 70-mile-wide path from northern Oregon to South Carolina. Do not look directly at the eclipse.

24 Low in the west as darkness falls, Jupiter is less than 4 finger-widths to the waxing crescent moon’s upper left. Spica is 2 finger-widths to Jupiter’s lower left.

25 Spica is less than 3 finger-widths below the moon this evening. Jupiter is a little closer to the moon’s lower right.

26 Mercury is at inferior conjunction, passing between Earth and the sun, just 0.625 AU from Earth.

29 Saturn is 3 finger-widths to the moon’s lower left at dusk. Antares is 1 fist-width to the lower right.

30 The moon has moved to Saturn’s upper left and is at apogee, 63.39 Earth-radii away.

August 2017

A total solar eclipse occurs across the United States on Aug. 21. It’s the first total solar eclipse visible from the continental United States in nearly four decades. Totality covers a 70-mile-wide path, making landfall on the northern Oregon coast at about 10:15 a.m. PDT, traveling through the heartland and moving off the South Carolina coast at 2:48 p.m. EDT.
September 2017

Before dawn on the 17th, the waning crescent moon is 3 finger-widths above Venus, Regulus is just below Venus, and Mars and Mercury lie beyond Regulus. On the 18th, the moon slides past Venus and Regulus and lies between Regulus and Mars. On the 19th, Venus moves to less than ½ finger-width above Regulus. The next morning Venus slides to the lower left of Regulus. Binoculars will help.

○○ use binoculars

DATES TO REMEMBER

1 The equation of time is zero.
2 The bright star 3 fist-widths above the moon is magnitude 0.93 Altair.
11 High in the south before first light, the Pleiades Cluster is 1 fist-width above the moon. Aldebaran is ½ fist-widths to the left.
12 At its greatest elongation west, Mercury is 17.9 degrees from the sun and rises ½ hours before sunrise. Aldebaran is less than ¼ finger-width to the moon’s left before first light. The moon occults Aldebaran shortly after sunrise. ○○
13 Orion lies to the moon’s lower right this morning. The constellation’s brightest star, magnitude 0.5 Betelgeuse, is 1 fist-width below the moon. The moon is at perigee, 57.99 Earth-radii away.
15 The Gemini Twins, Pollux and Castor, are 1 fist-width to the moon’s upper left. Pollux is the brighter of the two. Procyon is a little more than 1 fist-width to the moon’s lower right.
17 Low in the east before first light, the waning crescent moon is 3 finger-widths above Venus. Regulus is just below Venus. Mars and Mercury lie beyond Regulus. ○○
18 The moon slides past Venus and Regulus and lies between Regulus and Mars. ○○
19 Magnitude -4.0 Venus is less than ½ finger-width above magnitude 1.4 Regulus.
20 Venus slides to Regulus’ lower left this morning.
21 Look low in the west as the sky darkens this evening. Magnitude -1.7 Jupiter is 2 finger-widths to the left of the thin crescent moon. ○○
22 Jupiter is to the lower right of the moon this evening. Autumn begins in the Northern Hemisphere at 4:02 p.m. EDT as the sun crosses the celestial equator from north to south.
25 Antares, the heart of the Scorpion, is 4 finger-widths below the moon this evening. Saturn is 1 fist-width to the left.
26 Saturn is 1 finger-width below the moon this evening.
27 The moon is at apogee, 63.40 Earth-radii away.
Quick Picks

7 Steps to Successful Boat Docking
Ronald Redmond and Katherine Giampietro
Sea Search

Company, $14.99

Organized by engine configuration, this book covers docking bow in, stern to, and side tie with wind on the bow, stern and side. Other factors impacting docking are thoroughly discussed, as is undocking. Skill drills are included. I highly recommend this book for every boater. –Biff Matthews

No Swimming
R. Anton Hough
Infinity Publishing, $14.45

In this sequel to “Halcyon Fury,” Larry Griffin introduces fatally toxic transgenic freshwater jellyfish he created into a Michigan lake. While Paul Tyson helps authorities stem the spread, Griffin plants incriminating evidence in Joan Brockton’s lab. Retired biology professor Tony Hough’s well-written novel is hard to put down. –Peter Hames

Tugboats Illustrated
Paul Farrell
WW Norton, $50

This beautifully illustrated book follows the tugboat’s development from a steam-powered contraption to today’s Z-drive. Various types of tugboats and their uses are covered in great detail. Although lacking an index, this excellent book would make a great gift for a friend or a ready reference on your bookshelf. –C. Henry Depew

Doable dreams

Written by cruising boaters for cruising boaters, this book is the bible for extended cruising with children. The book begins with voyage preparation, including functional planning as well as physical and mental preparation. It presents solutions to practical and emotional concerns throughout the journey. The book finishes with a discussion of the journey’s culmination, including transitioning back into landlubberly life.

