

United States Power Squadrons® is America's Boating Club®

the Ensign®

BOATING EDUCATION, FUN AND SAFETY

Winter 2019
theensign.org

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PLUS

Cruising around the Horn
Outfitting a small-boat toolkit
Exploring the Singing River





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It takes two

These **USPS-branded** Tervis Tumblers fit in most cup holders and are dishwasher- and microwave-safe. Enjoy carefree sipping with drinkware built to last a lifetime. Comes in a set of two 16-ounce tumblers. **\$28**



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Squadron volunteers heed the call to introduce the Ohio State University Naval Reserve Officers Training Corps midshipmen to Celestial Navigation.



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Winds of change



Craig D. Fraser
National Educational
Officer

Change is always hard, but we must embrace change to be the elite boating organization we were, are and always will be. We in the Educational Department have been moving through the winds of change and will continue holding our course pointed into the future.

We have changed the names of our advanced grade courses to be more descriptive of the course content. Seamanship is now Boat Handling, Piloting is now Marine Navigation, Advanced Piloting is now Advanced Marine Navigation, Junior Navigation is now Offshore Navigation, and the final advanced grade, Navigation, is now Celestial Navigation.

We will also be changing our courses to provide more modern content as well as modern course delivery. Change has already begun with our ad-

vanced grade courses, starting with the new Boat Handling course. Close behind, the Marine Navigation course will focus on electronic navigation. Both courses will provide their chapters as seminars, which can be taken as a whole course or as individual seminars.

The vision of e-books is now a reality. We have the Boat Handling course available in e-book format, with more courses following close behind. By providing e-books, we are focusing on the future with electronic course material while still providing traditional printed books for anyone who wishes to use them.

We must return to our roots and educate the boating public with on-the-water training. We have three great programs that embrace our on-the-water initiative: the Jump Start Program, the Boat Operator Certification Program and the ABC Learning Centers Program.

The Jump Start Program provides a framework for a squadron member to give one-on-one training to a member or nonmember student on the student's boat while offering a personalized, high-quality training experience.

The Boat Operator Certification Program recognizes the skills of America's Boating Club members at different levels of recreational boating proficiency.

Our most recent program, ABC Learning Centers, funded by a U.S. Coast Guard grant, will include three new learning centers across the country to train the non-member boating public.

While we navigate the winds of change, we embrace these pinnacle educational programs as we grow to meet the needs of the boating public today and into the future. ☼

v/c Craig D Fraser, SN

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WINTER REFUELING ADDENDUM

The recommendation to put fresh fuel into the tank to almost full when winterizing (Fall 2018, Shipshape, p. 13) needs correction when the fuel is gasoline.

No matter what the blend, gasoline expands when the temperature rises and contracts when the temperature falls. Moisture in external air drawn into the tank when the gasoline contracts condenses and drops to the bottom of the tank as water. Each expansion and contraction brings more fresh moisture-laden air into the tank if the boat/tank is near a moist environment. This cycle repeats itself over the winter until most of the gasoline has been displaced by water.

With fuel pickups at the bottom of most tanks, the engine can run only until gasoline in the fuel line is consumed, regardless of fresh gasoline put into the tank in the spring.

The recommendation should be to use all the fuel if possible before winterizing and add fresh gasoline in the spring after removing any water from the tank.

Diesel is not nearly as volatile and should not be affected. Pumping out the bottom of a diesel tank is always a good idea in the spring to remove any crud not caught by the filters.

—Walt Paul

MORE ON HITCH STANDS

The Fall 2018 issue of *The Ensign* featured a DIY article on constructing a trailer hitch stand (“Don’t rock the boat,” p. 13). This trailer hitch stand project shares many similarities with a design by Paul Esterle, boating writer and editor and 35-year member of Delaware’s Wilmington Power Squadron/5. Visit captnpauley.com to buy his book, “Capt’n Pauley’s Workshop,” which contains a detailed plan for a similar hitch stand as well as other practical boating tips and projects. Visit thevirtualboatyard.com for more media and tips.



HELP PROVIDE SAFE BOATING DATA

It may sound strange to put an app on your phone to provide information about your safe boating day until you realize that it can help us better understand events surrounding boating accident reports.

The app, called SOBOS (Self-Reported On-Water Boat Operator Survey) asks recreational boat operators to fill out a short (five- to 10-minute) anonymous survey and permit anonymous location captures during a short span of their next cruise.

The goal is to collect more information about normal non-accident based recreational boating to better understand recreational boating accidents and the methods for mitigating them.

SOBOS is a public health service project designed to reduce recreational boating accidents and fatalities by leveraging the power of social networking to examine recreational boating characteristics.

The SOBOS mobile tool collects

anonymous recreational boating data, including day, time, latitude/longitude, and boat speed, as well as the anonymous survey. The data is used to compare non-accident data with local recreational boating accident data, leading to safer recreational boating.

As a member of America’s Boating Club, your participation in this public service project will allow the collection of data from a portion of your next boating trip and a short survey. Your cellphone records the anonymous location data (waypoints) and appends the anonymous survey to each location, so record keeping is minimal. It’s an opportunity to enjoy being on the water while helping build the knowledge base of normal boaters’ activities.

The SOBOS app is available for both iPhone and Android phones. Download now and register to help the recreational boating community through this crowd-sourced effort. Visit sobos.org for more information or download the app from your phone’s app store.

—Robert Rayburn

CORRECTION

In an article in the Fall 2019 issue of *The Ensign*, “Kynoch Inlet” (p. 30), we incorrectly identified Steve Lorimer’s wife. His wife’s name is Cheryl.





Beckson Marine D-2 Baitwell Gravity Drain Assembly
\$22

beckson.com

Strain the drain

Made from durable, non-rusting synthetic materials, this drain assembly screens out debris using a specially designed cap with 72 angled drain holes to protect against clogs without restricting water flow. In addition to its use in gravity-fed baitwell drains, it's perfect for coolers, livewells, water tanks, and other marine, RV or residential applications. Easy to install, the assembly accepts standard ½-inch drainage hose.



Davis Instruments Prop Sox
\$9.99

davisnet.com

Hard to miss

An inexpensive set of three slip-on covers, Prop Sox protect most size sterndrive and outboard blades from road debris while towing. The sox also protect your legs, should you accidentally walk into the prop. Made from durable, bright-orange molded plastic, they have reflector hot-dots for maximum visibility. Slipped over each blade with the reflector facing out, the sox are then secured with a single cinch strap.

Trash butler

SeaSucker's Waste Band securely mounts to virtually any hard surface without drilling holes, holds a wide range of waste bag sizes and comes in large or small. Unlike common suction cups that begin to lose their seal as soon as they're applied, powerful vacuum mounts grab any clean non-porous surface. Waste Bands are built for extreme outdoor conditions. They have UV-stabilized components and boast stainless hardware.



SeaSucker Waste Band

\$80 for small,
\$135 for large
seasucker.com



Iosso Teak Cleaner
\$15.25 for 16-ounce jar
iosso.com

Teak tweak

This teak cleaner brightens in one easy step, restoring the natural beauty of all wood without harsh chemicals that harm the environment or the teak. It removes dirt, mildew, algae, oil stains and varnish yet is gentle on your skin. Mix with warm water until dissolved, apply to the wood, let stand for 10 minutes, scrub, and rinse with clean water.

The bucket stops here

The One Bucket System stores and organizes boat-cleaning products in one convenient, portable location while also functioning as a wash station. Made of durable molded plastic, the bucket has a nylon rope handle and two built-in measuring cups. A removable bucket grate sits at the bottom where dirt falls through, and a removable caddy helps you quickly remove everything from the bucket to use it. Sturdy enough to sit or stand on, a seat/lid securely snaps onto the bucket rim to keep the inserts and cleaning products in place.

Shurhold One Bucket System

Starting at \$49.98
shurhold.com



Currents

NEWS AND INFORMATION FROM AROUND THE BOATING WORLD



2019

Feb 17-23

Annual Meeting

Rosen Centre Hotel
Orlando, Fla.

Mar 24-27

IBWSS

Jacksonville, Fla.

May 18-24

National Safe Boating Week

Sep 8-16

Governing Board Meeting

Galt House
Louisville, Ky.

2020

Feb 9-16

Annual Meeting

Sawgrass Marriott
Golf Resort and Spa
Ponte Vedra, Fla.



Events like this Captree Sail & Power Squadron/3 raft-up go a long way in increasing member retention.

How to grow a squadron: Have a membership plan

New membership starts in the classroom, and retention continues every day. Captree Sail & Power Squadron/3 won the 2018 Member Involvement and Retention Award because of its membership plan. The squadron has proctors in classes and provides information about the benefits of being a member of United States Power Squadrons, America's Boating Club.

Retention is not a one-person job; it's the job of the whole squadron. Members like to see their names and pictures in print, so the squadron newsletter has articles with pictures about member activities.

New members receive a welcome letter from the commander along with a new member kit. They receive a squadron roster, a schedule of events, a nametag, squadron bylaws and more. Their birthdays and anniversaries are published in the newsletter.

Membership meetings have speakers on subjects of interest to squadron members. Meetings include a social time, and bridge members are assigned to the various tables. All members are asked to wear their nametags so that new members can get acquainted more easily. Stick-on nametags are provided.

The calling tree has been replaced by the email tree, but anyone who does not use email or want to receive email notices will receive a phone call.

District 3 also awarded the squadron its Ops Training Award and the ABC Class Award. The proof of the pudding for the membership plan has been 22 percent growth and 100 percent retention. —Bob Howd



#ICYMI

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

f Boat Live 365 is promoting new safe boating resources from U.S. Army Corps of Engineers courtesy of their Please Wear It campaign to promote life jacket wear among children and adults. bit.ly/pleasewearit

U.S. Army Corps of Engineers has launched a new water safety campaign, Please Wear It to increase awareness of the effectiveness of life jacket use in preventing drowning deaths. You can find resources on its website. pleasewearit.com

f North Olympic Sail & Power Squadron hosted the District 16 fall conference in October. bit.ly/2PtoHAs

f Lake Candlewood Power Squadron performed vessel safety checks at Pocono Marina. bit.ly/2PITTIH

f Capt. Richard Rodriguez gave a presentation about marine salvage to the **Bellingham Sail & Power Squadron**. bit.ly/2OweeGI

2018 Public Relations Awards

The annual Public Relations Awards recognize squadrons that have made extraordinary efforts in promoting the education and community service goals of United States Power Squadrons, America's Boating Club. The following squadrons won awards for 2018.

THE CHARLES F. CHAPMAN SCRAPBOOK AWARD

First place Peace River Sail & Power Squadron/22
Second place Lake Norman Sail & Power Squadron/27
Third place St. Lucie River & Power Squadron/8

THE CARL C. MAHNKEN COMMANDER'S AWARD

First place Greenwich Sail & Power Squadron/2
Second place Tybee Light Sail & Power Squadron/26
Third place Toledo Sail & Power Squadron/29

THE ROGER UPTON VIDEO AWARD

First place Staten Island Sail & Power Squadron/4
Second place St. Lucie River Power Squadron/8
Third place Akron Sail & Power Squadron/7

THE ROBERT A. GREEN PUBLIC SERVICE ANNOUNCEMENT AWARD

First place Long Bay Power Squadron/26
Second place Sebastian Inlet Sail & Power Squadron/8



STEVE ERICKSON

Chief Commander Gary Cheney and National Executive Officer Mary Paige Abbott present the Carl C. Mahnken Commander's Award to Greenwich Sail & Power Squadron. District 2 Commander Susan Darcy (center) accepts the award on behalf of the squadron.



2018 Youth Poster Contest

Winners of the 2018 Youth Poster Content were announced at the 2018 Governing Board in Minneapolis, Minnesota.

