

THE BITTER END

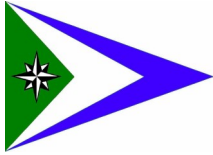
News from Skagit Bay Sail and Power Squadron

November/December 2013

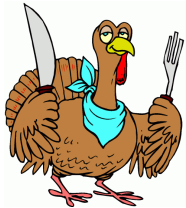
A Unit of United States Power Squadrons ® District 16

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Calendar

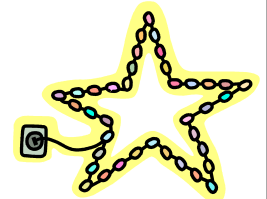


28 November, **Happy Thanksgiving**

7 December, **Lighted Boat Parade LaConner, LaConner Tavern, Instead of Meeting**

20-22 December, **Waterfront Festival Anacortes, Cap Sante Marina**

25 December, **Merry Christmas—HE is the reason for the season!**



Commander's Message

Kelly Libby, S

Happy Holidays to Skagit Bay Sail and Power Squadron!

December 7th is our Annual Holiday Dinner and Get Together to watch the La Conner Boat Parade from the Pub! I hope to see you all there. If any of you would like a ride, please call me at 425-359-7078 and we'll make arrangements....the more, the merrier!

It is unbelievable that Thanksgiving is this coming week! When my kids were growing up, I stalled them at the Thanksgiving table as they had to say what they were thankful for in the previous year before diving in to dinner...when Elisabeth was little she surprised us and said she was thankful for "stretchy pants" to wear on Thanksgiving! Every year we laugh about that and yes, that's what we'll be wearing on Thursday!

I'm thankful and grateful for the many friends and fellow members of our Skagit Bay Squadron. We are truly a unique group and growing! 2014 is fast approaching and if your New Year's resolution is to get out and be more involved in our Squadron, let me know... we have a volunteer opportunity with your name on it!

Lastly, on a winter safety note, we can never stress enough "Marine Fire Prevention". All you have to do is watch the news to see the catastrophe and/or loss of life that a fire in a marina brings and it seems like the past year there has been a lot of this on the news. To make things easy, here's a "Fire Prevention Checklist" that you can use on your boat...

- o Inspect your vessel to dock pedestal AC electrical system:
- o Make sure your AC electrical power cord is a weatherproof power cord minimum 12 gauge for 20 AMP, 10 gauge for 30 AMP service with a ground and is not cracked, chafed and is free of visible defects.
- o AC power cord plugs should be a marine twist lock type, minimum 20 AMP and maximum 30 AMP.
- o Check the male and female AC plugs for signs of burning, melting or other defects and replace as needed.
- o Secure the AC plug to the vessel with a locking ring.
- o Make sure electrical heaters are plugged directly into permanent receptacles (no extensions cords).
- o Do not tightly coil or bundle AC heater cords. It will cause them to get very hot.
- o Do not use reflective type heat lamps on your vessel.
- o Do not use any AC heat devices with spring-type clip hangers on your vessel.
- o Do not leave hot water heaters energized when your vessel is unattended.
- o Do not use any thermostat controlled electric heaters in gas engine enclosures or tank areas.
- o Do not use unprotected light bulbs in machinery and tank areas.
- o Make sure there are no visible fuel leaks or seeping on or around engines, fuel lines or fuel tanks.
- o If the vessel has LP tanks, make sure the valves are closed when the vessel is unattended.
- o Make sure that dual range electric heaters (800/1500 watts) are set on the lowest range when unattended.
- o Do not use any AC electric heaters above 1500 watts on an unattended vessel.
- o Don't let flammable materials come in contact with heaters.
- o Make sure that all shore power and heaters cords and plugs are not hot to the touch when they are under a service load.
- o Make that all your fire extinguishers are proper USCG size and type. Inspect them annually and service as required.



Executive Department
Kari Randall-Secret, N

The year is quickly slipping away, and it's soon to be 2014. Halloween has passed, and I bet Thanksgiving will be here before we know it. However, that doesn't mean the boating season has to be over for us northwesterners, but we do have to pay a bit more attention to the weather and water conditions. Here's a great reminder about how important it is to read the waves and respond accordingly when you're at the helm.

Reading the Waves
Handling your boat in the open ocean

When you can read the waves, you have a better chance of navigating them safely. At the helm, your job is to pick a path between and around steeper waves to minimize their impact on your vessel. As seas build, use steering and throttle to work around them.

