



The Pilot

Monthly Newsletter



June 2021

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The Hidden Dangers of Carbon Monoxide

Carbon monoxide (CO) can harm and even kill you inside or outside your boat! Did you also know:

- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can affect you whether you're underway, moored, or anchored.
- You cannot see, smell, or taste CO.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.

Most important of all, did you know carbon monoxide poisoning are **preventable**. Every boater should be aware of the risks associated with carbon monoxide - what it is; where it may accumulate; and the symptoms of CO poisoning. To protect yourself, your passengers, and those around you, learn all you can about CO.

For more details, visit the [CDCs NIOSH website](#) on Carbon Monoxide and the dangers in boating.

Additional Information and Links

[Dangers of Carbon Monoxide](#)

The must-know facts about carbon monoxide. If you don't recognize the symptoms of CO poisoning, you may not receive the medical attention you need.

[Where CO May Accumulate](#)

You're not just at risk inside a boat. Knowing all the possible places where CO may accumulate could save your life.

[How to Protect Others & Yourself](#)

CO poisoning is preventable. Here are specific steps you can take to help prevent carbon monoxide from harming you, your passengers, or fellow boaters.

[Helpful Checklists and Maintenance Tips](#)

A checklist for every trip, plus a monthly and annual checklist. They're easy for you to print and use.

[Downloadable Educational Tools](#)

Brochures, photos, posters, and other tools to help increase awareness about carbon monoxide and recreational boating.

Provide by the [USCG Boat Responsibly Website](#)



2021-2022
SEATTLE SAIL AND POWER SQUADRON BRIDGE
UNITED STATES POWER SQUADRONS®—DISTRICT 16

OFFICE OF THE COMMANDER

Commander	Robert Dahlin, AP
Commander's Aide	Lt Adrienne Dahlin, S
Flag Lieutenant	Lt/C Mike Lancey, AP
Merit Mark Officer	Lt David Rust, JN
Education Fund Chair	Lt Shirley Bollinger, AP
Historian	P/C Tim Rutledge, SN

EXECUTIVE COMMITTEE

Commander	Robert Dahlin, AP
Executive Officer	Open
Educational Officer	Lt/C Gail Kalbrener-Mazzeo, N
Administrative Officer	Lt/C Mike Lancey, AP
Secretary	Lt/C Emily Warren, AP
Treasurer	Lt/C Rick Laboda, AP
Asst Educational Officer	1st/Lt Rocky Mazzeo
Elected Member	P/Lt/C John Walsh
Elected Member	Jeremy Zink
Elected Member	Open
Past Commander	P/C Emma Doody, S

EXECUTIVE DEPARTMENT

Executive Officer	Open
Boat Show CH	Open
Canadian Liaison	Lt David Berger, S
Legislative Officer	Lt Robert Fisher, AP
Public Relations	Lt Maureen E. Newman, AP
Radio Tech Officer	Lt David Rust, JN
Safety Officer	Lt Steve Rittereiser, S
VSC Chair Examiner	Lt Rebecca Garvie, P
Vessel Examiners	Lt R. Holden Belcher (Rip Knot)
	P/C James Haglund, P
Social Media CH	Lt Adrienne Dahlin, S
Instagram CH	P/C Leslie Kodish, P
Cooperative Charting CH	Open
Sea Scouts Liaison	Lt Stephen Taylor, S
USCG Liaison	Lt Chris Antony, P

EDUCATIONAL DEPARTMENT

Educational Officer	Lt/C Gail Kalbrener-Mazzeo, N
Asst Educational Officer	1st/Lt Rocky Mazzeo
Boating Class CH	Lt Eileen Huggins, SN
ABC Instructors	P/Lt/C William Ray, AP
	Lt Eileen Huggins, SN
	Lt/C Gail Kalbrener-Mazzeo, N
	Lt Reid Larson, AP
	Lt David Geller, P
	Lt Stephen Taylor, P
Advanced Grades CH	Lt/C Gail Kalbrener-Mazzeo, N
Sextant Custodian	Lt Eileen Huggins, SN

DISTRICT 16 BRIDGE

Commander	D/C Kenneth Smith, AP
Executive Officer	D/Lt/C Sandra Thomas, AP
Administrative Officer	P/D/C Annette Ferguson, AP
Educational Officer	D/Lt/C James A West, SN
Secretary	D/Lt/C Barbara Erickson, JN
Treasurer	D/Lt/C Rose Ann Walker, JN
Past Commander	P/D/C Craig Brown, SN

ADMINISTRATIVE DEPARTMENT

Administrative Officer	Lt/C Mike Lancey, AP
Bartending Comm. CH	Lt Rebecca Garvie, P
Fleet Captains	
Port Captain	Lt R. Holden Belcher (Rip Knot)
Membership Comm. CH	Lt/C Gail Kalbrener-Mazzeo, N
Mbr. Involvement	Open
Mbr. Processing	Lt/C Rick Laboda, AP
Associate Mbr.	Open
Member Benefits CH	Open
Operations Training	P/C James Haglund, P
Photographer	Lt Steve Erickson, JN
Program Committee CH	Open
Squadron Artist	Lt Janice Reebbs, JN
Sunshine Comm CH	P/C Cathy McDonald, JN
Telephone Comm. CH	Lt Maureen Newman, AP
Dinner Meeting Coordinator	Open
Boating Activity CH	Lt Suzanne Schoonover, JN
Youth Poster CH	Lt Jon Brown, AP

SECRETARIAL DEPARTMENT

Secretary	Lt/C Emily Warren, AP
Electronic Committee CH	Lt Gordon Sivley, S
Grant Writer	Open
Information Tech Contact	P/C James Haglund, P
National Roster	P/C James Haglund, P
Pilot Advertising CH	Open
Squadron Roster	Lt/C Mike Lancey, AP
Pilot Editor	Lt Jon Brown, AP
Webmaster	P/C James Haglund, P

TREASURER DEPARTMENT

Treasurer	Lt/C Rick Laboda, AP
Dinner Mtg Bookkeeping	Lt/C Rick Laboda, AP
Ships Store	Cdr Robert Dahlin, AP
	Lt Adrienne Dahlin, S

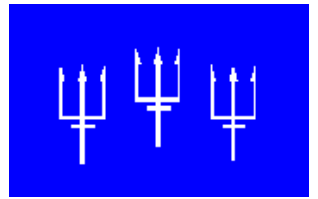
GENERAL COMMITTEES

Auditing Committee CH	Open
	Lt Wendy Rittereiser, S
	Lt Janet Pearson, S
Nominating Comm CH.	P/C Emma Doody, S
	P/C James Haglund, P
Rules Committee CH	P/C Steve Kodish, JN
	P/C Ginger Marshall-St. Arnaud, AP
	Lt Maggie Murphy, JN-IN

STANDING COMMITTEES

Law Officer	Lt Dave Newman, AP
Property Officers	Open
House Committee CH	Lt Rebecca Garvie, P

From the Helm



Cdr Robert Dahlin, AP

Welcome to Summer 2021 Squadron Members! Thanks to all who attended our May dinner meeting!