AGE 6-8

Finn M. <i>First place</i>	Berea Sail & Power Squadron/7
Lara Z. <i>Second place</i>	Atlanta Sail & Power Squadron/17
Chanson P. <i>Third place</i>	San Carlos Bay Sail & Power/22

AGE 9-11

Aiden A. <i>First place</i>	Northern Neck Sail & Power Squadron/5
Karl H. <i>Second place</i>	Lansing Sail & Power Squadron/9
Lilly B. <i>Third place</i>	Sandusky Power Squadron/29

AGE 12-14

Kessler Sophia B. <i>First place</i>	Charleston Sail & Power Squadron/26
Rachel N. <i>Second place</i>	Cape Lookout Sail & Power Squadron/27
Samantha S. <i>Third place</i>	Flint Sail & Power Squadron/9

USPS NEWS

Get to know the USPS Cooperative Charting Program

A nautical chart can be one of the most fundamental and important tools available to the mariner. Nautical charts depict the configuration of the shoreline and the layers of the sea-floor. Charts provide water depths and note the location of dangers to avoid, including locations and characteristics of aids to navigation, anchorages and other important features. Basically, charts tell us where we can go and where we shouldn't go.

An educated skipper knows that having an up-to-date chart on board is essential because buoys can change location or become "off station," and new obstructions need to be charted to help the boater avoid dangerous encounters. Today's modern mariner only needs to download these up-to-date charts, and the charts are free.

Since its inception in 1963, the Cooperative Charting Program of the United States Power Squadrons has been dedicated to maintaining accurate information for mariners. During the program's first year, members submitted 300 reports dealing with chart revisions. A few years later, the program was expanded to include U.S. Army Corps of Engineers' charts and charts produced by private companies so land-locked districts could participate. Over the past 50-plus years, more than 100,000 reports have been documented and submitted indicating that the Cooperative Charting Program is an active civic service enjoyed by USPS members.

Today, the program has changed considerably. Focusing our attention on reporting ATONs (aids to navigation) >>



>> that are greater than 150 feet off station, damaged or in deteriorated condition, we submit reports directly to the Coast Guard, which will issue a repair or replacement order. Standard Verification and Inspection Reports of local buoys are reported to the Cooperative Charting Committee in conjunction with our Honor Roll Awards Program. Recently, the new Bridge Inspection Program has members taking a second-look at local bridges and byways for the Coast Guard. Members report missing lights and signs and various navigable obstructions due to repair or construction efforts.

Furthermore, the Cooperative Charting Program includes an active Geodetic Program where members verify the accuracy of reference points established on Earth's surface by local, state and national agencies. Maintenance and preservation of these markers is of utmost importance to the National Geodetic Survey Division. Up to one million geodetic markers are registered on various databases in the United States. These valuable geodetic markers can be destroyed by new or reconstruction, roadway development, natural erosion and other causes. Our

job is to locate each of these markers, report their condition and any change in location to help others locate the geodetic marker in the future.

As in the past, USPS members continue to remain dedicated to the various Cooperative Charting Programs. Last year nine squadrons from seven districts reported 110 discrepancies in the Nautical Reporting Program. Equally successful, the Geodetic Program reported that 121 members from 32 squadrons in 13 districts reported 1,794 geodetic markers. Based on current reports, the 2018 the numbers will be even greater.

It's easy to become involved in the various Cooperative Charting programs, each offering an opportunity to encourage squadron and district participation on and off the water. Take a minute to explore our webpages. Log on to the United States Power Squadrons members' website at usps.org and click on the Executive Department to find the Cooperative

Charting webpages. You will find new and updated information concerning procedures and reporting documents for both Nautical and Geodetic programs. Contact your squadron, district or Cooperative Charting Program area representative for more details on how your squadron and district can share in this unique civic service. *-Thomas Peltier*





Wear your whistle

Attaching a sound-producing device to your life vest could save your life

By Elaine Keasey

Four longtime members of Everett Sail & Power Squadron/16 took a journey to northern British Columbia in summer 2016 to go fishing. Linda and Mike Martin drove their RV with their new tricked-out 12-foot skiff on top, and my husband, Ray Keasey, and I drove our RV two days to Tachick Lake, an hour west of Prince George. The sun came out, and the rain stayed away, but the winds weren't too cooperative. The guys fished to their heart's content, and we all had a good time, but that's not the story here.

On the second day, Mike and Ray were out trolling the lake. Mike thought he heard a noise. He looked around and saw nothing, so they fished on. After they returned to shore, we learned what Mike had heard was, in fact, a distress call.

A young couple and their Scotty, who had camped nearby, were out fishing in

their new canoe. It was only their second day in the vessel. The man hooked a fish. It felt like a good one. He stood up and began playing it. Everything was fine until the fish got closer to the boat. Fido heard the splashing and leapt to the side of the boat.

Over went the boat. The woman had her life jacket on, but the man scrambled to get his on with the dog clawing at his chest in panic. Finally, he secured his vest and calmed the dog. When they looked around, they could see no one, and they were too far from shore to swim. Their canoe and the gear had all sunk, so they had nothing to hold onto. They realized that they were four miles down lake from the resort and would have to rely on fishermen to save them. They began to holler, and scream and holler again, but no one could hear them. They waited and hollered some more.

This story could have had a tragic ending, but fortunately a local woman was on deck with her binoculars and noticed the commotion on the lake. She hailed help, and they were rescued. After more than an hour in the water, the couple and their dog were grateful to be back on dry land.

Later we realized that if the woman had had a whistle attached to her life jacket, Mike and Ray, who were near enough to have heard it, could have turned an hour in the water waiting for rescue into a matter of minutes.

So what did the story teach us?

- Wear your life vest.
- Don't stand in a canoe.
- Dogs aren't good fishing buddies.
- Wear your whistle. 🦢

Lifelong Seattle resident Elaine Keasey never learned to swim, so when she and her husband, Ray, got a boat, they took the basic boating course and joined Everett Sail & Power Squadron/16. They cruised Puget Sound and the Canadian Gulf in their Bayliner 28 with fellow squadron members until they sold it in 2002. Now owners of an 18-foot fishing boat, they are still active in the squadron, their second family. Elaine's article first appeared in the squadron newsletter, The Pike Pole.



BOTTOM LINE

Iosso Mold & Mildew Stain Remover

\$15.25 for 12 ounces

iosso.com

PROS

- ✓ Environment-friendly
- ✓ Works on many fabrics and surfaces
- ✓ Gentle on skin

CONS

- ✗ None

Stains be gone

Mold and mildew are a thing of the past thanks to this stain remover

By Craig Grosby

With so many mold and mildew stain removers on the market, you might wonder which one will do the best job with the least amount of effort.

I tested the Iosso Mold & Mildew Stain Remover on my boat, and I can tell you it works wonders. I had some old mildew stains on my captain's chair that I tried to remove with a multitude of products, but I was afraid to use a bleach or chlorine-based product. Darned if this mold and mildew stain remover didn't get it looking brand new again without the need for bleach.

As the label states, this stain remover works on mold, mildew, algae and leaf stains, bird droppings, food and drink stains, grease and oil, and more. The product is color-safe and may be used on fabric, vinyl, plastic, fiberglass, wood

and other surfaces. It doesn't contain bleach or chlorine and is biodegradable while being gentle on the skin.

The product comes packaged as a concentrated powder in four sizes: 1/2 ounce, 4 ounces, 12 ounces and 16 ounces. The 12-ounce container, which I tested, makes up to three gallons; one gallon covers 150 square feet. A small scoop is included for accurate measuring. One scoop makes one quart of solution. The directions are specific and should be followed carefully for best results. The white powder turns blueish when added to the recommended amount of warm water. You mix the solution until the blueish tint is gone. Only mix enough solution that you will use at one time. The tricky part is keeping the solution wet for the suggested 15 minutes for best results.

Although the product is gentle on skin, you should avoid contact with eyes and prolonged contact with skin, as indicated on the label. To be safe, I always use rubber gloves and eye protection when working with any chemicals. I recommend working in small areas at a time.

In my test trials, I used the product on vinyl, canvas, fiberglass and some pleather that was inside the cabin. In all cases the product completely removed the stains, mold, mildew and bird droppings. I also used it around my house as well, and it works better than any product I've used before.

Truthfully, I'm glad there's one more mold and mildew stain remover on the market. I plan on keeping this one in my arsenal of cleaning products. ☼

Craig Grosby recently moved from Fort Lauderdale to Pompano Beach and is enjoying the change of venue along with the challenge of navigating a new set of bridges to reach Hillsboro Inlet. The weather is great there this time of year.

Shipshape

ANSWERS, TIPS AND ADVICE TO HELP YOU GET THE MOST OUT OF THE BOATING LIFE

QUICK TIPS

Right? Right.

The rules of the road, or COLREGS, can be confusing, but they are easier to comprehend if you remember the “right” rules:

- Keep right when meeting head on.
- Give right of way to boats crossing from your right.
- Slow is right; slow down when overtaking.
- Big is right; give large, slow-to-maneuver boats the right of way.
- Nobody’s right; all captains must do everything in their power to avoid a collision.

Meant to miss

Don’t have GPS on board? If your destination lies across a large body of water with no discernible landmarks, try the “deliberate miss.” Plot your course well to one side of your destination, and you’ll know which way to turn once you sight the shore.



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



A proper toolkit

Having the right tools on hand is essential for engine maintenance By Dave Osmolski

I took the USPS elective course Engine Maintenance ages ago, well before the advent of computer-controlled fuel injection and the other amazing advances in outboard engine manufacture in the past 20 years.

While these advances have taken away some of our ability to tinker with our outboards in the shade of a backyard tree, they have given us cleaner, quieter, more economical and longer-lasting engines than we had in “the good old days.”

You don’t need to relegate all engine maintenance to a shop technician. Armed with a proper toolkit and a shop manual for your outboard engine, you can do a surprising amount of work to keep it in top shape while saving yourself time and money.

To do the job yourself, you need the right kind of hand tools. In a proper toolkit, all tools should be made of quality tool steel. Most tool stores carry the type of tools you

need to perform many maintenance tasks on your outboard. Avoid buying tools at general merchandise stores that sell everything from aspirin to zippers. Go to a store that specializes in tools. Some stores offer lifetime warranties on hand tools and will replace a tool if it breaks.

For those of you just starting out, many stores offer basic kits with an assortment of pliers, wrenches, screwdrivers and other tools to get you started. I purchased one some years back for under \$50. I do most basic work with the tools from this kit, which I keep in the garage. I store most of my tools in my basement workshop, but having this kit in the garage saves me many steps.

Some chores require special tools not found in a basic set. As you encounter these chores, you will expand your tool collection as needed.

A set of combination open-end and box >>

>> wrenches make a good first purchase. Many engines use metric fasteners, so be sure to purchase metric wrenches if your engine uses them. Also useful to have, socket wrenches consist of a handle with a reversing ratchet and a series of sockets that fit over a fastener. A good addition to a socket set is a set of wobble extensions that extend your reach and allow the socket to wobble. The wobble helps resolve difficult alignment problems without compromising the grip on the fastener.

Most engine fasteners are tightened to a specific tightness or torque, expressed in English as inch-pounds or foot-pounds and in metric as meter-kilograms or centimeter-kilograms. In most cases, you should adhere to these degrees of tightness to allow proper operation. Torque is measured by using a torque wrench handle with your sockets. There are many kinds of torque wrench handles. The ones I have are pre-set to a specific torque and slip when proper torque is reached. Some long-handled torque wrench handles deflect, and you read the torque on a scale near the handle. I prefer slip-type torque wrenches, as they cannot overtighten. Although big around and much bulkier than regular socket wrench handles, torque wrench handles are easy to use.

Finally, your kit should have a good set of screwdrivers, both flat and Phillips. Make sure the tip of your flat screwdriver fits the slot in the screw and is nearly as wide as the head of the screw. Phillips screwdrivers are numbered from one to four, with one being the most pointed. As with a standard screwdriver, use the Phillips head that fits the screw snugly.

