

The Beacon



Boating in the Mountain West and Beyond

Volume 45 Number 3

Heartland - District 30

March 2020



"A lone sailor leaves the harbor to enter the Bodensee" — at [Constancia Konstanz](#). (Photo by Gary Trinklein).

Lake Constance (German: *Bodensee*) refers to three bodies of water on the Rhine at the northern foot of the Alps: the *Obersee* or *Upper Lake Constance*, the *Untersee* or *Lower Lake Constance*, and a connecting stretch of the Rhine, called the *Seerhein*. The lake is situated where Germany, Switzerland, and Austria meet.

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... from the Commander

Kudos to America's Boating Club - Colorado!

Thank you for allowing me to serve as Commander for 2020, and more importantly, I thank you for your friendship, the skills, and the knowledge you have given me over the years. I so enjoy being a part of this organization!



Rick Gulick

As we move into the new leadership year, I'd like to thank our outgoing executive leaders for their outstanding service: Steve Hollis, David Hughes, Eduardo Lentz, and Todd Berryman. While still members of the Executive Committee, I would be remiss to not extend a warm thanks to the Hammond's. Anne and Harry have led this squadron for the past four years and have done a wonderful job leading this club through some significant changes.

Over the years, as our club transitioned its membership demographic from a Boulder centric organization to an organization serving a broader geographic base, our club kicked around the idea of perhaps coming up with a name better describing who, and especially where, we serve. At the time we decided to maintain the status quo, but soon thereafter in an effort to become more relevant and attract new members, USPS became America's Boating Club. The organization is transitioning from squadrons with their traditional military chain of command and rank to a club atmosphere focused on fun and friendship. Perhaps the new environment is expected to be clubby, maybe fraternal, and of course, yachty. Ahhh . . . if only we had a place to put a yacht club. Now that would be fun!

Thank you Hammonds for leading us through this

(Continued on page 2)

(Commander - Continued from page 1)

transition. Change is inherently difficult; it creates questions. Will we lose what we have? Will we no longer like being a part of the new organization? Will we not be able to adapt to the new status quo? Will the change be a stimulus or an impediment to growth. Will the future of our organization be at risk?

Change requires a lot of work, a lot of communication, a lot of explaining, and most importantly, a lot of listening. The Hammonds led us through the transition, and as a result, we are doing a fine job of changing our language, culture, resources, and marketing efforts to reflect our new name. As evidence, I suggest you take a look at the following link: <https://americasboatingclub.org/find-your-local-squadron>. Take a look at the "CLUB" map and click on our ABC-CO location, go to our website, and you will find we proudly display ourselves as America's Boating Club-Colorado. (Thank you Brian Jones for the fine job you do with our abc-co.org website!) I am so proud of ABC-CO. When this group decides to do something, the members get after it and get it done!

Of course, we could also ask. . . What will happen if America's Boating

Club does not change . . . Will the future of our club be at risk? I think the answer is yes. Cohesive messaging throughout the organization is imperative. Let's GO! Let's get this show on the road!

Anne and Harry Hammond, you are awesome! You made it happen!

But . . . can I please, please still be called *Commander*? Being a boating club, I think I like Commander a whole lot better than having some boring landlubber title.

Next month: Who the heck are we?



Sailing Dillon Lake—See Page 11

America's Boating Club - Colorado

Membership Meeting

Return to the Windward Islands

St. Vincent & the Grenadines

Presented by Anne Hammond
and Ellie Watson

Thursday, March 26th
7:00 pm - 9:00 pm

Boulder Best Western Hotel
770 28th Street
Boulder

Conveniently located at US 36
and Baseline

[Click Here for a Map & Directions](#)



2020 Schedule of Events

Learn more at our website: americasboatingclub-colorado.org or [Facebook](#)

