



<https://www.usps.org/localusps/sds-D25/>

Light 25

A Quarterly Publication of D25

Summer Issue - July 2024



District Commander's Report



D/C Robert J. DeMicheli, AP



It has arrived, SUMMER, wonderfully warm weather, westerlies, and fun on the water with boats.

2023 Coast Guard reports: 3844 accidents, 564 deaths, 2126 injuries, and \$63 million dollars in damages all related to recreational Boating. (see *USCG Executive Summary of Recreational Boating Statistics on pages 3-4.*) The time is coming for mandatory boater education and a practical test to drive a boat. In California at a cost of less than a hundred dollars, and a few hours of time, you are able to get a California Boaters Card. Now you can legally operate a boat. It's time for us, USPS, to encourage other boaters to continue their boater education. Does further education make better boaters? Consider this, a recent poll among serious long-term cruisers revealed that most remain at anchor or at the dock on weekends. It's too dangerous.

In this issue

D/C Report	Pg 1
USCG Boating Stats	Pg 3
DEO-Educational	Pg 5
Squadron Cdr Reports	Pg 7
Safety Messages	Pg 18
Travelers (D/C DEO)	Pg 22
ABChannel Videos	Pg 23
D25 Cruise & Rendezvous	Pg 24
DBW Grant Application	Pg 25
D/Council Members	Pg 26
D25 Calendar	Pg 27



District Commander's Report (continued from prior page)

Let's stop calling our first course, the "Basic Boater Class". The prospective class members already consider themselves educated boaters, having completed the California Boaters Card requirements. "Don't need any more basic boating information, I already know it all". That's the mentality we have to overcome, to encourage all boaters that additional education is worth their time and effort. Safety. Our objective is/should be, to encourage more boaters to boat safer through education.

Are you ready for electronic charts? Data base provided by NOAA is then copied by the company you purchased your chart plotter from. After a year or two, if you want current charts, there may be a yearly charge. When I wanted to select Raster scan for charts the computer told me only Vector scan is accepted. Another issue is trying to find your destination and best route to follow. As you enlarge the area, you are losing place names and identifying marks. Perhaps your chart plotter is not big enough to show wide area charts. We personally carry the books of paper charts, and the AAA road maps. We have found, on the electronic charts, small area charts are great, but wide area charts do not provide enough detailed information. Another issue for electronic charts is, 'GPS spoofing', and/or jamming GPS signals. This is currently happening in various parts of the world, be aware. Are we ready for this. Some other countries can also degrade or destroy the satellites that emit the GPS signals. Maybe we are moving too fast to do away with paper charts yet.

Coming soon: the District Rendezvous, July 19-21, at Delta Marina, Rio Vista. Here is your opportunity to spend time catching up with fellow members, relaxing, enjoying good food, games, and a great time together! Sacramento Power Squadron will facilitate meals and fun, so come socialize, and play the day away.

It's time to redesign and update District 25's 1/3 of a page advertisement in the Bay and Delta magazine. We are seeking your ideas. Please submit your suggestions to my email address. demo3544@yahoo.com
Thanks.

The District Fall Council and Conference, featuring education as the focus, is October 19, 2024. I know it is NCAA football, midfall weekend, with many other activities to compete with, so It's time to put this on your calendar. This is the weekend after the Blue Angels performance and Columbus parade weekend in San Francisco. A good time to kick back and participate remotely with a District 25 activity. The Council and Conference will be held over Zoom. While the projected start time is in the morning, we should be finished by noon. This leaves plenty of time to fire up the BBQ, watch your favorite game, or play on the boat. Please mark the date of October 19, on your calendar and participate.

Wishing you all, a great summer, stay safe, enjoy the fourth of July activities, and the District Rendezvous!

AMERICA'S BOATING CLUB For Boaters, By Boaters™



Take America's Finest Boating Course & Seminars

Build skills and knowledge Gain confidence all types of boats Coastal & inland rivers & bays



To qualify for the California Boater Card, visit: <http://www.usps.org/localusps/sds-D25>
OR <https://americasboatingclub.org/>

America's Boating Club® and logo are registered trademarks of the United States Power Squadrons® Teaching boating skills since 1914