Don't be afraid to work on your engine. Get a manual for your make and model, get some tools, and enjoy another facet of boating. ⚓

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.



Cold and flu season

Prevention and treatment for upper respiratory infections

By Gino C. Bottino, M.D.

Winter is here, and with it comes cold and flu season. In the United States, more days of work (and probably play) are lost to colds and flu than any other illness. According to CDC estimates, the flu has caused between 140,000 and 710,000 hospitalizations and between 12,000 and 56,000 deaths each year since 2010. The common cold is even more pervasive with millions of cases being reported in the U.S. each year. Adults average two to three colds per year, and children have even more.

COLD OR FLU?

The flu, caused by the influenza viruses, spreads and causes illness around the same time as the common cold. Since the common cold and flu have similar symptoms, it can be difficult (if not impossible) to tell the difference based on symptoms alone. In general, flu symptoms are worse and can include fever, chills, cough, sore throat, runny or stuffy nose, muscle or body aches, headaches and fatigue.

In both colds and flu, a virus attacks the cells lining the upper respiratory system. As these cells become infected, the body's immune response kicks in as the body fights

off the offending foreign organisms.

Flu season comes about as the "old" virus mutates into a "new" virus and starts spreading around the world. This spread follows the prevailing winds, so we call it the Asian flu. Our scientists are able to get the foreign organism while it is in Asia and develop a vaccine for it in time for flu season in the U.S.

WHY WE FEEL SICK

When we have the cold or flu, our fighting cells send out a signal for the body to raise its temperature to help kill these organisms. Sometimes the byproducts of our body's immune response get into our blood and cause unwanted systemic reactions like muscle aches and pain, which cause us to feel sick all over.

Our immune system doesn't tolerate foreign invaders and fights them off vehemently. Our bodies deal with any invasion as a threat to our health, thus ensuring that a minor attack doesn't become life-threatening. Remember, colds can develop into pneumonia, which is where the phrase "you'll catch your death" came about in the pre-antibiotic age.

THE COMMON COLD

Common cold symptoms include stuffy nasal passages, phlegm and mucous production, sore throat,

coughing, low-grade fever, chills, and general malaise. Sinus involvement can cause pressure buildup and pain around the eyes and nose, leading to a severe headache, while throat involvement causes pain and swelling of these tissues, making swallowing difficult and painful. If the vocal cords are affected, you could have difficulty breathing and talking.

Antibiotics are not recommended because their routine use leads to their eventual ineffectiveness in treating diseases that are more serious. When a viral illness persists for longer than two weeks, a secondary problem, or superinfection, is usually the cause. At this point, medical attention is required, and antibiotics can be used to treat the infections that develop on top of the viral illness.

Common cold treatment should be symptomatic and supportive. Resting, keeping up with fluids and nutritional requirements, and staying warm and dry are the cornerstones of treatment. You can use aspirin, Tylenol (acetaminophen) or Advil (ibuprofen) for fevers and general malaise. Antihistamines and adrenergic agents (decongestants like Sudafed) will reduce swelling and mucous production of the respiratory and nasal passages. Cough medicine's relief is based on mild narcotic suppression of the brain's coughing center, and expectorants like Robitussin-DM help loosen respiratory tract mucous so you can bring it up and out. Read labels carefully to compare ingredients and make yourself aware of possible side effects and contraindications. Remember that antihistamines can cause significant drowsiness, inability to concentrate and visual disturbances.

THE FLU

Unlike colds, influenza viruses infect the entire respiratory tract, not just the lining. They're also blood-borne, affecting the entire body. Common symptoms include muscle aches, abdominal pain, diarrhea and headaches. Because of the flu's severity, it can easily progress to pneumonia due to bacterial

superinfections.

Like the common cold, treatment for the flu is largely supportive, with antibiotics only given with persistent symptoms or signs of progressive disease.

When treating the flu, I don't recommend combination medicines. It's better to know exactly what you are taking and why and to have the ability to adjust your dose when needed. This approach reduces side effects and is more cost-effective.

Aspirin and similar drugs like ibuprofen treat fever and aches while reducing swelling and inflammation, making you feel much better while fighting the symptoms of these illnesses. My personal choice is to take Advil and Sudafed separately as needed.

Unlike with the common cold, antiviral agents can be given for the flu. However, in my experience, they often don't work well and have side effects that can be worse than the flu. Newer antivirals like Tamaflu are much improved, and I suspect we will have relatively side effect-free active antinfluenza agents in the near future. Elderly and immunosuppressed patients should receive these antiviral agents right away, as they are only effective when administered within a day or two of acquiring the illness.

PREVENTION

You can only catch a cold by direct exposure to the viral organism. This usually occurs when someone with a cold coughs on you or shakes your

hand after coughing. The best prevention is avoiding close contact with sick individuals and large crowds.

Staying warm, not getting wet and all the things our moms told us really don't prevent exposure. Likewise, being exposed doesn't mean you'll get ill. If the viral load (exposure dose) isn't too great, a healthy person with good immunity may fight the illness off before getting sick. If you are cold, wet and run down, your immunity is lower, and it takes less to make you sick. So mom's advice wasn't all that bad!

There's no scientific evidence that taking vitamin C and other reputed immune enhancers can prevent or reduce the effects of the common cold; however, zinc lozenges, not pills, have been clinically proven to help reduce the duration of cold symptoms.

Preventing the flu by getting the flu vaccine is safe and effective. Getting vaccinated before flu activity begins helps protect you once flu season starts in your community. It takes about two weeks after vaccination for you to be protected, so make plans to get vaccinated now if you haven't already. 🌀

Gino Bottino, M.D., has had wide experience in medical practice and emergency medical matters. A member of United States Power Squadrons First Aid Support Team (FAST) and the Safety Committee, Gino also has a background in competitive sail racing and is familiar with health-related problems afloat.



Diesel disaster



A rogue stainless steel washer ate a hole in this aluminum fuel tank.

Would you believe that a stainless steel washer could cause an estimated \$20,000 in damage to your boat?

Earlier this year, my wife, Karen, and I were on our 1983 twin diesel Atlantic 30 in Sneads Ferry, North Carolina, when I saw a sheen of diesel on the water. Further investigation revealed a leak in the port fuel tank.

I was surprised because I had repowered with new engines and new 100-gallon aluminum fuel tanks just eight years earlier. When I started the port engine to determine the location of the leak, fuel sputtered out near the rear of the tank. I was somewhat relieved as the rear of the tank was the only place that had room to make the repairs.

On the internet, I found instructions on repairing an aluminum fuel tank and ordered a Fuel and Metal Tank Repair Kit from JB Weld. Before heading home, I pumped fuel into the starboard tank, pumped the remainder into 5-gallon fuel cans, and cleaned diesel from the bilge.

On our next trip down to the boat, our son brought his bore scope camera. It has a long, flexible extension that transmits the view to his cellphone. We raised up the rear of the tank to search for the leak but couldn't find one in the tank's last 24 inches.

This meant the leak was farther forward where it would be impossible to gain access for a repair.

I began to look at possible options.

Option 1: I contacted two boatyards, including the one where I had the engines and tanks replaced. To gain access and remove the tank, the work would entail removing the sliding glass door at the rear of the boat, the dinette seating, air conditioner, galley, floor panels, generator and port engine. Then they would remove and repair the fuel tank and put everything back together. The estimate from both boatyards was close, \$18,000 and \$20,000. Yikes! That option was definitely out.

Option 2: Someone at the marina wondered if the side of the hull could be cut to allow access to the fuel tank. I didn't like that option as the cut would be near the waterline, and I was leery of repairs in that area.

Option 3: Sell the boat for a loss. We love our boat and definitely didn't want to sell it.

Option 4: Cut the tank and remove it piece by piece.

I chose option 4. I ordered an electric nipper for \$840 that had the capacity to cut 10-gauge aluminum. A nipper is like an electric hole punch that punches out pieces as you move the tool. I also bought an electric

circular saw with several metal-cutting blades. This wasn't going to be an easy task because of the confined space, awkward work area and the summer heat.

It took me 28 hours over several days to cut the aluminum into small enough pieces to be removed through the engine hatch.

Midway through cutting the tank, I found the area where the leak occurred. After cutting and removing that section, I found the culprit: a stainless steel washer, underneath where the tank had been.

How could a washer create a hole in a fuel tank? It was caused by galvanic corrosion, in which two dissimilar metals come in contact with one another in a saltwater environment.

I don't know how the washer got under the tank, but it probably fell under while the tank and engine replacement were underway. After eight years, the galvanic corrosion ate through the 10-gauge aluminum tank.

I completed cutting out the remainder of the tank and prepared the area for a new and smaller 50-gallon polyethylene fuel tank. I'd hoped to install the new tank in September, but Hurricane Florence, road closures and other commitments have prevented us from completing the installation. If the tank fits, I hope to replace it during a future trip. *—Reid Gantt*



The last section of the fuel tank to be cut and removed

Quick Picks



GPS Backup With a Mark 3 Sextant

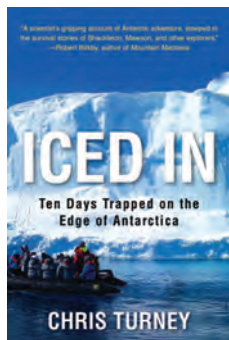
David Burch
Starpath

Publications,
\$19.95

✂ With this excellent book, a Mark 3 sextant and an

accurate watch, you can find your position on Earth. The simplest sextant, the Mark 3 is probably more accurate than early sextants. Use this book to learn the basics of determining your location by sextant should your GPS fail.

—C. Henry Depew



Iced In

Chris Turney
Citadel, \$16

✂ In this hard-to-put-down read, Chris Turney writes of his 2013 Antarctic expedition

in parallel to those of Shackleton and Mawson. Although he can communicate with the outside world when his ship becomes trapped in ice, he fears help might come too late. —Dave Osmolski



Paddle for a Purpose

Barb Geiger
Electio Publishing,
\$18.99

✂ Barb Geiger and her husband paddle their homemade

kayak down the Mississippi River, helping charity organizations in towns along the way. She deftly weaves stories of the places they stopped and people they met into this well-written account of their adventures. —C. Henry Depew

Sabotage squad

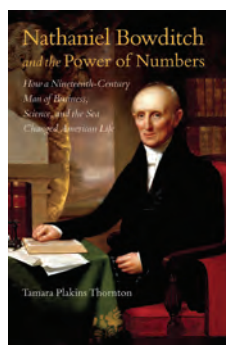
Did you know the prototype limpet mine used an aniseed ball (candy) as the detonator timer? The Hedgehog mortar that sank Japanese submarines came from the same clandestine group of British citizens whose expertise was explosives, subversion, and sabotage. They were far removed from the British military, but those who went into the field did more damage on selected targets than Allied heavy bombing.

Giles Milton details the work these individuals did without concern for “good play” in war. They succeeded due to their imagination, long hours of work and Winston Churchill’s support. After the war, the British government disbanded the group and mostly ignored it. This excellent, well-written history has extensive footnotes, a bibliography and an index, making it a superb reference on an untold story of World War II. —C. Henry Depew



Churchill's Ministry of Ungentlemanly Warfare

Giles Milton
Picador, \$17



Nathaniel Bowditch and the Power of Numbers

Tamara Plakins Thornton
University of North Carolina Press, \$37.50

One in a million

Nathaniel Bowditch, a self-taught shipmaster’s son, was first and foremost a mathematician. As clerk and later captain of a sailing ship, he found over 8,000 errors in the celestial navigation tables. He published his meticulous corrections in “The New American Practical Navigator,” which became the bible for navigators.

His fascination with the predictable way the universe works led him to develop systems for business, higher education, libraries, museums and hospitals. He contributed to concepts like double entry bookkeeping and the idea that trusts and corporations are impersonal entities.

