

**COMMANDER'S COLUMN**

AHOY THERE....AHOY THERE!!! It's time for our May social gathering already which will be the Sunday after Mother's Day May 19th at 1400 at the Fisherman's Grotto in sunny Charleston. Bring a friend or two as this will be our last unofficial social meeting before the summer boating/fishing season gets underway. We will be going over plans for any possible activities in May and setting a time and place for our annual summer picnic later in the summer. Coming up this Saturday, May 4th, is "Englund Marine's Seminar Series Event" which begins at 0900. Looking forward to seeing every at the next social gathering.

Remember we're a team....that's Together Everyone Accomplishes More!!!

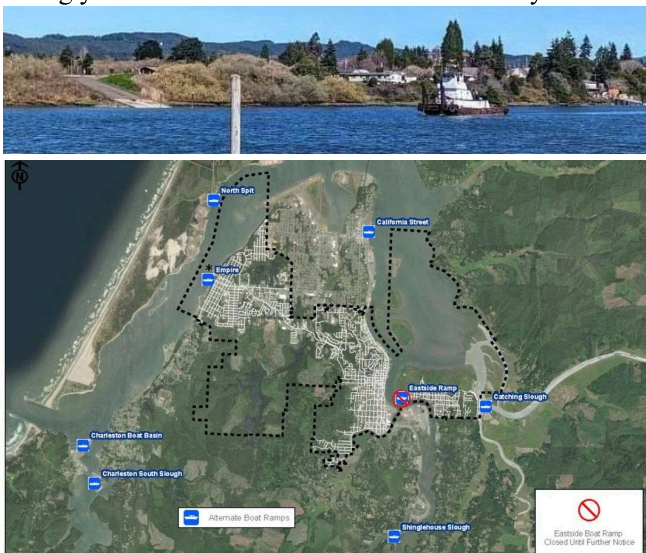
*Craig M Beyer* "TEAM"  
 Cdr Craig M Beyer, AP

**EASTSIDE BOAT RAMP CLOSED UNTIL ?**

On February 16, 2024, a vessel hit the Eastside Boat Ramp and removed one pile, potentially compromised the remaining two piles, and damaged all of the floats. For safety purposes City staff removed the floats and unfortunately had to close the boat ramp. Because this is considered a maritime accident, there are Coast Guard and federal investigations pending, not to mention insurance investigations. Furthermore, underwater inspections are required which further complicates and delays this investigation process. The City is aware of how important and widely used this boat ramp facility is to Coos Bay's sport anglers and the tourists who come from far and wide to fish the local bay and rivers.

**What does this all mean?** The short answer is the City has no forecast as to when the floats will be reinstalled. The longer answer is that the City's boat ramps are funded through grants from the Oregon State Marine Board (OSMB), which in turn is funded by fees through fish and game licenses. OSMB funded the installation and construction of new floats at Eastside just one year ago with the intent of the floats having a 20-year life expectancy. Staff are working with OSMB to investigate funding opportunities for both design and construction. There will be more to follow up on this issue as coordination with OSMB progresses. However, it is very likely the boat ramps will not be in place for the 2024 salmon season.

The exhibit below identifies the other boat ramp facilities in the area that may be of use to anglers, in the interim, until the Eastside Boat Ramp is opened back up. It is recommended that if you are not familiar with a boat ramp, you visit the site prior to launching your boat to ensure it can accommodate your needs.



\*Reopening for the Empire Boat Launch is planned for the end of April.

**OREGON - COOS BAY - NORTH JETTY repair project**

Trade West Construction has resumed work for the season on the Coos Bay North Jetty Repair Coneract. All work is taking place with equipment on the jetty. There is no in-water work, however, the movement and placement of extremely large and heavy material poses a signifiant risk to boaters appoaching close to the jetty. Mariners are strongly advised to keep a safe distance from fhe repair work. For more information, contact: Randy Guymon at (435)703-3462.

Chart 18587

LN15/24

**Meetings & Events**

Coos Bay Squadron Social Meeting, May 19, 1400 at Fisherman's Grotto, Charleston.