As we prepare our boats for the summer, grab the tools to get the most out of your boating season with America's Boating Club App on your iPhone or Android phone device or tablet!

All in one complete tool for the water!



America's Boating Club app is free to download via Apple or Play store and even easier to setup! Use this app to store away your boat registration/insurance information, useful boat and part number information, find your location, set your favorite on the water contacts, digital compass and even send a distress call. This app is so packed, it even will show you how to tie those useful knots we seem to forget at the during the off-season! Navigate to this link to learn

more: <https://americasboatingclub.org/app>

Sea Skills 2021



This month on Saturday, June 19th, America's Boating Club of Seattle is holding [Sea Skills 2021](#). We have a wonderful team of our best instructors lined up to teach everything from knots, safety and radio procedures to marine navigation, apps and vessel propane safety. If you are interested in attending this event or sitting in on a class, please register at our [Website](#). For questions, please email me at ssaps.cdr@gmail.com or Mike Lancey our AO at ssaps.ao@gmail.com. If you are coming by boat, please make your reservation for the Guest Dock [here](#) and join us Friday night for docktails, music and fun. Let's celebrate the summer with boating safety, fun and the comradery of your fellow squadron members!! Please be aware that mask wearing will be required on the dock and on boats. See [Sea Skills Flyer](#) for schedule and class information. Also, we need more Sea Skills Instructors. If you bring your boat and teach a seminar, you'll receive one-night **FREE** moorage and dinner.

Vessel Inspections



Vessel Inspections are now ready to be scheduled!! Let us help make your boat safer by registering for your inspection today! These inspections will be performed safely with Covid-19 safety protocols followed and can be scheduled via an online form at our Club website. <https://www.seattlesailpowersquadron.org/vsc>. Read here about what will be required to ensure your safety inspection goes smoothly or contact me at ssaps.cdr@gmail.com.



Open Positions on the Seattle Squadron Bridge

We are still looking for an interested candidates to help us on the bridge for these positions:

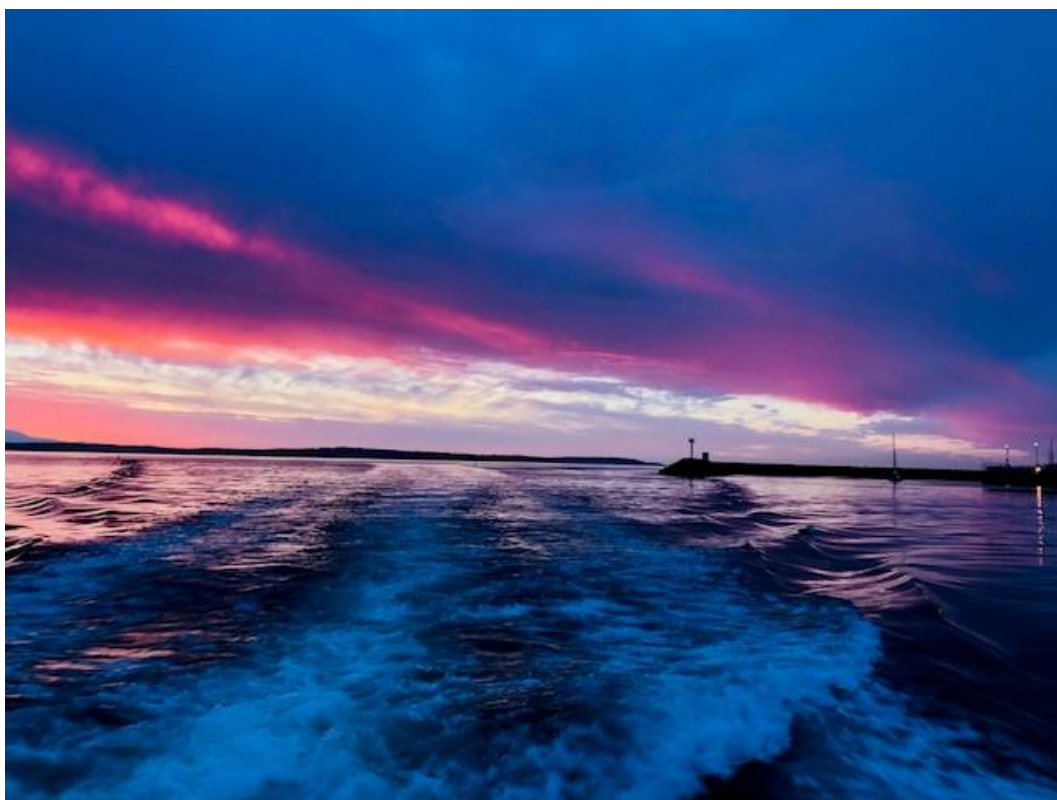
- **XO** {Executive Officer} Handles squadron PR, Sea Skills, Boat Show
- **Elected Member** {Trustee}
- **Pilot Newsletter Editor.** **WE REALLY NEED YOUR HELP!** We need a talented squadron member with great writing skills or experience as an Editor to join us as our next Newsletter Editor!! Our Newsletter, "The Pilot" has been congratulated in the National organization multiple times for our excellent educational articles, boater stories and editorial content! Year after Year our squadron receives awards for our wonderful newsletter. Help us keep the tradition of providing a high-quality product for our membership!

Stay Safe and Healthy and see you at the next event!

Best Regards,



Robert G. Dahlin
Commander



Sunset while approaching the locks just past Shilshole. Photo by Lt/C Gail Kalbrener-Mazzeo, N



Lt/C Mike Lancey, AP

AO's Report



My name is Mike Lancey and I am serving as your Administrative Officer in year 2021-22 for America's Boating Club of Seattle also known as the Seattle Sail and Power Squadron. Last year I served as the XO (Executive Officer) which is much like being the Marketing Director for the Club. If you like marketing then perhaps you'll give the XO position a try. You'll be glad you did.

For any questions you might have please email my AO account at ssaps.ao@gmail.com or call my cellphone (206) 930-8004 in regard to any of the topics below.