This engrossing biography is a must-read. —Peter Hames

Expert advice

Boating expert Capt. Ken Kreisler offers an up-to-date, comprehensive look at powerboating. Although the title targets powerboating newcomers, seasoned boaters can also benefit from his advice.

Beginning with boat design and construction, especially fiberglass and composite boats dominating the new boat market, he discusses the more popular manufacturers and their boats. He explains how to choose the means of powering your boat and how to maintain your boat inside and out.

He discusses things a new boater needs to know about safe boating and things an old salt may need to be reminded of. Topics include boat economics, brokers, surveyors, financing, information resources as well as basic boating and rules of the road. His advice is a rich source of answers to most questions you might have now or after years of boating.

This is a great reference for both new and experienced boat owners. —Dave Osmolski



Powerboating: Your First Book for Your First Boat

Ken Kreisler
Seahorse Publishing,
\$24.99



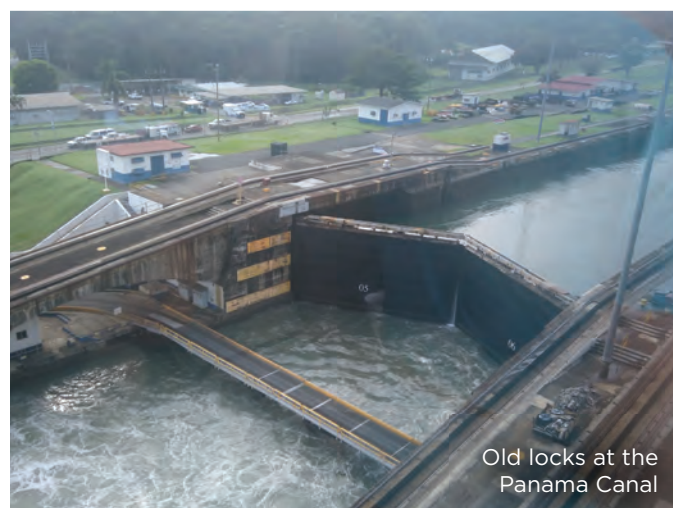
South American Adventure

Cruising around the Horn—from Miami to Buenos Aires

By Rafael Belliard



Fort at the entrance to
Cartagena, Colombia



Old locks at the
Panama Canal

Going around South America's Cape Horn has always been fraught with awe and understandable concerns about ships wrecked by rough seas, icebergs, huge waves, and strong currents. As avid cruising sailors and travelers, Linda and I had always dreamed of visiting South America and rounding Cape Horn.

When Linda, the perennial travel opportunities researcher, found the perfect way to round the cape, we decided to make it happen. We would take the trip within the sybaritic comforts of a cruise ship on back-to-back cruises from Miami, Florida, to Valparaiso, Chile, and on to Buenos Aires, Argentina, which included the much sought-after "rounding of the Horn."

PART ONE: MIAMI TO CHILE

Linda and I boarded Century Lines' *Infinity* around noon on Dec. 14, 2016, in Fort Lauderdale, Florida. Built in 2001 at a French shipyard, *Infinity* has 12 decks. The ship set sail that same afternoon and arrived at our first port of call—Cartagena, Colombia—two days later.

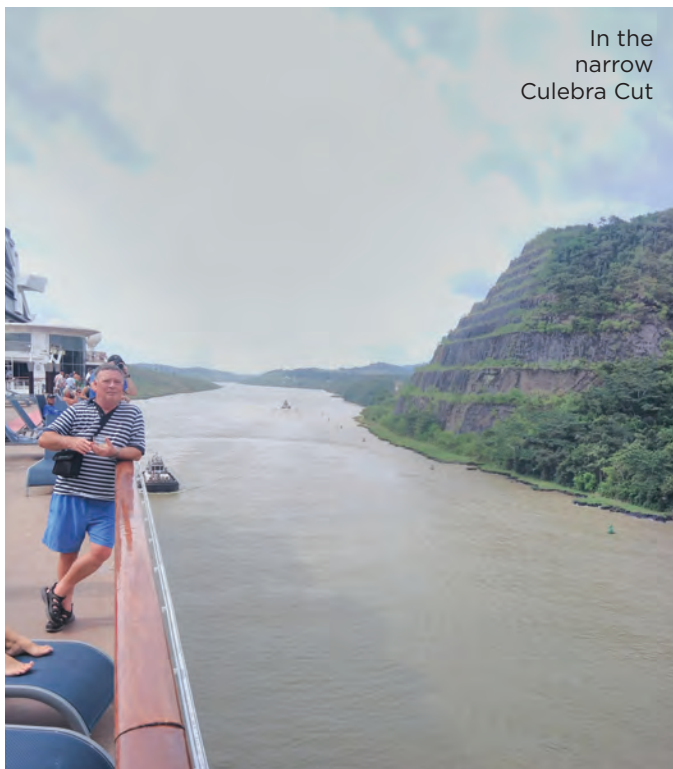
CARTAGENA, COLUMBIA

Founded in 1533 and named after Cartagena, Spain, the city of around 1 million sits on the Caribbean Sea. The approach impresses with its huge, well-protected and buoyed bay flanked by Spanish-built forts on each side of its narrow entrance and a skyline reminiscent of Miami. An 11-mile-long fortified wall surrounds the city's historical Colonial Zone.

CARTAGENA'S HISTORY

Britain had attacked Spanish possessions in Panama since the early 1600s and set its sights on Cartagena de Indias, the main shipping port for all gold and silver coming from Spanish possessions farther south.

When Spain got wind of the plot, the king summoned Don Blas de Lezo, an admiral in the Spanish Navy. A seasoned warrior and tough customer, the admiral suffered many wounds in combat, earning him the nickname "Half Man." Local Viceroy Sebastián de Eslava and Blas De Lezo were entrusted with preparing the city's defense, centered at San Felipe Fort.



In the
narrow
Culebra Cut

***Infinity* specs**

Length overall: **965 feet**

Beam: **106 feet**

Draft: **26.3 feet**

Displacement: **90,940 gross tons**

Cruising speed: **17-24 knots**

Passenger capacity: **2,170**

Starting in mid-April 1741, the city endured a siege by a large English armada under the command of British Adm. Edward Vernon. The Battle of Cartagena de Indias was fought by an English armada with 25,600 men, including 2,000 North American colonial infantry.

Vernon lifted the siege after a failed attack on San Felipe Fort on April 20, 1741, which left 800 British dead and another 1,000 taken prisoner. George Washington's half-brother, Lawrence Washington, was among the British colonial troops. Lawrence named his Virginia estate "Mount Vernon" in honor of his British commander before the estate passed to his half-brother and future first president, who retained the name.

THE PANAMA CANAL

After stopping in Cartagena, *Infinity* proceeded to Colón, a large port town at the Caribbean Sea entrance to the Panama Canal. While there, we took a tour bus to Panama City. Situated some 48 miles from Colón, the capital city is home to 1.5 million of Panama's 4 million people. The entire countryside between Colón and Panama City is mostly jungle. We toured the city and visited Panamá Viejo, the old city founded by the Spaniards in 1519.

The entire 47.9-mile passage through the canal took *Infinity* 12 hours, but some ships may take much longer, depending on size and circumstances. We saw only a few sailboats during our passage. Most passengers crowded at the ship's huge port-to-starboard lounge high up near the bow for the best view.

At dusk, *Infinity* finally entered the Pacific Ocean at the southern terminus of Balboa, near Panama City, thus completing our Panama Canal crossing.

ECUADOR

The ship headed south along Colombia's Pacific coast, bound for its next port of call: Manta, Ecuador.

Infinity crossed the equator some 63 nautical miles north



Narrowest part
of the Panama
Canal passage



Port of
Manta,
Ecuador



Lima, Peru: Aerial view of Miraflores town, cliff and the Costa Verde highway

of Manta, Ecuador, while we slept. That imaginary line that divides the Northern and Southern hemispheres also lent its name to our next host country: Ecuador.

As usual with these ships, arrival and docking at a port is a silent operation, greatly appreciated by passengers that may still be asleep. Customarily, cruise ships arrive around 7 a.m. and depart 4 or 5 p.m. for the next destination.

A busy fishing port, Manta, is Ecuador's fifth largest city with a population of around 250,000.

The most ubiquitous vendors in the busy town center were Panama hat makers and peddlers. Made in Ecuador, Panama hats got their name because they were favored by Panama Canal workers for sun protection during construction. Locals decided to keep the name instead of spoiling a good thing. We watched women make Panama hats. They wove the hats on a support post, which they rested their chests against while weaving.

PERU

The ship left Manta around 6:30 p.m., this time bound for Lima, Peru.

After sailing a day and a half, *Infinity* arrived at El Callao, Lima's seaport. The capital city itself lies about an hour's ride from the coast. A big city, El Callao has a population of 1 million. The town was spotlessly clean, no garbage anywhere, with buildings of square-shaped brown bricks ubiquitous throughout Latin America.

Lima is a beautiful city with fine Spanish colonial-era buildings and architecture. It also has many upscale neighborhoods dotted with high-rise apartments and

condominiums. Of Peru's 30 million population, 9 million live in Lima.

Lima became the seat of the Spanish conquest and colonization of South America because gold was abundant. Gold was transported by ships from here to Panama and taken by mule train across the isthmus to Caribbean ports, where it was shipped to Spain on galleons.

The country is geographically and climactically divided into a narrow strip of arid coastal plain, giving way eastward to the Andes mountains with high snowy peaks, and lastly, a jungle where the Amazon River is born before flowing into Brazil.

With scarce rainfall, the coastal plain (Lima in particular) depends solely on snowmelt for its water supply. The small, dammed Rimac River supplies Lima's water needs. At the time of our visit, the city had seen no rain since 1970, some 46 years before. Some residents have never seen rain in their entire lives; in fact, our tour guide had seen rain only twice, once in the Andes and once in New York.

As a result, the streets of Lima and El Callao have few gutter drains or storm sewers. What they do have—and blame for the lack of rain—is plenty of fog. The fog, in turn, is blamed on the Humboldt Current, a cold-water current originating in Antarctica, flowing northward along South America's west coast in a counterclockwise manner, returning to the south Antarctic Pacific Ocean and then north again, completing the cycle.

Sadly, just a few weeks after our visit, Peru experienced torrential rains and flooding that caused hundreds of deaths and a great deal of damage.

THE GREEN PACIFIC

After Lima, we had a couple of days sailing the placid Pacific, but the temperature dropped. A walk on the promenade deck now demanded a jacket or sweater. In these latitudes, the Pacific is not bluish (as the Caribbean or Atlantic) but greenish, which our lecturers attributed to a large amount of plankton in the water.

CHILE

On Dec. 21, *Infinity* arrived in Arica, Chile's northernmost port. Chile borders three countries: Peru to the north, Bolivia to the northeast and Argentina to the east. The Pacific Ocean lies to the west.

An incredibly long and narrow country, Chile runs 2,700 miles from north to south (longer than the 2,680-mile width of the U.S.) and averages just 110 miles wide.

The country's middle third is a fertile forested area of pasture and farms, while its southernmost third is sub-Antarctic, desolate and mountainous, with a coastal labyrinth of fjords, inlets, twisting canals, peninsulas and islands.

Chile's northern third encompasses the Atacama Desert, which contains great mineral wealth, mainly copper. This desert plateau comprises a 600-mile strip of land along the coast, west of the Andes mountains. The world's driest desert, it gets less precipitation than the polar areas.

The Atacama Desert occupies an estimated 41,000 square miles, or 49,000 square miles if the Andes barren lower slopes are included. Geographically, the Atacama sits between two tall mountain chains (the Andes and the Chilean Coastal Range), which prevent moisture advection from either the Pacific or the Atlantic oceans and form a two-sided rain shadow. The area is so arid it has been used to film movies about Mars and by NASA to test instruments intended for probes sent to that planet.