"We are excited to welcome Maureen Healey as our new Executive Director," said Chief Commander Ralph Bernard. "Her leadership skills and strategic insights make her the ideal choice to lead America's Boating Club. We have great confidence in her ability to steer our organization for years to come."

Help us welcome aboard Maureen Healey as our new Executive Director! Her experience in the marine industry and in advocacy and outreach makes her a tremendous asset to the future of our organization. Maureen Healey brings her expertise in advocacy and outreach to the role United States Power Squadrons, America's Boating Club, welcomed aboard Maureen Healey as its new Executive Director, effective April 2024.



The Charleston Fire District has a new way to warn drivers that a fire truck is responding to an emergency and motorists need to use caution.

Our new fire engine is equipped with a system called HAAS Alert that automatically sends digital notifications to drivers in the area, when the fire engine's lights are activated. The alerts appear through GF on the cars' navigation & entertainment screens and on drivers' cell phones, letting them know a fire engine is enroute or on the scene of an urgent call on or near the roadway.

Drivers are reminded that you are required to yield right of way to emergency vehicles, when they approach from any direction using their emergency lights. When you see or hear an emergency vehicle warning, you must immediately drive as close as you safely can to the right side of the road and stop. Do not stop in an intersection. Stay stopped until the emergency vehicle has passed. After the emergency vehicle passes, you must stay at least 500 feet behind the vehicle.

Please drive safely and help protect the safety of our emergency personnel on scenes on and near the highways





**Waterway Access Permit Reminder** Oregon Marine Board reminds recreationists to have their waterway access permits.

By Garrett Christensen on Monday, April 15th, 2024

The Oregon State Marine Board's Waterway Access Permit Program has entered the fifth year of implementation; however, compliance is still low compared to other boating requirements.

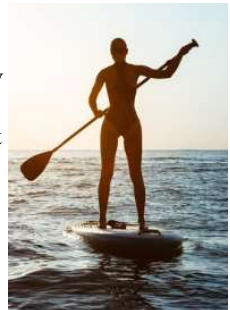
In 2019, the Oregon Legislature approved the waterway access permit program with the intent of having the Marine Board use the funding for improving nonmotorized access and increase paddling education opportunities in underserved communities. Since the program's implementation in 2020, the agency has approved more than \$2.7 million in Waterway Access Grants (WAG). Boaters can see detailed information about grant funded projects on the Marine Board's Grant History Dashboard.

Anyone who recreates on Oregon's waterways with a nonmotorized stand-up paddleboard, canoe, kayak, inflatable watercraft, drift boat, or any hybrid combination with a length 10 feet and longer, needs to purchase a Waterway Access Permit and be able to provide the permit (printed copy or digital display) when approached by marine law enforcement. The permit is transferable to other nonmotorized boats and youths 14 and younger are exempt. The Marine Board also provides the option for paddling event organizers to purchase bulk 7-day permit certificates to be compliant with the law for their events.

Waterway Access Permit purchasing options through the Marine Board's Boat Oregon Online Store include a 7-day permit for \$5, an annual permit for \$17, and a 2-year permit for \$30. There is a \$1.50 portal provider fee with each transaction. Boat rental businesses can purchase permits in bulk at a discounted rate. To use the store, simply click on Online Services, and select the permit option you'd like, then follow the prompts.

Safety is another important facet in all forms of boating and having required equipment onboard. Paddlers need to carry a properly fitting US Coast Guard-approved and readily accessible life jacket and a whistle (sound producing device). Children 12 and under must wear a life jacket while the boat is underway. It is best to always wear a life jacket while paddling. Paddlers are near the water level and capsizing risk increases. People often drown when they capsize if they are not wearing a life jacket. If paddling at night or during periods of reduced visibility, paddlers also need to display a white light source, like a flashlight. The Marine Board also stresses the importance of taking the time to plan ahead, learn the skills you'll need for the waterway you plan to boat, and always communicate or write down a float plan with family and friends. Education, planning and preparation go a long way to you having a safe and enjoyable experience.

