

COMMANDER'S COLUMN

It has been my pleasure to be your Power Squadron commander for the last three years but the time has come for me to step down. With the upcoming Change of Watch on May 7, I will become the Executive Officer and Craig Beyer will assume the duties of Commander.

It has been a good run and I have been happy to do it. I look forward to working with everyone on the board to further the goals of the United States Power Squadron, or as we call it nowadays, America's Boating Club.

Michael Gibbons JN

Cdr. Michael Gibbons JN
Commander, Coos Bay Power Squadron

Coos Bay Boat Building Center



The Coos Bay Boat Building Center has announced it will close after serving the community since 2009.

The City of Coos Bay and owner, Doug Divine refurbished the old fish processing plant located at 100 Newmark Avenue to become a workshop with office and conference rooms. The center held canoe and boat building classes, children's wood working events, and hosted the annual visits of the tall ships Lady Washington and Hawaiian Chieftain over the last 13 years.

Officials with the Center said, after Divine's passing last year, the estate notified them of their termination of lease on June 15th of this year. The board attempted to seek funding and support to purchase the property and on April 9th were presented with a proposal to purchase. The estate sought \$850-thousand-dollars if the board could show adequate funding by the end of the month but due to the short time frame, the board were unable to obtain funding and grants.

President, Jim Berg said in an April 19th Press Release the board appreciates the communities support of the center's missions and goals.

Three years ago the Squadron Bridge looked at this building as a possible home for Coos Bay Squadron

SPRING EVENTS & MEETINGS NO REGULAR SQUADRON MEETINGS

New US Coast Guard Fire
Extinguisher Regulation
Effective April 20



National Safe Boating Week
May 21 -27, 2022

"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 2020 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.



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YOU ARE INVITED



TO
**Our 63rd ANNUAL
COOS BAY POWER SQUADRON
"CHANGE OF WATCH"**

AT THE
**SQUADRON BUILDING IN CHARLESTON, OREGON
MAY 7, 2022**

MENU

**CHARCOAL BROILED STEAK or CHICKEN BREAST
SALAD & MIXED VEGETABLES
BAKED POTATO & HOMEMADE DESSERTS
COFFEE OR TEA**

\$35.00 PER PERSON

Social hour begins at 1800 and dinner at 1900 May 7, 2022.

LOCATION

Our 63rd Change of Watch will be held at the Coos Bay Power Squadron building, which is located at 90346 Guano Rock Lane at the Small Boat Basin in sunny Charleston, Oregon. If you need specific directions, please contact Cdr Michael Gibbons, JN 541-290-7694 or P/C Art Schuldt, SN

541-756-4408

CONTACT

CBPS 2175 Everett, North Bend OR 97459 Email a.schuldt@charter.net www.usps.org/coos

DRESS

Uniform of the day will be **blazer or mufti.**

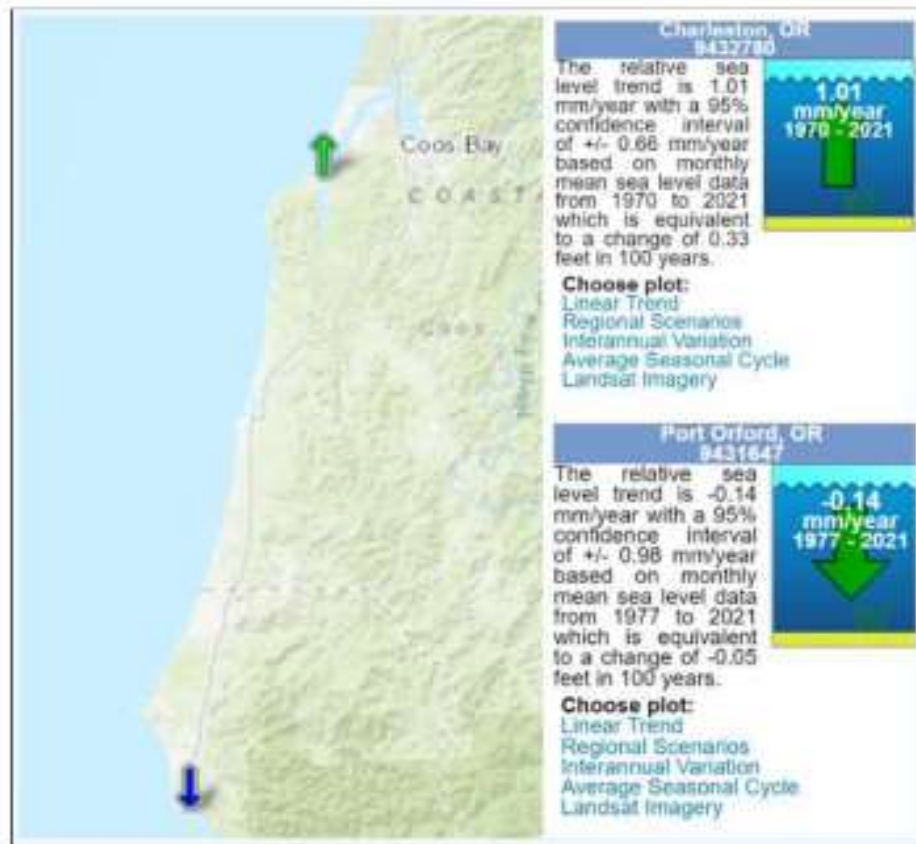
PLEASE CONFIRM RESERVATIONS BY April 30, 2022