Arica is basically desert with huge, ever-present ecru-colored sand, pebbles and dunes. Everything is covered by a fine dust.

At different times, Arica has been part of both Bolivia and Peru. The Pacific War (1879–1883) was fought largely about rights to export Arica's guano: the stinky accumulated droppings of marine birds and a powerful fertilizer.

Having decimated Peru's navy, Chile emerged victorious, and Bolivia lost Arica and became a land-locked country. Today it's an import-export hub for all three countries.

The huge promontory in the town center is where the Pacific War's final battle took place. Today the area has a military museum and a small version of Rio de Janeiro's Christ the Redeemer statue.

The town center soon gives way to one- and two-story buildings and homes, all covered with dust. As in Peru, it seldom rains here, and water is supplied from artesian wells filled in summer when the only river carries meltwater from the Andes. Town sectors receive water on a rotating schedule via covered troughs running along the streets. The

water is then pumped to rooftop tanks.

Arica is home to the world's oldest unearthed mummies. The area's Chinchorro people buried some of their notables and even children in an upright or sitting position in the desert sand. The dry, salty sand rapidly sucked up all body fluids and transferred some of its salt to the flesh. The result was no decomposition and natural mummification. At a local museum, we saw 15 mummies that had been carbon-dated to 8,000 years B.C., or about 10,000 years old. Three hundred such mummies have been discovered to date.

The local Chinchorro people constructed geoglyphs on the hilly slopes of a nearby valley. Geoglyphs are large piled stone recreations of humans or animals on mountainsides, while pictographs are drawings or paintings on stone, more often found in caves. The Chinchorro geoglyphs of humans and animals were built some 900 years ago using dark stones that stood out from the surrounding lighter-colored sand.

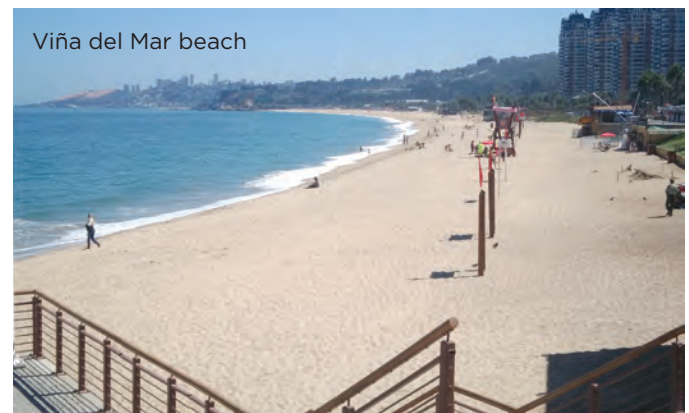
VALPARAISO

By 5 p.m., *Infinity* left on a two-day sail to Valparaiso, the terminus for this cruise and where many of the passengers would debark on Christmas Eve. Dec. 23 brought a gray, cool and cloudy day. Ship personnel removed outdoor chairs and tables and stored them inside, as they don't expect passengers to venture outside much.

Infinity arrived in Valparaiso at the appointed time. The Greater Valparaiso metropolitan area, which includes the neighboring city of Viña del Mar (Vineyard of the Sea), is the second largest in the country. It also has a modern container port. Chile has a total population of 18.2 million and an area of 291,930 square miles.

Santiago de Chile, the capital, is home to 7 million, or 41.2 percent of the country's total population; it's located inland, one and a half hours away by car.

Said to be a city of 45 hills—all inhabited—Valparaiso is reminiscent of San Francisco, California, in many ways, particularly its dangerous earthquakes. Locals nicknamed their city "Pancho" (the Spanish nickname for Francisco). It's considered the most quake-prone city in the Ring of Fire, the Pacific's encircling tectonic plates whose movements are



Viña del Mar beach



Colorful buildings of the UNESCO World Heritage city of Valparaíso, Chile

blamed for so much seismic activity.

A working port town, Valparaíso has many buildings or shells of buildings that have been abandoned or partially torn down after collapsing or being made unsafe by earthquakes. Many empty lots show where other structures have been razed for the same reason. One multi-storied modern building was constructed inside the shell of an old architecturally cherished building to preserve the original historical façade.

Valparaíso's port is home to a significant naval fleet, and several warships were berthed opposite our ship. With an incredibly long coastline and dependencies as far offshore as Easter Island, Chile is a maritime country with interests to protect.

Easter Island, with a population of 5,000, relies on Chile for food, medical care and all necessities. Everything is obtained from the mainland, which even receives and processes the island's garbage.

Valparaíso has three operational funiculars, or cable railways, that provide pedestrian access to its many inhabited hill neighborhoods. At one time, the city had more than 20 funiculars, but most disappeared with the advent of vehicles. Locals say besides learning to drive, a person in Chile must also learn how to drive in Valparaíso because of its many tight curves and narrow streets.

On Christmas Eve, locals were out in force, shopping at countless vendor stands and stores. In Hispanic countries, the most celebrated winter holiday is Christmas Eve, not Christmas Day.

The adjoining town, Viña del Mar, began as a collection of vineyards but has morphed into a plush tourist and

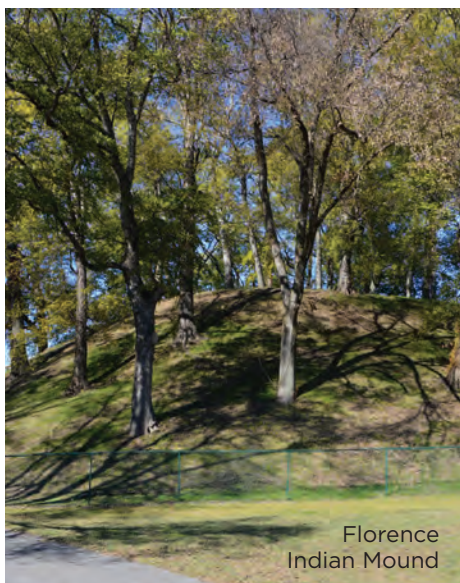
residential city of high-rise condominiums and apartments, each costing in the millions. A beautiful town, it's buzzing with commercial activity and has a beautiful golden sand beach.

Valparaíso's wealth and prominence derived from being the most important port on the Pacific. It's where Chile's main products (guano, copper, seafood and produce) were exported to the rest of the world. Although its importance waned after the Panama Canal opened in 1914, today it's a big container port.

Most of our ship's passengers departed on Christmas Eve, with only a handful remaining for the next two-week cruise to Buenos Aires, Argentina. During the afternoon, the ship returned to capacity when a large contingent of passengers came aboard. They were mostly Latin Americans with children celebrating the Christmas holidays and visiting relatives in Argentina. By 5 p.m., we set sail for Puerto Montt, Chile, a day and a half away. 🌟

This story continues in the Spring 2019 issue as the ship sails from Chile, around Cape Horn to Buenos Aires, Argentina.

Rafael G. Belliard, a retired internist, and his first mate, Linda, are avid travelers who first sailed on their own boats and later on cruise ships as retirees. Their travels have taken them to three continents. Belliard, Mansfield (Ohio) Power & Sail Squadron/7 past commander, has been a member of the Toledo (Ohio), Baton Rouge (Louisiana) and New Bern (North Carolina) squadrons. He has also taught Sail, Advanced Piloting and Cruise Planning.



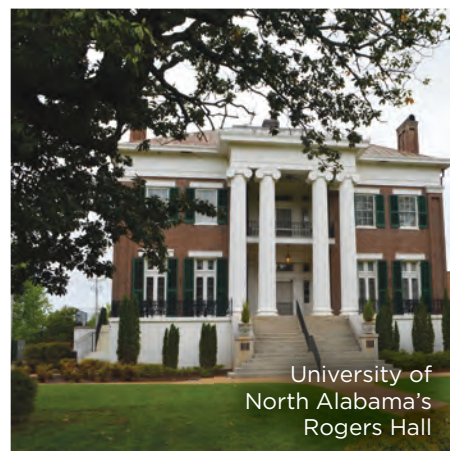
Florence
Indian Mound



ALLEZ! docked in
Florence



Wichahpi
Commemorative
Stone Wall



University of
North Alabama's
Rogers Hall

The Singing River

Exploring the rich history of Florence, Alabama

By Helen and Bob Kovach

After travelling 2,200 miles from Brewerton, New York, to Florence, Alabama, aboard *ALLEZ!* a few years ago, we decided that Florence, seemed like an ideal spot to visit. The medium-size town on the Tennessee River has lots of history and many places to explore.

Florence was originally part of the

Chickasaw Nation. Many signs along the Tennessee River, known as the Singing River, detail the area's history and Native American heritage. At the Port of Florence, the Florence Indian Mound predates Christopher Columbus by about a thousand years. The largest domiciliary mound on the Tennessee River, it measures 43 feet

high with a top measurement of 145 feet by 94 feet and may have been used for tribal ceremonies.

The Wichahpi Commemorative Stone Wall is near Florence at the entrance to the Natchez Trace. This wall, under construction for over 30 years by Tom Hendrix, commemorates his great-great-grandmother's journey. Te-lah-nay was part of the Yuchi Indian tribe that lived along the Singing River. When the federal government forcibly moved the Native Americans to a reservation in Oklahoma in the mid-1800s, she and her sister Whana-le were in that group. After only one winter there, Te-lah-nay longed for her river and started the five-year journey back. Hendrix honors his ancestors with a huge wall representing her journey to Oklahoma and her journey back.

The wall has many interesting turns, and many of its stones came from the Singing River.

The federal government held a land sale of the former Native American lands, and the Cypress Land Company bought a large tract and commissioned an Italian surveyor to survey it in 1818. The city of Florence was established that March. By 1823, 180 people had purchased lots and had begun to build a town around the central core. Today, the University of North Alabama anchors the northern end of Court Street with three antebellum buildings: Wesleyan Hall, Colby Hall and Rogers Hall. Both Rogers Hall and Wesleyan Hall saw extensive use during the Civil War.

One of the more popular sights around campus are the live lions, the brother and sister duo of Leo III and Una. They have a wonderful habitat in the center of campus and serve as mascots for all the UNA teams.

Florence's historic downtown includes many neighborhoods based on the original layout, with most of the homes listed on the National Register of Historic Places. Each of the streets has strong neighborhood associations that actively work to preserve and promote the area's historical significance.

Close to many of these homes is Pope's Tavern, once a stagecoach stop on the Military Road that connected Nashville to the Natchez Trace and New Orleans. During the Civil War, it served as a hospital for wounded Confederate and Union soldiers. Today it serves as Florence's History Museum.

Not far from Pope's Tavern is Wilson Park. This was part of the original town layout. The park is the site of many weekday concerts, festivals and craft/art shows. Several churches surround the park as does the Florence-Lauderdale Public Library.

Florence is the largest city in the area known as The Shoals. Across the Tennessee River are Muscle Shoals, Sheffield and Tuscumbia. The area is home to many musical outlets, including FAME (Florence Alabama Music Enterprises). Rick Hall started FAME in the 1950s. After splitting from his

original partners, he recorded the first hit record in the Muscle Shoals area, Arthur Alexander's "You Better Move On."

As word spread about Muscle Shoals, other artists like Aretha Franklin and Wilson Pickett came to record at FAME. Muscle Shoals Sound Studio formed in 1969 and focused on more mainstream pop and rock performers such as the Rolling Stones, Elton John and Bob Dylan. Today this studio is primarily a museum.

Muscle Shoals has been able to develop and grow a musical style all its own—a real Southern rhythm and blues sound. The 2013 documentary "Muscle Shoals" and the publication of Rick Hall's book, "The Man from Muscle Shoals: From Shame to Fame," has

brought more attention to this area's musical history and still vibrant music business.

Back on the Florence side of the river sits the W.C. Handy Museum, housed in the reconstructed and restored log cabin birthplace of the man known as the Father of the Blues. The museum houses many Handy mementos including his trumpet. Each July, the area is home to the annual W.C. Handy festival.

