

COMMANDER'S COLUMN

AHOY THERE... AHOY THERE!!!

Our next "Change-of-Watch" dinner will be held at the Fisherman's Grotto in Charleston on Saturday April 22nd beginning at 1600. Our officers for this next year will be installed and we'll be plotting a new course for "safe boating through education" with plenty of pickleback, crabbing and grinning along the way.

Bring a friend or two and join us for the Coos Bay Power Squadron "Change of Watch" at the Fisherman's Grotto as it promises to be a festive memory making affair. It would be nice to see as many folks at the dinner as possible as we will be discussing upcoming events in May and throughout the summer. Looking forward to seeing many of you there!

Thanks for allowing me to serve you as your commander over this past year; it was an enjoyable cruise!

Remember we're a

"TEAM".....that's "Together Everyone Accomplishes More"!!!



Marine Board Seeks Public Comments on Cycle One Grant Applications

The Marine Board wants to hear from boaters about its Cycle One grant applications and how the boating dollars are invested. The deadline to review applications and provide comments is April 17, 2023. The Marine Board's Boating Facility Program received 10 grant applications for its Cycle One funding opportunity, requesting \$5.4 million in needs, with a total application value of \$9.6 million in motorized and nonmotorized funding. These grants are for the improvement or development of motorized and nonmotorized boating facilities, education, and on-water boating experiences for people in underserved communities.



The Marine Board anticipates having \$3.2 million in state funding available in its Cycle One grants for motorized and nonmotorized projects. Applicants are requesting nearly double the amount of funding available, so competition is high.

Public comments are an important part of the grant application evaluation process and will be provided to the Marine Board prior to its June 28 Board meeting to consider the applications. Applications for Cycle One motorized and nonmotorized funding closed on March 13. The Boating Facility Program conducts two additional grant funding opportunities during the two-year budget cycle. If you did not see an application for your favorite boating facility, we encourage you to contact the facility owner, share your ideas, and ask how you can help support any future grant requests.

Visit the Boating Facility Grant Application Comment Page to view the project applications and provide feedback.

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Meetings & Events

CHANGE OF WATCH April 22

1600 (4:00PM) @Fisherman's Grotto

Corps of Engineers begin critical repairs to Coos Bay North Jetty



U.S. Army Corps of Engineers' Portland District (Corps) contractors have started making repairs to the Coos Bay North Jetty, a three-year, \$64 million critical infrastructure improvement project. Coos Bay is Oregon's largest deep-draft coastal harbor, and the jetties reduce wave action on the bar, ensuring the safety of ships, recreational boaters, and commercial fishermen.

In the interest of public safety, Engineers will close access roads to the North Spit. The following road limits will be off limits to traffic until construction is complete in December 2023 - South Dike Ro Foreshore Road, and the Dayside Road starting approximately half mile south of the end of Trans-Pacific Lane to the jetty. Additional areas may be closed including trails on the spit to prevent the pub from crossing Foreshore Road to access to the beach from the trail system.

The Corps contractor, Trade West Construction, will immediately start the construction of staging areas and improving some sections of Foreshore Road and Resource Road. Early construction includes building an in-water temporary Material Offloading Facility (MOF) to which most of the stones used in the jetty's repair will be barge. "The rehabilitation of the north jetty is a critical undertaking that will ensure the safety and reliability of the bay's shipping channel for years to come," said Capt. Marie A. Adams, project engineer. "The project includes reconstruction of the jetty head, repairs to critically damaged portions of the trunk and restoring the jetty rest elevation to provide long-term erosion resilience."

The North Jetty has suffered damage from a harsh coastal wave environment and requires repair. The North Jetty has lost a total of 1,121 feet from the jetty's full authorized length since its construction. The Corps has repaired the jetty numerous times, and the height and width of the jetty increased in its present configuration. The jetty head (the tip of the jetty in the water) was last repaired in 1989 and the jetty trunk (at the beach) had emergency/interim repairs in both 2003 and 2008. Both repairs involved a breach or a near-breach of the jetty which allowed significant sediment through the jetty into the navigation channel and impacted the North Spit Ocean shoreline.

Original construction of the 9,600-foot-long North Jetty took place from 1891 through 1898. The Coos Bay Federal Navigation Project was authorized in 1878 and again in 1996 as part of the Energy and Water Development Appropriations Act that year.

These authorizations provide the Corps with the ability for construction, operation, and maintenance of the north and south jet structures and associated deep-draft federal navigation channels and turning basins.



YOU ARE INVITED
to the
ANNUAL CHANGE OF WATCH
of
COOS BAY POWER SQUADRON
SATURDAY APRIL 22, 2023
at
FISHERMAN'S GROTTO



91149 CAPE ARAGO HIWAY CHARLESTON OR



Dinner at 1600 (4:00PM)
Order from MENU, with \$10.00 surcharge,
Change of Watch at 1700 (5:00PM)
Prize Drawing
PLEASE pre-register by April 18. RSVP
P/C Art Schuldt,SN at a.schuldt@charter.net
or phone (541)756-4408.

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National Safe Boating Week is May 20-26, 2023

National Safe Boating Council [SHARE THIS PAGE](#)

National Safe Boating Week will be held from May 20-26, 2023, reminding all boaters to brush up on boating safety skills and prepare for the boating season. This observance week is the annual kick-off of the Safe Boating Campaign, a global awareness effort that encourages boaters to make the most of their boating adventure by being responsible.

