

2022
HAPPY NEW YEAR

WHISTLER
Newsletter of COOS BAY POWER SQUADRON

JANUARY 2022

COMMANDER'S COLUMN

It's been a hard year. Covid and all its variants has been on everyone's mind. I just found out that my neighbors had Covid for the last ten days or so. No contact during that time, fortunately. I don't understand the mindset that thinks having Covid is better then getting vaccinated. This is probably the only major plague that has been politicized to the point that people are dying to "Own the Libs" guess what folks, the "Libs" will live to vote again. OK enough ranting. I am writing this on the Winter Solstice, the shortest day of the year. The sun is on the Tropic of Capricorn and heading north again. It always throws me that the start of Winter is when the sun is starting its return. My weather site informs me that tomorrow will be one second longer, yea. It was good to see everyone at the meeting on the fourth. We set the next meeting for January 22, stay tuned on that. What is the next variant called? I want to wish everyone a happy and healthy Christmas, Hanukkah, Kwanzaa, Las Posadas, Eid-al-Adha, Diwali, or whatever floats your boat this time of year. Stay healthy, keep your fingers crossed for the meeting on the 22nd of January.



**WINTER EVENTS & MEETINGS
SQUADRON MEETINGS JANUARY 22**



Cooperative Charting Dec 4 2021- Coos Bay Power Squadron



Left to right; Al Swanson, Kim Singh, Kathy Walsh, Carol Schuldt, Don Starbuck, Art Schuldt, Craig Beyer, Karen Gibbons, Micheal Gibbons. Art,
Nice job! Coos Bay has secured D/32 Honor Roll for this year. Thanks to everyone. I was only allowed 5 names on the report, hope that we can do more after the first of the year. Maybe next year we can get back into honor roll for Coos Bay as well! Diane

Nominations, Elections and Voting

The end of the Squadron year is rapidly approaching and this brings election time. So it's time to elect officers for **2022-2023**.

The Annual election meeting will be Saturday February 26 1400 (2:00PM) at Fisherman's Grotto. All members urged to attend this important meeting.

ByLaws

Section 11.1 Candidates for elective positions to be voted upon at the annual meeting may be nominated (1) by the Nominating Committee as herein provided or (2) by petition in writing signed by at least five active members in good standing and filed with the secretary at least 15 days before the date of election.

Section 11.2 The educational officer and the assistant educational officer (if any) are members of the USPS Educational Department, and shall be nominated and elected only after their qualifications have been approved by the national educational officer's designee.

Section 11.3 If vacancies exist in the properly formulated slate of nominees at the time of the election, they shall be filled by nominations from the floor duly made by voting members.

Section 11.4 No active member shall be eligible for nomination without first signifying willingness and ability to serve if elected.

Section 11.5 At any election, each voting member present and in good standing in this squadron shall have one vote for each office to be filled. Voting shall be in the following manner:

11.5.1 Cumulative voting is prohibited.

11.5.2 Election to an uncontested office may be effected by a supported motion and a ballot cast and recorded by the secretary.

11.5.3 Election to a contested office shall be effected by secret ballot, unsigned and cast in person. Such elections shall be determined by a judge of election and not less than three tellers, all of whom shall be appointed by the commander. The secret ballots shall be delivered to the judge of election and opened and inspected by the tellers, and the final results shall be tabulated and announced to the members before the close of the meeting.

11.5.4 Polls shall remain open for no more than one hour after the election is initiated as an order of business.

As you will notice below there are some vacant positions. They are needed (required) for the Squadron to continue providing Boating Education to our members and public. A few hours a month will fulfill your membership obligation and the Squadron's mission. CALL an officer listed on the Sponsor's page to fill a position.

The following members have served in their respective office for 2021 - 2022

2021 - 2022 BRIDGE

Commander;	Michael Gibbons,JN
Executive Officer;	Craig Beyer,AP
Education Officer;	Allen Swanson,P
Admin Officer;	Donald Starbuck,SN
Secretary; replacement desired	Carol Schuldt
Treasurer;	Kim Singh
ASEO;	Arthur Schuldt,SN

Executive Committee

Karen Gibbons,S
P/C Arthur Schuldt,SN

Rules Committee

Arthur Schuldt,SN
3 members required

Audit Committee

Karen Gibbons,S
2 more members required

Nominating Committee

3 members required

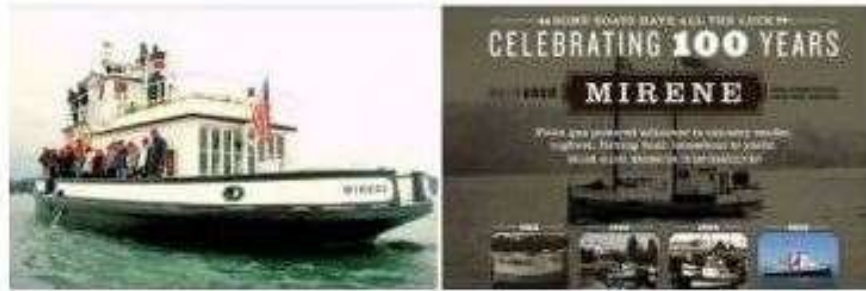
Advanced Grades Chair

Electives Chair

Donald Starbuck,SN

Committee members are needed.