With so much history surrounding the Tennessee River, be sure to give yourself plenty of time to take it all in. ☼

Helen and Bob Kovach are retired and have lived on board for 15 years. They have extensively cruised the East Coast, Great Lakes and Canadian waters.





Contract Basics

Pardon me, do we have a contract here?

By Tim Akpinar with Erol Akpinar

From their childhood, people might remember the enchanted tale of “The Reluctant Dragon.” Its author, Kenneth Grahame, is probably better known in boating circles for this quotation from “The Wind in the Willows”: “Believe me, my young friend, there is nothing—absolutely nothing—half so much worth doing as simply messing about in boats.”

As readers can appreciate, much of that “messing around” involves contracts being entered into for the hauling, storage, mooring and repair of those boats. In many instances, people don’t always realize a contract has been created because such deals are often consummated casually with nothing more than a handshake or nod.

Boat owners continually enter into contracts with boatyards, yacht clubs, diving services, and other individuals or entities. Sure, it’s easy to recognize that a contract arises when a boatyard’s service manager prints out an order for winterizing an engine and requests the vessel owner’s signature to authorize work. That paperwork is proof of a contract. But how about when there isn’t a paper trail? If a boat owner tells a sailmaker, “If you see that I left my sail cover off, please take the launch out and bring my mainsail back to your shop for repairs,” does the action of leaving the sail cover off become an element in the formation of a contract?

In general, certain legal requirements must be met for a court to conclude that a contract has been formed. There must be an offer by one party and an acceptance by another. There must be an exchange of things that have value. A shrink-wrap company’s work is something of value. The money used to pay for that work is something of value. These things of value are known as consideration. The parties must have capacity, in that they are of sound mind and legal age depending on the nature of the contract. The contract must involve a transaction that is legal in its scope. And there must be a meeting of the minds, which means both sides are on the same page.

Contracts for large items, such as a broker’s commission on the sale of a vessel or the overhaul of a set of large diesels, are often formalized. But in the world of boating, people casually enter into agreements all the time. If the parties should find themselves fighting each other in court if things take a turn for the worse, it can become a matter of “he said, she said.”

That doesn’t mean one party necessarily gets off the hook by arguing, “We never entered into a formal contract; too bad for you!” In these situations, a court may look to other factors in examining the parties’ intentions. A court could consider whether there was an implied contract, based upon the conduct of the parties. When we speak of implied contracts, it means a contract that is implied or suggested by the conduct of the parties.

This is in contrast to the more familiar express contract, where the terms are clearly stated. An express contract ideally makes the intentions of the parties clear. “I sell you my 17-foot Boston Whaler with 85-horsepower outboard and trailer for \$4,500.” There could be loose ends as to the

form of payment, where the boat can be picked up, etc. But the fundamental transaction is clear in an express contract. While express contracts tend to be in writing, they can be verbal as well.

Things can be a little hazier when it comes to implied contracts. Let’s say a boat owner enters into an express written contract with a marina to keep a boat at a slip from the beginning of January until the end of August. That part is clear. Come Sept. 1, there is no longer a binding contract.

Let’s say the boat owner remains in the slip after Labor Day, and he continues to use electricity and water. If the boat owner argues that there was no longer a binding contract when faced with a bill for the extended stay, a court could look at his conduct. While it’s true the underlying express contract ended on Aug. 31, the boat owner’s conduct gives rise to an implied contract.

It could be difficult to enforce one’s legal rights in the absence of a formal written contract in many instances. Regardless of these legal theories, it makes sense to put things in writing to prevent misunderstandings, preserve relationships, and avoid disputes. And even though there might not be an airtight written contract for a given situation, a court can still look at the conduct of the parties in determining whether a contract arose in the eyes of the law. ☼

Maritime attorney Tim Akpinar represents recreational and commercial mariners throughout the U.S. in collision, injury, and property loss cases. A former merchant marine officer, Tim has taught law at SUNY Maritime College. Paralegal Erol Akpinar assists on cases. Tim can be reached at timakpinarlawoffice@verizon.net.



Ralph and Penny Newman taking a noon sight



Celestial Navigation Revisited

Squadron members volunteer to help reintroduce this important skill to midshipmen

By Dick Sorensen

On a cloudless Ohio winter day, Dr. Ralph Newman of Columbus Sail & Power Squadron/29 led 20-plus Ohio State University Naval Reserve Officers Training Corps midshipmen out into the bright sunshine. The rest of the squadron's Navigation instructors joined them to teach the basics of a noonday sight. As students raised their sextants to take their first reading, my mind flashed back to how this came about.

I had read in a recent issue of *The Ensign* that the United States Naval Academy was reintroducing the study of Celestial Navigation to the midshipman curriculum. My initial reaction was shock. How could they not be teaching Celestial Navigation?





Students practice taking noon sights



Ralph Newman teaching Celestial Navigation

Many times I've looked dumbly at my computer, TV remote or in-car navigation system and wondered how the damn thing worked, and even more importantly, why it wasn't working. What would the consequences be for a naval warship in a similar situation? No electronics, no GPS, nothing! Imagine these young naval officers serenely sailing the seven seas, comfortable under the protection of an array of electrically powered, satellite-generated GPS signals when suddenly someone pulls the plug, by either equipment failure or cyberattack.

My next thought was what an opportunity for our squadron to assist the Ohio State University NROTC. Columbus Sail & Power Squadron already had a history of turning to the OSU-NROTC instructor cadre for speakers, so we contacted Surface Warfare Officer Lt. Luke Marshall and broached the idea of our squadron providing specific Celestial Navigation training to his middies. Marshall, who had just come off a two-week celestial refresher course, felt that his midshipmen would benefit. During a planning meeting, Lt. Marshall, Ralph and I decided the best way to introduce the concept of "old school" navigation would be by a noon sight.

Working with the squadron's Junior Navigation instructors Ralph and Penny Newman, we scheduled two sessions with the midshipmen. In the first session, Ralph presented a condensed version of the celestial triangle, the basics of celestial line of position, the concept of sea time, and the beauty and benefits of a noon sight.

We presented navigation concepts that we usually devote hours to in Junior Navigation classes in just minutes to the midshipmen. Ralph's years as a family physician and a seasoned JN instructor prepared him for this challenging task. The first class finished by actually getting sextants into the

students' hands. They took to it easily.

The second day found Ralph and Penny leading the middies in front of the Ohio State football stadium a.k.a. The Horseshoe, where they began working on a noon sight. The instructors taught them how to bring down the sun, rock the sextant, call out for the time and get a run of sights. "Real world stuff," one of the middies exclaimed. Pretty cool.

Lt. Marshall moved among them, helping, encouraging and engaging. Next he led us to the classroom where our squadron's laptop computers had been positioned, and we had the students enter their readings. We smiled when we heard the hoots and howls as they discovered that their locations were at a dock in Havana, or just off the entrance to Halifax or even (heaven forbid) in Michigan!

We hope that by showing the simplicity and beauty of Celestial Navigation, we have planted a seed for future interest in using a watch, a sextant, some tables and a pencil to find their way home.

Seeing the students get it was heartening. In a world of electronics where complexity rules the waves, having the life-saving ability to determine one's position should be as common as streaming a Netflix movie.

For us celestial navigation geeks, taking our theoretical concepts and principles and putting them to a real-world test by teaching students who have the potential to need this skill was invigorating.

Hoist Bravo Zulu to the yardarm! Well done to everyone involved. ☸

Currently executive officer of Columbus Sail & Power Squadron/29, Senior Navigator Dick Sorensen is absolutely delighted when he can find his way home most of the time. This article first appeared in the squadron newsletter, Galley Gossip.

Waypoints

SPOTLIGHT ON SQUADRONS AND DISTRICTS



NEWS AND UPDATES

Honor members who pass away

You will need permission from next of kin, when available, to list a deceased member's name in The Ensign's Last Horizon section at theensign.org/submit/last-horizon. You can submit a deceased member's obituary and a photo on our website at bit.ly/ensignobit.

Generate rosters using DB2000 and MQSeries

Use DB2000 with MQSeries to download squadron or district rosters from the United States Power Squadrons database. First, download DB2000 and MQSeries. Install MQSeries first and then DB2000. Next, follow the instructions found in the PDF at bit.ly/db2000workshop to download rosters.



Kayak trip leads to discovery and fun

Last July, Annapolis Sail & Power Squadron/5 members enjoyed kayaking at the Chesapeake Bay Environmental Center. The group included Tony and Noreen Martin, Peggy and Terry Slattery, Patrick and Linda Serf McGeehan, and me and my husband, Jeff Short. The nonprofit environmental center sits on a 510-acre preserve in Grasonville, Maryland. The center promotes conservation through education and habitat restoration of the Chesapeake Bay.

After an informative introduction, we headed out to get the kayaks ready for our adventure. The tour included five stops among the tall grasses. We observed an osprey nest and an eagle nest, and learned how the bay has changed over the years. Excited to share their knowledge with us, the CBEC volunteer instructors encouraged everyone to return for more kayaking. The weather was perfect, the instructors outstanding, and the group had a blast. After the kayak tour, we ended the day at The Bridges Restaurant.

You can bring your own kayak or rent one at the center. Membership includes free kayak rental. For more information, visit bayrestoration.org. —*Jeff Short*

JEFF SHORT



DAVID FULLER

Safety and fun go hand in hand

While on a Chattahoochee-Lake Eufaula River cruise last July, 22 members of Atlanta's Boating Club/17 participated in Ready, Set, Wear It to support life jacket wear. They traveled aboard six boats from Columbus, Georgia, to Eufaula, Alabama. —Nan Ellen Fuller



JAMES HAGLUND



CINDY WARREN



JAMES HAGLUND



CINDY WARREN

Teaming up for fun

District 16's Tacoma Power Squadron, Seattle Sail & Power Squadron and Everett Sail & Power Squadron teamed up to represent America's Boating Club in the annual Lucerne Seafair Milk Carton Derby at Green Lake in Seattle, Washington, last July.

Tacoma member Larry Warren designed the boat, which resembles a Hawaiian outrigger canoe. It took a month for Tacoma and Seattle squadron members to build it using eight 5-mm plywood sheets, 440 half-gallon milk cartons, four one-gallon milk jugs, hot-melt glue sticks, construction adhesive, screws, and para cord to stitch the bows and sterns together. Each half-gallon carton holds up to four pounds.

Ka Waiu Moku, roughly translated as "The Milk Boat," was decorated with stenciled vines and leaves representing Maile leaves, historically used when two Hawaiian chiefs came together in peace. The leaves seemed appropriately symbolic of the squadrons' effort.

With no chance to test the boat in the water until the big day, the six crew members climbed aboard a few minutes before the race. They found the boat a winner as they paddled to a first place finish in the nonprofit category. The Milk Boat also won Best in Show (General). The squadrons are proud of their joint effort and look forward to future endeavors.

The Tacoma squadron displayed The Milk Boat and its trophies at Seafair, Seattle's maritime festival.

—Richard Mattox



TON STATHAM

COW goes digital

At the Greensboro Power Squadron/27 Change of Watch last January, JB Bagby installed Mack Gordy as squadron commander using Apple FaceTime and iPhones. Vinnie Gordy held the phone as her husband, confined to his bed with a bad strain of flu virus, took the oath of office wearing the top half of his Uniform A with a bow tie.

"I want to complete the ceremony as scheduled," he'd said earlier that afternoon. "The only solution that comes to mind is to let today's information technology solve the problem."

