

# SEPTEMBER 2023

## COMMANDER'S COLUMN

### 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. The rumor on the docks is our SEO "Big Al" may be bringing fresh Tuna to the Squadron picnic.

I'll be bringing the traditional oysters to snack on. 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 17th at our traditional location near the boat ramp at Tugman State Park. We'll gather around noon and eat when the oysters and fish are done.

A general meeting will follow the dinner. Please bring a side dish and a friend. Please contact our SEO "Big Al" Swanson for more information or if you have a fish for the grill.

I would also like to select a date for our annual Thanksgiving/Christmas potluck. See you on the 17th! Remember together everyone accomplishes more "TEAM"!



Cdr Craig M Beyer, AP

September 17th at about 1300(1:00PM) at Tugman State Park, this plate could be yours.



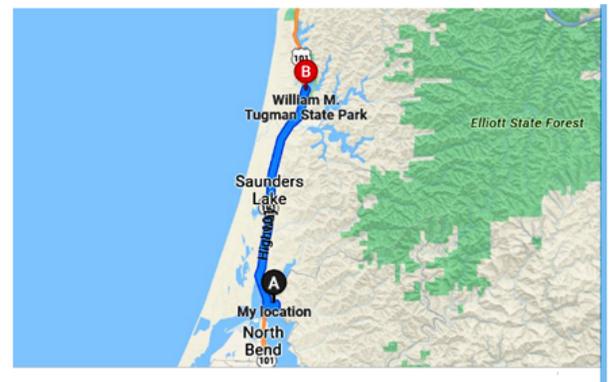
## Meetings & Events

Coos Bay Squadron Annual Summer Picnic September 17th at Tugman State Park

All members, family and guests are welcome to attend.



William M. Tugman State Park is located on Eel Lake near the community of Lakeside, Oregon, and is situated close to Highway 101. If you are traveling from Glasgow, Oregon, you can take US-101 N to reach the park. The distance between Glasgow and William M. Tugman State Park is approximately 12.6 miles.



## Labor Day Boating Fun and Friendly Reminders

Labor Day Weekend signifies the end of the summer boating season, and the Oregon State Marine Board suggests taking the time to plan your on-water adventure 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. Because accidents happen unexpectedly, it makes the best sense to always wear a life jacket.

**Know your waterway.** “Take the time to get familiar with the waterway and the local conditions such as currents, tides, wind, and weather,” says Brian Paulsen, Boating Safety Program Manager for the Marine Board. “Look out for large woody debris and rocks 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 watercraft 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. Boat in a watercraft designed for a river; craft that 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.** 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, lounge chairs behind the transom, stern, sides, and the 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 boathouse, 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 leading cause of fatal boating incidents this year involved capsizing. So far this year, there have been 11 recreational boating-related fatalities and nine victims drowned. Of the nine, only one was wearing a life jacket, an inflatable style, which malfunctioned. For more information about equipment requirements, boating regulations, and ideas on where to go boating, visit the Marine Board's website.

## Planning Tips for Boaters During Heat Waves, Low Water

The dog days of summer are in full effect, with water levels lowering on many reservoirs and rivers in Oregon. And with low water levels, boaters need to alter how they launch and retrieve, along with taking the time to research where they plan on recreating. When water levels drop, river and lake banks become very unstable and the material supporting the toe of boat ramps becomes more susceptible to damage from power loading. Power loading is a term to describe moving a boat from the water with the engine revved and the force pushes the boat onto the trailer. This creates a “prop wash” from the propeller (or jet) that creates a hole at the base or under the toe of the ramp and displaces the material into a potentially dangerous, shallow



hump before the hole. When the toe of the ramp is undermined, the concrete or asphalt can crack or dislodge, leading to very costly repairs. In the worst cases, ramps cannot be rebuilt due to funding, permitting, and other natural dynamics. Consequently, the Marine Board is asking boaters to kill their motors and use a bow line assist or winch strap to guide the boat onto the trailer. This method has no impact on the ramp. Boaters also need to be courteous to one another during retrieving with any added time it may take with manual loading. Be sure to back the trailer into the water far enough where the tow vehicle’s rear wheels are partially submerged to the water line and the boat begins to float, making launching and retrieving much easier.

To help aid boaters with planning their August excursions, the Oregon State Marine Board also has several online resources and encourages boaters to do a little homework before venturing out to area waterways:

- Check out the Opportunities and Access Report and subscribe if you’d like to receive the report in your email inbox. The report is updated as situations change, often weekly, during the summer months.
- Bookmark the Boat Oregon Obstructions Map on your smartphone to learn where there are reported navigation obstructions. If boaters come across an obstruction not on the map, there’s a public interface and instructions on reporting using a mobile phone application tool (Boating Obstruction Reporting Tool -BORT).

This map is like “Trip Check” for boaters. Information on the map is submitted by our marine law enforcement partners, other state agencies, outfitter guides, and the boating public.

- Check out our Water Levels and Coastal Bar resource page with links to tide tables, regional water basin diagrams, and the NOAA River Level Forecast.