Our first live Dinner Meeting is June 17th!

We're happy to announce our first live meeting since the pandemic at Queen City Yacht Club. We'd love to see you there at 6pm for the [Potluck Dinner](#) and very interesting speaker. And, that means you need to find your bar tickets from last year. Becky is managing the bar as our Club Volunteer Bartender. Thank you, Becky! Please register [here](#).

Where: Queen City Yacht Club:

Schedule: 6pm Start Time.

- 6:30pm Potluck Dinner
- 7:00pm Guest Speaker

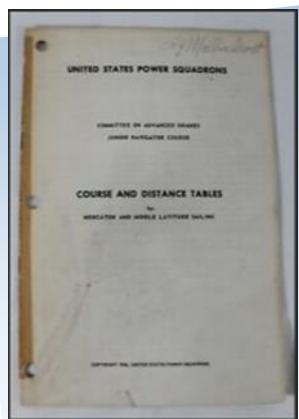
Format: Blended; in-person and online meeting.

Dinner: Potluck with pizza provided by the club as part of the March appreciation meeting that we missed two months ago.

COVID Health Measures: Queen City Yacht Club requires that masks be worn inside when we are not eating or drinking.

Our Speaker will be Ray Giometti on the "State of the Port for Marine Operations"

- The speaker will be Ray Giometti who, for 16 years, has been with the Port of Seattle.
- Currently Ray is the Business & Operations Manager at Fishermen's Terminal/Port of Seattle.
- After 16 years with the Port of Seattle Ray is responsible many of the operational issues at Fishermen's Terminal and is actively involved with many locations of the Port of Seattle.



Ray Giometti, Business and Operations Manager

COVID Protocols will be Observed

- COVID safety measures are in place at all squadron gatherings.
- Masks are required to be worn inside when not eating and drinking,

Rendezvous Schedule:

Let's Rendezvous in 2021! SeaSkills at Shilshole on June 19th is the first fun event in a full Rendezvous schedule. Since 2013 SeaSkills was designed to get new members involved in the educational mission of our squadron and give our members an opportunity to share knowledge with each other through a menu of mini seminars, instructed by fellow members. And because this will be our first Rendezvous since the pandemic, we will make it a special one. Sign-up for SeaSkills here

<https://www.seattlesailpowersquadron.org/seaskills>

- The District 16 Rendezvous for June 11 to 13 in Poulsbo. Register for this event on the District 16 website on the District Events calendar <https://www.uspsd16.org/news-events> . Click here to get the District Registration form <https://drive.google.com/file/d/1-QpR7CWD9GQbTBZXNA4YnaJ2uPdcZKgx/view> .
- The Brownsville Rendezvous is coming up fast. Be sure to register for the July 16-18 event on the Rendezvous Calendar for America's Boating Club of Seattle. See the article about Brownsville Marina, below.

How to Register

- <https://www.seattlesailpowersquadron.org/rendezvous>
- From this link you can easily Register for each Rendezvous based on the schedule, below. A few considerations are:
 - Enter the name of the Rendezvous, your name, and email address.
 - Enter your arrival date and departure date. Traditional timing is to arrive on Friday if possible. Saturday morning will work, as well, but we need to know when to expect you.
 - Enter your mobile number and whether you are arriving by boat or car. You are welcome at any rendezvous by either boat or car for America's Boating Club of Seattle.
 - The flyer for each rendezvous includes the Dock Manager's name, their mobile number and the Radio Channel to call the Dock Manager from your VHS radio.

Here is our full 2021 Summer Rendezvous Schedule

Date	2021 Rendezvous Location	Status
June 11-13	Poulsbo D16 Rendezvous	Confirmed
June 18-20	Sea Skills @ Shilshole Marina	Confirmed
July 16-18	Brownsville Marina	Confirmed
August 13-15	Sea2Port - Port Ludlow Marina	Confirmed
August 27-29	Kingston Marina Rendezvous	Confirmed
September 3-6	Point Hudson joint rendezvous with Everett	Confirmed
September 17-19	Tacoma Dock Street Marina Rendezvous	Confirmed

July 16-18 Brownsville Rendezvous

Be sure to register for the Brownsville Rendezvous at your earliest convenience at <https://www.seattlesailpowersquadron.org/rendezvous>

Personally, I have found Brownsville to be very enjoyable. Brownsville Marina is like staying on a lake because the portage narrows around the Brownsville Marina. It is an active recreation area for cruising, sailing and fishing. Yet serenely peaceful from early evening to mid-morning.

The Port of Brownsville Marina is beautiful and well designed with all the amenities of a large marina but with the charm of a small community. Brownsville is located on the Port Orchard Bay half-way between Bremerton and Poulsbo making it a convenient place to visit or stay. The Port facility offers both guest and permanent moorages with excellent parking, a well-equipped grocery and delicatessen, great fuel prices, electrical and water hook-ups at all moorage sites.

Here's a little history on Brownsville:

The first dock was built in 1901 by community donated work and continued to be kept up by community effort until the Brownsville Port District was formed in 1920 by special election.

In the 1960s, the number of recreational boats greatly increased. The existing configuration of moorage and boating facilities was first constructed in the 1970s.

In the late 1990s, the Port completed a new \$1.2 million breakwater system which substantially increased the protection for boats moored at the Port and also provided more than 1,000 linear feet of guest moorage space. Also completed in conjunction with this project was North and East breakwater access for the physically challenged via an electrically operated "ramp rider."

In the year 2000, work on a new over-the-water pavilion was completed which is an excellent venue for outdoor dining and events.

Port of Brownsville from the shore at high tide.



The guest docks are expansive in size and that will help make our stays relaxing.





Lt/C Gail Kalbrener-
Mazzeo, N

Gail Force Winds



Education, Education, here's what's going on in Education

The **Boat Handling Course (S)** just finished, and all students have taken their tests. Grades should be available in a couple weeks. Thank you to our amazing instructors Mr. Bill Ray, AP and Mr. Reid Larson, AP.

Marine Navigation (P) students are in week 8. The end is in sight. They are putting everything they have learned to task on a fishing trip around Bowditch Bay.

Advanced Marine Navigation (AP) is also in week 8. They just finished working with Tides and are now ready to work on Winds and Currents. They have been cruising around Martha's Vineyard for about three weeks.



Laura Chapman and Kate Chapman for passing Advanced Marine Navigation (AP) with super high scores.