The adventures and misadventures are entertaining, and the authors and contributors offer their personal pros and cons of cruising with children. Particularly helpful are the insights of children, now young adults, who participated in their parents’ dreams of blue-water cruising.

Whether you’re thinking of cruising with children for three weeks or three years, I highly recommend this practical and entertaining book. –Biff Matthews

Stalwart mariners

This book is about U.S. merchant mariners in World War II, focusing on men from Mathews County, Virginia, which sent an unusually large number of merchant mariners into the war.

While we hear about the experiences of seven brothers and their neighbors, this story is about the heroic work and sacrifices of all who sailed aboard merchant vessel throughout the war.

The book is well researched and documented and includes a comprehensive index. Maps and pictures show the conditions and dangers these merchant mariners faced. One map shows 63 vessels that were damaged or sunk while manned by men from Mathews County during the war.

William Geroux does an excellent job of telling the story using firsthand reports, interviews with survivors, diaries and letters. I highly recommend this book as a resource, particularly for those interested in the logistics of war. –C. Henry Depew

Wonders of wayfinding

George Michelsen Foy’s interesting book has three storylines: how humans navigate, Global Positioning Systems and his great-great-grandfather’s shipwreck.

We navigate from room to room at a basic level using clues and mental pathways, while a GPS receiver calculates position by comparing times from at least three satellites. Research shows using traditional navigational techniques results in a larger hippocampus in the brain.

To better understand how the Stavanger Paquet, captained by Helvor Mickelsen, lost its way during a snowstorm off Norway, Foy takes a similar trip aboard his sailboat from Cape Cod to Maine, practicing long-unused navigational skills.

A stark research finding Foy notes is that people who consistently employ stimulus-response behavior in navigation (GPS users) suffer a measurable loss of grey matter in the hippocampus.

I highly recommend this excellent book. –Bruce Albertson

Books not sold through USPS. Check with publishers for purchasing information.
A day on the lake
Members answer a distress call on Lake Mohave
By Andy Pensavalle

Phoenix Sail & Power Squadron members met at Lake Mohave for a weekly get-together on a beautiful day with clear skies and no wind. The summer crowds had disappeared, and although the lake had dropped and some beaches were mud bogs, everyone had enough flat warm sand to set up chairs. A series of fast sequential horn blasts interrupted our quiet respite. An island obscured our view of the main lake. After moving her vantage point, Barb Accardo saw smoke coming from a runabout dead in the water in the middle of the lake.

Mike Accardo tried to raise the National Park Service on his radio, but his signal wasn’t going out due to our position. In the meantime, Joe Weller cleared his mooring lines from the beach while Sharon Weller and I climbed onboard. When we made it to the boat in distress, smoke billowed from the starboard rear area, and people were already in the water.

We later found out that they were experienced boaters who had been visiting the area for many years. The skipper and his wife had the presence of mind to empty a cooler they had on board and fill it with valuables and other items that needed protection from the water. They took the cooler with them as the crew abandoned ship and worked at getting as far as they could from a possible explosion.

Another boat joined us. The good people onboard had been renting a ski boat for the day when they heard the alarm. They picked up two of the passengers in the water and took them to shore. We picked up the skipper and his wife along with the valuable cooler.

In the meantime, one of the passengers and another couple back at our beach contacted 911, which dispatched a park ranger. Since we had the bigger boat, we took everyone from the crippled boat back to the marina where they could make arrangements. While in route, we flagged down the park ranger’s boat as it left the marina. The disabled boat’s skipper got on the ranger’s boat. They made their way back to the runabout, which was no longer smoking, while we dropped off the rest of the party at the marina.