"The best boating experience is safe boating," said Yvonne Pentz, communications director of the National Safe Boating Council, a nonprofit dedicated to helping create a safe boating experience for all boaters and the lead organization of the Safe Boating Campaign. "Have fun on the water, make memories with your family and friends – all while boating responsibly."

U.S. Coast Guard statistics show that drowning was the reported cause of death in four out of every five recreational boating fatalities in 2021, and that 83 percent of those who drowned were not wearing life jackets. There are many options for boaters when it comes to choosing a life jacket. When selecting a life jacket, a boater should check that it is U.S. Coast Guard approved, appropriate for the water activity, and fits properly.

"Remember, the best life jacket is the one you will wear," said Pentz. "Whether you're going fishing or just enjoying a ride on the boat, boat like a pro and make sure you're prepared for the adventure."

The National Safe Boating Council recommends these tips for boaters:

Take a boating safety course. Gain valuable knowledge and on-water experience in a boating safety course with many options for novice to experienced boaters.

Check equipment. Schedule a free vessel safety check with local U.S. Coast Guard Auxiliary or U.S. Power Squadrons to make sure all essential equipment is present, working and in good condition.

Make a float plan. Always let someone on shore know the trip itinerary, including operator and passenger information, boat type and registration, and communication equipment on board.

Wear a life jacket. Make sure everyone wears a life jacket – every time. A stowed life jacket is no use in an emergency.

Use an engine cut-off device – it's the law. An engine cut-off device, or engine cut-off switch, is a proven safety device to stop the boat's engine should the operator unexpectedly fall overboard.

Watch the weather. Always check the forecast before departing on the water and frequently during the excursion.

Know what's going on around you at all times. Nearly a quarter of all reported boating accidents in 2021 were caused by operator inattention or improper lookout.

Know where you're going and travel at safe speeds. Be familiar with the area, local boating speed zones and always travel at a safe speed.

Never boat under the influence. A BUI is involved in one-third of all recreational boating fatalities. Always designate a sober skipper.

Keep in touch. Have more than one communication device that works when wet. VHF radios, emergency locator beacons, satellite phones, and cell phones can all be important devices in an emergency.

The Safe Boating Campaign is produced under a grant from the Sports Fish Restoration and Boating Trust Fund and administered by the U.S. Coast Guard. The campaign offers a variety of free and paid resources to support local boating safety education efforts. Learn more at www.safeboatingcampaign.com.

About the National Safe Boating Council

Established in 1958, the National Safe Boating Council is the foremost coalition for the advancement and promotion of safer boating through education, outreach, and training. For more information about NSBC programs and professional development opportunities, visit www.safeboatingcouncil.org.

Sittin' At the Dock (Rules)

It may sound like a popular song, but it's a tune too many hear.

Unlike what is happening here, when you leave the boat to take the trailer to the parking lot, it's common courtesy to move the boat to the end of the dock so others have room to launch. Here's the scene at the boat ramp: A boat is launched quickly (that's good), the boat is tied to the dock (also good), the tow vehicle pulls away and is parked (that's good, too), and the next person in line backs down the ramp with their boat trailer but stops midway because the boat at the dock is in the way (that's not good).



This is an all-too-common topic on boating forums. Along with it come adjectives like "irresponsible," among others, and most of this is the result of the boater not being selfish but, instead, just not knowing any better. Still, some ramps, including those operated by Miami-Dade County Parks, Recreation and Open Spaces, have added this to their posted launching rules after numerous boaters complained about having to wait for someone to return from parking their truck: "After launching, move vessel as far back to the rear of the pier as possible so others may launch." The Seattle Parks and Recreation launch ramp staff has a similar system in use right now. "We don't have this as a rule in terms of it being on a sign," says ramp supervisor D'Juan Brown, "but we have staff who will ask launchers to push their boats back to the end of the dock after launching so someone else can launch while they park their vehicles. There were a lot of complaints five years ago about having to wait, and this was one reason why boaters were upset and threatening to go find another lake. We have practically no long waits at the ramp anymore."

William Boik, Michigan Department of Natural Resources Programs and Grants Manager who is part of the design team that oversees the state's 1,100 boat ramps, says blocking a boat ramp is one of the biggest issues he's faced. "We don't have signs," he adds, "and we don't have a boat ramp lane for different skill levels, but we are building ramps with staging areas so a boater can move their vessel to the other side of the dock. It was becoming a problem because some of our ramps have parking far away and someone leaving their boat close to the ramp had to do a lot of walking to their truck. Boaters catch on pretty quick and while it's not a rule, it's boat ramp courtesy."

Multiple-lane boat ramps usually don't encounter a problem like this but on busy weekends, it's also been known to happen.

The good news is, after a few trips to the boat ramp, an inexperienced boater soon learns about this "rule," whether written or not.

To learn more about etiquette at the ramp read our "Why Manners Matter At The Ramp".

Author BoatUS Editors Contributor, BoatUS Magazine Award-winning BoatUS Magazine is the official publication of Boat Owners Association of The United States. The magazine provides boating skills, DIY maintenance, safety, news and more from top experts. BoatUS Magazine Is A Benefit Of BoatUS Membership



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MEETINGS
 Squadron / Executive Board Meetings THIRD
 SUNDAY each month. Board Meetings may be
 called by Cdr or Board. Meetings are at 1400
 (2:00 PM) at FISHERMAN'S GROTTO Covid-
 19 restrictions followed if required

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