Make checks payable to "COOS BAY POWER SQUADRON"

Member Name(s) Including Rank & Grade _____	Meal Selection _____
Squadron Name: _____	STEAK _____
Guest Name(s) _____	CHICKEN _____

Sea Level Trends

The sea level trends measured by tide gauges that are presented here are local relative sea level (RSL) trends as opposed to the global sea level trend. Tide gauge measurements are made with respect to a local fixed reference on land. RSL is a combination of the sea level rise and the local vertical land motion. The global sea level trend has been recorded by satellite altimeters since 1992 and the latest global trend can be obtained from NOAA's Laboratory for Satellite Altimetry, with maps of the regional variation in the trend. The University of Colorado's Sea Level Research Group compares global sea level rates calculated by different research organizations and discusses some of the issues involved.



The map above illustrates relative sea level trends, with arrows representing the direction and magnitude of change.

The Center for Operational Oceanographic Products and Services has been measuring sea level for over 150 years, with tide stations of the National Water Level Observation Network operating on all U.S. coasts. Changes in RSL, either a rise or fall, have been computed at 142 long-term water level stations using a minimum span of 30 years of observations at each location. These measurements have been averaged by month which removes the effect of higher frequency phenomena in order to compute an accurate linear sea level trend. The trend analysis has also been extended to 240 global tide stations using data from the Permanent Service for Mean Sea Level (PSMSL). This work is funded in partnership with the NOAA OAR Climate Observation Division.

Sea Level Trends - NOAA Tides & Currents <https://tidesandcurrents.noaa.gov/sltrends/sltrends.html>

Enhanced navigation and device connectivity.

Fishfinder manufacturer unveils new companion app featuring enhanced navigation and device connectivity.

Small boat electronics maker Lowrance has entered the app game with a product that enables seamless synchronization between your smartphone and the full range of Lowrance's fishfinders and chartplotters. The app is free to



download and includes free up-to-date and detailed nautical charts from C-MAP,

creation and management of all personal waypoints, routes and tracks, along with the latest marine weather, and important points of interest. The app also allows you to register your Lowrance device(s), ensuring you have the latest software, manuals, information, and tips related to your devices, as well as the ability to synchronize data, mirror, and control, right from your mobile device.



"The ability to easily manage, create, and plan your waypoints, routes, and tracks in your app and then seamlessly synchronize with your Lowrance display from anywhere on the boat right from the palm of your hand will enable anglers to spend more time doing what we love: fishing," says Lucas Steward, executive vice president of Lowrance.

The premium version, for a \$14.99 annual fee, adds custom depth shading — a key feature for anglers — as well high-resolution bathymetry charts, offline maps, and global charts, Automatic Identification System (AIS), five-day weather along the route, and five-day weather overlay, GPS navigation data, and line and track record. "While there is a lot on offer in the premium version, the simplified 'freemium' option still provides a long list of very useful and valuable technology and functionality for anglers, right to your smartphone or table at no cost," adds Steward.

The Lowrance app is available on both the Apple Store for iOS and Google Play for Android.