2023 EXECUTIVE SUMMARY

- In calendar year 2023, the Coast Guard counted 3,844 accidents that involved 564 deaths, 2,126 injuries and approximately \$63 million dollars of damage to property as a result of recreational boating accidents.
 - The fatality rate was 4.9 deaths per 100,000 registered recreational vessels. This rate represents a 9.3% decrease from the 2022 fatality rate of 5.4 deaths per 100,000 registered recreational vessels.
 - Compared to 2022, the number of accidents decreased 4.9%, the number of deaths decreased 11.3%, and the number of injuries decreased 4.3%.
- Where cause of death was known, 75% of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 87% were not wearing a life jacket.
- Where length was known, 4 of every 5 boaters who drowned were using vessels less than 21 feet in length.
- Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 17% of deaths.
- Where instruction was known, 75% of deaths occurred on boats where the operator did not receive boating safety instruction. Only 15% percent of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.
- There were 145 accidents in which at least one person was struck by a propeller. Collectively, these accidents resulted in 23 deaths and 133 injuries.
- Operator inattention, improper lookout, operator inexperience, excessive speed, and machinery failure ranked as the top five primary contributing factors in accidents.
- Where data was known, navigation rules violations were a contributing factor in 53% of accidents, 34% of deaths, and 60% of injuries.
- Collisions (with vessels, objects, groundings) were the most frequent first event in accidents, attributing to 56% of accidents, 24% of deaths, and 53% of injuries.
- Where data was known, the most common vessel types involved in reported accidents were open motorboats (45%), personal watercraft (19%), and cabin motorboats (13%).
- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (44%), kayaks (17%), and personal watercraft (8%).
- The 11,546,512 recreational vessels registered by the states in 2023 represent a 1.9% decrease from last year when 11,770,383 recreational vessels were registered.

Table 1 • 2023 EXECUTIVE SUMMARY

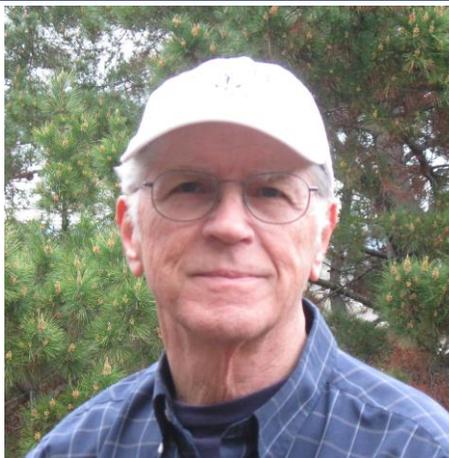
TOP FIVE PRIMARY ACCIDENT TYPES				
Accident Rank	Accident Type	Number of Accidents	Number of Deaths	Number of Injuries
1	Collision with recreational vessel	1053	41	523
2	Collision with fixed object	449	54	288
3	Flooding/swamping	386	44	90
4	Grounding	359	15	206
5	Capsizing	234	132	103

VESSEL TYPES WITH THE TOP CASUALTY NUMBERS						
Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open motorboat	149	98	247	1117	1364
2	Personal watercraft	15	32	47	527	574
3	Canoe/kayak	108	30	138	64	202
4	Pontoon	35	6	41	140	181
5	Cabin motorboat	12	8	20	156	176

LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH					
Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket		
			Worn	Not Worn	Unknown if worn
1	Drowning	377	48	319	10
2	Trauma	93	39	50	4
3	Cardiac arrest	18	6	12	0
4	Hypothermia	3	0	3	0
5	Other	3	0	3	0

TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS				
Accident Rank	Contributing Factor	Number of Accidents	Number of Deaths	Number of Injuries
1	Operator inattention	586	33	323
2	Improper lookout	421	30	284
3	Operator inexperience	414	44	200
4	Excessive speed	299	26	214
5	Machinery failure	291	9	80
6	Navigation rules violation	210	16	134
7	Alcohol	211	79	201
8	Weather	181	35	60
9	Hazardous waters	176	54	77
10	Force of wake/wave	134	5	99

USCG Recreational Boating Statistics 2023



D/Lt/C Norm Pennington, SN



Looking for hands on training on the water?

America's Boating Club's on-the-water training programs currently offer four types of on-the-water training. Our flexible programs include:

Jump Start: This one-on-one training designed for you is intended to help you get to know your new boat. Typically, up to two hours long, it is offered by your squadron free of charge.

Course Supplements: Many of our squadrons offer on-the-water training in conjunction with course and seminar offerings. Course OTW Guides supplement the learning experience with optional OTW training materials. Course examinations do not include material from course supplements. Guides are available for ABC3, Boat Handling, navigation courses and Sail. Material from appropriate guides may also supplement seminars, and especially Partner in Command.

Our credentialed programs which are offered by some squadrons include:

Hands-On Training: This training focuses primarily on boat handling skills. Training is available for recreational boats up to 24' in length; and it is available for larger boats in a separate program.