Date	Time	Event	Location	Notes
3/12/2020 (NEW DATE) Thursday	7:00 - 9:00 pm	Executive Committee Meeting	Frasier Meadows, Boulder and Solid Surface Care Conference Room, Englewood	350 Ponca Place, Boulder (3rd Floor, Fireside Room) and 4275 S. Navajo St., Englewood 80110. Participation via ZOOM an option. Call Ron Schwiesow.
3/13/2020 Friday	5:30 - 7:00 pm	Second Friday Happy Hour	Home of Carl & Ruth Forsberg, 1152 Crestmoor Dr., Boulder	Bring a favorite dish to share and your drinks.
3/24/2020 Tuesday	7:00—9:00 pm	Weather Course begins	Home of Ron Schwiesow, 1440 Elder Ave., Boulder	Contact Ron at 303-447-9880. See page 14.
3/26/2020 Thursday	7:00 - 9:00 pm	ABC-Colorado Membership Meeting	Boulder Best Western Hotel, 770 28th Street, Boulder 80303	Program: Chartering St. Vincent and the Grenadines with Anne Hammond and Ellie Watson. See page 2.
4/2/2020 Thursday	7:00 - 9:00 pm	Executive Committee Meeting	Frasier Meadows, Boulder and Solid Surface Care Conference Room, Englewood	350 Ponca Place, Boulder (3rd Floor, Fireside Room) and 4275 S. Navajo St., Englewood 80110. Participation via ZOOM an option. Rick Gulick has sent details to EC members.
4/10/2020 Friday	5:30 - 7:00 pm	Second Friday Meet-Up Happy Hour	Open to your requests!	
4/14/2020 Tuesday	7:00 - 9:00 pm	Marine Electrical Systems Course Begins - 8 Weekly Sessions	Coal Creek Ranch Community Center, 844 Spyglass Circle, Louisville	Vince Comella is the instructor. Contact Vince for details. See page 13.
4/23/2020 Thursday	7:00 - 9:00 pm	ABC-CO Membership Meeting	Boulder Best Western Hotel, 770 28th Street, Boulder 80303	Program: Sailing Tahiti with Captain Vince Comella
5/7/2020 Thursday	7:00 - 9:00 pm	Executive Committee Meeting	Frasier Meadows, Boulder and Solid Surface Care Conference Room, Englewood	350 Ponca Place, Boulder (3rd Floor, Fireside Room) and 4275 S. Navajo St., Englewood 80110. Participation via ZOOM an option.
5/16/2020 Saturday	1:00 PM 3:00 PM 4:00 PM	Charter Party - Water Activities Meet and Greet! Food Served	Home of Bob & Sue Hicks, Gaynor Lake, Longmont	Contact Chris Ferris at 303-642-7703
7/17 - 19/2020 Friday to Sunday	All Days	Lake Granby Rendezvous	Stillwater Campground on Lake Granby	Diana Bliss, Coordinator 303-424-7841 or dbliss5030@gmail.com
9/14 - 10/17/2020	Approximate Days	Buddy-Boat Cruise	Ohio and Monongahela Rivers	Contact Ron Schwiesow at 303-447-9880 or nanron62@msn.com. See page 15 for further details.
9/15-17/2020 Tuesday to Thursday	All Days	ABC D/30 Heartland District Conference	Margaritaville Lake Resort, Lake of the Ozarks, Osage Beach, Missouri	See page 9 for further details. Reserve your room early.



For Boaters - By Boaters

Panama Canal Adventure

By Carl Forsberg, JN

Early on the morning of Saturday, January 31 the cruise ship *Viking Sky* made land fall on the east coast of Panama, ghosting past the still sleeping town of Colon on its way to the Atlantic locks of the Panama Canal. As the ship passed below a suspension bridge spanning the waterway, a pilot boat came along side and three of their crew boarded the *Viking Sky* to take charge of the ship.

Slowly the ship crawled into the first lock guided by railway locomotives called mules and we were lifted up to Gatun Lake, a large body of water constructed in the mountains where ships anchor off and wait their turn to be locked down and continue their journey.

By noon time *Viking Sky* was at anchor in the center of the lake, surrounded by a variety of ships also on anchor. The scene was reminiscent of familiar boat anchorages but on a grand scale. The rain forest and high mountains formed a pleasant backdrop encircling the lake.

By dusk we were again under way, headed back to the Atlantic locks and a dock in down town Colon.

On Sunday morning, following breakfast, we boarded a bus for a one hour drive through the quaint streets of Colon (another fascinating story) and up into the rugged mountains on a modern divided



highway built by the Americans to a sprawling resort hotel for refreshments. Further on we arrived at a cable tram built by the Swiss which lifted us up through a beautiful rain forest to a mountain top overlooking Gatun Lake. Ruth, my wife, was excited that she was the only one to spot a howler monkey during the climb.

Some of us braved a final walk through the woods and climb up a 130 foot tower for an awesome view of the lake far below with ships scattered at anchor waiting their turn to head east and lock down to Colon and the Atlantic Ocean or head west and lock down to Panama City and the Pacific Ocean. Heading west was a narrow winding passage through Culebra Cut where the 360ft low spot on the continental divide was reduced during construction to the 40ft

elevation of the lake bottom.

Late in the day we again boarded *Viking Sky* and left Colon astern accompanied by a flotilla of ships headed to their respective ports of call. We were headed to Jamaica, our next stop.

The internet provides many videos and articles on the Panama Canal, its interesting history, construction and operations.

Carl Forsberg JN



My Trip to Nova Scotia: Leg One

by Laura Landis

Written for the The Beacon, the newsletter of America's Boating Club - Colorado. UPDATE 2/29/2020

From Pubnico to Pamlico and Lessons Learned: Leg 1
Rockland, ME to Yarmouth, NS

If your dreams don't scare you, they are not big enough.

Ellen Johnson Sirleaf related this quotation to me from Captain Angie Wilson.

I didn't make it to St. Pierre-Miquelon. I didn't make it to St. Augustine. But through Neptune's good graces and favor, I sailed across the Gulf of Maine to remote and isolated Pubnico, Nova Scotia, then around outer Fundy Bay and back down the Atlantic Coast as far as Oriental, NC, on the Neuse River off Pamlico Sound, inside the outer Banks and 20 miles up Adams Creek



from Beaufort/Morehead City and Cape Lookout.

Due to family needs, I was over five weeks delayed leaving Denver. Unlike 2018, *Artemis* splashed quickly. *Artemis* was in the water July 18, a week after my return and I



was soon presiding over a raucous return to home port ceremony in Rockland, ME, one that continued well into the night. Somehow during the revelry I had made commitments in Rockland that kept me from casting off for the Maritimes until the second week of August. Better than a new tattoo, I suppose. Besides, I was feeling beholden to one of my Rockland benefactors and president of the Maine, Lobsterfest to volunteer in support of *Artemis*' and my home-port. We've been there since 2017, and truly love the place and feel home there. To me, a house is a building; a home is a feeling.