The Marine Board also offers many resources including FREE online paddling courses to help beginners learn the basic skills and techniques to boat safe. Want to learn how to get started? Visit [Boat.Oregon.gov](http://Boat.Oregon.gov) and let your water recreation adventures begin!



The Oregon State Marine Board will be conducting its annual marine law enforcement training on Lake Billy Chinook in Jefferson County between April 22 and May 3. This intensive training is designed for new or seasonal marine law enforcement officers to train them in boating laws, boat handling, and water safety fundamentals.

"Oregon has a huge diversity in waterways for boaters, making it imperative that Oregon's Marine Law Enforcement Officers are well trained and "at the ready" to help in their time of need," said Edward Persichetti, Marine Law Enforcement Training Coordinator for the Marine Board.

Throughout this intense, nine-day marine academy, a broad range of skills are developed that help officers save lives and promote safe boating. Persichetti added, "We've been returning to Jefferson County for the last several years and we're grateful for the community's hospitality. The Madras Aquatic Center and the amenities on Lake Billy Chinook are first rate, and the environment allows us to cover a variety of scenarios the officers may encounter around the state on their patrols."

The training includes accident investigation, boating under the influence (BUII) detection and apprehension, as well as other types of boater compliance with equipment, boating safety education cards, or waterway access permits. Students will develop their basic boat-handling skills and participate in real-world scenarios that emphasize safety, courtesy, enforcement tactics, and accident prevention. The marine academy is hosted by the Jefferson County Sheriff's Office, along with highly skilled deputies from around the state, taking an active role as instructors.

Learn more about the Marine Board's law enforcement partnerships with 31 county Sheriff's Offices and the Oregon State Police.



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## What SOS Stands For and Where It Came From

RD.COM Knowledge Grammar & Spelling Brandon Specktor Updated: Jun. 18, 2021

**Save Our Ship!**” Nope, it's not "save our ship." Not even close. “Save Our Souls!” “Save On Socks (at Sal’s Irregular Sock Emporium)!”

Technically “SOS,” doesn’t officially stand for any of these phrases. It’s the international abbreviation for distress—not to be confused with an acronym (see acronym vs. abbreviation for the difference and maybe brush up on some acronym examples for more clarity.) Best known for its appearances in desert island cartoons, maritime movies, and earworms by ABBA and Rihanna, the letters SOS have been used as a code for emergency since 1905. But what is the SOS meaning, actually? The answer, dear readers, is nothing—and that’s exactly why it’s important. Where does the term SOS come from?

Unlike WD-40, CVS, and TASER, SOS is not even an acronym: It’s a Morse code sequence, deliberately introduced by the German government in a 1905 set of radio regulations to stand out from less important telegraph transmissions. Translated to Morse code, SOS looks like this:

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Three dots, three dashes, three dots. At a time when international ships increasingly filled the seas, and Morse code was the only way to communicate instantaneously between them, vessels needed a quick and unmistakable way to signal that trouble was afoot. At first, different nations used different codes. Britain, for example, favored CQD; as the Titanic sank into the ocean in April 1912, it broadcast a mix of CQD and SOS calls (the resulting confusion helped take CQD out of use for good).

The sequence of triplet dots and dashes proposed by the German government soon became the international favorite for its elegant simplicity. Transmitted without pause and repeated every few seconds, the SOS meaning was unmistakable, specifically because it didn’t form any known word or abbreviation.

There was also a visual appeal. While the same series of dots and dashes could also just as easily translate to the Morse code sequences for VTB, SMB, and others, SOS had an instantly recognizable symmetry. Not only is SOS a palindrome word (a word that reads the same backward and forwards, like civic, deified, etc.,) it’s also an ambigram, a word that looks identical whether read upside-down or right-side-up. When carved into a snowbank, say, or spelled out in boulders on a beach, SOS still looks like SOS no matter which way the rescue chopper approaches.

Why was SOS chosen as a distress signal?

By 1908, the triple dot-dash-dot code became the official international radio distress signal and remained that way until 1999, when Morse code was declared all but dead. Today, a ship can signal distress with the touch of a button, the lift of a phone, or a call over radio waves, but the SOS message will likely continue to endure as a backup distress call.