Everyone was safe thanks to quick reactions by the victims and their rescuers. Time and circumstances didn’t allow us to exchange contact information, but we made sure they knew that members of United States Power Squadrons had come to their rescue.

Even though I consider myself to be a trained and experienced recreational boater, I learned a couple of lessons from this experience:

> I’m going to get a good portable air horn. I doubt that the “toot, toot” horn on my boat would ever be heard over a long distance.

> Regardless of the time I intend to spend on the water or the distance I plan to travel, I will always have my radio installed.

> I’m going to get the largest waterproof box I can find and make it permanent equipment on my boat, although I don’t know where I will store it. Gee, I guess I’ll have to get a bigger boat.

A past commander of Lake Mohave Power Squadron/28, Andy Pensavalle is a member of Phoenix Sail & Power Squadron/28. He and his wife, Linda, enjoy day outings with friends aboard their 19-foot pontoon boat on Lake Mohave in the Lake Mead National Recreation Area.
Need a PIN?
Q: Where do I find my personal identification number, or PIN, for logging in as a member to usps.org.
A: When you received your membership card, your PIN was printed on the flier attached to the card. If you can’t find that mailing, call 888-367-8777 ext. 0 for assistance.

FedEx Office account
If your squadron commander hasn’t signed up for a FedEx Office account, encourage him or her to do so. Once FedEx approves the account and assigns a number, all squadron members can use that number to get discounts on FedEx Office products. For more information, go to bit.ly/USPSFedEx.

Bellingham members have fun at camp
District 16’s Bellingham Sail & Power Squadron Camp Sucia Rendezvous Aug. 5–7 in Fossil Bay, Washington, had something for everyone. Boats began arriving on Thursday morning to get a choice spot on the docks. A few folks who didn’t want it to end stayed until Monday.

The rendezvous officially kicked off Friday night with “docktails,” where members caught up with old friends and made new ones. Fifteen boats with more than 30 participants made their way to the event, including good friends from Langley Power & Sail Squadron of Canadian Power and Sail Squadrons.

Saturday morning, early risers got a breakfast of muffins, bagels, fruit and granola. A half dozen folks headed off on an hour-long, mostly uphill Fitbit Fun Walk across the island, which was followed by a Camera Scavenger Hunt and a line-tossing skills practice.

Graham Hunter and Deborah Frost led a great seminar on calculating the best time to transit passages and narrows. The instructors used Swinomish Channel and Malibu Rapids as examples, and participants used “Ports and Passes” as the reference guide to make their calculations.

The day ended with a potluck dinner and Nautical Pictionary by a bonfire.

After breakfast Sunday, folks headed home or off on their next adventure.

–Michael Guelker-Cone

Potluck dinner at Camp Sucia Rendezvous
Camp Sucia participants include members of District 16’s Bellingham Sail & Power Squadron and Canada’s Langley Power & Sail Squadron.

Bellingham_0001_etc. Camp Sucia participants include members of District 16’s Bellingham Sail & Power Squadron and Canada’s Langley Power & Sail Squadron.

Bellingham_0002_etc. The Fossil Bay dock, Sucia Island

Bellingham_0003_etc. Potluck dinner at Camp Sucia Rendezvous

Bellingham_0004_etc. Commanders Erik Senuty of Bellingham Sail & Power Squadron and Bob Stone of Langley Power & Sail Squadron.

The Fossil Bay dock, Sucia Island
District 9’s Birmingham Power Squadron North Channel Yacht Club Rendezvous began on a Friday afternoon with arriving boats, cars and the Fin Runner ferry. At the dock, Tony Simion lowered the stress level of arriving captains by helping them find their slips and tie up.

Once everyone had arrived, we met at the clubhouse for dinner. Thunderstorms, high temperatures and humidity were forecast for Saturday. The day began to heat up quickly with a fair amount of humidity, but then as if by magic the humidity dropped, and the wind picked up, bringing in cool air and a fabulous dry summer-like day.

Following breakfast, Tom Smith led the Emergencies on Board Seminar at the yacht club facilities. After lunch some of us who had brought dinghies went off to explore the surrounding flats. It doesn’t get much better for dinghy nuts.