Boat Operator Certification: We currently have four levels of BOC certification that involve completion of required curriculum and successful demonstration of boat handling and navigation skills on the water.





California Boater Card Update!

In case you missed it, starting January 1, 2025, all boat operators will be required to carry the California Boater Card issued by the Division of Boating and Waterways, unless they meet certain exemptions such as out of state residents for limited use, holders of a valid USCG Captain’s license or operating a rental vessel.

Apply Now!



California age restrictions for operating a motorized vessel: According to California Harbors and Navigation Code Section 658.5, NO person under 16 years of age may operate a boat with a motor of more than 15 horsepower, except for a sailboat that does not

exceed 30 feet in length or a dinghy used directly between a moored boat and the shore (or between two moored boats). The law allows children 12-15 years of age to operate boats with a motor of more than 15 horsepower or sailboats over 30 feet if supervised on board by an adult at least 18 years of age who is in possession of a California Boater Card as required by California law. Boat operators ages 16 or 17 who are not in possession of a California Boater Card, may operate a vessel if supervised by an adult at least 18 years of age who is in possession of a California Boater Card. Violating these provisions constitutes an infraction with the first violation costing \$100.

To qualify to apply for the California Boater Card, one must pass an approved safe boating course such as the America’s Boating Course – Third Edition or any other NASBLA approved course since January 1, 2018. You say that you took your safe boating course years ago and, “isn’t that good enough” to qualify to apply for the California Boater Card (CBC)? Unfortunately, NO. Routinely, the material covered in NASBLA approved boating courses changes every three years. Material covered in earlier (pre-2018) courses was determined to be out of date for the CBC.

So, if you have yet to apply for your California Boater Card, it is time to do it before the January 2025 deadline. Remember, don’t leave the dock without your California Boater Card.

Lastly,

If you need to take ABC3 to qualify for the CBC, contact your Squadron Educational Officer (SEO) to arrange for a course, or to direct you to a squadron that is offering one. The same would go for any course or seminar that you would like to take working your educational goal.

For more information or questions on Hands on Training, contact your SEO, or me and we will get you the information you are seeking.



Diablo

Cdr Kevin Blatter, SN



Artificial Intelligence and Boating

As we have all seen in the news these days, Artificial Intelligence (AI) is now seeming to permeate many aspects in our lives as we see stories reported on how generated pictures and information can be substituted for real pictures and information that is compiled by a real individual. In fact, currently in my professional life, I am working on a project to assist call center agents with information to help them assist their callers.

While it may seem like AI is new, it really is an old technology, with original experiments dating back to a time even before the advent of computers. However, with computer processing power being what it is, AI has now finally found its way into the public eye. But how good is artificially generated information? Can someone who is an expert in a field tell the difference?

Today, I decided to put one of the AI engines through a test. I logged into ChatGPT.com¹, one of the commonly available AI engines, to see how well it could do with answering two questions in an area that I consider myself somewhat of an expert. The first question I asked was, "*What should I consider when trailering a boat long distance?*"² In response to my question, this is what ChatGPT told me:

When trailering a boat long distance, there are several important considerations to ensure safety, legality, and a smooth trip. Here's a comprehensive list of what to keep in mind:

¹ ChatGPT.com is free to use. You simply need to create an account and it will give you answers to questions that are written out. When you have a free minute, you should give it a try.

² This question is particularly relevant to me since I annually trailer my boat to Richland Washington and spend a week boating on the Columbia River.

Diablo

Cdr Kevin Blatter, SN

(continued from prior page)

Preparation

1. Boat and Trailer Maintenance:

- **Inspect the Trailer:** Check the tires for proper inflation and tread wear, inspect the wheel bearings and lubricate them if necessary, ensure the brakes are functional, and inspect the lights and electrical connections.
- **Boat Preparation:** Secure all loose items on the boat, drain water from live wells and the bilge, and ensure the battery is disconnected or securely fastened.

2. Weight and Balance:

- **Distribute Weight Evenly:** Ensure the boat is properly balanced on the trailer to prevent sway.
- **Check Tongue Weight:** The tongue weight (the downward force the trailer exerts on the hitch) should be about 10-15% of the boat and trailer's total weight.

3. Secure the Boat:

- **Tie-Downs:** Use heavy-duty straps to secure the boat to the trailer, ensuring it's snug and won't shift during transport.
- **Winch and Safety Chains:** Ensure the winch strap is tight and secure, and use safety chains for added security.

Vehicle and Legal Considerations

4. Towing Capacity:

- **Check Vehicle Capacity:** Ensure your vehicle can handle the combined weight of the boat and trailer.
- **Hitch Rating:** Verify that your hitch and towing setup is rated for the weight of your load.