We waited for a good weather window. I didn't cast off, due to the weather so the plan to head for Shelburne, NS on Friday, August 9th didn't happen. We never arrived.

I had long believed that when vessel and crew arrive safely it would be deemed a successful voyage and offerings of thanks to Neptune were indicated. I hadn't actively considered if arriving at the chosen destination was a

qualifier, but had always made it to where I was going. (27 successful arrivals between Wilmington, NC and Yarmouth, ME in 2016). However, after surviving worse weather in Rhode Island Sound, and diverting to the Sakonnet River, I am humbled and clear that any safe arrival of crew and vessel is a success and offerings are clearly warranted.

My big "plan" to sail nonstop to the last French Territory in North America, "just 15 clicks off the coast of Newfoundland" (thank you Malachy Doyle) was formulated over the notably long and difficult winter of 2018/2019, in Denver, Colorado. I had unfinished business to attend to: I decided not to go in 2018 after a 2 month delay to replace the floors (stringers) in the hull of *Artemis* and re-tab a bulkhead. The beautiful Bermuda High collapsing after many weeks of beautiful solid stable Southwesterly winds were also a factor.

For 2019, I got smarter and planned to be aboard sooner, even staying aboard and heading South for the winter. I thought I'd be underway between late June or mid July. An early arrival in the Maritimes meant more fog, but more time to explore the places I have been dreaming of for years.

I was so caught up in my plan that I didn't really even think about my delay and need to reassess and adjust the plan..... until I had arrived in Yarmouth, not Shelburne, and didn't change my plan until I got socked-in



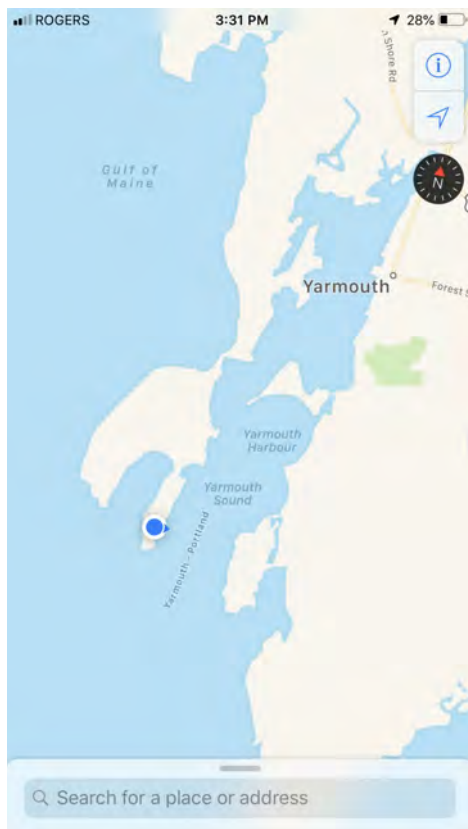
For Boaters - By Boaters

in Pubnico, a small Acadian fishing village on the Lurher (shore) of Nova Scotia. It was the furthest point towards St. Pierre that I made.

Spoiler alert: Pamlico is the furthest point South towards St. Augustine that I made in 2015. I ended at Oriental, NC on the Neuse River, which feeds directly into Pamlico Sound. This is inside the outer banks of NC and is the quasi official sailing capital of the state. I was heading to St. Augustine, FL ultimately the Bahamas! Sometimes things don't go according to plan.

I crossed the Gulf of Maine overnight after a difficult passage of large swells of up to 10' and light winds off the bow. I tried setting my new whisker-pole but still had problems. I hadn't sailed alone overnight since I ran up the Jersey Shore from Cape May into East Rockaway Inlet, NY in 2016 on my way to Maine. These were coastal waters and the shore lights kept me company with the warmer water and perfect conditions the experience was very different at that time.

I knew the conditions wouldn't be great, but was hungry to get going after a late start. Also, a worker in the boatyard who I'd become friendly with over afternoon Bud Lights under the shed roof outside the machine shop had heckled me that I better be on my way before he got there. I left a full day too soon, and the 10' swells (that hadn't dropped to 7') as predicted and light wind that hadn't picked up to 10 kts, were difficult to sail. It was a challenge for me to



properly adjust the autopilot. I spent way too much time at the helm feeling trapped and ineffective that first day out. I eventually dialed in the autopilot, but I had burned up a lot of energy and gumption. The wind being repeatedly rocked the boat and flogged my sails, taking the wind out of my own "sails".

This was my first solo overnight since my only other solo overnight northing the Jersey Shore in 2016. I'd stayed awake all night and noted my position on the chart and a log. I hadn't done 20 minute naps before. For me, the first time is often the hardest time being unfamiliar with the course. I was recalling other's stories and made my best guesses. My new Timex watch with timer wasn't counting

down. My phone timer was the only thing keeping me from staying asleep. So while I could quickly return to sleep after my cockpit checks, it was a fitful sleep. Fishing vessels heading away from me over 5 miles away were a concern. They have rudders too.