Following the electronic swearing in, the remainder of the bridge took the oath of office at the O'Henry Hotel. *-JB Bagby*

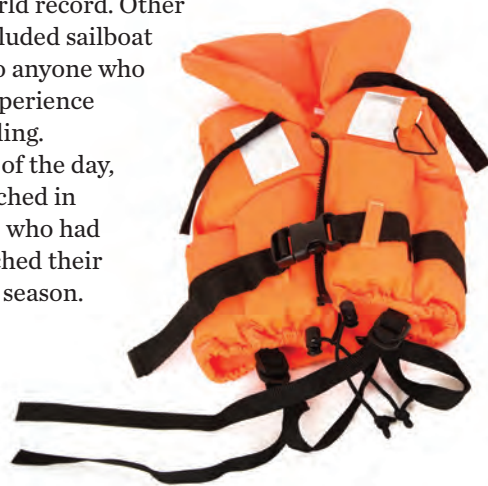
The joy of sailing

Mid Illini Sail & Power Squadron/20 kicked off National Safe Boating Week on May 19, 2018, at Clinton Lake in Weldon, Illinois, in conjunction with Clinton Sailing Association, which held its Sailing Open House the same day.

Following a potluck dinner, 54 people and two dogs wearing life jackets participated in Ready, Set, Wear It event to help set a new world record. Other activities included sailboat rides given to anyone who wanted to experience the joy of sailing.

At the end of the day, everyone pitched in to help those who had not yet launched their boats for the season.

-Lisa Titlow



JACK FISH

Fun afloat

America's Boating Club-Bluegrass Chapter (also known as Bluegrass Power Squadron/24) held the first Frankfort Float on the Kentucky River through downtown Frankfort, Kentucky, on July 28, 2018. Seventeen paddlers participated in the event, including some from other paddling groups. The Bluegrass Chapter also offered pontoon boat rides on the river for non-paddlers. Afterward, Pat Hancock hosted a cookout at her home for 30 fellow members and guests.

The Bluegrass Chapter hopes to make this an annual event, partnering with Canoe Kentucky and other Central Kentucky paddling groups. *-Tom Woods*

Certified fun

District 8's 2018 spring conference included certifying seven new examiners in the Vessel Safety Check Program. Students pre-registered and received the VSC Manual by email six to eight weeks beforehand so they could read it and send questions to the district chair.

On Saturday, April 28, the real fun began at the conference hotel with a review and discussion, followed by the exam. The students, their mentors and owners of trailered boats offered for inspection met in a blocked-off section of the hotel's back parking lot. We had three center console open boats, two kayaks, a personal watercraft and a 28-foot inboard engine cabin cruiser. Thanks to district members, our new examiners had a great mix of boats for their first vessel safety inspections.

During the conference awards presentations, the seven new vessel examiners were introduced and received their USPS vessel examiner pins.

The VSC certification event was a team effort with a lot of preparation, member involvement and coordination, but it was well worth it. Consider holding a group event like this in your district. It was terrific on many levels.

—Marjorie Baraff



District 8 vessel safety check training participants (clockwise from lower left) Bill Eldridge, Palm Beach Sail & Power Squadron; Pete Burns, St. Lucie River Power Squadron; Dottie Billington, Sebastian Inlet Sail & Power Squadron; Kevin D. Bedsworth and Lee Popham, Miami Sail & Power Squadron; and Bob Chaille Jr., St. Lucie River Power Squadron



District 8 vessel safety check training participants Dottie Billington, Bob Chaille Jr., and Bill Eldridge; photos by Art Dodd



DONNA MASON

Washington State Parks Community Outreach and Environmental Education Specialist Luke Robert joins Skagit Bay Sail & Power Squadron/16 members Glen Caporgno, Paul Rosetter, Don Coleman and Carolyn Caporgno at the squadron booth. Not shown is member Shani Taha.

Boating Safety Day takes team effort

Skagit Bay Sail & Power Squadron/16 teamed up with the Washington State Parks Boating Program and the Skagit County Sheriff's Office to hold Boating Safety Day at Cap Sante Marina in Anacortes, Washington, on July 28, 2018.

The squadron set up a booth to promote United States Power Squadrons, America's Boating Club, and boating safety for all types of watercraft. Four visitors requested vessel safety checks. Eight people signed up for our next America's Boating Course. Completing the class qualifies them for the Washington State Boater Education Card. Some people asked if we would be there every week!

—Donna Mason

First published in Cardinal Points, the newsletter of District 16

Volunteers pull up quite a haul

As in years past, Santa Barbara Sail & Power Squadron/13 members participated in Harbor Clean Sweep at the Santa Barbara Coast Guard Pier in 2018. As we gathered at the Coast Guard Pier for event orientation, squadron members easily formed the largest group of volunteers from a single organization.

Our entire group was assigned to one finger of Marina 2. We had two divers assigned to our finger, and they went to work shortly after our arrival. Divers had surveyed the marina prior to the clean up to identify key items to be removed. When the silt on the harbor bottom is disturbed, visibility is significantly impaired, so they wanted to get those key items up first.

The divers would tie a line onto the item and bring the line up to us, and we'd haul the item up. We needed to be on the dock near the diver to grab the line, but it wasn't hard to figure out where the diver was because of his bubbles.

During orientation, we were told to keep the docks and nearby boats clean of any mud that would be hauled up. This meant we had several wash-down teams in addition to the hauler team. We also had wheelbarrow teams, who carted the stuff off to the roll-off container in the parking lot. The teams coordinated like clockwork, and we removed a surprising amount of unusual stuff, including two marine toilets, a MarBorg garbage receptacle, a marine stove, a bicycle, several crab/lobster traps and some kind of vintage sonar scope.

Our efficient group wrapped up at about 10:30 a.m. The harbormaster had promised lunch for all the volunteers, so several of us relaxed for a social moment on the Seagoes' boat, which just happened to be in Marina 2. —Dennis Johns



Clockwise from top left: Vicki Slocum, Suzette Seago, Rich Ciolino, Duane Felender, Virginia Johns, Pete Seago, Ron Slocum and Dennis Johns. Duane and Janis by the disposal truck. Operation Clean Sweep sign. Peggy Ciolino, Duane, Pete and Tom Dotz remove a toilet from the water. Photos by Janis Johnson



Rollin' down the river

Skokie Valley Sail & Power Squadron/20 members took a Mississippi River cruise organized by Ron Zingler on a Fun 'N the Sun charter houseboat with five cabins in the fall of 2017. The plan was to meet Sept. 28 at the Great River Harbor in Alma, Wisconsin; cruise the next day to Red Wing, Minnesota; stay overnight; go back to Wabasha, Minnesota; spend the night; and return to Alma on Oct. 1.

On Thursday Tony and Sue Palazzo, Pat and Al Antoni, Larry and Christine March, and Stuart and Lorri Zwang met Joanne and Ron Zingler in Alma. After stowing gear and stocking the galley, we had dinner at the Great River Marina sports bar.

The next morning after breakfast, we had a lesson in operating the 60-foot-long, two-story boat. It has a canvas-covered top deck and rails and two 150-horsepower four-stroke Honda outboard engines. Then we headed up the river.

Our plan was to travel 43 miles north to Red Wing, but fighting the current and wind, we could only go 4 miles per hour. After three hours, we made it to the Army Corps of Engineers Mississippi Lock and Dam 4. We used Ron's handheld radio to call the lockmaster. The lock was open and ready for us. Remember the two-story canvas? With the wind against us, grabbing

Above: Skokie Valley Sail & Power Squadron/20 members Tony and Sue Palazzo, Ron and Joanne Zingler and Lorri Zwang in front of their chartered houseboat



the short 5-foot-long line from the lockmaster was a challenge, as we were being blown all over the lock.

After finally transiting the lock, a quick calculation showed we could not get to Red Wing before 8:30 p.m., so we needed a new destination. We called and got permission to tie up at the Mississippi Parkside Marina fuel dock in Wabasha, 12 miles north of Alma.

After tying up, we toured the town, which was celebrating SeptOberfest. Named after a Native American chief, Wabasha is Minnesota's oldest town, dating from the 1860s. At the National Eagle Center, one of the town's main attractions, staff care for two bald eagles, a golden eagle and a red-tailed hawk that were incapacitated after run-ins with automobiles. We had dinner at Slippery's, whose owner inspired the movie, "Grumpy Old Men."

After sleeping in Saturday morning, we strolled through town and later enjoyed dinner at 7 Fires Grill.

The next day we traveled downriver at a whopping 9 miles an hour with the wind at our back. Locking was even more of an adventure going downstream. We tried grabbing the rope on the east wall facing south but, after 15 minutes of strenuous maneuvering, ended up on the west wall facing north and had to back out of the lock.

On this fun cruise, we experienced firsthand how challenging it is to boat on the Mississippi River.

—Stuart Zwang

First published in Running Lights, newsletter of Skokie Valley Sail & Power Squadron/20



Above: The houseboat docked near SeptOberfest in Wabasha, Minnesota

Left: A bald eagle at the National Eagle Center in Wabasha

Below: Al Antoni, Ron Zingler and Tony Palazzo

Photos by Ron Zingler





USPS Annual Meeting—Feb. 18–24, 2019

When you make plans to attend the USPS 2019 Annual Meeting, you'll make friends from across the country and discover what it takes to make your squadron a success—all while soaking up the sun in Orlando, Florida.

TOURS & EVENTS

Our National Meetings Committee has scheduled a variety of tours to choose from. If you need special accommodation for any tour, please let us know when you register. Tours include Capone's Dinner and Show, Titanic: the Artifact Exhibition, the Blue Man Group, Gatorland and much more. You won't want to miss Friday's Keynote Breakfast and Address with Judge J. Douglas McCullough, co-author of "Sea of Greed," the true story of America's greatest drug raid and the downfall of Panamanian President Manuel Noriega.

WHAT TO PACK

From Monday to Thursday, the "uniform" will be casual dress. For the Thursday evening awards dinner, the uniform is blazer with tie or other appropriate attire. On Friday, it's Uniform L, your favorite sports team logo shirt. On Saturday, wear Uniform G during the day and Uniform A with bow tie or other appropriate attire for the evening dinner-dance.

ACCOMMODATIONS

Our meeting hotel is the Rosen Centre Hotel at 9840 International Drive, Orlando, Florida 32819. To reserve your room, call 407-996-9840 and request the USPS room rate of \$159 plus tax per night or register online at usps.org/php/reservations.

ACTIVITIES REGISTRATION

With activities scheduled nearly every day, you'll want to plan ahead and purchase tickets before they're gone. From the Saturday night dinner-dance to local tours and luncheons, there's something for every member of the family. Don't miss the boat; get your tickets today! Register online at usps.org/php/reservations. Tickets purchased after Jan. 10 will incur a \$10 per ticket surcharge.

GET THE APP

For each meeting, we create a special app for your smartphone, tablet and desktop computer to help you navigate the meeting and connect with other attendees to share ideas and updates. You can even post event photos to the activity stream and direct-message participants. Check for updates and more information shortly before each meeting at usps.org/php/reservations.

ACTIVITIES RESERVATIONS FOR 2019 ANNUAL MEETING

Visit usps.org/php/reservations to get tickets before Jan. 10 when prices increase. To pay by check, call United States Power Squadrons headquarters at 888-367-8777 ext. 230. *Please let us know if special accommodations are needed.

TUESDAY, FEB. 19

***Capone's Dinner and Show** 6:15–11 p.m.
Cost: \$55, \$45 before Jan. 10

Your adventure begins in a turn-of-the-century ice cream parlor where your party will knock three times, say a secret password and enter Gangland Chicago 1931. Handsome mobsters and gorgeous dames shine in this unforgettable production with nonstop surprises, a gangster shootout (with a chance to win prizes) and a hilarious ending sure to knock your socks off. Dinner consists of a delicious buffet, a fresh salad bar, meat carving station, dessert and unlimited beverages (including alcohol).