When you’re out on the water, knowing how to make effective distress calls can be crucial for your safety. Here are the key phrases and procedures for marine radio distress calls:

**MAYDAY:** This is the most urgent distress signal. Use it only when a person or boat is threatened by grave or imminent danger and requires immediate assistance. When making a Mayday call, follow these steps:

Turn your VHF marine radio to Channel 16 (the international distress frequency).

Key the microphone by pressing the talk button.

Say “Mayday” three times, followed by your vessel’s name, position, and a brief description of the emergency.

For example: “Mayday, Mayday, Mayday. This is the Tambourine. Our position is 24°33’ north and 74°56’ west, and we are sinking.” Speak slowly and clearly, repeating this information three times. If someone is injured, mention that as well.

Keep periodically sending out Mayday broadcasts until you receive a reply, or as long as the radio functions, ensuring you provide your position with every transmission. Scan other channels and interrupt any radio traffic with your Mayday broadcast if needed.

**PAN-PAN:** Pronounced “pahn-pahn,” this signal is used for urgent information that isn’t immediately life-threatening.

For instance: Someone has fallen overboard. A boat is drifting into shore or a busy shipping channel. You have a controllable leak and want help standing by. Transmit “Pan-Pan” instead of Mayday in such situations.

**SECURITE:** Pronounced “sea-cur-i-tay,” this is the safety signal. Use it to transmit information about navigation safety or weather conditions.

For example: A large commercial vessel is coming through a narrow channel, or a powerful storm system is approaching. Remember, when in distress, turn your VHF radio to Channel 16, use high power, and follow these procedures to ensure prompt response and assistance.

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**SOS: SAVE OUR SQUADRON...** That is the call being sent to all members, former members and potential new members,

Over the past year the entire CB Bridge (Officers and Instructors) and/or their spouses encountered medical distress, necessitating the "Inactive status".

The Bridge members are now in the recovery mode and will need a lot of help to return the Squadron to Active status.

Help will be in the form of reinstated active and/or new members so the Squadron can again offer boating skill and safety classes and other events.

Sunday May 19 will be our National Safe Boating Week Social gathering of Squadron members and guests at 1400 (2:00PM) at FISHERMAN'S GROTTTO in Chaeleston , Your attendance will be enjoyed and appreciated. All ideas on ways to reactivate the Squadron will be welcomed. RSVP (541)756-4408 by 5/17/2024.