After dinner Saturday evening, we made time for some serious socializing with fellow boaters. My wife, Mary, pulled together a few snacks, and what started out as a small gathering in the cockpit of *Simpatico* somehow turned into a full-blown party. The mosquitoes made an unwelcome appearance at 9:45 p.m. to shut down the fun.

We woke Sunday morning feeling refreshed with noticeably cooler temperatures and a fresh north-northwest breeze. After breakfast, we readied boats for departure and reflected on our near-perfect weekend rendezvous. One of the many benefits of United States Power Squadrons, events like this one provide education, social interaction and camaraderie for all members. –Greg Allen

A meeting of minds

In January 2017, 54 people from the eight squadrons in District 23 met at the Arc of Volusia in Daytona Beach, Florida, to discuss boater safety courses, advanced boater education and squadron activities. District Commander Mark Adams led the meeting, which included workshops for leadership, education, administration and financial activities. –Donald Roman
I

January 2017, 54 people from the eight squadrons in District 23 met at the Arc of Volusia in Daytona Beach, Florida, to discuss boater safety courses, advanced boater education and squadron activities. District Commander Mark Adams led the meeting, which included workshops for leadership, education, administration and financial activities.

–Donald Roman

Ray Boller started a Squadron Emergency Response Assistance Team for Waukegan Sail & Power Squadron in District 20 last year. The idea behind SERAT was for squadrons to assist local police and fire departments during on-water emergencies, where they may lack sufficient resources.

SERAT also comes in handy for planned events like the Pepsi Tall Ships Chicago event held at Navy Pier July 27–31, 2016.

The U.S. Coast Guard was looking for support boats to assist in patrolling in and around Navy Pier as the tall ships arrived during the parade of sail. Partner Relations Committee Chair Shirley Heald contacted District 20, who in turn reached out to Boller about using the squadron’s SERAT unit to assist.

Boller assembled a crew, and his boat was initially supposed to lead the parade of tall ships and carry press photographers. However, with more than 20 photographer requests, Tall Ships America gave Boller’s boat a free-roaming photographic platform.

“We were assigned a pier location on Navy Pier before traveling to Chicago,” Boller said. “So after the briefing, we had lunch on the boat and waited for our first photographers. … We were given a special yellow flag to fly and given permission to travel freely—even cross between ships during the parade.”

–Mike Ludtke

SERAT lends a hand to Tall Ships Chicago

When we join United States Power Squadrons, we pledge to “render assistance whenever possible.” For the members of District 26’s North Strand Sail & Power Squadron, this doesn’t just mean “on the water,” it means “under water” and “on land” as well.

A week after Hurricane Matthew hit the Southeast, the rising Waccamaw River flooded the home of Past Commander Bob Candiano and his wife, Jane, which backs up to the river.

On a Saturday two weeks after the hurricane, more than 30 squadron members plus family and friends came together to help Bob and Jane pack and move everything out of their home, tear out sodden carpets, and remove ruined drywall and insulation. In addition, many squadron members donated money as well as their time, and we raised $866 to help them purchase materials to rebuild their home.

Boating friends are special, and it sure feels good to work together for a cause like this. As our motto says, “Come for the education … Stay for the friends.” Friends don’t get any better than this.

–Joanne Jenkins

Weathering storms together
Charting a course for success

South Florida’s Sebastian Inlet Sail & Power Squadron in District 8 won the Prince Henry the Navigator Award for the fifth consecutive year. Squadron members fondly refer to the alabaster statue of Prince Henry as “Hank” and gave him his own name tag.

–Marnie Sullivan

Salmon fishing with veterans

Friday Harbor Power Squadron members Susan Ley and Commander Ann Einboden, in red vests, pose with two veterans who fished on their all-woman boat for the Roche Harbor Classic Salmon Derby last January. Each year, Roche Harbor Resort and Island Boat Rentals sponsor four veterans, providing the boat, all fishing gear, meals and lodging.

Chill out

Members of Northern Michigan’s Tip of the Mitt Sail & Power Squadron in District 9 sailed aboard U.S. Coast Guard Cutter Mackinaw WLBB-30 in March, as it broke ice from the St. Marys River to Lake Superior’s Whitefish Bay between Michigan’s Upper Peninsula and Ontario, Canada.