***Renew your boat license
and
your Squadron Membership***



Historic Coos County: Don Palmer

The tugboat Mirene still has her original hull and original name from 1912, when she was built in Coos Bay, Oregon, by the Kruse & Banks shipyard as a 64-foot gasoline schooner. Most wooden ships succumb very quickly to mishap, obsolescence, neglect, or rot. Extremely few last a century. When Mirene was being refitted in Sausalito in the 1980s, a waterfront local commented, "Some boats have all the luck."

Originally destined for work in Alaska as a cannery tender, Mirene wound up working the Oregon and Washington coast carrying cargo and passengers from river to river, surviving going aground, fierce storms at sea, and close calls with fire. Converted to a tugboat with a large diesel engine, she towed log rafts on the Columbia and Willamette rivers and became the founding vessel of The Mirene Company, which ran a fleet of tugs out of Portland Oregon. Later she worked at sea as a fishing boat.

In 1975 a creaking Mirene was sailed down the coast to Sausalito to die. Her engine, steering wheel, and hardware went to salvage, and what was left became a derelict houseboat, part of the rowdy Dredgetown community.

In 1982 Stewart Brand and Ryan Phelan bought the hulk for \$8,000. The abundant maritime talent on the Sausalito waterfront brought Mirene back to life, first as a respectable houseboat on the South Forty Dock, then as a working vessel cruising the Bay Area from Petaluma to the Sacramento Delta to the Pacific Ocean swells she was built for.



Duck hunters encouraged to use safe boating practices while on the water

PROVIDED BY Iowa Department of Natural Resources

Duck hunters who hunt from a boat are encouraged to include boating safety as part of their hunting plan. Waterfowl hunters use boats on some of the coldest days of the year. Not only is the water deathly cold on these days, but the hunter is likely wearing enough layers to make themselves heavy and clumsy, and if they go into the water, they are in serious trouble.

“Safety on the water, regardless of the time of year, always begins with wearing a life jacket,” said Susan Stocker, boating law administrator and education coordinator for the Iowa Department of Natural Resources. “This is a situation where a life jacket or a float coat can mean the difference between life and death.”

The law requires a readily accessible, wearable, U.S Coast Guard-approved life jacket for every person on the boat, including duck boats. Boats 16 feet and longer must also have one U.S. Coast Guard-approved Type IV throwable device on board. Life vests come in a variety of styles and types developed specifically for hunters that allows hunters to shoulder a gun while still offering protection from cold water. Duck boats are painted to blend in to the background and often have netting or dead vegetation attached to their craft to enhance the camouflage effect. It’s important to keep the red and green navigation lights and the all-around white light in the stern visible from sunset to sunrise, as required by law.

Hunters should also be aware of how much gear they are bringing in the boat. Stocker advised hunters to review the amount of gear they bring to avoid exceeding the maximum weight for the craft. The vessel’s capacity plate states the total amount of weight the boat is designed to hold and includes the passengers, fuel, dog, decoys, everything. “It’s important to distribute the weight evenly around the boat, taking care to avoid loading too much in the back,” she said.

Overloading the boat can create a dangerous situation by reducing the amount of space between the waterline and the top of the boat. The less space between the water and the top of the boat, the greater the chance that water will swamp the boat. “Duck hunters recreate in difficult conditions – they go out before the sunrises, its cold, the wetlands are nearly frozen, its most likely windy,” Stocker said. “These factors are important considerations when going through the hunting plan. We’re encouraging them to include reviewing their on-boat gear along with making sure they have a lifejacket in usable condition as part of that plan because the goal at the end of the day is for everyone to return home safely.” Oregon’s duck season continues until January 31. PLEASE WEAR YOUR PFD!



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IN THE CAR OR ON THE BOAT

LIFE JACKETS AND SEATBELTS SAVE LIVES

BUT ONLY IF WORN!

WEAR IT

Logo from America's Boating Club of Central Pennsylvania

2022 Annual Meeting and Change of Watch
 February 25-27, Seagrass Marriott Resort, Fort Lauderdale, FL

THANK these Sponsors of the WHISTLER

2021-2022 OFFICERS

Cdr Michael Gibbons, JN
 SEO Allen Swanson, P
 EXO Craig Beyer, AP
 AO Donald Starbuck, SN
 Treas Kim Singh
 Sec Carol Schuldt
 ASEO Arthur Schuldt, SN

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 719-989-0146
 541-404-6307
 541-756-4408
 541-756-4408

MEETINGS

Squadron / Board Meetings
 are scheduled for **FOURTH**
 Saturday each month at 1400
 (2:00 PM) in Squadron Bldg
 Charleston.
 Covid-19 protocol
 observed as required.

Editor

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