

COMMANDER'S COLUMN



Raleigh NC September 11-18 2022

Setting a Course for Future Events

Ahoy there! Ahoy there! It looks like the fall boating season has arrived as many are trying to gather a salmon or two in the local estuaries. I'd like to thank all those folks that made our main fund raising event, the Squadron rummage sale, a huge success. Over \$1,500 was raised during this event which I believe is above average! It just shows once again that working together we can accomplish much (TEAM).



Our next major event will be the annual picnic scheduled for Sunday September 25 at our traditional location near the boat ramp at Tugman State Park. We'll gather around 1200 and eat when the oysters and fish are done at about 1300. A general meeting will follow the dinner. Please bring a side dish, table service, a chair and a friend. Please contact our SEO "Big Al" Swanson for more information or if you have a fish for the grill.

Give some thought as to items that need to be addressed with regard to turning our building over to the Port of Coos Bay. Our departure day is scheduled for December 22, 2022. I would also like to select a date for our annual Thanksgiving / Christmas potluck. **See you on the 25th!**


Greg Swanson, CEO

SUMMER & FALL Meetings & Events

Squadron Picnic/meeting + Board meeting
September 25 @ Tugman Park, Lakeside 1:00PM

-  the seasons are changing and so should your **checklists before hitting the water** 
U.S. Coast Guard Northwest (Coos Bay)
Equinox time September 22 at 1804 PDT
- Update your charts-**As it gets darker earlier, you may find yourself cruising home in the dark more often. Helpful landmarks you've relied on all summer to point out shallow areas may look different. Aids to navigation such as channel markers and buoys placed by local authorities may be pulled as early as October in some areas. Make sure that your charts – electronic and physical – are up to date and use them to navigate instead.
- Check your lights and flares-**Check to see that your boat's navigation lights are in working order and your emergency flares are not past their expiration date. Carry a couple of waterproof flashlights to help you unload passengers and their gear at the dock or boat ramp after dark, and be sure to stock spare batteries. A flashlight also can be used in an emergency to signal for help.
- Carry a VHF radio-** During the fall boating months, the waterways are less crowded. While this can be peaceful, it also means that if you run into a problem, you might not see another boater for hours, if at all. A VHF radio can be used to call for help even in spots where your cell phone has no signal.
- Dress in layers-**As the days get shorter, there can be rapid changes in both air and water temperature from day to evening. Dress in layers that can be easily removed or added when the temperature change.
- Wear a life jacket-** In the fall, water temperatures can grow much colder than the air. Boaters who accidentally fall overboard run an increased risk of hypothermia. While children 12 and under must wear a life jacket when the boat is underway at all times by law, it's a good idea for adults to wear them too.
****Make sure your life jacket fits over your layers.****
- Gas up before you go-**
With fewer boats on the water, some fuel docks may close early during the fall season. Don't assume you can fill up at your destination for the return trip home.



Labor Day Boating Fun and Friendly Reminders

Labor Day Weekend traditions are rooted in the outdoors, and to keep things fun and safe, the Oregon State Marine Board suggests taking the time to plan your on-water getaway with the following tips:

Wear your life jacket. Each boat (including canoes and kayaks, inflatable boats, and stand up paddleboards) must have a properly fitted life jacket for each person on board and at least one sound-producing device. Life jackets



need to be in good shape and readily accessible – not under a hatch or in their packaging. All youth younger than 13 must wear a life jacket when in a boat that’s underway. Since storage space is limited on paddlecraft, it makes the best sense to just wear a life jacket. So far this season, most of the victims of recreational boating fatalities were paddlers not wearing a life jackets.

Know your waterway. “Take the time to get familiar with the waterway and know the dangers,” says Brian Paulsen, Boating Safety Program Manager for the Marine Board. “Look out for wood, other debris, and shallow gravel bars with low water levels.” Find out more about low water impacts on boat ramps by subscribing to the Marine Board’s Opportunities and Access Report.

Know what rules apply. There are all types of watercrafts on the market; some are considered boats and others are pool toys. Boats are designed differently, and by state law, have specific equipment requirements. “If you plan to float in a river, keep in mind that pool toys are designed for use in a swimming pool, have no directional control, and can puncture easily. Float in a watercraft designed for a river; one which won’t easily puncture and comes equipped with a paddle so you can maneuver away from obstructions.” Paulsen adds, It’s state law that any boat with a motor, even temporarily mounted, must be titled and registered. Paddlecraft (including stand up paddleboards) 10 feet and longer are required to carry a Waterway Access Permit.