The next morning, Nova Scotia started to appear far away. Seeing land after being offshore thrills me. I even hollered "Land Ho!" But I was tired and worn out. The bad start had taken a toll on me, and I wasn't sure about a second night. (Or six more nights!). And if I continued toward rounded Cape Sable, and wanted or needed to stop, I would arrive in Shelburne, Nova Scotia in the very darkest of night. I didn't like arriving after dark, and especially not to an unfamiliar harbor.

St Pierre, still over 600 nautical miles away, seemed like way too much for me to do. I'd gone through the night ok, but was feeling terribly unsure about my endurance and at what point I might crap out. And what would I do then, alone on my boat? It was so new. And still no Bermuda High. (I am a big fan of the BH). The weather was changing more rapidly than I hoped for. And I was tired and feeling more humbled than accomplished. I decided to divert to Yarmouth. I





plotted a new course and changed my heading.

I saw the great red and white lighthouse on Cape Forchu around noon. Named by Samuel de Champlain in 1604, the area reportedly had Viking settlements in 1007. The modern “apple core” tower is the latest version of the lighthouse, which has been operating since 1840 when Yarmouth, NS was one of the world’s great harbors for sailing ships.

Following the outer buoys, (Remember: Red Right Returning!) I came up a long but readily navigable channel into a very pretty working harbor with lots of fishing vessels, a huge ferry boat, and a small wharf with a few sailing and power-pleasure boats. I could see docks and warehouses that rose up a hill from the water, followed by commercial building and then houses. After docking the boat and securing the lines, I gave thanks to Neptune and made an offering of the rum. Neptune gets the good stuff. I even took a sip so he wouldn’t have to drink

alone. Sometimes the crew gets a second sip just for them. I had crossed the Gulf of Maine and arrived in another country. Not bad! Vessel and crew arrived safely.

This was my second solo overnight, my first overnight in 3 years, and first solo crossing of a good sized piece of water, well over 70 miles from any land in the middle of a 175 mile passage. Much further from rescue. In 2016, I’d only been 5 or 10 miles off the Jersey shore, which is mostly very well lit, and help, if needed, might be closer.

Maybe. Because who really knows?

I wasn’t settled about how quickly I abandoned my goal of sailing Rockland-St. Pierre non-stop alone. My guts were very clear I was not ready. Or that I hadn’t even rounded Cape Sable, stopping at Shelburne. After only one night, I was in Yarmouth, on the Eastern and Fundy Bay side of Nova Scotia, and at the top of the Lurcher (Shore). Getting around Cape Sable would be a lot more distance and work, and would require timing.

But I couldn’t think any more about it, because I heard the sound of music playing. I had arrived just in time for the music festival at Killam Wharf, where I just happened to be docked. The Coal Shed Music, Live local music. Happy People in a crowd of manageable size! My misgivings, and second guessing myself faded. I washed my hands and face and any place else that needed it. Yea for sponge baths! I brushed my teeth and even my hair, donned a cuter helmsman’s outfit, and went ashore.

I left *Artemis* on the face dock and walked past half a dozen pleasure boats on the inner docks. A couple raised their glasses and welcomed me from their cabin cruiser. Up an easy ramp, a pretty dock and park and gazebo welcomed me! There was a colorful old railroad car or trolley offering all kinds of food, drinks, ice cream and snacks. Including Poutine! I suddenly felt hungry. And thirsty, too. Further down the waterfront was a decent sized fetch-lawn and poop-place for Sophie. And just beyond that was a large canvas tent filled with chairs and people listening and moving to country music. And folk music. And 60s and 70s light rock. Maybe some medium rock too.

I made my way to the Dockmaster’s office on the other side of the music tent. On the outer wall was a dedicated phone for calling customs. I called and answered a few questions got an entry number and was good to go. It was that easy. Although the RCMP did come by later, they didn’t ask to see papers, or my passport nor did they board, which would have been fine as I had nothing questionable aboard. I met with the assistant dock master, and paid for my dock space.

Welcome to Canada! OMG! I was in



another country! I went back to *Artemis* and raised my little maple leaf flag up the flag halyard. Huzzah! I believe there was another offering and sip (or two) of the good stuff. I could hear the music from afar as I made myself a snack plate, wrote in my ships log and captains log, and lay down to rest for a bit, before going to the music tent. Overall, I was feeling quite pleased with myself.

Still, I wasn't at all where I intended to be. Things had not gone according to the plan. And my view of plans and understanding their nature had not yet ripened.

My nap lasted until the next morning.

What I learned on this leg:

Lesson #1: When conditions change, the plan should be reassessed and modified as needed. I arrived in Maine weeks after my intended date and wasn't available to leave for more weeks and didn't reassess my plan to head to Newfoundland until I was on my way.

Lesson #2: The captain alone decides when to go. It's a big deal. I bring my "A" game. Multifactorial analysis is required. Heckling friends and airplane tickets are not to be included as factors. Skill at deciding go/no-go comes with experience. I'm glad I got this lesson on my first leg. All the other legs went better when I made better decisions about when to go, except for one failure to recheck the weather for an afternoon departure. *Mea culpa* to follow in another leg.

Lesson #3: Don't give up and if at first you don't succeed, try something else - but not more force;

that's just as likely to make it worse. Fiddle with the CPT autopilot till it really sets. Sometimes it has to be dialed up more due to wind/current combinations.

Lesson #4: When wind and current change, check and fiddle with the CPT autopilot settings some more.