Mark Gill, from USCG Sector Sault (Soo) Vessel Traffic Service said, “We count squadron members amongst our team of Great Lakes warriors. The great work you do in the name of volunteerism is tremendously important to the Great Lakes. We thank you for your service.”

–Michael A. LeButt
Delightful Dallas

2017 Governing Board Meeting

District 21 invites you to enjoy all the Dallas-Fort Worth area has to offer. An area rich in history, Dallas, Texas, offers an abundance of diversions to keep you busy with beautiful museums and galleries, the Dallas Arboretum and Botanical Garden, the Arts District, the Stockyards, music festivals, great restaurants, and excellent shopping at the Galleria.

From our Governing Board Meeting base at the Hilton Dallas Lincoln Centre, you are a complementary shuttle ride away from the small town of Addison, Texas, with its down-home feeling. A variety of restaurants in all price ranges will delight a variety of palates: American, Tex-Mex, Asian, Italian, international, seafood, pub fare and vegan options abound. While there, enjoy the multitude of shops, and

• visit Village on the Parkway, a venue with upscale dining, entertainment and shopping located in a beautifully landscaped setting;
• enjoy the comedic talent at Addison Improv Comedy;
• sing along at Pete’s Dueling Pianos;
• enjoy classic and contemporary entertainment at WaterTower Theatre;
• browse the Mary Kay Museum, which recognizes the accomplishments of this remarkable woman who created a cosmetics empire; and
• tour the Cavanaugh Flight Museum and enjoy its collection of 20th century aircraft and memorabilia.

Come and enjoy all the “Big D” has to offer! You’ll have a great time in Texas!

Uniforms

Monday through Thursday, casual, logo shirts, western wear or appropriate attire.
Friday, Uniform T for tropical shirts
Saturday, Uniform G, short sleeve; Saturday night, western wear or appropriate attire

ACCOMMODATIONS

Our meeting hotel is the Hilton Dallas Lincoln Centre, 5410 LBJ Freeway, Dallas, TX 75240. Call 972-934-8400 or reserve online at usps.org/php/reservations.
Our room rate is $135 plus tax.

TOURS & EVENTS

We’ve planned tours Tuesday, Wednesday and Thursday; check out the meetings website at usps.org/php/reservations for details and to register. Some highlights include Thursday night dinner and “An Evening with Frank and Liz” with performances by Tribute Masters. Then on Saturday evening, don your western wear and kick up your heels to the big band sound of the Nobles of Note. Take advantage of early bird pricing for meals and tours in effect until July 24, 2017.

To make activity and room reservations, visit usps.org/php/reservations.
“Sunset and evening star
And one clear call for me!
And may there be no
moaning of the bar,
When I put out to sea ...”
—Alfred, Lord Tennyson