5. Legal Requirements:

- **Permits:** Some states may require special permits for towing certain sizes or weights.
- **Compliance:** Ensure the trailer meets all legal requirements, including lighting, reflectors, and brake systems.

6. Insurance:

- **Coverage:** Ensure your insurance policy covers towing, including both the boat and trailer.

On the Road

7. Driving Adjustments:

- **Speed:** Drive at a safe, reduced speed, particularly when navigating turns or going downhill.
- **Distance:** Maintain greater following distances to allow for longer stopping times.
- **Turns and Maneuvering:** Take wider turns and be aware of the trailer's path.

8. Stops and Breaks:

- **Rest Stops:** Plan for regular stops to check the boat and trailer, particularly the tires, bearings, and straps.
- **Route Planning:** Choose a route with plenty of safe stopping areas and avoid narrow or rough roads.



Figure 1. Long distance trailering can challenge even the most patient skipper. I speak from experience. June 4, 2022.

Emergency Preparedness

9. **Emergency Kit:**

- **Spare Tire:** Carry a spare tire for the trailer and necessary tools for changing it.
- **Tools and Parts:** Have a basic tool kit, extra tie-down straps, and replacement parts like light bulbs or fuses.

10. **Communication:**

- **Phone and Charger:** Keep a fully charged phone and a car charger in case of emergencies.
- **Roadside Assistance:** Have contact information for roadside assistance services.

By considering these factors, you can help ensure a safe and hassle-free long-distance trailering experience for your boat.

Once I hit “enter” it took ChatGPT about 10 seconds to create the answer above. “Not bad”, I thought. The information ChatGPT presented is available from several sources I am familiar with and is easily accessible. But how many of us would have gone through the hassle to find those sites and compile this information. And how long would it have taken a person to find this information? As I said above, it took ChatGPT about 10 seconds and the information is easy to read and the sentences are well structured.

So given what I considered a successful query, I tried again. This time I asked, “*How do I navigate an inlet with an outgoing tide?*”³ This is what ChatGPT answered to this question:

Navigating an inlet with an outgoing tide can be challenging due to stronger currents, potential rough water, and hazards that may be more prominent. Here are some key steps and tips to ensure safe navigation:

Preparation

1. **Research and Plan:**

- **Study Charts:** Familiarize yourself with the inlet using nautical charts to understand the depth, hazards, and navigation markers.
- **Tide and Current Information:** Check tide tables and current predictions to understand the timing and strength of the outgoing tide.

2. **Boat Readiness:**

- **Inspect the Vessel:** Ensure your boat is in good working condition, including the engine, steering, and safety equipment.
- **Secure Loose Items:** Make sure everything on board is securely stowed to prevent shifting.

3. **Safety Gear:**

- **Life Jackets:** Ensure all passengers are wearing life jackets.
- **Communication:** Have a working VHF radio and know the local emergency channel

³ I thought of this question after watching multiple YouTube videos of boats navigating Haulover Inlet in Miami-Dade County. It connects Biscayne Bay with the Atlantic Ocean. The inlet serves as a critical point of transit for boaters and is heavily trafficked.

Diablo

Cdr Kevin Blatter, SN

(continued from prior page)

Approaching the Inlet

4. **Timing:**

- **Choose the Right Time:** If possible, navigate during slack tide (the period between high and low tide) when the current is weaker.
- **Daylight:** Navigate during daylight for better visibility.

5. **Assess Conditions:**

- **Observe the Water:** Look for signs of rough water, breaking waves, or strong currents at the inlet entrance.
- **Weather Check:** Ensure the weather is favorable. Avoid navigating inlets during storms or high winds.

Navigating the Inlet

6. **Entering the Inlet:**

- **Align Properly:** Approach the inlet head-on and align your boat with the channel markers.
- **Maintain Control:** Keep your boat under control at a steady speed to avoid being pushed around by the current.

7. **Speed and Throttle Control:**

- **Moderate Speed:** Use enough speed to maintain control but not so fast that you can't react to changes. Typically, a bit more throttle is needed to counteract the outgoing current.
- **Adjust as Needed:** Be ready to adjust your throttle to maintain a steady course, compensating for the current.

8. **Watch for Hazards:**

- **Stay in the Channel:** Keep within the channel markers to avoid shallow areas and underwater hazards.
- **Spot Debris:** Be vigilant for floating debris or other obstacles that may be carried out by the tide.