Lesson #5: Doing it for the first time is generally tougher. Repetition builds familiarity, comfort, trust. It gives me a better chance to make adjustments based on how its actually working, and not what I think should work. Setting up and completing an overnight sail alone is not as big of a deal and I am ready to try multi night sails.

Lesson #6: Promptly give thanks upon the safe deliverance of boat and crew to their intended or any safe destination. And at other times as needed.

Laura Landis

Lake Granby

Rendezvous

July 17th - 19th, 2020

Once again, members have expressed their desire to return to Lake Granby for a ninth-year rendezvous featuring sailing, picnics, and camping. Please mark your calendar for these dates. Some people come up early on Thursday and stay until Monday.

Camping reservations at Stillwater Campground will be taken on and after January 17th. Campsites may have been taken already, so please check the website [recreation.gov/camping/campgrounds/231862](https://www.recreation.gov/camping/campgrounds/231862). As in past years, our preferred campsites are 95, 96, 103, 105, and 107. Site 105 is set aside for Diana Bliss and 107 is for the Chatting's, who need it for the cook site.

Watch for details in future issues of *The Beacon*.

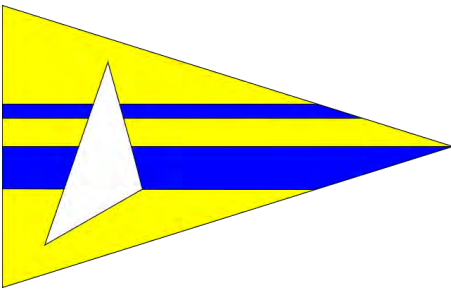
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The *Beacon* publishes advertisements from members and non-members at the rate of \$10 per issue. All advertisements must be submitted camera ready in a 3.5" X 4.5" box shape. Advertisements that exceed this size will be charged at the rate of \$10 per box based on the size given above. Send advertisements electronically to editor@ABC-CO.org. There are no restrictions on font types or size.

The *Beacon* assumes no responsibility for the accuracy or truthfulness of advertisements.

ABC-CO Burgees Available



The burgee for our Club has a design that is striking, simple, and sure to attract questions about your boating connections.

So far we have two members planning to order burgees against a minimum order of 6. The Executive Committee can order some for stock to sell at meetings in the future, but your prepaid order will assure you of receiving one.

Cost is \$27 each, delivered to you at a Club function (group shipping cost). Make checks payable to BVSPS. Burgees are 12" by 18" and built with an applique (cut and stitch) construction that is rugged and has vivid colors on both sides.

Lt/C Ron Schwiesow, JN
XO



America's Boating Club - Heartland/ District 30

ANNUAL CONFERENCE

September 15 - 17, 2020
(Save the Dates)

Margaritaville Lake Resort
Lake of the Ozarks
Osage Beach, Missouri

Make your reservation as soon as possible. Rooms and meetings are in the Anchor Building where all events occur. Out-buildings are available with golf cart shuttles. Bar, pool, golf, horseback riding, much more!

Call: 573-348-3131

Tell them you are with District 30, USPS/ABC-Heartland



Excellent room rates!

For Boaters - By Boaters

Boating Safety: Recommendations for Your Boating First Aid Kit - By Neta Hogestad Dilizia, BSN, RN, P

Being members of America's Boating Club, it is a given that we enjoy water activities! Boating activities come in many varieties: sail boats, paddle boats, speed boats and ships! In the event you need an emergency first aid kit you will have to do some advance planning and preparation. When you prepare your first aid kit a few things to consider are what type of trip are you planning, how long, how many people, preexisting medical conditions of participants, ages, type of activities you will be doing, and the list can go on and on.

Commercially prepared first aid kits are available on line, marine shops and retail stores. They vary in content and price. Many are water proof and come in a wide range of pricing depending on your need. Some of the advantages of having a commercially prepared first aid kit is you can add to it, they are usually in a compact package and are clearly labeled making them easy to identify.

Whether you choose to assemble your own first aid kit or purchase a pre-made kit I have attempted to put together a list of basic supplies that might be beneficial. You should also look around your boat to see what things might be available to use in the event of an emergency. For example, you might use sheets for bandages or a paddle for a splint, packaged frozen vegetable work great for an ice pack.

No matter what type of first aid kit you decide to keep on your boat, remember you need to routinely check your kit to be sure it is stocked, the equipment is clean, in good condition and not expired.

- Quick sugar items – sugar packets, honey stix
- Antacids, analgesics (aspirin or Tylenol), Benadryl (oral / lotion)

- Nitrile gloves 1-2 pairs
- Tourniquet (Recon Medical has Kevlar tourniquet with a metal Windlass for \$16.97 that is just one I found on line. The important thing to remember is get one with a metal windlass)
- Emergency Survival Blanket
- Gauze roll, ace wrap, coban
- Gauze pads 4x4, variety of band-aids, moleskin, antibiotic ointment
- Sharpie marker
- Trauma shears
- Tweezers
- Rescue mask



Sailing at Lake Dillon: Racing

By Jennifer Pierce

I grew up sailing on Lake Dillon with my Dad, Ron Pierce, and my mom and brothers on the family Ensign.



As children, my brothers, Brad and Chris, and I used to watch while my dad raced, trying to spot his spinnaker from

the shore. Then we'd meet him when the boats came back to the dock after the races. As we grew older, we started crewing with our Dad during the races and have been racing together ever since.