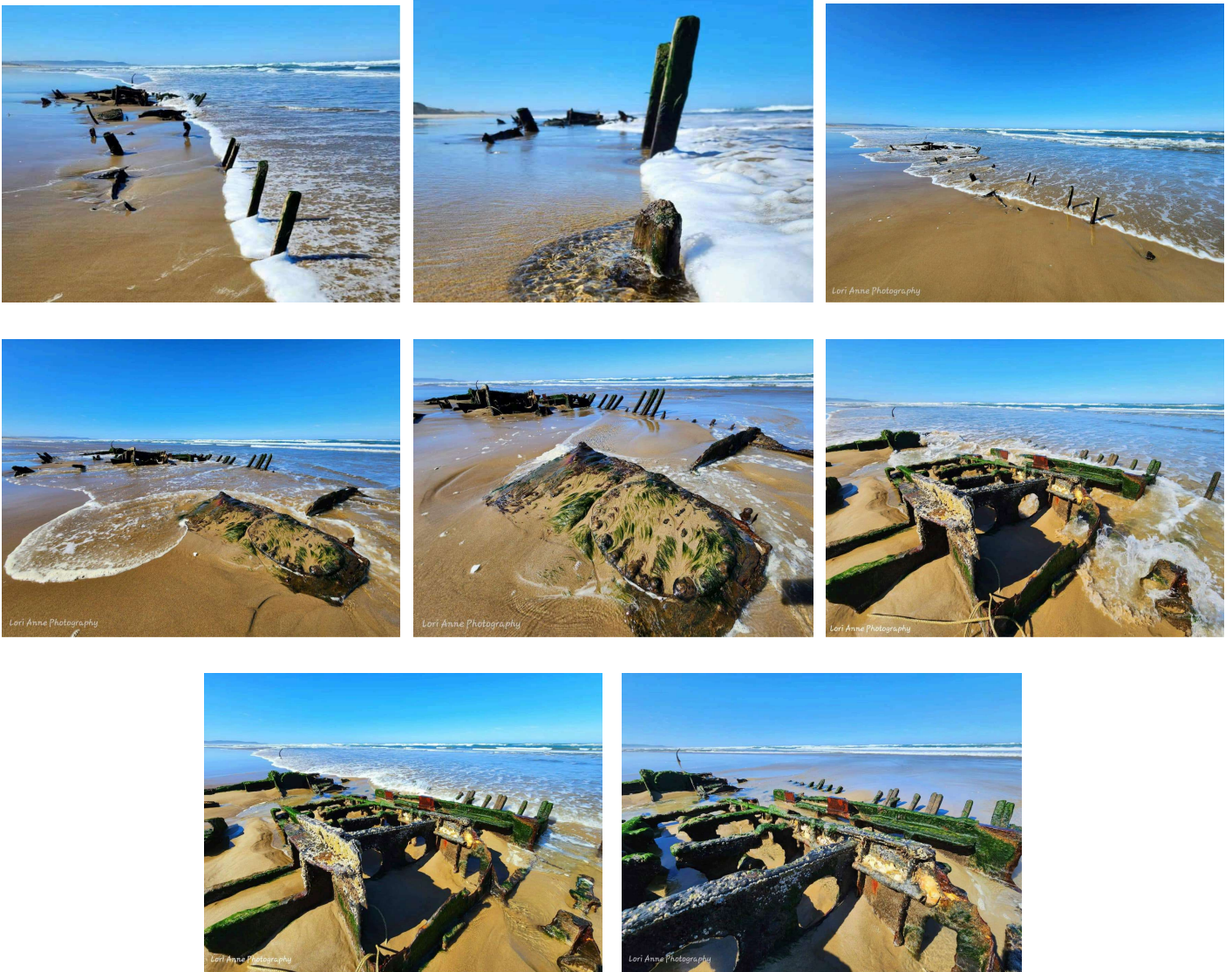
**Horsfall Beach/North Spit.**

Yesterday (03/29/24) on Horsfall Beach/North Spit.

This was a ship wreck a couple miles south of the Sujameco we found at low tide. We had never seen this ship wreck before! I don't know if you or someone else might know what ship this was?

The sides were wooden, and central pieces were metal. It was significantly smaller than the Sujameco. All the same, it was an awesome find!" ♡ ♡ ♡

—North Bend, OR (03/29/24) Photo's Courtesy: **Lori Anne Photography**



**Ship wreck on Horsfall Beach.**

In 2008, a mysterious shipwreck emerged from the sands of Horsfall Beach. It turned out to be the remains of the George L. Olson, a steam schooner built in 1917 that wrecked in 1944. For most of the last century, it lay buried beneath a 40-foot dune, only to be uncovered during a winter storm in 2008

Is this the George L Olson?.

The George L. Olson was a steam schooner that met a dramatic fate along the sands of Horsfall Beach near Coos Bay, Oregon. Let's delve into the intriguing story of this shipwreck:

**Ship Details:**

The George L. Olson was launched in 1917 and had an impressive length of 223 feet.

It boasted a powerful 1,000-horsepower steam engine and could carry a whopping 1.4 million board feet of lumber.

Originally named the Ryder Hanify, it was later sold to the French government and renamed the Gabriel. In 1922, it changed hands again when Oliver Olson of California acquired it and renamed it in honor of a family member.

**Buried and Unearthed:**

For much of the last century, the George L. Olson lay buried beneath a 40-foot dune at Horsfall Beach. However, in 2008, a winter storm uncovered this massive wooden vessel, revealing its rusted remains to the world. The ship's history had intrigued historians and beachcombers alike, and its emergence from the sands captured imaginations.

**. Uncertain Fate:**

Despite its fascinating past, the future of the George L. Olson remains uncertain.