9. **Communicate and Signal:**

- **Use Sound Signals:** If visibility is poor, use appropriate sound signals to alert other vessels.
- **Monitor VHF Radio:** Listen to the VHF radio for any advisories or communication from other vessels.

Handling Rough Conditions

10. **Wave Management:**

- **Bow into Waves:** If there are breaking waves, approach them at a slight angle (approximately 45 degrees) to avoid taking them directly on the beam (side) or bow (front).



Figure 2. Navigating an inlet during incoming or outgoing tides can challenge even the most experienced skipper. From the Internet.

Diablo

Cdr Kevin Blatter, SN

(continued from prior page)

11. Be Ready for Action:

- **Crew Awareness:** Ensure all crew members are aware of their roles and are ready to act quickly if needed.
- **Stay Calm:** Keep calm and composed, making deliberate and steady maneuvers.

After Passing the Inlet

12. Check Everything:

- **Inspect the Boat:** Once through the inlet, check your boat for any issues or loose items.
- **Review Your Route:** Reassess your route and conditions for the remainder of your trip.

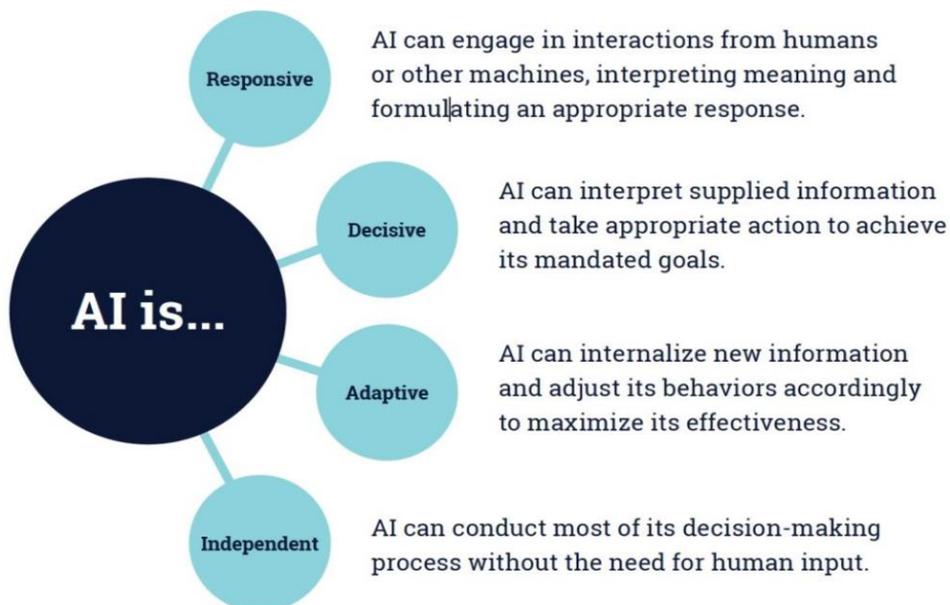
By carefully planning, staying vigilant, and maintaining control, you can safely navigate an inlet with an outgoing tide.

Again, for general information, I thought, “not bad.” I would characterize the information as observations of an experienced-but-not-quite-expert individual in these situations.

Let me encourage you all to try out ChatGPT with both general and specific questions on which you have expert personal knowledge. Please send me an email of your experiences and assessment of the tool.

Has below been achieved? What do you think?

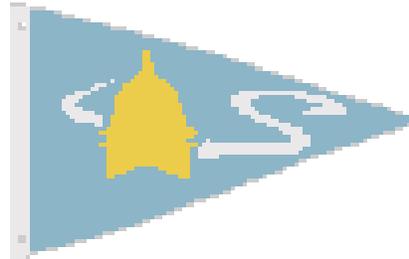
What is your experience





Sacramento

Cdr Susan Webb, P



Safe Boating Week & Sacramento's Outreach

National Safe Boating week originated in Amesbury, MA, in June of 1949. You can read "A Condensed History of National Safe Boating Week" or consider ordering "The Modern History of Recreational Boating Safety," the book from which this article came. ([click here](#)).

We started the week on May 18th in Old Sacramento. The US Coast Guard Auxiliary, District 11 North, invited us to join them on the waterfront in side-by-side booths to promote safe boating, vessel safety checks and to demonstrate to the public our collegial relationship.

Our Auxiliary friend, Commander Don Anderson, secured the location free of charge through the Old Sacramento Waterfront District Manager, Chelsea Evans. We were positioned on the edge of the Sacramento River Bike Trail, such that we didn't interfere with cyclists or runners, and just a few steps away from Front Street, where the majority of foot traffic would see us. Immediately behind us was the famed [Delta King](#) paddle wheel boat that now serves as a restaurant, bar, theater and hotel. It seemed like a great location.