Head seas:

Taking seas head on can be harmful to the boat and crew. Instead, take steep waves at a 30 to 45 degree angle off the bow. This minimizes the chances of burying the bow at the base of the next wave. By taking a path across the wave fronts, you spread out the peaks and flatten the slope the boat encounters. If the seas are high enough, you may be forced to take them head on. When this happens, slow down as you meet the wave. Use throttle to meet and go over the top. As your bow clears the peak, throttle down so you don't accelerate down the wave's back side.

Beam waves :

Beam waves come at the side of the boat and can lead to excessive rolling or yawing depending on their size. They can also cause you to lose control. The best method for handling a beam sea is to take the waves at a 45 degree angle, which means you may have to run a zigzag course to reach your destination.

Following seas:

Waves coming from the stern are called following seas. This situation appears more benign than heading into the waves because you are moving with the wind and riding on the smooth side, rather than the steep side, of the waves; however, if the boat goes over the wave, a steep drop could cause the bow to

dig in the trough and the following wave to push the stern sideways, in turn creating a broach. In following seas, it's best to ride on the back of a wave, moderating your speed to stay there. If you can't maintain position, let the wave break behind you and flow under the boat. Be careful if your boat has a low transom; the following wave might overtake and swamp the boat.

(USPS Compass, Aug. 2011)

Flotsam and Jetsam (mostly Jetsam)

Affordable Boat Act! Important!

Submitted by Kelly Libby

The U.S. government has just passed a new law entitled "The Affordable Boat Act" declaring that every citizen MUST purchase a new boat by April, 2014. These 'affordable' boats will cost an average of \$54,000-\$155,000 each. This does not include taxes, trailers, towing fees, licensing and registration fees, fuel, docking and storage fees, maintenance, or repair costs.

This law has been passed because, until now, typically only wealthy and financially responsible people have been able to purchase boats. This new law ensures that every American can now have an 'affordable' boat of their own, because everyone is 'entitled' to a new boat. If you purchase your boat before the end of the year, you will receive four 'free' life jackets (does not include monthly usage fees).

In order to make sure everyone purchases an 'affordable boat,' the cost of owning a boat will increase on average of 250-400% per year. This way, wealthy people will pay more for something that other people don't want or can't afford to maintain. But, to be fair, people who can't afford to maintain their boat will be regularly fined and children (under the age of 26) can use their parents boat(s) to party on until they turn 27, after which date they must purchase their own boat.

If you already have a boat, you can keep yours (just kidding; no you can't). If you don't want or don't need a boat, you are required to buy one anyhow. If you refuse to buy one or can't afford one, you will be regularly fined \$800 until you purchase one, or face imprisonment. If you cannot (or don't want to) purchase an 'affordable boat' from a private business, you can buy a starter boat from the U. S. government 'affordable boat exchange.' Such a boat will have the basic necessities (hull, oars or paddles) and will only cost 'slightly more' than a similar boat purchased from a private business. Plus, since your tax dollars will subsidize the purchase of a boat from the U. S. government's 'affordable boat exchange,' it will appear that you are getting a good deal.

Failure to use the boat will also result in fines. People living in the desert, ghettos, inner cities, or areas with no access to lakes are not exempt. Neither age, motion sickness, experience, knowledge, nor lack of desire are acceptable excuses for not using your boat.

A government review board (that doesn't know the difference between the port side, starboard side, or stern of a boat) will decide everything, including when, where, how often, and for what purposes you can use your boat, along with how many people can ride your boat. The board will also determine if one is too old or healthy enough to be able to use their boat, and will also decide if your boat has outlived its usefulness or if you must purchase specific accessories (like a \$500 compass) or a newer and more expensive boat.

Those that can afford yachts will be required to do so ... it's only fair. The government will also decide the name for each boat. Failure to comply with these rules will result in fines and possible imprisonment.

Government officials are exempt from this new law. If they want a boat, they and their families can obtain boats free at the expense of tax payers. Unions, bankers, and mega companies with large political affiliations (\$\$\$) are also exempt.



Education Department
Paul Rosetter, AP

Like so many other matters in this digital age, electronic navigation is quickly taking over from paper. NOAA will soon cease printing paper charts which will then be available only through private vendors. To help boaters catch up or keep up with swiftly advancing chart plotting and other digital navigation technology, "USPS is testing a electronic navigation course developed by the Canadian Power Squadrons to see whether or not it can be adapted to the current level of technology found in the USA.' This EN course is still in testing but our squadron has a unique opportunity to get a first look at the course and critique it for headquarters. Bob Miller has signed up a number of us to take the course which he will be teaching starting this Monday, December 2. Bob may be one of the most qualified persons on the planet to teach this subject. (I don't know about other planets.) We will keep you informed about the course and what changes, if any result from the test presentations.