Anthony Albanese, AP
Great South Bay (NY) Squadron/3
3 mm

Joan Aubrey
Palm Beach (FL) Squadron/8
3 mm

Daniel M. Baker III
Pittsburgh (PA) Squadron/7

P/C Fred Brauning, AP
Grosse Pointe (MI) Squadron/9
Life Member, 38 mm

P/C Richard W. Brune, SN
New Orleans (LA) Squadron/15
Senior Member, 22 mm

Kay A. Buschle
Syracuse (NY) Squadron/6
Senior Member, 23 mm

P/C Kenneth B. Campbell, JN
South Hills (PA) Squadron/7
Life Member, 37 mm

P/C Jerome W. Catalano, AP
Cleveland (OH) Squadron/7
Life Member, 41 mm

P/D/Lt/C Richard E. Clemm, AP
Peace River (FL) Squadron/22
Life Member, 34 mm

P/C James W. Cooke Jr., P
Fort Myers (FL) Squadron/22
Senior Member, 23 mm

P/C Claude W. Cooper, AP
Cape Fear (NC) Squadron/27
Life Member, 28 mm

Barbara B. Coughlin, S
Stamford (CT) Squadron/2

Lt David L. Craft
Oyster Bay (NY) Squadron/3

P/C James C. Crane, JN
Bellingham (WA) Squadron/16
Senior Member, 8 mm

P/C John William Critzer, AP
Findlay (OH) Squadron/29
Senior Member, 18 mm

P/Lt/C Jessie J. Cudney, P
Cape Lookout (NC) Squadron/27
Senior Member, 16 mm

P/C Janet Curle, SN
Grosse Pointe (MI) Squadron/9
Senior Member, 24 mm

Helen B. Dewalt
St. Petersburg (FL) Squadron/22

P/C F. Joseph Dunn, SN
Huntsville (AL) Squadron/17
Senior Member, 16 mm

P/C Maurice H. Forbragd, SN
Fort Walton (FL) Squadron/15
Life Member, 33 mm

P/Lt/C Peg Furey, S
Point Wilson (WA) Squadron/16
1 mm

John H. “Jack” Glasser, AP
Detroit (MI) Squadron/9
Senior Member, 20 mm

P/D/C Eugene Grant, JN
Central Florida Squadron/23
Life Member, 44 mm

P/C George O. Gregg, AP
Agate Pass (WA) Squadron/16
Senior Member, 18 mm

P/Lt/C Joanna C. Groves, AP
Everett (WA) Squadron/16
Senior Member, 7 mm

D. Patricia Haac
Wilmingion (DE) Squadron/5

David T. Heim, AP
Patchogue Bay (NY) Squadron/3
3 mm

Paul K. Heim, SN
Fort Macon (NC) Squadron/27
Senior Member, 13 mm

P/C Robert E. Jelinek, SN
Lake Norman (NC) Squadron/27
Senior Member, 14 mm

P/C Robert H. Johnson, AP
Agate Pass (WA) Squadron/16
Life Member, 47 mm
“Sunset and evening star
And one clear call for me!
And may there be no
moaning of the bar,
When I put out to sea …”
—Alfred, Lord Tennyson

Jacqueline M. Judah, P
Lower Rio Grande Valley (TX) Squadron/21
Life Member, 25 mm

Marcia Kieser, P
Miles River (MD) Squadron/5
3 mm

Jerry A. King
San Diego (CA) Squadron/28

Scott L. Krawchuk, P
Great South Bay (NY) Squadron/3
4 mm

P/C Karl L. Larson, SN
Minnetonka (MN) Squadron/10
Life Member, 42 mm

P/Lt/C William Roger Lesnewski, SN
North Strand (SC) Squadron/26
Senior Member, 16 mm

P/C Dennis J. McHugo, JN
Tacoma (WA) Squadron/16
Life Member, 41 mm

P/C Arnold J. Medalen, SN
Diablo (CA) Squadron/25
Life Member, 29 mm

William R. Mershon, JN
Newport (RI) Squadron/14
Life Member, 32 mm

Lt Morry Miller, P
South Hills (PA) Squadron/7
Senior Member, 9 mm

P/C Jay R. Minshall, AP
Wilmington (DE) Squadron/5
Emeritus Member, 57 mm

P/Lt/C George F. Muller, SN
Smith Mountain Lake (VA) Squadron/5
Life Member, 43 mm

P/D/C William F. Mullin, AP
Lake Hartwell (SC) Squadron/26
Life Member, 28 mm

P/C Ronald E. Murphy, AP
Nansemond River (VA) Squadron/5
Senior Member, 20 mm

Doris Parry, P
Greenwich Bay (RI) Squadron/14
Senior Member, 13 mm

Dolores R. Partie
St. Petersburg (FL) Squadron/22
Senior Member, 9 mm

P/C Josiah F. “Jess” Reed Jr., AP
Montgomery (AL) Squadron/17
Life Member, 35 mm

Terry Rogers
St. Petersburg (FL) Squadron/22
1 mm

P/Lt/C Kenneth Eugene Shaver, JN
Point Wilson (WA) Squadron/16
Senior Member, 21 mm

Gregory A. Shekita, P
Lake Norman (NC) Squadron/27
4 mm

Lt/C Adrienne E. Slaymaker, AP
Sable Point (MI) Squadron/9
Senior Member, 24 mm

P/D/C Richard N. Spurr, SN
Chicago (IL) Squadron/20
Life Member, 35 mm

P/D/C Richard “Dick” Stablein, SN
Kansas City (MO) Squadron/30
Life Member, 31 mm