Early days of Celestial
Navigation

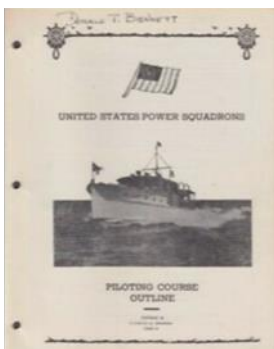


Rachelle Ornan for completion of Engine Maintenance and Marine Electronic Systems.

The ABC course for the WA Boater Education Card will resume in person classes in September. YEAH!!!!!!

That's all for the Education Department. I hope you had a safe and enjoyable Memorial holiday.

Yours in Education,
Capt Gail



Early Boating Course
Manual

USPS Virtual Trainer in Use

United States Power Squadron National held a joint event with West Marine in Ballard on May 14 – 16th. This is a new partnership with more opportunities ahead to continue to teach safe boating.



The event was available to anyone who either visited West Marine or pre-registered on Eventbrite. Saturday was the busiest of days with 14 attendees. The fun part of volunteering for this event was that if no one was scheduled to use the Virtual Trainer, volunteers used their time to practice docking, navigate a busy harbor, drive boat on a trailer, and take the boat thru a bouyed course. It's harder than you think. Debbie Thiel, S, is shown navigating the busy harbor with jet skis, sailboats, a kite boarder and other power boaters.

Thank you, Seattle Volunteers

Brad Thiel, S

Debbie Thiel, S

Gordon Sivley, S

Janet Pearson, S

Ethan Bernau, P

Reid Larson, AP

Gail Kalbrener-Mazzeo, N



Brad Thiel, S, is attempting to pick up a buoy (orange flag on right side of screen). Later, we pulled out all the stops and gave him 20 knots of wind and high waves to dock the boat in a narrow slip.

We hope to use the Virtual Trainer for future squadron events and other partnered events with West Marine.

Thank you again to all the wonderful volunteers.

SEASKILLS

18-19 June

Shilshole Bay Marina | Guest Dock 'H'

What is SeaSkills? A series of mini boating seminars and hands on boating activities conducted at Shilshole Marina. Some on boats and others on the dock.

Who Teaches? We draw upon the expertise of our members who generously share their knowledge by offering classes in the subject of their choice.

Who's Invited? All of our members and their friends.

When is it? **June 18th - 19th.** Most boats arrive Friday night. On Saturday registration opens at 0900 with 50 minute seminars running from 1000 - 1200. Lunch break (provided). More classes until 1600. That evening we have a catered meal aboard members boats. for only \$20 per person (kids eat free) On Sunday the boats do their own breakfast and depart.

Can I bring my boat? Absolutely. We have 6 slips reserved, with priority given to instructors with their boats. Arrive Friday night for docktails. Wake up to Breakfast Saturday on the dock at no charge {donations appreciated}. Sunday shove off.

But I don't have a boat! No problem. Come down to the Marina Saturday for classes and plan on staying for a catered dinner on member's boats that evening.

I want to participate, now what? Go to our [website](http://www.seattlesailpowersquadron.org/seaskills) and register, volunteer to teach, help out and or provide your moorage information. One stop shopping :)

What if I have Questions? Contact Mike Lancey ssaps.xo@gmail.com or call (206) 930-8004.

www.seattlesailpowersquadron.org/seaskills

AMERICA'S BOATING CLUB

For Boaters, By Boaters™





BROWNSVILLE RENDEZVOUS

Cheers to the Summer!

July 16-18, 2021

Join us on the weekend of July 16-18 as we cruise to the exciting Brownsville Marina!! Enjoy a lovely Friday night happy hour with music and appetizers on the dock and then on Saturday, enjoy the private trails and scenic vistas. Dinner will be on your own Saturday with a possible meet-up at the firepit. Other attractions include the nearby Keyport Navy Museum, local shopping and parks. Please RSVP with Mike Lancey at ssaps.xo@gmail.com and then call the [Marina](#) to be added to our block of reservations.

More details to come on rendezvous event schedule, so stay tuned!!



Nearby museums and attractions

Pump out

Nature Trails

Pavillion

Firepit

**RSVP with Mike
206-930-8004 and
then call Marina to
reserve your slip
today!!**

BROWNSVILLE MARINA

**9790 Ogle Rd NE #1
Bremerton, WA 98311
360-692-5498**

[Marina Website](#)

Welcome to our newest Members!

Andrea Bennett joins with the rest of the Bennett Family, Ian, Jeni and Jack. Andrea just completed the Boat Handling Course and awaiting test scores...but I know she passed with flying colors. There are a few boats in the family as Ian restores old boats, like *Merganser*, an old Chris Craft 28 footer and a very cool-looking old wooden mast sailboat with original old time hardware. We look forward to seeing you at Sea Skills or an upcoming rendezvous.

Doug Wear joins us again. He originally took his ABC class in early 2019 and just kept in touch through our Education Outreach Program. Doug also just completed the Boat Handling Course. Doug has a MacGregor 26 powersail and getting to know our waters. He is looking forward to more education. The name of his boat is *Forever Jung*. Welcome.



Mary Ghan also joins us from the Boat Handling Course (I see a theme here). Her and husband **Mike Ghan**, own a Navigator 62-footer named *Roam*. This is their 6th Navigator boat. They have been long-time, very-active boaters, taking their boat far North as the Broughtons, with Alaska in their near future. They are also members of Seattle Yacht Club and chair the Navigator Yacht Owners Group with 250 members all over the world. We look forward to having you as Power Squadron members. Welcome Mary and Mike!



Red, right, returning.
Or is it one sea lion on
your right, and three
sea lions on your left
when returning?





Sailor's Quiz

For all you sailors out there, test your maritime knowledge with the following questions below! Answers can be found linked [here](#) within the Pilot.

1. What is a "Lazarette"?
2. What is the "Draft" of a boat defined as?
3. What is the "Head" on a boat?
4. What is a "Lubber's Line"?
5. What is the "Ground Tackle" on a boat?



Boat Name Movie Trivia

Answer the Movie Trivia questions below. Answers are on the last page of the Pilot.