The Dillon Yacht Club (DYC) was founded by racers for racers shortly after the Lake Dillon Reservoir was formed. Lake Dillon is at an elevation of 9,017 feet and sailing on Lake Dillon is a challenge due to the notoriously shift winds and the storms that blow through. The water in Lake Dillon is dangerously cold even on hot summer days and the goal is always to "stay in the boat."

The Dillon Yacht Club runs the majority of the races out of the Dillon Marina. In order to race, the Skipper of the boat needs to be a full member of the DYC. Recently the Dillon Marina has been hosting the "Beer Can Series" on Thursday nights in the summer and I'm told up to 37 boats have been participating in that race series.

The races at Dillon are run as One Design or PHRF. One design racing



Dillon Fleet by Elaine Collins

consists of boats in the same class racing against each other. PHRF racing consists of boats of different classes racing against each other. In one design racing it is very apparent who wins, whereas the PHRF races are determined by the specs of the boats and the time it took to complete the race. In PHRF racing it is possible for the boat that crossed the finish line last, to be the winner of the race. A lot of times there will be a one design race with a PHRF class.

Each race or series of races will be governed by a combination of two documents in addition to *The Racing Rules of Sailing*. There will be a Notice to Race (NOR) and a set of Sailing Instructions (SIs). These documents give the racers information like what time to be on the course, any deviations to *The Racing Rules of Sailing* and any other special instructions. *The Racing Rules of Sailing* are

published every four years, beginning the year after the Summer Olympics, by World Sailing (WS). They govern sailboat racing around the world and it is important to have read them and know your rights if you are going to be racing competitively.

A typical day of racing the one design Summer Series with the Dillon Yacht Club begins with the boats checking in at the race committee boat at the start of the day. The race committee will communicate via VHF radio in addition to their course board, flags and sound signals. The race committee will announce an order of starts, and classes with fewer boats in them, may end up starting together. For example, the Star fleet and the Etchells fleet often start at the same time. Start sequences run for 5 minutes. Races should consist of at least one upwind leg and one downwind leg and then a finish. Sometimes the races are longer or more in a triangle shape if the race committee wants to shake things up. The race committee consists of volunteers and are always looking for extra people to help them out on the water. Depending on the wind,

(Continued on page 12)



For Boaters - By Boaters

(Continued from page 11)

there will be 3-4 races a day, less if there is no wind. Then after the races are over the racers gather at the tent outside the DYC clubhouse for drinks to talk about the day. Saturdays usually have a cookout of some sort as well and it's a good party every weekend with your sailing buddies.

This was a general synopsis of sailboat racing with the Dillon Yacht Club in Dillon, Colorado. I look forward to discussing more in depth information about start sequences, different crew positions on the boat, upwind legs versus downwind legs and more. Saturdays usually have a cookout of some sort. It's a great party on race weekends with your sailing buddies!



Frostbite by Elaine Collins



Committee Boat by Jenn Pierce

Dillon Yacht Club

*Nation's Highest
at 9017ft*

home of the annual
Dillon Open
Regatta



Come for the Boating Education, Fun and Friendship

Boating Education News

From the Education Department

The America's Boating Club-Colorado has scheduled two ABC start-er courses in the Spring of 2020, one in Denver and one in Boulder as well as another Marine Electrical Systems Class and possible seminars or classes in Weather and Junior Navigation.

The **ABC Course** can be taken with 6 two hour classes, the work can be done online, or we can offer a combination of the two. The classes will begin around April 1. The exact time and locations will be decided with the input from interested students.

Please contact Steve Hollis (303) 823-0361 for more information.

America's Boating Course provides you with basic boating knowledge to decide what type and size boat you need, what to do when meeting another boat in a crowded waterway, and how to recognize and handle hazards. Become a more competent boater, learn from the best, and enroll in *America's Boating Course* today.

This course is offered as a classroom course or as an interactive, online home study course for people whose schedule and obligations would make it difficult to attend a classroom course. Successful completion meets the boating education requirements for operator permits of licensure in most states.

Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete *America's Boating Course*. This course provides a sound basis for continuing your recreational boating education.

What's included?

- Types of boats and their uses
- Boating laws, both federal and state
- Safety equipment, both required and recommended
- Finding your way, and adverse conditions
- Communications
- Trailering, knots and lines, and water sports topics
- Optionally, introduction to electronic navigation using paper charts and chart plotters



Marine Electrical Systems Set to Begin

The next Marine Electrical Systems course is set. Here is the information that you will need so please mark your calendars.

When: Tuesday evenings from 7 till 9 pm. Starting on April 14 and ending on June 6th.

Where: Coal Creek Ranch Community Center. 844 Spyglass Circle, Louisville, CO. Corner of Dillon Road and Saint Andrews Lane.

Cost: Cost to ABC members is \$100 for the class plus \$40 for the text book. Cost for nonmembers is \$150.

Prior students - no charge.

Who: Currently we have three new students. For those who previously took the class please feel free to attend some or all of the sessions free of charge.

Content: The following chapters should give you an idea of the class content:

1. Properties of Electricity
2. Boat Electrical Wiring Practices and Diagrams
3. Direct Current Power
4. Alternating Current Power
5. Galvanic and Stray Current Corrosion
6. Lightning Protection
7. Troubleshooting and Repair (2 sessions)

Additional Material: In addition to the text and lecture there will be additional show and tell and experiments during the class. I will also provide supplemental hand-outs

Test: For those who want to take it, a multiple choice test will be provided after the class.