Published: November 2021 Author: Rich Armstrong Senior Editor, BoatUS Magazine

A journalist by training, BoatUS Magazine Senior Editor Rich Armstrong has worked in TV news, and at several newspapers, then spent 18 years as a top editor at other boating publications. He's built a stellar reputation in the marine industry as one of the most thorough reporters in our business. At BoatUS Magazine, Rich handles everything from boat and product innovation and late-breaking news, to compelling feature stories, boat reviews, and features on people and places. The New Jersey shore and lakes of lower New York defined Rich's childhood. But when he bought a 21-foot Four Winns deck boat and introduced his young family to the Connecticut River, his love for the world of boats flourished from there.

BoatUS Magazine Is A Benefit Of BoatUS Membership



AMERICA'S BOATING CLUB

For Boaters. By Boaters™

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Spring boating

Spring sunshine sends many travelers to Oregon's beaches, lakes and rivers where the water is still cold — usually around 50 degrees. Anyone near the water should always wear a life jacket; check the Oregon State Marine Board (OSMB)'s map of life jacket loaner stations to borrow for the day if you don't have your own. Life jackets greatly reduce the risk of drowning due to cold water shock. "Boating on Oregon's waterways is thrilling and fun, but it also takes skill and know-how because conditions can change quickly," said OSMB Public Information Officer Ashley Massey. "Being prepared with the right equipment and checking for any reported obstructions will go a long way to making sure you have a safe and enjoyable experience."



Fishermen out on Clear Lake, Oregon.



Hydrogen Foiling Boat Powered by Toyota Fuel Cells Hits the Water at 57.5 MPH

8 Apr 2022, 02:26 UTC • by Otilia Drăgan

A decade ago, the Emirates Team New Zealand (ETNZ) wrote sail racing history by introducing the first foiling catamaran in America's Cup. Now, it's claiming the same pioneering title as it launches a

unique hydrogen-powered foiling chase boat that will turn heads in the prestigious competition. Chase Zero successfully completed its first "flight" around the Waitemata harbor in Auckland.

The Chase Zero prototype is part of a Hydrogen Project initiated by ETNZ and will be the first of its kind to be part of the America's Cup. It's 32.8-foot-long (10 meters) and large enough for six crew members. It's equipped with 80 kW Toyota hydrogen fuel cells, one in each hull. The gaseous hydrogen passes through a catalyst that separates the electrons, which then power the boat. The electricity either goes directly to the motors or is stored in the battery.

According to the ETNZ engineers, the batteries are essential for hitting higher speeds and for situations where a fast change in power is required. "The response time of the fuel cell is much slower than available from the battery, so during fast changes in demand the battery supplies the difference as a compromise in performance was not an option," said electrical engineer Michael Rasmussen.

Chase Zero is equipped with four hydrogen storage tanks that can hold up to 72.7 lbs (33 kg) of gaseous hydrogen at 350 bar (5,076 psi), and the boat's system generates up to 440 kW (550 HP) via the 400 V DC system. The 160 kW generated by the fuel cells can only take the foiling catamaran to around 30 knots (34.5 mph/55.5 kph), but thanks to the batteries, this can be increased up to 50 knots (57.5 mph/92.6 kph). With its futuristic look and zero-emission capabilities, Chase Zero paves the way for similar hydrogen-powered vessels outside the racing world. The goal is not just to turn heads during the competition but to have an impact on the global marine industry.

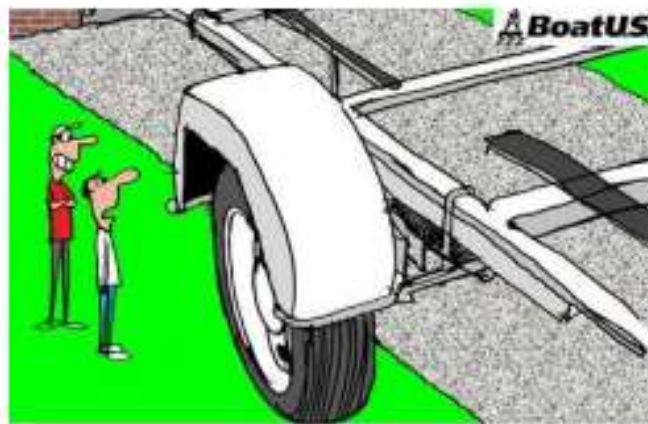
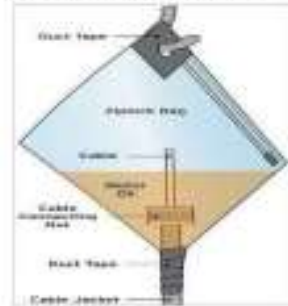


This band-aid solution can give you a bit more time to replace your stiff shift or throttle cables.