WEDNESDAY, FEB. 20

***Titanic: the Artifact Exhibition** 9:45 a.m.–2:45 p.m.
Cost: \$55, \$45 before Jan. 10

Hundreds of thousands of visitors each year stroll through full-scale recreations of famous Titanic rooms, including its grand staircase, first class parlor suite, boilers, and promenade deck, where you can walk out and feel the chill of the cold Atlantic air as you gaze at the stars. Trained actors in period costume portray famous Titanic notables, sharing stories of the ship's passengers and crew during an hour-long guided journey. The exhibit showcases well over 400 artifacts and historical treasures. Following our trip back in time, we will be transported to Miller's Ale House for lunch, not included in ticket price.

***Blue Man Group at Universal Studios** 4:15–10:30 p.m.
Cost: \$85, \$75 before Jan. 10

Experience the mystery, the humor, the euphoria and the indescribable celebration of art, technology, and music that is Blue Man Group at Universal Orlando Resort. Combining science and laughter, Blue Man Group makes for an explosive evening of entertainment. We will travel by motor coach to just outside the gate of Universal Orlando where you will have time to dine in one of many restaurants. We will meet at 7:30 p.m. for the 8 p.m. show, where we will sit together in either Tier 1 or Tier 2.

THURSDAY, FEB. 21

Treasurer's Donors Breakfast 7:30–8:45 a.m.
Cost: \$53, \$43 before Jan. 10

***Leu Gardens, self-guided tour, lunch nearby** 10 a.m.–3 p.m.
Cost: \$40, \$30 before Jan. 10

Explore an amazing 50-acre botanical oasis minutes from downtown Orlando. The garden and historical home were donated to the City of Orlando in 1961 by Mr. Harry P. Leu and his wife, Mary Jane. Camellias, azaleas, trumpet trees, orchid tree, sweet osmanthus, powderpuff, and citrus should be in bloom for our visit. Discover palms, cycads and flowering trees. Enjoy vines, bromeliads and tropical philodendrons. Stroll under the awe-inspiring branches of camphor trees, elms and oaks. Lunch will be at nearby White Wolf Cafe on your own (transportation included).

Rosen Kitchen Tour 10 a.m.–12 p.m.
Cost: \$37, \$30 before Jan. 10

Wear rubber-soled shoes. Limited to 15 people.

Rosen Kitchen Tour 2–4 p.m.
Cost: \$37, \$30 before Jan. 10

Wear rubber-soled shoes. Limited to 15 people.

Lunch — D/Sqd Cdrs and XO's 12:15–1:45 p.m.
Cost: \$52, \$42 before Jan. 10

Lunch — Educational Dept. 12:15–1:45 p.m.
Cost: \$52, \$42 before Jan. 10

Lunch — Secretary's Dept. 12:15–1:45 p.m.
Cost: \$52, \$42 before Jan. 10

New Life Members and Awards Dinner 7–9:30 p.m.
Cost: \$69, \$59 before Jan. 10

FRIDAY, FEB. 22

Keynote Breakfast and Address 7:30–9 a.m.
Cost: 48, \$38 before Jan. 10

Judge J. Douglas McCullough, co-author of "Sea of Greed," discusses the true story of America's greatest drug raid.

***Gatorland Orlando** 9 a.m.–3:30 p.m.
Cost: \$55, \$45 before Jan. 10

Get ready for down-home family fun at Gatorland! You'll see alligators and crocodiles of all sizes, from little grunts to the 14-foot monsters that call this breeding marsh home. The park also has extremely rare white leucistic alligators, a free-flight aviary, petting zoo and one-of-a-kind animal shows. Founded by the late Owen Godwin in 1949 and still privately owned, the 110-acre theme park and wildlife preserve combines old Florida charm with exciting experiences, exhibits and entertainment. Lunch is available on site but is not included.

Rosen Kitchen Tour 10 a.m.–12 p.m.
Cost: \$37, \$30 before Jan. 10

Wear rubber-soled shoes. Limited to 15 people.

Lunch — Executive Dept. 12:15–1:45 p.m.
Cost: \$52, \$42 before Jan. 10

Lunch — Administrative Dept. 12:30–1:45 p.m.
Cost: \$52, \$42 before Jan. 10

SATURDAY, FEB. 23

Social Reception, Luncheon and Entertainment 12–2:30 p.m.
Cost: \$62, \$52 before Jan. 10

The room will be bright with sunflowers as you are welcomed with a glass of wine—a lovely prelude to the Buckeye-themed luncheon and entertainment.

Members Reception and Luncheon 12–2 p.m.
Cost: \$45, \$35 before Jan. 10

Change of Watch Dinner-Dance 6:30–10:30 p.m.
Cost: \$86, \$76 before Jan. 10

Enjoy an evening of celebration as we welcome the 2019–2020 Board of Directors.

Reserve your tickets before Jan. 10 when prices increase. Go to usps.org/php/reservations to get your activities tickets, book your hotel, peruse the schedule and more. If you're traveling by RV, visit usps.org/lc/highwaymariners to learn more about joining the Highway Mariners.

“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

P/C Howell S. Brunson Jr., JN

Tybee Light (GA) Squadron/26
Life Member, 25 mm

P/D/C Lee W. Devane, AP

Pompano Beach (FL) Squadron/8
Life Member, 30 mm

P/C Charles A. Downie, AP

Vermilion (OH) Squadron/7
Senior Member, 11 mm

Jay C. Fernandes

Marco Island (FL) Squadron/22
3 mm

P/C R. Michael Fortier, JN

Sarasota (FL) Squadron/22
Life Member, 39 mm

Ronald W. Greene, P

Poverty Bay (WA) Squadron/16
Senior Member, 10 mm

P/C George W. Harrell, P

Tar River (NC) Squadron/27
Senior Member, 11 mm

Charles H. Homan, S

Cape Coral (FL) Squadron/22
Senior Member, 13 mm

P/Lt/C Roy Jaffe, JN

Erie (PA) Squadron/11
Senior Member, 18 mm

Stanley L. Jarrow, N

Chicago (IL) Squadron/20
Senior Member, 21 mm

P/Lt/C Rick LaPrad, AP

Sarasota (FL) Squadron/22
4 mm

P/C Sharon LaPrad, P

Sarasota (FL) Squadron/22
4 mm

P/D/C Katharine S. Law, SN

San Diego (CA) Squadron/28
Life Member, 31 mm

Lt John Louis Magnon, AP

Perdido Bay (AL) Squadron/15
Senior Member, 14 mm

Eileen Malin, P

Wilmington (DE) Squadron/5

P/D/C Theodore McCarthy, SN

Redwood (CA) Squadron/25
Life Member, 48 mm

John H. Mulholland, AP

Peconic Bay (NY) Squadron/3
Senior Member, 10 mm

John T. “Jack” Peake, P

Chicago (IL) Squadron/20
Life Member, 43 mm

Grace E. Penny, AP

Tampa (FL) Squadron/22
Life Member, 27 mm

P/Lt/C Graydon Peoples, JN

Phoenix (AZ) Squadron/28
Life Member, 39 mm

P/C Arthur P. Pinsak, SN

Ann Arbor (MI) Squadron/9
Life Member, 30 mm

Douglas R. Plzak

Cape Fear (NC) Squadron/27

P/R/C William E. Reasons, SN

Cape Lookout (NC) Squadron/27
Life Member, 48 mm

P/Lt/C Carolyn M. Reese, P

St. Petersburg (FL) Squadron/22
Senior Member, 17 mm

P/C Richard Alan Romer, AP

Annapolis (MD) Squadron/5
Senior Member, 8 mm

Nicholas E. Sachuk, JN

Stamford (CT) Squadron/2
Senior Member, 9 mm

P/D/F/Lt Kenneth Warren Santoro, P

Taunton River (MD) Squadron/14
Senior Member, 11 mm

P/C Karen S. Strand, AP

Kalamazoo (MI) Squadron/9
Senior Member, 22 mm

P/C William L. Strecker, AP

Wabash Valley (IN) Squadron/24
Senior Member, 15 mm

George B. Sullivan

Greenwich Bay (RI) Squadron/14

Francis X. Tesorero, S

Toledo (OH) Squadron/29
Life Member, 27 mm

P/Lt/C Linda C. Thompson, S

Tampa (FL) Squadron/22
Senior Member, 11 mm

Richard Tremaine, S

Diablo (CA) Squadron/25

Ronald J. Voelker

Kalamazoo (MI) Squadron/9

P/R/C J. Kelson Weber, SN

Norwalk (CT) Squadron/2
Life Member, 39 mm

P/C Elliot J. Wilcox, SN

New Haven (CT) Squadron/1
Life Member, 33 mm

Patricia A. Zoeckler, S

Kent Narrows (MD) Squadron/5
Senior Member, 5 mm

MERIT MARK AWARDS

Senior Member, 5 merit marks

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HOW TO SUBMIT

Last Horizon honors USPS members who have crossed the bar. Family, squadron commanders or other authorized representatives may submit reports at theensign.org/submit/last-horizon. Photos and memorials may be sent to ensign@hq.usps.org for publication on our website.

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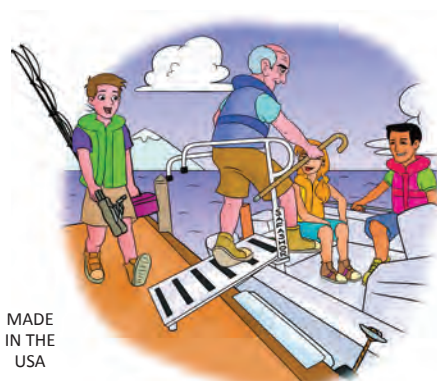
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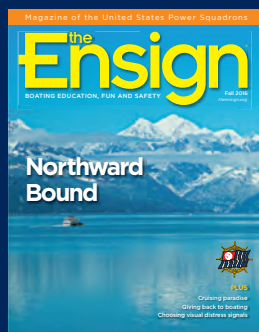
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Bitter End

A LIGHTER LOOK AT THE BOATING LIFE



Sanibel Island Lighthouse

Sanibel Island Lighthouse was built on the island's eastern tip in 1884 after many years of requests from residents. In those early days, Punta Rassa Harbor across from Sanibel Island was an important harbor for merchant ships on the way to Cuba. Because of hurricanes, designers decided to construct an open skeleton-type iron tower lighthouse with a central cylinder. Many ferocious storms over the intervening years have proven the designers correct.

When it was built, the 98-foot-tall ironwork lighthouse had a 900-pound third-order Fresnel kerosene-fed lens. The keepers had to climb a steep 10-foot outside ladder to the cylinder and 127 narrow stairs inside to get to the top. Two keepers' houses nearby once housed the lighthouse keeper and assistant keeper.

The U.S. Coast Guard took over the light in 1946, electrified it and replaced the lens with a 500-millimeter drum lens in 1962. The Bureau of Land Management took over the property in 2000. After years of lengthy negotiations, the City of Sanibel took ownership in 2010 and spent \$270,000 to restore and repaint the lighthouse a few years later. Today, the venerable lighthouse and keepers' houses have been added to the City of Sanibel's Register of Historic Sites and Structures. —*Bridget Doerner*

Where away?



TINA MANCUSO



Email ensign@hq.usps.org by Jan. 31 with the location depicted above for a chance to win a gift from our Ship's Store. We will choose a winner at random from all correct responses. Alexandre Galskoy and others correctly identified the Fall 2018 location of the Los Angeles Harbor Light. 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

People often think our boat's name relates to catching fish or racing. While I love doing those things, my inspiration came from a trip to the gym, where I've pushed myself to work out more often. I spotted a T-shirt with a slogan that sums up my goal and decided to name our 28-foot Everglades Game On. —Marc Reynolds



TRANSOM TALES

After I was navigator on the winning team at the American Power Boat Association World Championships in Key West in 1985, I met and married my wife, Terri. Boating took a backseat to raising a family, but after 30 years of marriage and with our kids out on their own, I wanted to get back into boating. Of course, I wanted a "go fast" boat, but Terri convinced me that we needed a cruiser. We bought a Sundancer 360 that I named Yes, Dear. —Matt Ambrose

"The sea remembers nothing."

—Oliver Wendell Holmes



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