Contact: Please feel free to contact me at any time with questions, etc. cruzinleeward@gmail.com, 831-239-4703. Looking forward to seeing you all.

Vince Comella

For Boaters - By Boaters

Course on Weather - Essential for All Mariners

Ron Schwiesow will teach the ABC Weather Course starting on Tuesday, March 24th, 7:00 PM at his home.

Four students are signed up for the full ABC Weather Course, which includes 10 2-hour sessions, text book, exam, and the works. If you would like us order a text for you in addition, we can do that, but you will miss having the text for the first couple of weeks of class.

About as many previous students, who turn out to be weather enthusiasts, plan to attend to refresh their weather knowledge and practice forecasting. We look forward to hearing their weather learning experiences and addressing their perceptive questions. If you have previously taken the class, you are welcome to attend as an auditor. Let us know of your plans, if you haven't already, so we'll know how many chairs to set up.

We are also going to experiment with distance learning via Zoom to see if the lecture and lab-demonstration format can work for students not the classroom. Let us know if you'd like to listen in as a test, and we'll include you in the Zoom information e-mails. You are also welcome to stop by and visit to see what the class is about.



For one of the class demonstrations, we make a cloud in a jug to illustrate concepts of condensation, nucleation, saturation, and thermodynamic cooling. Come learn how these topics can help you understand forecasts and make your own.

What's included in the Full Weather Course?

- How weather systems form, behave, and move
- Where to get weather reports and forecasts on the internet
- Using full color photographs and drawings to understand weather in the United States
- Using Daily Weather Maps - learning aids with a complete explanation of map symbols designed to develop weather map reading and analysis skills
- Understanding *NOAA's Sky Watcher Chart* - a reference to assist in identifying cloud types

This course is designed to be conducted over ten two-hour sessions, including time for review and the multiple choice closed book exam.



Come for the Boating Education, Fun and Friendship

Second Notice: A New Buddy-Boat Cruising Opportunity

Where - Ohio and Monongahela Rivers for Fall colors

When - Approximately Sep 14, 2020 to Oct 17, 2020, "4 weeks at 4 knots"

What - Put in at Morgantown, WV on the Monongahela, change to the Ohio at its headwaters in Pittsburgh, and haul out in Cincinnati in the SW corner of Ohio.

How - Bring your own boat or charter, run the entire itinerary or a part

Ports of Call – Morgantown, Ten-Mile Creek, Pittsburgh, Moundsville, Marietta, Gallipolis, Maysville, Cincinnati, and many others.

Interested? More info? - a draft itinerary is available. ABC has port captains on the river. **Contact Ron Schwiesow.**



For Boaters - By Boaters

Who to Contact:

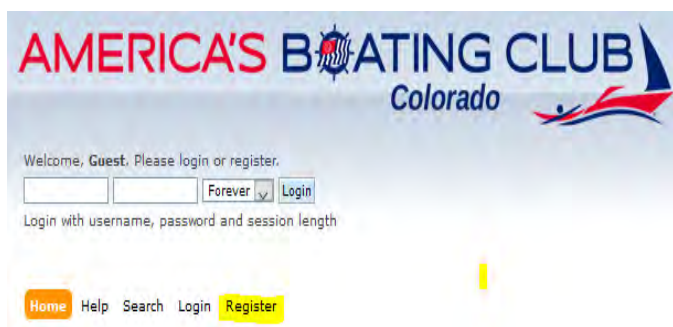
Squadron Public Contact & Membership: Camillo DiLizia at Membership@bvsp.org

Commander: Rick Gulick at Commander@ABC-CO.org

Education: Arnold Strasser at Education@ABC-CO.org

The Beacon: Bill Buffum at Editor@ABC-CO.org

Vessel Safety Check: Ron Schwiesow at VSC@ABC-CO.ORG



ABC-CO Roster, Bylaws and Member Information:

Personal information is only available to Registered users (members of ABC-CO). Choose a username and password. Webmaster Brian Jones needs to approve your Registration, and you will receive a notification allowing you access.

How About a Seminar on Using a Sextant?

Harry Hammond would like to offer two sets of seminars: one seminar to introduce basic sextant handling and sight taking; and one seminar to introduce the various navigation calculation tools found in the Celestial Tools software.

The sextant handling seminar will be about two hours in length and sextants will be available for use.

Celestial Tools is a free software download from the America's Boating Club national web site (Education pages and download links) that provides basic to advanced tools to support the Piloting, Advanced Piloting, Junior Navigation, and Senior Navigation classes. The Celestial Tools seminar will be 1-2 hours in length and be offered via web conferencing software (Zoom or Skype).

Anyone interested in either seminar should contact Harry before April 1, 2020 so potential seminar dates and locations can be set up. Any seminars will be scheduled to occur in the May or June time frame and there will be a minimal cost to confirm attendance.

Lt/C Harry Hammond, JN

Harry_hammond@msn.com



Introducing travel safety benefits from DAN Boater

United States Power Squadrons, America's Boating Club, partnered with DAN Boater to provide travel safety benefits to all members, effective December 2019.