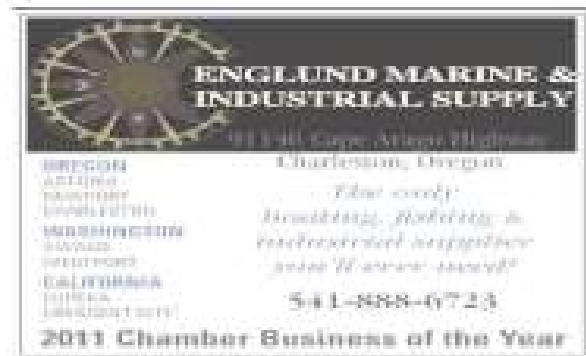
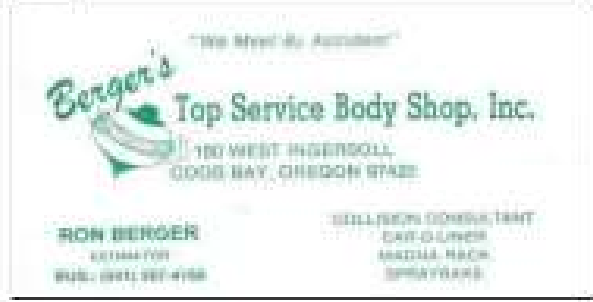
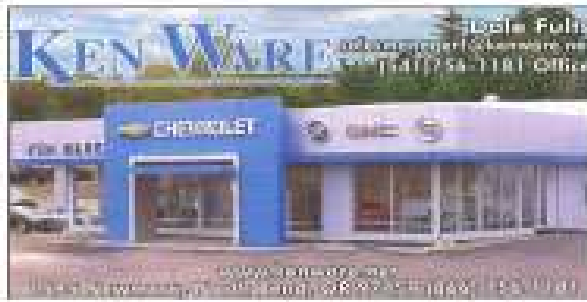


When your shift or throttle cables get stiff, replacing them is always the preferred solution but unfortunately control cables are expensive and may represent an unwelcome stress on the household budget. Here's a temporary alternative that costs almost nothing and can keep you out on the water for an additional season or longer. The idea here is to lubricate the cable inside the jacket. Lubricants applied to the ends of the cable tend to penetrate only a short distance, often failing to deliver any meaningful benefit.

To lubricate the entire cable, you must remove it from the boat. This can be dead simple or an all-day job, depending on how the cables are installed and routed on your boat. Control cables that are really difficult to remove and install make a strong case for replacement rather than the band-aid repair of lubrication, but if your cables are accessible, lubricating can be an expenditure-deferring alternative. With the cable out of the boat, insert one end (jacket and all) through a hole you make in a bottom corner of a heavy-duty zip-seal bag. Gather the bag around the jacket and tape it tightly with duct tape to seal the bag to the jacket. Reinforce the diagonal top corner of the bag with the duct tape. Poke a hole through the center of the reinforced area and use it to hang the bag so that the cable hangs down vertically its full length. Pour enough motor oil into the bag to fully submerge the end of the cable jacket and zip the bag closed. Place a container beneath the bottom end of the cable to catch the oil that should eventually drip out of the lower end of the jacket. Allow the cable to hang until the oil drains through. Slide and rotate the cable in the jacket, then give the bag a second shot of oil (it can be the same oil) to assure a thorough lubrication. Remove the bag, reinstall the control cable, and you should be good to go.



"This is your new boat trailer? When you said you were buying a bigger boat, you weren't just bragging."



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 541-756-4408
 541-756-4408

MEETINGS

Squadron / Board Meetings
 are scheduled for **FOURTH**
 Saturday each month at 1300
 (1:00 PM) in Squadron Bldg
 Charleston.
 Covid-19 protocol
 observed as required.

Editor

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