Boat Sober Boating is a great social activity, and the Marine Board encourages boaters and persons floating on the waterways, to leave the alcohol on shore. It’s safer for everyone. If arrested for Boating Under the Influence of Intoxicants (BUII), violators can be fined up to \$6,250; can lose boating privileges for up to three years, and even serve jail time. Intoxicants include marijuana, illicit drugs, and even some prescriptions.

Sit on the seat inside the boat. Many boaters are tempted to ride on the swim platform, stern, sides, and bow of open motorboats. The stern can be a dangerous place for exposure to carbon monoxide and a prop-strike safety hazard. It is illegal to ride on the bow, decks, gunwales or transoms of a motorboat when the boat is underway. Sitting on designated seats is the safest option – especially when the boat is towing someone. Just because new boats have seats on the transom or swim step doesn’t make them legal for use when the boat is underway.

Slow down, keep scanning, and be courteous. Know the boating regulations for your area of operation. Boaters, including personal watercraft, are responsible for damage caused by their wake. Remember to slow down within 200 feet of a dock, launch ramp, marina, moorage, floating home or beachhouse, pier or swim float, even if they don’t have a “Slow No-Wake” buoy or sign. Paddlers should stay closer to shore, crossing busy channels at right angles only when it is safe and allow motorboats to pass in deeper water. Be courteous, share the waterway, and recreate responsibly. The top boating violations this summer include expired motorboat registration, no life jackets, and not carrying a waterway access permit. So far this year, there have been 12 recreational boating fatalities involving four motorized boats (PWC and open motorboats) and eight nonmotorized boats (kayaks, SUP, canoe, and raft).

For more information about equipment requirements, boating regulations, and ideas on where to go boating, visit the Marine Board’s website.

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Boating Safety Tips for Labor Day Weekend

AUGUST 22, 2022 by National Safe Boating Council

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The Safe Boating Campaign, a worldwide effort focused on responsible boating led by the National Safe Boating Council, shares key tips for boaters to responsibly enjoy the high boating-traffic Labor Day weekend.

"Celebrate the end of summer with a fun and safe boating adventure with family and friends," said Peg Phillips, executive director of the National Safe Boating Council. "No matter your age, wear a life jacket from the moment you reach the dock and while you're out on the water."

U.S. Coast Guard statistics show that drowning was the reported cause of death in four out of every five recreational boating fatalities, 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 Phillips.

"Whether you're going fishing or just enjoying a ride on the boat, 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 switch – it's the law. An engine cut-off switch is a proven safety device to stop a powerboat 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.

When Operating a Boat Near Other Boats or When Entering a Congested Area, Why Should You Watch Your Wake?

June 6, 2022 by Steven Numbers

There are many things we need to know when boating. But when operating a boat near other boats or when entering a congested area, why should you watch your wake?

The reason is obvious, a boat's wake can affect other people, other vessels, and even the surrounding environment; possibly resulting in injury or property damage. Let's learn more about how your wake can affect others and how to deal with it from the giving and the receiving end.



Watch Out for a Boat's Wake Wake refers to the flow of water produced by a moving vessel, much of which is left behind the boat and moves sideward. Another thing to look out for is "wash" which is produced along with the wake of a watercraft. This refers to the splash of water that may get thrown around by a propeller.

But when operating a boat near other boats or when entering a congested area why should you be mindful of the wake you produce? As for wash, it can impair other people's vision but may just be more of a nuisance. With wake, however, things can get more serious.

Problems with wake

• It can displace boats, people, and objects Boat wake can affect anything in the surrounding waters, even bigger vessels. This can result in people or things getting thrown overboard because of the resulting collision of force.

Getting thrown overboard is among the cause of most fatal boating accidents accounting for around 10% of recorded fatalities making this a severe matter that needs every boater's utmost attention.

Even a smaller wake can be a problem, and many people underestimate their ability to produce it. It is very important to properly observe rules for a boat operating in a narrow channel and no-wake zones. Complying with these safety guidelines helps keep everyone safe.

Swimmers and small watercraft are especially vulnerable to wake, and it is urged that boaters slow down while passing recreational fishing boats and designated swimming areas. A congested waterway means you will affect more people at the same time so be careful to avoid trouble.

• **Damaging to the environment** Certain areas are sensitive to wake and may be affected by frequent exposure to them. These include certain natural habitats and even areas on or near the water, such as the shoreline. This also applies to structures near the water, such as docks and bridges.

Some places may implement more than a simple no-wake zone, imposing distance regulations. It is best to abide by these rules, so try to familiarize yourself with local boating regulations. If you are unsure about the rules governing an area, tread carefully instead.