These benefits include a 24/7 emergency medical hotline, a medical information line, worldwide medical evacuation, medical repatriation to your home country when traveling abroad, search and rescue expense coverage, and much more.

Travel safety benefits take effect when you are more than 50 miles from home, so you don't have to be a world traveler to use them.

DAN Boater is providing these benefits for free until your next dues renewal date. If you choose to keep the benefits after that date, you'll be asked to add \$25 to your dues when paying online. If your United States Power Squadrons membership includes family members, they receive the same coverage at no extra charge, a huge savings over the regularly priced DAN Boater family membership fee.

If you don't wish to continue receiving these benefits, simply elect not to add DAN Boater travel safety coverage when paying your annual dues.

Visit danboater.org/ABC to learn more about this new member benefit exclusively for members of United States Power Squadrons, America's Boating Club

The contact for your squadron to make DB2000 updates is:
Your Roster contact with email address:

Rank Display Option ☒ Current ☐ HQ/DB2000 ☐ Enhanced
Grade Display Option ☐ HQ/DB2000 ☐ Proficiency ☒ Enhanced

Certificate Name
Nick Name
Nick Preference ☐ Yes ☒ No
Use Nick Name on displays ☐ Yes ☒ No
Grade JN
Rank Lt
Past Rank P/C
Squadron Rank Lt/C
Sea Scout ☐ Yes ☒ No
Receive Dan Boater Benefits ☒ Yes ☐ No
What is this? [What is this?](#)
Receive Benefits Announcements ☒ Yes ☐ No AKA: Optout
Sex ☒ Male ☐ Female

If you are the primary member for a family membership, there will be an option mid-page "Receive Dan Boater Benefits". Make sure "Yes" is selected. If you do not want to receive Dan Boater Benefits, select "No", and make sure you click "Update". Your 2020 renewal invoice will show a charge of \$25 for an individual or all persons in a family membership, as shown in the invoice below:

INVOICE DETAILS

Certificate No.
Name
Squadron Boulder Valley
Address
Invoice Number [Print Copy](#)
If you would like to make FUND contributions please enter your donation amount in the appropriate columns against each member

DANBoater Member Benefit:
If you do not wish to continue your DANBoater membership, please replace the amount (\$25.00) shown against the Primary Member with \$0.00 or delete the amount.
For more information about this benefit [Click Here](#)
Select "Update/Confirm Totals" to proceed to payment processing

MEMBERS		DUES & ASSESSMENTS					OPTIONAL FUND CONTRIBUTIONS			
CERT NO	NAME	NAT'L	DIST	SQON	OTHER	DESC	DANBoater	ENDOWMENT	EDUCATIONAL	GENERAL
1		62.50	11.00	13.00	0.00		25.00	0.00	0.00	0.00
2		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
TOTALS		62.50	11.00	13.00	0.00		25.00	0.00	0.00	0.00
TOTAL AMOUNT DUE		131.50								

When you renew online, you can change the \$25 charge to \$0 if you do not want this benefit. If you need assistance in selecting this benefit, please call:

Deliah Holloway
Membership Supervisor
United States Power Squadrons
888-367-8777 x 229



For Boaters - By Boaters

2020 Officers and Contacts

Squadron website: <http://ABC-CO.org>

District 30 website: <http://www.d30usps.org/>

USPS national website: <https://americasboatingclub.org>

Executive Committee		
Commander	Cdr Rick Gulick, AP	Commander@ABC-CO.ORG
Executive Officer	Ron Schwiesow, JN	
Administrative Officer	Christine Ferris, S	
Asst. Administrative Officer	Denisse Allaire, S	
Educational Officer	Arnold Strasser, AP	Education@ABC-CO.ORG
Asst. Educational Officer	Vincent Comella	
Secretary	Bill Buffum	Editor@ABC-CO.ORG
Asst. Secretary	Jen Pierce, P	
Treasurer	John Harris	
Asst. Treasurer	Dave Davies, P	
Members at Large	Larry Stoddard, P Peter Galvin, P Mary Anne Strasser, P	
Elected Committee Chairs and Members		
Auditing Chair	Robert Hicks, P	
Auditing Member	Carol Kolesnikoff, S	
Auditing Member	Todd Berryman, P	
Nominating Committee Chair	Carol Kolesnikoff, S	
Nominating Member	Ellie Watson	
Nominating Member	Norm Brown, JN	
Rules Committee Chair	Ron Schwiesow, JN	VSC@ABC-CO.ORG
Rules Member	Carol Kolernikoff, S	
Rules Member	Anne Hammond, JN	
Appointed Members		
The Beacon, Editor	Bill Buffum	Editor@ABC-CO.ORG
Asst. Beacon Editor	Peter Baumgartner, S	
Web Master	Brian Jones, AP	Webmaster@ABC-CO.ORG
Membership	Camillo DiLizia, AP	
Public Contact	Camillo DiLizia, AP	Info@ABC-CO.ORG
Marketing		
OTW Events Chair	Diana Bliss	
Hospitality Coordinator	Diana Bliss	
Vessel Safety Check	Ron Schwiesow, JN	VSC@ABC-CO.ORG
VSC Member	John Harris	
VSC Member	Arnold Rosenthal, SN	
Historian	Jo Davies, P	
Information Technology	Harry Hammond, JN	
Facilities Coordinator	John Harris	