To learn more about recreational boating and safety, visit [Boat.Oregon.gov](http://Boat.Oregon.gov).

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Pictured: Brownlee Reservoir during low water showing the power loading hole and sediment hump with the beginning signs of undermining the toe of the boat ramp.

## **Marine Board offers boat safety tips**

### **River boating**

The greatest difference between coastal boating and river boating is the constantly changing nature of inland waters. Water depths never stay the same. Currents vary from fast to nonexistent. Channels change with shifting sand, silt and mud. And navigational aids move regularly.

### **Currents**

Strong river currents create problems for both commercial and recreational boats. On some rivers like the Columbia, currents reaching 8 to 10 mph make it difficult for low-powered boats to get upstream. Handling a boat in a strong current takes effort and practice. While heading downstream, skippers can lose partial control, putting their boats at the mercy of the current. The Navigation Rules give the right-of-way to vessels traveling downstream for this reason.

### **Water depths**

River depths vary depending on the amount of water coming from upstream. In droughts, the water may fall too low to be navigable; in floods, it may run high and strong and be littered with trees, logs, and debris. Detailed river charts are indispensable. The charts define safe channels with colored and shaded contour lines. Get accurate water depths from daily river levels on weather forecasts and local newspapers.

Stay within marked channels unless you are sure of the water depth and your boat's draft. Don't be tempted to take the shortest route between two points.

When the river is flooding, it can extend for miles beyond its usual banks, making it difficult or impossible to find the normal channels. Use common sense, handle your boat carefully, and make good use of charts and aids to navigation.

### **Debris**

Logs sometimes float just under the river's surface; at other times, they stand on end and float upright. Keep a lookout for debris because the part you do not see is often larger than the part you do. Debris damages propellers, shafts, lower unit casings and hulls. If you hear or feel a thump, stop and check for damage. If you feel an unusual vibration, go slow until you determine its source.

### **Reading the river**

A riverbank gives clues to the water's depth. Along a steep bank, you can expect relatively deep water up to the shoreline. A long, gently sloping beach usually means that the water is shallow a long way from shore.

You can often tell shallow water by a difference in the water color, by ripples when the water is calm, or by a patch of quieter water amid choppy water. If you suspect shallow water, slow down to bare steerageway. Engage the propeller only as needed to maintain headway. You may be able to partially raise the propeller on an outboard motor or stern drive.

Check your wake to see if you are stirring up mud or sand. Place a lookout at the bow to measure the depth of water with a boat hook.



## Coast Guard offers boat safety tips to avoid tragedy

After a boating accident on August 13 off the shores of South Padre Island, the Coast Guard is reminding boaters of boat safety to ensure everyone's safety on the water. The man injured in the boating accident at South Padre Island expected to recover

The first thing is preparing.

Boaters want to make sure the boat they're driving, or riding in, has emergency devices that will alert the Coast Guard should an accident occur. Next, make sure weather conditions are favorable.

Ensure there is low wind and rain chances because if it's hard for boaters to navigate in those conditions, it's hard for the Coast Guard as well. Another important tip, is to wear a life jacket.

"About 75 percent of all fatal mishaps where death occurs in the water are usually drownings," Coast Guard Deputy Commander Michael Sintron said. "And of those 75 percent, about 80 percent of the individuals do not have life jackets. So the biggest tip right off the bat is wearing your life jacket when you get on a boat." It's important to make sure that the life jacket fits properly as well.

Lastly, operating a boat while under the influence of drugs or alcohol is illegal and the Coast Guard says even if you are a passenger, it's best to be sober on the water.

Mark Kelly

Forgotten Oregon.

Thanks to Kim Singh for reposting.

Echo was an American four-masted sailing ship, built in North Bend, Oregon 1896.

When Simpson's Shipbuilding yard closed in 1902, it had produced 58 large sailing ships.



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## USCG Publishes Strategic Plan of the National Recreational Boating Safety Program for 2022 — 2026

The U.S. Coast Guard Office of Auxiliary & Boating Safety (CG-BSX) has released The Strategic Plan of the National Recreational Boating Safety Program for 2022 through 2026. The Strategic Plan of the National Recreational Boating Safety Program describes the U.S. Coast Guard's goals and strategies to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts.

Federal law (46 U.S. C. 15105) mandates that the Secretary of the Department in which the Coast Guard is operating establish the National Boating Safety Advisory Committee (NBSAC) and consult with it on regulations and other major boating safety matters. NBSAC's 21 members are drawn from the states, industry, and national recreational boating organizations and the public.

This Strategic Plan was developed collaboratively with the members of NBSAC and input from additional stakeholders of the RBS Program. Working together, the Coast Guard and NBSAC will execute Task Statements and Recommendations, and the Coast Guard will prioritize the accomplishment of Plan Activities.

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Enjoy having the water all to yourself in the off season? Be sure to check that your safety gear is in working condition and on board your vessel prior to departure.

#OperationDryWater

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### 2023 - 2024 OFFICERS

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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

### Editor

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