Managing wake This is something that boaters need to deal with both ways. On the one hand, you need to be mindful of how you can affect others. On the other hand, you also need to know how to cope with what other people end up throwing your way. As far as managing your wake is concerned, getting completely off plane is the first important step to take; however, this may not be enough.

Make sure to consider the level of your bow. A boat with a raised bow may still produce a wake large enough to pose a threat to others, so keep it leveled to be safe.

When it comes to dealing with other people's wake, it is important to know how to position your vessel as you receive it properly.

Slow down as early as you can and turn toward it. It is much better to take it straight instead of anywhere else but turn a few degrees to one side before crossing.

What Not to Do Slowing down is not enough and minding the bow's level is the best way to tell if you are in a position to produce wake. Be mindful of the distribution of weight on your vessel, and do not neglect to keep tabs on the vessel's weight. An overloaded boat will have a hard time managing wake which makes it more difficult to operate as well.

When receiving others' wake, stopping is one thing you should never do. Any watercraft will be more stable moving compared to when it is still. If your vessel is at a stop, it will end up taking the brunt of the impact.

Conclusion

When operating a boat near other boats or when entering a congested area, why should you watch your wake? Now you know what dangers it poses and how to deal with it.

This is a very important safety concern, so do what you can to follow the rules and spread the word. So, feel free to share the information with others.

Remember to boat safely.

Polaris, the North Star

How old were you when you learned about Polaris, the North Star? Most everyone is familiar with the North Star.

After all, it's been guiding mariners across the seas and travelers across the continents for ages. And if you were paying attention in science class you probably know the official name of the North Star is Polaris.

But here's something you probably don't know: Polaris isn't just the one star that we see when we look up at the North Star...

It's actually (at least) three stars that make up the Polaris star system. The reason I say "at least" is because there could actually be more stars in the Polaris system that we have yet to detect.

First, there is Polaris A, a supergiant star that's a whopping six times as massive and 1500 times brighter than our own sun.

Next we have Polaris Ab, a dwarf star that's just a relatively close 2 billion miles away from Polaris A. (2 billion miles a mere stone's throw in the context of the mind-blowing vastness of the universe.)

Polaris A and Polaris Ab are so closely aligned that it's literally impossible to see Polaris Ab from here on planet Earth due to the overwhelming brightness of Polaris A.

Although astronomers have known that Polaris Ab exists for years, it took the unique capabilities of the amazing Hubble Space Telescope to allow us to finally get a look at it.

And finally, there is Polaris B, another dwarf star in the Polaris star system that's a mind-boggling 240 billion miles away from Polaris A.

When you consider that's the distance between two of the stars in just a single star system, it really puts the incomprehensible size of the universe in perspective.

And now, back to what we see when we look at the North Star...

Due to its overwhelming brightness, Polaris A generates the vast majority of the light we see when we look at the Polaris star system (aka the North Star). However, Polaris Ab and Polaris B do each contribute a small portion of that light. Bottom line: The 'North Star' that we see when we peer up into the heavens is not just one star — it's actually three of them.

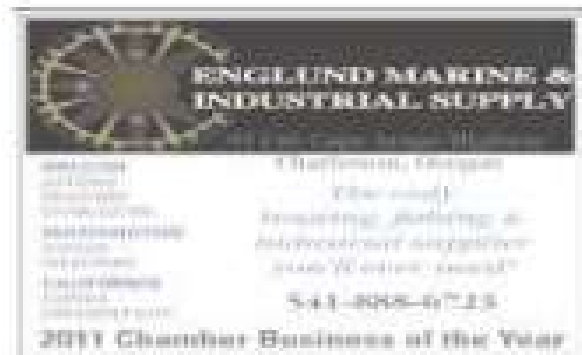
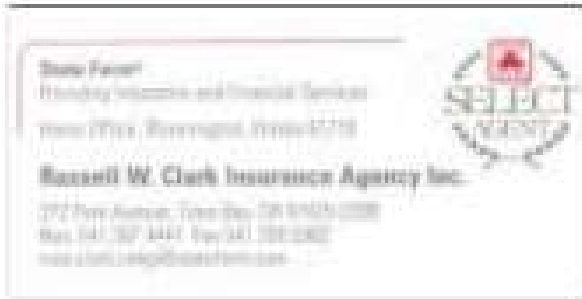


If you're gonna swim... **SWIM**
 If you're gonna boat... **BOAT**
 If you're gonna get drunk...

STAY HOME



You write The Caption!



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MEETINGS

Squadron / Board Meetings
 are scheduled for **THIRD**
 Saturday each month at 1300
 (1:00 PM) Fisherman's Grotto
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 Covid-19 protocol
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