P/C Raymond E. Stern, AP
Banana River (FL) Squadron/23
Life Member, 40 mm

Lloyd W. Stover, JN
Minnetonka (MN) Squadron/10
Senior Member, 19 mm

Lt Raymond S. Sullivan, P
Sebastian Inlet (FL) Squadron/8
Senior Member, 18 mm

Robert B. Townsend, S
Marco Island (FL) Squadron/22

Adelia H. Trabona, P
Dundalk (MD) Squadron/5
Senior Member, 17 mm

Lt/C Joanne E. Van Ameyden, AP
Sable Point (MI) Squadron/9
Life Member, 25 mm

P/C Alison A. Varian, P
New Haven (CT) Squadron/1
Senior Member, 13 mm

P/R/C Alfred A. Volkmann, SN
Banana River (FL) Squadron/23
Life Member, 49 mm

Evelyn Weaver, P
Agate Pass (WA) Squadron/16
Senior Member, 5 mm

Earl Gary Wertz, N
Patchogue Bay (NY) Squadron/3
Senior Member, 9 mm

P/C James D. Williams, P
Potomac River (MD) Squadron/5
Life Member, 30 mm

Renee Williamson, JN
St. Louis (MO) Squadron/30

P/C Edward Wray, AP
Great South Bay (NY) Squadron/3
Life Member, 46 mm

William A. Yates Jr., JN
Annapolis (MD) Squadron/5
Life Member, 26 mm

MERIT MARK AWARDS
Senior Member, 5 merit marks
Life Member, 25 merit marks
Emeritus Member, 50 merit marks

HOW TO SUBMIT
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MISCELLANEOUS

BOATING ACCIDENT ATTORNEY Tim Akpinar handles boating accidents and other maritime law throughout the entire United States, including salvage, injury, property damage, contract, warranties. www.mycounsel.us 718-224-9824 timakpinarlawoffice@verizon.net

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Scavenger hunt for boaters

If you can’t get on the water or are looking for a land-based activity, you might enjoy participating in the Cooperative Charting geodetic marks recovery program. Geodetic marks come in two types: horizontal reference and vertical reference. You can find the bronze discs, roughly 3 inches in diameter, firmly embedded in concrete, bedrock, or on long rods driven into the ground. There are 1.2 million survey discs nationwide.

Geodesy, the science of measuring and monitoring the size and shape of Earth and points on its surface, began in 1807 when President Thomas Jefferson ordered Ferdinand Hassler to survey the nation’s coastlines. Hassler realized that to survey the coast he had to create a reference system of survey points, each with latitude and longitude coordinates. Some 200 years later, Hassler’s system evolved into the National Spatial Reference System managed by the National Geodetic Survey.

Advances in GPS technology have made the horizontal reference marks less of a necessity in surveying; however, GPS cannot measure vertical elevations accurately so the vertical reference marks are still necessary for accurate surveying. For complete details, log in as a member at usps.org and visit the Cooperative Charting Committee website at bit.ly/CoopCharting.

By participating in the Cooperative Charting geodetic mark recovery program, you can perform a valuable public service while enjoying the companionship and fun of an off-water field trip.

—Ann Sudderth

It was the law of the sea, they said. Civilization ends at the waterline. Beyond that, we all enter the food chain, and not always at the top. —Hunter S. Thompson
Where away?

Email ensign@hq.usps.org by July 31 with the location depicted above for a chance to win a gift from the USPS Ship’s Store. We will choose a winner at random from all correct responses. Peter Hoogenboom and others were able to correctly identify the Spring 2017 location of Pine View Lake in Utah. The Ensign is always accepting new photos for Where away? Send your photos to the above email for possible inclusion in an upcoming issue!

TRANSOM TALES

While living in Denmark in the late 1970s, we often traveled between Zealand, the island where Copenhagen is located, and Funen, home of Hans Christian Anderson, aboard a car ferry named after a small, uninhabited island northeast of Funen. Like the ferry, our 1976 Balboa 8.2 sailboat is a little slab-sided and utilitarian, so we christened it ROMSØ. –Ron Schwiesow

We are as near to heaven by sea as by land. –Sir Humphrey Gilbert

My husband Glenn and I are proud members of Louisiana’s Lake Charles Sail & Power Squadron in District 21. We also belong to the Pelican Coast Parrot Head Club, the Jimmy Buffett fan club. Glenn’s “island name” is from a Buffett song, and we decided it was perfect for our boat, JollyMon. –Nancy Rogers
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