1. On the TV Show "The Love Boat", what is the name of the ship commanded by Captain Stubing?
2. What is the name of the boat marooned on Gilligan's Island?
3. What was the name of the stolen WWII German submarine commanded by Mathew McConaughey?
4. Johnny Depp's Pirate Ship name is Pirates of the Caribbean.
5. John Candy's Regatta Winner in "Summer Rental"

Boating Basics Word Search

C H J L P E D E P Y R X T Z J G G E M Y
 U B B I R B Z S M J U N Q U B C Z C B J
 D L C C P U I T X Z Y J S F I A J C G Y
 D B T L A B L E C H F V F A T H O M V I
 Y L S E R S G R F A B H Q V R O D F I B
 H L S A R J C N O P B Q C B N O R I A T
 R G H T D E C K U Q B K K L F W P Y H K
 E G H L F S C S L O Z U W H L S I X U F
 D J B T Z Y M T E M K O L M F G E V L A
 Z A E E R K U R D G A J Z K R Z R W L P
 H V N H L G C K N O T H T B H U R B Y I
 V F E C C O T U I A L B N A U E V A D M
 S R H S H A W Y R C U I Z C C O A O M X
 N M I I S O B K G R G C N I H K Y D Q W
 B T P Y T E R I Y A E P Y E N A L O I F
 H A M J X C L G N N F N I V F B R E G F
 V U B S E B H I W J D O T E Q R O T K T
 P R E V F Z F A D R I F T F C W W A W T
 I U A S I Y N J X K K K R A M N D F R F
 I I M D T S M D M D X W I N D W A R D D

WINDWARD

BULKHEAD

CURRENT

INBOARD

VESSEL

TACKLE

ANCHOR

FOULED

CUDDY

FATHOM

CLEAT

ADRIFT

CHART

CABIN

HITCH

STERN

HULL

DECK

BUOY

LINE

BELOW

KNOT

PIER

BEAM

Engine Problems and Solutions

- Mike Lancey

My name is Mike Lancey and I'm your AO in 2021-22. And I am a boater with an engine problem. This is a month of engine problems for me and those I know in boating. Myself, Rob and Ron, my friend in Vancouver; are having engine issues. That's three engine problems in 3 weeks. Based on those three engine problems that I am calling "engines" the issue for the month for me and my sphere of boaters. Welcome to my engine-fixing world, at least while you are reading this article.

What happens when you have engine trouble?

1. You can fix your engine.
2. You can rebuild your engine.
3. You can buy another remanufactured rebuilt engine.

You can fix it

My engine can be fixed, which I am happy about. I dropped 3 rods and have sticking valves. Both problems are enough to put an engine out of commission but not permanently. The next step, for me, is to find a place to rebuild and machine the heads. If we get the heads machined and the valves rebuilt, then I think we'll be able to participate in our full rendezvous schedule and get back into boating.

Rebuild

Ron, in Vancouver WA, called a marine mechanic and received an estimate of \$6,000 to \$8,000 to remove, rebuild and re-install the engine. The problem is a defect in one of the pistons that dropped metal pieces into the crankcase. I encouraged him to find a mechanic that might be able to fix the issue and get out on the water. But the metal pieces in the crankcase are a big problem. Engine rebuilds are notoriously expensive, time consuming, and often run you more than buying a remanufactured used engine.

Remanufactured

Remanufacturing is the next best thing to buying a new engine. You can take the old engine out, put the factory remanufactured engine in, and be back on the water in 1-3 weeks. The remanufactured engine is rebuilt in a factory which means you gain the economies of scale of mass production in the pricing. In a sense rebuilding your own engine is a "custom" rebuild, which is a high-end solution, while buying a factory rebuild is a market-price option. To remanufacture a used engine is rebuilt; completely torn down, thoroughly cleaned, inspected, and reassembled to factory specs, using many new parts. It is like your engine just not your exact engine. The mechanic buys either a short or long block from the factory or distributor. Then, your exhaust or intake manifolds are added, your fuel system, and ancillary items like the starter, alternator, are added as well. Your mechanic either takes those off your old engine, or you buy them separately.

Of course, there is a fourth option, which is to repower with a new engine. But, let's not talk about that right now.

Summary

If something goes wrong with your engine or any aspect of your boat I encourage you to take the time to weigh your options and the consequences, of each, in terms of; down-time, cost and long-term reliability. I've found it pays to do your own research and talk to multiple experts. This has been an important part of my own boating education. Of course, getting back on the water is a priority this time of year. And, I hope to be out there with you very soon.

Our Own Reckless Ways (Part I)

By Kate Laboda

*“Ah how shameless – the way these mortals blame the gods.
From us alone they say come all their miseries,
yes but they themselves with their own reckless ways
compound their pains beyond their proper share.” (1.37-40)
— Homer, The Odyssey*

Our Own Reckless Ways

Squawking seagulls soar overhead, white and grey against the true-blue sky. You step out of your car and are immediately overwhelmed by the sharp smell and booming sound of waves. Running towards the tide line, you catch your breath as the icy water finally rushes over your feet. After a few moments of marveling at the vast horizon, you turn your gaze downward, searching for treasure within the sand around you. Thinking of your collection at home, you scour for a spiraled conch, purple oyster, ridged scallop, or even a rare pearly abalone. But today, you cannot seem to find any shells. Each time you reach down to examine the white or pink that catches your eye, you recoil. This beach, with its multicolored constellation of something, is not covered in shells, but in thousands of pieces of plastic. Suddenly, the clouds roll in and thunder strikes. You look around and the plastic transforms, morphing into a monstrous creature. It lurches forward, threatening to suffocate you. You think not only of your impending doom at the hands of this horribly synthetic creation but of the countless species of fish and birds and mammals that swim through this landfill every day, mistaking garbage for food and getting entangled in the grasping strands of plastic.



*Fig 1. Seal Beach covered in plastic from: Gritchen, Green.
“From paradise to landfill: beloved California beach covered in trash.” The Guardian, 8 Feb 2019*

This scene may seem plucked straight from a horror film, but beaches overflowing with trash are becoming more of a reality. For example, last winter after a series of storms, Seal Beach in California (pictured to the left) transformed into such a wasteland. Yet, examples like Seal Beach have not spurred on widespread change. In fact, the plastic crisis has only gotten worse during the COVID-19 pandemic.

In an NPR interview with reporter Tanya Mosley, David Ford, founder of the environmental advocacy nonprofit SoulBuffalo, argues that the Coronavirus pandemic has led to an explosion of plastic pollution in the ocean. The main culprit? The 129 billion plastic face masks produced each month. In the words of

Ford, this is “enough that you can cover the entire country of Switzerland with face masks at the end of this year, if trends continue... there’s just no sign of that slowing down.” Many of the masks produced end up in the ocean, indicated by the 30% increase of oceanic pollution in the months since this pandemic began (Mosley).