Options range from letting it remain buried under the shifting sands to salvaging portions and attempting preservation.

Perhaps, this winter's storm has once again exposed this ghostly shipwreck.



**Coos County Sheriff's Office**  
**SHERIFF**  
 Gabe Fabrizio

**Media Release**

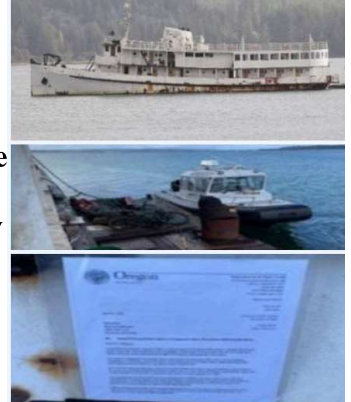
**Coos County Sheriff's Office**

**El Conquistador and Lela posted for seizure and removal by Coos County Sheriff's Office Marine Division on behalf of the Department of State Lands.**

**On April 4th, the Coos County Sheriff's Office Marine Division, Deputies Baker and Gray, on behalf of DSL (Department of State Lands), posted a pre-seizure notice on two vessels, the El Conquistador and the Lela. Both vessels must be moved from their current location to a location they are legally allowed to be at on or before May 16, 2024.**

**If the vessels are not moved by this time, DSL will seize both ships and begin the process of getting them removed from the area. This is due to recent vessel inspections and a joint investigation by the Department of State Lands, the Coos County Sheriff's Office, and the U.S. Coast Guard.**

**The El Conquistador and the Lela are both in a non-operable state and considered derelict ships.**



**Fitting out your boat for spring**

With the official start of spring—and boating season not far behind—follow these tips to ensure a smooth launch when fitting out your boat;

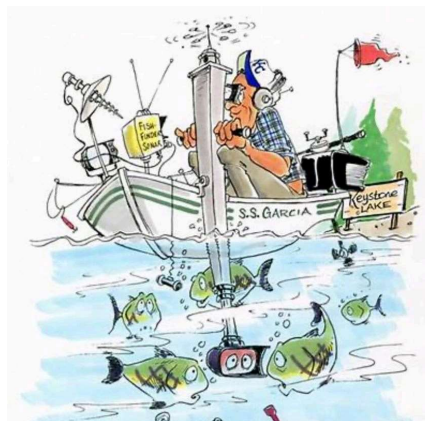
Spring is a good time to check your vessel's safety gear.

Make sure you have enough life jackets that fit everyone who will be riding on your vessel and more importantly make sure everyone wears a life jacket. #LifeJacketsWornNobodyMourns

Don't rush. To avoid accidentally sinking your boat, take your time inspecting engine hoses and hoses clamps; keep a path clear for water to drain off the boat (remove leaves from scuppers); and inspect seacocks or sea strainers for cracks. On larger boats with stuffing boxes, check for leaks and adjust the nut if necessary. Check out a spring safety checklist here. Have the right safety gear. While the air temperatures are warming up, water temperatures are likely to remain cool longer than usual this year—a real hypothermia threat, especially for owners of small boats, according to U.S. Coast Guard recreational boating statistics. Make sure you have a way to get back into the boat if you fall off; install the proper boarding ladder for your vessel.

Be prepared for breakdowns. After you've done everything you can to get your boat going, stale or ethanol-laden fuel can be a problem in the spring, as is the simple wear and tear of another new boating season. Get yourself an affordable on-the-water towing plan for unexpected breakdowns.

Now is also a good time to have a Vessel Safety Check done on your boat. —BoatUS



**2023 - 2024 OFFICERS**  
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 SEO Allen Swanson, P  
 EXO Michael Gibbons, JN  
 Treas Kim Singh  
 Sec Carol Schuldt  
 ASEO Arthur Schuldt, SN

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 541-404-6307  
 541-756-4408  
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**MEETINGS**  
 Due to Squadron INACTIVE STATUS meetings will be SOCIAL get-togethers on the **THIRD SUNDAY** each month. at 1400 (2:00 PM) at **FISHERMAN'S GROTTTO**, Charleston.

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