Sacramento

Cdr Susan Webb, P

(continued from prior page)

We deployed our new 8-foot banner and new attractive Razor Flag. We set up Seth's ingenious PVC banner frame and zip tied it to Scott's blue pop-up sun shelter. Deb brought her GCI slim-fold camp table, draped a red table cloth, and displayed all the new free brochures from the National Safe Boating Council. I had our own USPS brochures that were customized for our club. Judy and Terrie rounded out the team.

With all the potential for public interaction, we came away a bit disenchanted. Between us and the many Front Street visitors was the active [Sacramento Southern Railroad](#) line, with five 50-minute excursions on this Saturday. The conductor is obliged to toot his whistle to alert pedestrians to his movements and we were situated adjacent to his switching yard. Some folks crossed the tracks to check out the river or the Delta King but far fewer than we expected.



We did interact with a couple dozen curious people, educated several on the California Boater Card requirement, listened to a few boaters describe their own boating experiences, and of course, we bonded with our USCG "brothers in blue."

Scott Thiede and Deb Angove are responsible for arranging our visit to [Englebright Lake](#) on May 25th at the Joe Miller Boat Ramp. This setting offered the best chances for interaction with boaters, paddlers and jet skiers. It was a chilly morning, which may have deterred some from coming to the lake, but we chatted with many individuals who appreciated our Dockwalker Safe Boater Kits and Scott performed a half dozen or more Vessel Safety Checks.

Sacramento

Cdr Susan Webb, P

(continued from prior page)

Educating this community was rewarding as nearly everyone that launched was receptive to listen to our message. The Park Ranger staff were especially accommodating and grateful for us being there to promote boating safety. They even shared some of their boating swag with us! Tom Bookholtz, Senior Park Ranger, had some good suggestions to broaden our reach and possibly cover other locations with US Army Corps of Engineers oversight. We are taking this under consideration.

Thanks to Scott, Judy, Deb, Terrie, Lily and Gabi (our four-legged mascot) for all your efforts in making Safe Boating Week 2024 a success!

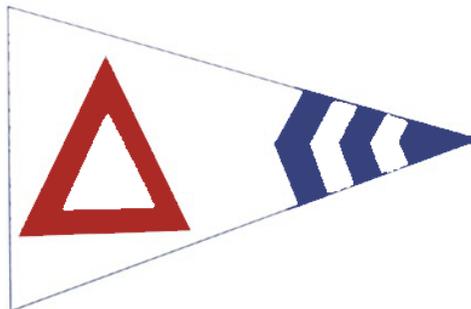




Squadron Commander's Report

San Joaquin Delta

Cdr Jill Stevenson, S



It's been a very busy start to the year at the SJDPS. Our change of watch was held on February 24th, at the Stockton Yacht Club. Installation of new officers began with comments from D25 Rep. P/D/C Charles Tremaine, SN regarding our squadron.



P/D/C Charles and Cdr Jill



2024 Executive Committee

Also, at the end of the Change of Watch an 8 Bells Ceremony was held to honor the passing of Lifetime Member Jim Fenelon, as well as our Membership Committee Chair, Kathy McCoy.



Jim



Kathy

Our annual "Island Clean Up" was held on April 27th. We had a great turnout for the day and lunch was served for all those that attended.



The weekend of May 4th found a few brave souls at the training facility, celebrating a soggy Cinco De Mayo. The food and spirits were excellent, and a fim time was had by all.



San Joaquin Delta

Cdr Jill Stevenson, S

(continued from prior page)

SJDPS had a great turn out for the Memorial Weekend at the Training Facility. The planning started to rebuild the Large BBQ at the island. And destruction and construction are underway currently. Should be ready for the festivities over the 4th



At our June meeting we were able to swear in a new member that will bring our membership up to 117 members strong. Our education crew have been busy with Jumpstart classes for the new boaters in the area and the Vessel Safety Check Crew have given 77 VSC's, year to date.



2 New Members February 24th



New Member June 10th

Credit goes to our Secretary Bonnie Rogers who put this report together!! Thanks Bonnie!
Cdr Jill

Safety Message

P/D/C Charles Tremaine, SN



The National Association of State Boating Law Administrators (NASBLA) is a national nonprofit, 501(c)3 organization that works to develop public policy for recreational boating safety. NASBLA represents the recreational boating authorities of all 50 states and the U.S. territories and the governing body that sets the minimum requirements for all “boating safety courses including America’s Boating Club).