Though there has been a recent increase in pollution, the plastic crisis is an ongoing topic of discussion and has been for decades. Despite the many efforts and innovations of scientists, organizations, or simply concerned citizens, plastic is still piling up everywhere. We hear stories of freak accidents or plastic contaminating on our beaches after unusual weather events, but the fact of the matter is, plastic accumulates on an everyday basis. In fact, a few weeks ago as I was walking the beach at Montauk State Park, I



Fig. 2. Plastic water bottle in crab cage from: Kate Laboda

came across a plastic water bottle trapped inside a crabbing cage (pictured below). It reminded me of some kind of contemporary artwork – *Waste Ensnared*, plastic and metal, 2021 – except this was real. We no longer need to turn to hypotheticals or carefully designed scenes to show there is a problem. We simply have to open our eyes and take stock of where our own reckless ways have led us.

With pollution levels increasing due to the pandemic, now more than ever, plastic increasingly dominates our lives and ends up in our oceans at alarming rates where it destroys wildlife and negatively impacts humans. In order to stem this issue, we must commit to personal changes to abandon single-use plastics and invest in sustainable alternatives.

Before we can discuss the negative impacts of plastic pollution, we must first understand how plastic use originated and how this waste ends up in our oceans. When you think of plastic, maybe a disposable water bottle or a flimsy take-out bag comes to mind. However, the first plastic was created to replicate billiard, or pool, balls originally made of ivory from elephant tusks (TEDEducation). The rapid decline of elephant populations in the mid 1800s due to over-hunting forced the world to seek an alternative.

Fueled by the monetary prize for finding such an alternative, in 1863, John Wesley Hyatt created celluloid. This first plastic compound was made from cellulose, the structural carbohydrate found in plant cell walls. Unfortunately for Hyatt, however, celluloid was not the right fit for billiard balls – it was not hard enough and had the nasty tendency of spontaneously combusting. Not to be discouraged, Hyatt discovered that celluloid could be dyed to mimic more expensive items such as pearl, coral, or tortoiseshell (TEDEducation). Costly items reserved for wealthy consumers were now made cheap with the advent of plastic dupes. Moreover, as an article from the Science History Institute states, “advertisements praised celluloid as the savior of the elephant and tortoise” (“History and Future of Plastics”). Not only were cheaper copies of luxury items hitting the market, but they also came at no cost to the animal populations previously relied upon for these goods. Hence, the plastic revolution began.

The next major step in this revolution occurred in 1907 with the invention of Bakelite by Leo Baekeland. This was the first synthetic plastic, meaning it included no natural substances. Coined, “The Material of a Thousand Uses,” Bakelite was less expensive, easier to mold, and would not lose its shape when heated (“Leo Hendrik Baekeland and the Invention of Bakelite”).

The plastic revolution really took off, however, with the arrival of World War II. According to the “History and Future of Plastics” article from the Science History Institute, “during World War II plastic production in the United States increased by 300%.” The American military used plastic for everything: nylon was used for parachutes, ropes, and uniforms, while plexiglass made up cockpit windows (“History and Future of Plastics”). When the war ended and the curtain fell on the need for parachutes and helmets, these plastic production plants began creating items for the average consumer, such as shoes, toys, clothing, and food packaging. Plastic was suddenly everywhere. It truly was the “plastic century” (TEDEducation).

As the use of plastic exploded around the globe, it was only a matter of time before it contaminated the oceans. But how does plastic get there? According to activist and founder of Free the Ocean, Mimi Ausland, 2/3 of plastic in the ocean comes from land-based sources (Unwasted). Plastic bags catch a breeze and escape from a landfill, granola bar wrappers are dropped on a trail and swept into rivers, and microbeads from face wash or toothpaste tumble down the sewer system. In short, all roads lead to the ocean.

While a majority of plastic pollution found in the ocean originates on land, the other 1/3 consists of waste from shipping barges and container ships. On November 30, 2020, such a container ship, the ONE Apus, encountered a brutal storm on its voyage from Yantian, China to Long Beach, California. The massive waves from this storm caused many shipping containers to be lost overboard. In an initial investigation, it was found that 1,816 twenty-foot units crashed into the roiling waves (Link-Wills). Now to put this number in context, the average total loss of containers from these ships is about 1,800 each year (Ebbesmeyer, Curtis). In a single incident, we lost the same number of units as is typically reported for a whole year. And of those lost, the contents of only 64 have been released. These contained “dangerous goods:” 54 held fireworks, 8 contained batteries, and 2 were filled with liquid ethanol (Link-Wills).

A photo of the ONE Apus in harbor is pictured on the right. Even though these containers were not lost to sea, you can still picture the devastation that occurred. Kim Link-Wallace, Senior Editor of American Shipper and award-winning journalist, describes this image as “towers of containers [leaning] like a forest of felled trees. Other boxes hang precariously, poised it seems to soon drop into the sea.”

This image makes me wonder: was this incident that caused one of the biggest container losses in recent history just a fluke? Furthermore, why don’t we know the contents of the majority of these containers? If a tree falls in a forest and no one hears it, did it even make a sound? Similarly, if thousands of containers fall into the ocean and no one reports its contents, did any damage occur? I think, yes.

Since this waste is lost to the ocean, where it can have devastating impacts on wildlife and humans, it seems that we should know exactly what we are being exposed to.



Fig. 3. ONE Apus with fallen container towers in harbor from: @nobuya0827. “Storm-beaten ONE Apus berths in Japan.” American Shipper, 8 December 2020

In an effort to answer the questions posed above, I interviewed Dr. Curtis Ebbesmeyer, an oceanographer who has spent the last 30 years studying these incidents and tracking the abandoned contents of container ship wreckages. In fact, as an expert in the field, he was one of the first to shine a light on this mysterious issue. He was there in 1990 when 5 40-foot containers fell overboard containing 80,000 Nike shoes; again in 1993 when containers holding 29,000 turtle, duck, beaver, and frog tub toys tumbled into the ocean; and again in 1997 when, off the coast of England, 5 million Lego pieces from (ironically enough) marine science kits were lost to sea (Ebbesmeyer, Curtis). Clearly, the ONE Apus incident is not a fluke.

When I asked what these shipping companies do when accidents like this happen, Dr. Ebbesmeyer clucked disapprovingly through the phone. He told me there is no requirement to clean up these spills or for the companies to even disclose what is in them (hence the lack of information from ONE Apus). Dr. Ebbesmeyer described this cover-up as “a dirty secret hidden in plain view” or “a dark corner full of black widows.” In order to save face, no information is given to the public, yet trash still accumulates in our waters.