"How many of you readers who haven't completed Piloting or Advanced Piloting are ready to resume your training? Send a message to Paul Rosetter asking to be enrolled in a Piloting class in the Spring. If we have enough students, we can put together an 8-10 week class. Advanced Piloting could follow.

USPS is discovering ways to integrate computers and high tech visual aids into our courses. You may find learning with these advancements easy and fun.

Here are some pics of the fun times this year. Happy Holidays... Editor Mark



Whale Watching Trip with J Pod



Rosario (Pond on grounds)





Boating Activities
By P/C Donna Mason, AP

Paul and I just returned from almost three weeks in China. What an amazing country! We traveled a bit by land, a lot by boat, and some by air. Here is a photo of our boat "The Viking Emerald." We learned so much that Paul said it should rate three credits from UW! We felt like time travelers because we arrived back in Seattle four hours earlier than we left Beijing on the same day.



Save the date: December 7 Saturday is our Squadron's Holiday Party. See accompanying article for details. Hope to see you there. RSVP!

Thinking ahead to 2014--yes, it's almost here! The more who attend our January Event Planning Meeting the better our events can be. I'm calling it Events, not just Rendezvous Planning, because our squadron has many activities. Save the date for our Squadron's monthly meeting: Thursday, January 9, 2014

A BIG THANK YOU TO THOSE WHO HAVE HOSTED RENDEZVOUS AND OTHER EVENTS THIS YEAR!

There's probably more that I should say, but I'm still jet lagged!

Happy Holidays to you and your families! SBSPS

2013 Rendezvous Schedule



- November 27-30 Fort Casey RV Weekend**
- December 7 LaConner Lighted Boat Parade & Squadron Holiday Party**
- December 21 Anacortes Decorated Boats**

Contact Donna Mason at donnajmason@gmail.com for info, sugges-

Holiday Party & Boat Parade

Saturday, December 7, 2013

Time to celebrate the Season! Again this year, the cooks have the night off. We'll be celebrating the holidays and viewing the lighted boat parade at:

The LaConner Pub and Eatery, 702 S. 1st Street, LaConner.

- 5:30 p.m. Cocktails and Revelry begins at La Conner Pub and Eatery
- 6:00-7:00 p.m. Watch the boat parade from the restaurant's outside deck or warmly inside Followed by dinner

Food: The LaConner Pub and Eatery will offer its full menu, including prime rib. The website is under reconstruction, but there are a lot of menu choices. Eat as much or as little as you wish.

A Food Bank collection jar will be available, if you'd like to make a monetary contribution to the local food bank. Some prizes may be awarded.

Parking is on-street, so carpooling is recommended. Carpooling also reduces the number of "designated drivers" needed.

RSVP by December 1 to Donna at donnajmason@gmail.com or 360 595-1083. We need to give a headcount to the restaurant. We've reserved spaces for 30 people. It's a party!

WINTER IS CLOSING IN!

Autumn colors are a reminder of colder weather to come as well as the bittersweet marking of the end of summer boating season. Now is the time to prepare your yacht for winter. Winterizing is a prudent step for protecting your investment and readying you yacht for the next season.

WINTERIZING CHECKLIST:

- Check coolant for the proper antifreeze
- Use only marine-approved heating devices (not all UL approved devices are for use in marine environments)
- Upgrade or add extra dock lines and provide chafing protection
- Have a sufficient quantity of fenders of the correct size and type
- Secure winter covers
- Top off fuel tanks
- Consider fuel additives if ethanol blend is used
- Close all through-hulls, with the exception of cockpit drains and install covers or plugs on exhaust ports to minimize potential for Muskrat damage. (Leave a reminder by the helm to open the through-hulls before starting the engines next season.)
- Tighten hose clamps and check that all through-hulls are double clamped.

Consider removing the following items for dry storage

Tenders (motors and fuel)

Bimini tops, sails and other canvas

Spare propane containers

Old or unused food items from galley


Ship's papers

Excess equipment

- Do a final cleaning and pump out the holding tank
- Check bilge pumps for working float switches and remove any debris from the bilge that could interfere or clog pumps
- Fill and charge batteries
- Turn off batteries
- Close valves on any propane tanks
- Leave locker doors open to promote good ventilation of interior spaces
- If you leave your boat with shore power – clean any corrosion from the power cord plugs and make sure it is firmly attached and secured

The Pledge

I do solemnly pledge to: Abide by the bylaws of the United States Power Squadrons®; Promote high standards of navigation and seamanship; Maintain my boat and operate it legally; Render assistance whenever possible; and conduct myself in a manner that will add prestige, honor and respect to the United States Power Squadrons.®