It has been said many times that the NASBLA could meet 80% of its goals if they could convince boaters to stop boating under the influence (BUI) and start wearing life jackets. To reduce BUIs, NASBLA is teaching a series of courses designed for those charged with enforcement.

<https://www.nasbla.org/nasblamain/about-nasbla/grants/bui-detection>

For many of us this simply means not drinking while we are underway, but what if an emergency comes up after we have tied up for the evening. At the very minimum, our designated helmsman will probably have to be someone with a California Boater Card.

Harbors & Navigation Code 655 is the California statute that prohibits boating under the influence. This section makes it a crime to operate any boat, personal water craft, or vessel while under the influence

Section 655 reads that “(b) No person shall operate any vessel or manipulate water skis, an aquaplane, or a similar device while under the influence of an alcoholic beverage, any drug, or the combined influence of an alcoholic beverage and any drug. (c) No person shall operate any recreational vessel or manipulate any water skis, aquaplane, or similar device if the person has an alcohol concentration of 0.08 percent or more in his or her blood. (d) No person shall operate any vessel other than a recreational vessel if the person has an alcohol concentration of 0.04 percent or more in his or her blood. . . . (f) No person shall operate any vessel or manipulate water skis, an aquaplane, or a similar device while under the influence of an alcoholic beverage, any drug, or under the combined influence of an alcoholic beverage and any drug, and while so operating, do any act forbidden by law, or neglect any duty imposed by law in the use of the vessel, water skis, aquaplane, or similar device, which act or neglect proximately causes bodily injury to any person other than himself or herself.”

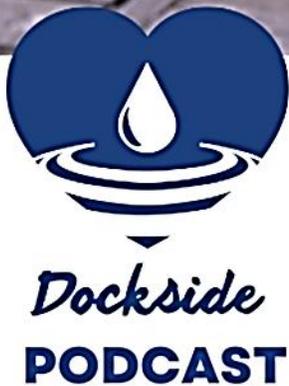
The DMV tried to argue before a California Appellate Court in *Cinquegrani v. Department of Motor Vehicles* (2008) 163 Cal.App.4th 741, 748 that when a person violates the BUI law, he effectively violates the DUI law. The laws against BUI in California are similar to those criminalizing driving under the influence and a prior BUI conviction can be used to enhance a DUI charge. The Court disagreed with the DMV’s attempt to rewrite the law and held that although a prior BUI conviction may be used to enhance the punishment for a subsequent DUI conviction, suspension of driving privileges is not a “permissible punishment” for a BUI conviction.

DUI vs BUI Similar, but NOT the same

Safety Message

P/D/C Charles Tremaine, SN

(continued from prior page)



The effects of boating under the influence can be fatal and heartbreaking for all involved. Learn from Rhonda Campbell, California Victim Services Manager with Mothers Against Drunk Driving and Deputy John Canepa with the San Joaquin County Sheriff's Department about boating under the influence (BUI), how BUI differs from Driving Under the influence (DUI), some important and shocking statistics, penalties, and much more.

In this episode:

- how boating under the influence (BUI) differs from driving under the influence (DUI),
- important and shocking statistics,
- penalties
- and more

Listen to this podcast [here](#)

Stand Up Paddle Craft – SUP Safety

Cdr Susan Webb, P

According to Technavio, a market research company, the global stand-up paddleboard market was valued at \$343.4 million in 2019 and is expected to reach \$494.8 by 2023, growing at a Compound Annual Growth Rate of 8% during the forecast period. The report also stated that the North American region dominated the market with a share of 43% in 2018. The stand-up paddleboard market size is estimated to grow by \$253.4 billion at a Compound Annual Growth Rate of 10.44% between 2023 and 2028.

I have rented paddleboards a few times. I enjoyed the experience quite a bit, so when I opened my Christmas present to find an inflatable SUP-YAK I was very excited. The product information guide states that my “Beach SUP-YAK is a stable, lightweight and easy to use 2-in-1 inflatable kayak and paddleboard...for either 2-person or 1-person use with...capacity for kids, pets and gear.” (450 pounds) The daisy-chain webbing along both outer top edges allows for custom-configured seating, footrests and gear tie-down.



11'6" BEACH SUP-YAK + KAYAK



My inaugural paddle was at a local reservoir, Lake Clementine, on the North Fork of the American River. I found the board very stable and easy to maneuver. Although I recently purchased an inflatable U.S. Coast Guard approved life belt, I chose an inherently buoyant life vest. This body of water was a chilly 48 degrees, and a vest is not only warmer, but would allow me greater buoyancy to remount my board should I fall in.