Plastic particles may tumble off a ship in a container or fall from someone’s hand on the beach; however, once in the ocean the little plastic travelers get swept off into the ocean currents. These currents are caused by the heating and cooling of air on Earth’s surface. Air warmed by the sun rises, where it subsequently cools and falls back down. This cycle creates cells with high pressure pockets in the middle, and water is drawn there. The circulation of these currents forms gyres, whirlpools that turn endlessly, capturing, “whatever we humans choose to throw into the sea or fail to keep out of it” (Ebbesmeyer 189). Plastic accumulates into what is known as “garbage patches,” a term coined by celebrated flotsamologist

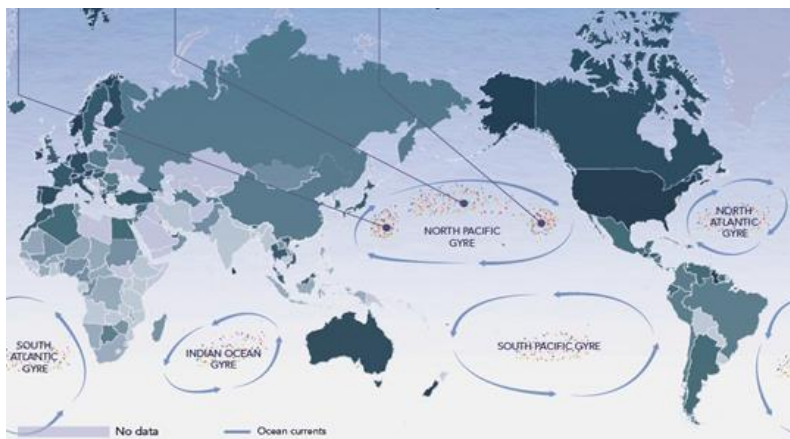


Fig. 4. A map of garbage patches from: “The Great North Pacific Garbage Patch”

(one who studies flotsam, or overturned ship wreckage that circulates in the ocean), Curtis Ebbesmeyer. There are five main garbage patches (pictured below) spanning the world’s oceans. The largest patch, the Great Pacific Garbage Patch (GPGP), is estimated to be about twice the size of Texas.

If this largest patch is twice as large as the biggest continental state, how much plastic is really in the ocean? The specific amount is not known. Plastic is continually being added and subtracted (though the former occurs at a much higher rate) and some plastic is suspended in

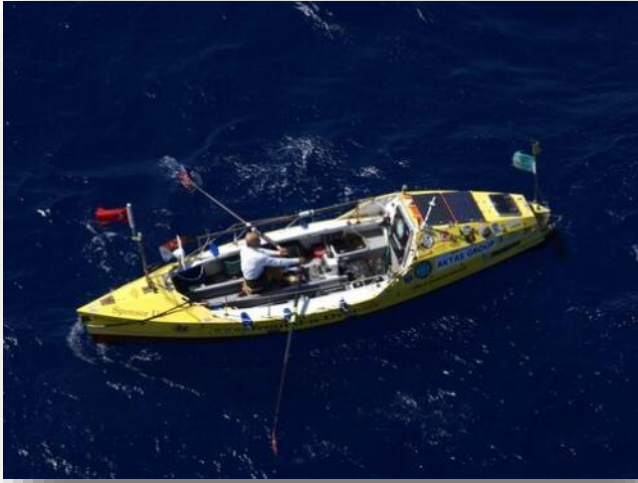
the water column or sinks, making it impossible to count the exact number of particles. However, according to the Ocean Conservancy, a nonprofit dedicated to the protection of our oceans, 8 million tons of trash enter our seas each year (Black).

On a trip to “Junk Beach” on the Southern coast of Hawaii where currents tend to abandon plastic on the shore, Ebbesmeyer remarks upon the constellation of multicolored plastic chips tumbling in the waves, saying, “I could not help thinking of a bizarre party, or parade; the sea was showering confetti on us, saluting the world we’d made by throwing bits of it back at us” (201). Not only does the ocean remind us of our plastic world through trash covered beaches, but through its effects on the animal and human populations. Why is plastic pollution so detrimental? The answer to this question stems from the fact that plastic is permanent. Marine debris such as seaweed or drift logs eventually decompose, but plastic never disappears. Though larger pieces eventually break down into microplastics (0.05 to 0.5 cm in diameter), plastic can never truly vanish. Pieces may get smaller and smaller, but that only creates more and more particles. Plastic is infinite, invincible, and injuring.

Part II will continue Kate’s paper in next months publication of The Pilot.

Kate Laboda is a freshman at Fordham’s Rose Hill campus. She plans on majoring in Biology, but after Composition 2 helped realize her love of writing, is hoping to add English into the mix. She is originally from Seattle, Washington, where her love of the ocean and the creatures in it began. Since 2nd grade, she has dreamed of becoming a Marine Biologist. This passion for our ocean world is what inspired this essay.





Gig Harbor resident, Erden Eruç (pronounced 'Air-den Air-rooch') intends to launch by rowboat from Crescent City in the second half of June with the goal of reaching Hong Kong nonstop, ETA March 2022. Erden will raise awareness about plastics problem in our oceans in collaboration with [Ocean Recovery Alliance](#) and carry a couple satellite beacons to tag for later collection any ghost nets that he may encounter. He will also collect ambient sound data using a high frequency hydrophone which will initially be used to identify the range of beaked whales across his transect. Other species may also be identified once the data is archived and made public.

After reaching mainland Asia, Erden intends to continue overland to the foothills of Everest before attempting that climb in fall of 2022.

Track Erden's progress across the Pacific Ocean: [Tracking Map](#)

Erden completed the first solo circumnavigation by human power in 5 years and 11 days. What started as a simple idea in 1997, become a quiet obsession. A tragic accident which claimed the life of Göran Kropp while rock climbing together in September of 2002, finally put him in motion. Life was too short.

Erden is the leading ocean rower in the world today. He is the recipient of the 2013 Citation of Merit from the prestigious Explorers Club, one of the 2013 Adventurers of the Year – “nine individuals changing the face of global adventure” by Outside Magazine, and one of the 50 Most Adventurous Men by Men's Journal. 15 Guinness World Records are registered to his name. He is already listed in the 2009, 2012, 2014, 2017 & 2018 Guinness books of World Records

Erden is seeking your help to spread the word about his endeavor whether to reach students all over or to [raise funds](#) in support. Tracking, blog and donation pages will be on www.ErdenEruc.com in case you wonder about my progress. Erden will be collecting ambient sound data using a high frequency hydrophone. These will initially be used to identify the range of beaked whales across his transect. Other species may also be identified. He will also raise awareness about plastics problem in our oceans in collaboration with Ocean Recovery Alliance and carry a couple satellite beacons to tag for later collection any ghost nets that he may encounter.