<p>HAPPY NOV/DEC BIRTHDAYS</p>  <p>Kellie Dalrymple Sandra Evans George Johnson</p>	<p>Dale Libby Kelly Libby Debbie Richey Sharon Robertson William Robertson Clark Scarboro Rhonda Wahlgren Richard Wisniewski Christine Woodward</p>
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~ General Meeting Information ~

Our General Meetings are held monthly on the 2nd Thursdays of each month (except July & August), at The Farmhouse Restaurant, corner of SR20 and La Conner-Whitney Road. Greetings and social time starts at 1800 with dinner at 1900. Meeting is normally held just before dinner. When a program is available it usually starts about 1930. The meeting is sometimes moved to another date or venue for special occasions, but that will be advertised in the newsletter or an email notice.

Course Passed	2009	2010	2011	2012	2013
ABC	42	20	29	15	24
Seamanship		8	2		10
Piloting		4	1		
Advanced Piloting	3	3			
Junior Navigation	8			1	
Navigation		9			
Cruise Planning					
Instructor Development (Certified Instructors)					
Engine Maintenance			8		
Marine Electronics	9				
Marine Communications					
Marine Electrical Syst					7
Weather					
Sail					
Operations Training	3	2			

Bridge Officers		
Commander	Kelly Libby, S	360-435-3835
Executive Officer	Kari Randall-Secret, N	360-387-1194
Education Officer	Vacant	
Administrative Officer	Mark Richey, SN	360-387-1260
Secretary	George Johnson, SN	360-588-8125
Treasurer	Marlene Bellingner, AP	360-757-8091
Executive Committee		
	Bob Miller, JN Lynn Stewart, P Sandy Johnson, P Vacant	360-588-9950 360-424-1270 360-588-8125
Commander Department		
Chaplain	Ruth Peterson, SN	360-293-1888
Flag Lt.	Albert Miller, P	360-391-1897
Port Captain	Vacant	
Law Officer	Vacant	
Merit Marks	Debbie Richey, AP Jean Miller, N John Bellingner, SN	360-387-1260 360-588-9950 360-757-8091
Executive Department		
Co-Op Charting	Lynn Stewart, P	360-424-1270
Liaison	Debbie Richey, AP	360-387-1260
Public Relations	Deanna Randall-Secret,N	360-387-1194
Asst Public Relations	Albert Miller	360-466-3470
Radio Technical	George Brooks, SN	360-391-1897
Safety	Bill Stewart, JN	360-424-1270
Vessel Exams	Rick Anderson, SN	360-757-6241
Education Department		
Assistant Education Officer	Paul Rosetter, AP	360-595-1083
Local Board Public Boating	George Johnson, SN	360-588-8125
Local Board Advanced	Rick Anderson, SN	360-757-6241
Grades	John Bellingner, SN	360-757-8091
Local Board Elect Courses		
Administrative Department		
Boating Activities	Donna Mason, AP	360-595-1083
Galley	Sandy Evans	360-305-8330
Greeting	Sandy Evans Dale Libby, P	360-305-8330 360-435-3835
Membership	Debbie Richey, AP	360-387-1260
Operations Training	Debbie Richey, AP	360-387-1260
Programs	Mark Richey, SN	360-387-1260
Property Officer	Mark Richey, SN	360-387-1260
Supply Officer	Mark Richey, SN	360-387-1260
Telephone	Mark Richey, SN Sandy Evans Bill Stewart, JN	360-387-1260 360-305-8330 360-424-1270
Secretary's Department		
Editor "Bitter End"	Mark Richey, SN	360-435-3835
Historian	Lynn Stewart, P	360-424-1270
Roster	Bob Miller, JN	360-588-9950
Scrapbook	Coco Haynes, S	360-293-0592
Webmaster	Kari Secret, N	360-387-1194
Auditing Committee		
1 Yr Chair	Sandy Johnson, P	360-588-8125
2 Yrs.	Dale Libby, P	360-435-3835
3 Yrs.	Sharon Knowles, AP	
Nominating Committee		
1 Yr. Chair	Jean Miller, N	360-588-9950
2 Yrs.	Deanna Randall, N	360-387-1194
3 Yrs.	George Brooks, SN	360-466-3470
Rules Committee		
1 Yr. Chair	Ruth Peterson, SN	360-293-1888
2 Yrs.	Bill Stewart, JN	360-424-1270
3 Yrs.	John Bellingner, SN	360-757-8091