Check out his [website](#) and consider donating to support this cause!





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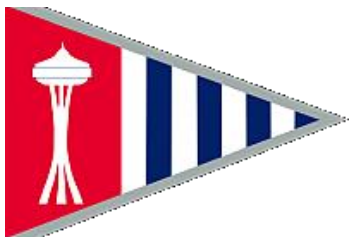
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Instagram marketing chair job available - easy volunteer job. Post monthly on our Instagram site. Easy social media photo poster gig. See P/C Leslie Kodish for info. Follow SeattleSailAndPowerSquadron on Instagram.

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On the Water Education (OTW) - Members interested in OTW education please contact Jim West, regional director for OTW events, at jwestboater@comcast.net

Be a Part of History - As Squadron Historian, I collect photographs every year for storage in the Squadron archives. Steve Erickson, JN is a huge resource for this and we are ever so grateful. However, I welcome pictures from others, preferably low resolution to minimize electronic storage. Send them to me at P/C Tim Rutledge, SN.



Keep your membership Information up to date - If there are any changes to your address or contact information there is an online form you may fill out on the membership page of our Seattle website. This also includes boat and or boat name changes as well. We don't want you to be left out of the loop.

<https://www.seattlesailpowersquadron.org/member-update>

Merit Marks - Want to view or print your merit mark from 2020? Go to <http://www.usps.org/php/DHinders/meritmarks/getMM.php> and put in your USPS Certificate number. You can find the Merit Marks form linked [here](#).

Vessel Safety Checks (VSC) Call and schedule your free inspection today! VSC Chair Lt Rebecca Garvie, P., canstyle@aol.com, 206 979-1870, or use the Online Request Form: <https://www.seattlesailpowersquadron.org/vsc-request>

Flare Disposal Option - Disposing of old marine flares always seems like a challenge. They can't be shot off as a demonstration. Sometimes Police or Fire Departments will take them, but it can be a hassle to arrange this. Thankfully, several King County transfer stations now accept expired flares. The North Seattle, South Seattle, and Factoria Hazardous Waste sites will accept up to 10 expired marine flares per person. For more information, visit www.HazWasteHelp.org or call (206) 296-4692.

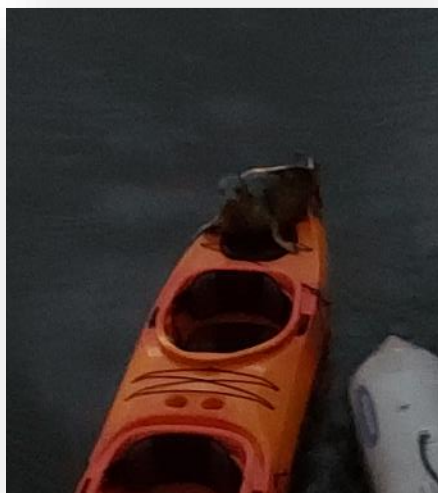




Happy June Birthdays!

2 Rachelle Orman
3 Lt. Eileen Huggins, SN
6 Shirley Bollinger, AP
7 Jim Hewitson, P
8 P/C Jim Haglund, P
10 Bruce Wellenbrink
14 Mary Weale, JN

24 P/C Tim Rutledge, SN
24 Lt. David Geller, P
26 Melanie Brown
28 Maureen Newman, AP
29 Adrienne, Dahlin, S
30 Ian Bennett, S



Lt Jon Brown, AP and family out for some spring cruising during some beautiful May weather (Blake Island).
A seal made the kayak into its bed one night!

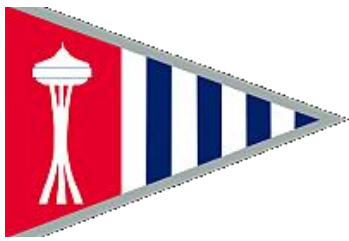
Trivia Answer Key

Sailor's Quiz

1. A storage space in a boat's stern area.
2. The depth of water a boat draws.
3. A marine toilet. Also, the upper corner of a triangular sail.
4. A mark or permanent line on a compass indicating the direction forward parallel to the keel when properly installed.
5. A collective term for the anchor and its associated gear.

Boat Name Trivia

1. Pacific Princess
2. SS Minnow
3. U-571
4. The Black Pearl
5. Barnacle



Nautical Knowledge

Boating Safety Tips

1. Wear a life jacket. No matter what activity you have planned on the water, always remember to wear a life jacket every time you are on the water. Accidents on the water can happen much too fast to reach and put on a stowed life jacket.
2. Know state boating laws. Rules and laws can differ from state to state and violations can result in ticketing, fines or jail time.
3. Take a boating safety course. Many courses are online, and will save you money on your boat insurance.
4. Make sure your boat is prepared. There are many items that need to be checked and re-checked on any boat. Schedule a Vessel Safety Check with the Squadron before you hit the water (*when available*). Every Vessel Safety Check is conducted 100 percent free of charge.
5. Be sure to know your boat's capacity. If you have too much on your boat, the boat may become unstable and capsize.
6. Check the weather, including the water temperature. Know the latest marine weather forecast prior to going out, and keep a regular check for changing conditions.
7. Dress properly. Always dress for the weather, wearing layers if cooler weather, and bring an extra set of clothes in case you get wet.
8. Always file a float plan. File a float plan with someone you trust that includes details about the trip, boat, persons, towing or trailer vehicle, communication equipment and emergency contacts. Find out more at floatplancentral.org.
9. Always follow navigation rules. Know the "Rules of the Road" such as operator's responsibility, maintaining a proper lookout, safe speed, crossing, meeting head-on and overtaking situations. Know what's going on around you at all times, and always travel at safe speeds for the environment. Find out more at boatoncourse.com.
10. Don't drink while you boat. Where the primary cause was known, alcohol was listed as the leading factor in 15 percent of deaths in 2016. Find out more at operationdry-water.org.
11. Beware of carbon monoxide poisoning. Gasoline-powered engines on boats, including onboard generators, produce carbon monoxide (CO), a colorless and odorless gas that can poison or kill someone who breathes too much of it. Be sure to install and maintain a working CO detector, never block exhaust outlets, and always dock, beach or anchor at least 20 feet away from the nearest boat that is running a generator or engine.
12. Keep in touch. Communication devices can be the most important piece of emergency equipment on board a vessel, especially in case of emergency. Be sure to have at least two communication devices that work when wet, such as satellite phones, emergency position indicating radio beacons (EPIRB), VHF radios and personal locator beacons (PLB). Cell phones are not reliable in an emergency situation.



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