I learned about Paddle Craft Vessel Safety Checks from our partners at the United States Coast Guard Auxiliary. I was invited last year to join Coxswain Jeff Fite and Officer Joe Heap at the [Consumnes River Preserve](#) to shadow the VSC process and learn the ANSC 7012A form. I was surprised by the number of seasoned paddlers that were receptive to our education and enlightened by the safety recommendations offered.

Since becoming a Vessel Examiner, I am more acutely aware of the paddle craft requirements

Stand Up Paddle Craft – SUP Safety

Cdr Susan Webb, P

(continued from prior page)

and sometimes stunned by the ignorance of many paddlers. Safety goes beyond having an appropriate life jacket. It means sharing the joy with others by paddling with a buddy, and telling a friend where you're going and when you'll return. (Have a Float Plan.)

Dress for safety by wearing bright colors, donning a wide-brimmed hat and attach a whistle to your life jacket. (A sound signal is a USCG requirement.) Carry a dry bag with a flashlight and a rescue mirror (another USCG requirement). Include a first aid kit, bottled water, a compact high-nutrient snack and sunscreen. Attach the dry bag to your craft by bungee, clip or tie down. Plan to get wet, have a dry set of clothes, either in a dry bag or in your vehicle. If you do fall in, a safety leash can be handy in some cases, so you won't be far from your paddle craft, **however**, when paddling on a river, wearing a leash has proven to bring entanglement risks and is therefore **not recommended**. Also depending on where you paddle, consider a wet suit, a rash guard or water shoes. Always have personal identification and consider labeling the paddle craft with who to contact if found.

Know the hazards of the waterway you plan to use and if you are sharing the water with motored or sailing vessels, know the Rules of the Road. The Ensign magazine had a great [article](#) in the December 2023 issue by Jim Greenhalgh, SN, Vessel Examiner, St. Petersburg Sail and Power Squadron. He authored "[Navigation Rules for Paddlecraft](#)" that summarizes what a paddler needs to know. In his conclusion, Greenhalgh writes, "A paddlecraft is a vessel and the operator carries the same responsibilities as any other vessel operator out on the water, be it a kayak or a cruise ship."

With the increasing popularity of SUPs, kayaks and canoes, the paddle vessel operator must be exposed to the safety requirements on the water even if they are not required to have a California Boater's Card. This is why our team of Vessel Examiners regularly approach paddlers at our Vessel Safety Check events. Paddlers are genuinely appreciative of our messages of safety, even if they do not accept our offer of a free VSC.

In a search for an image of a "safe" paddleboarder, I found countless images of bikini-clad young women with no life jacket. Is it any wonder our paddlers show up to the water unprepared? We have our work cut out for us! Nonetheless, we will deliver our safety messages with a smile!

Navigation Rules for Paddlecraft

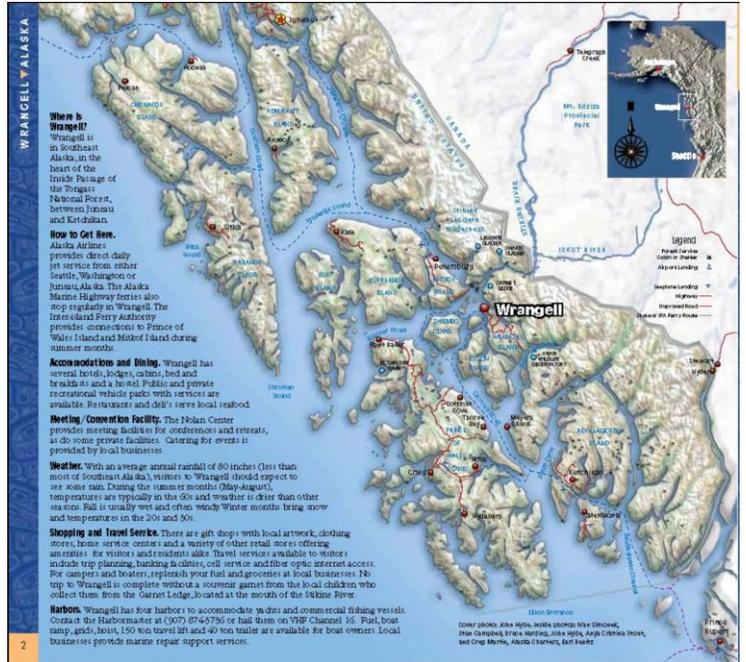


By: P/C James B. Greenhalgh, SN
Certified Instructor
Certified Vessel Examiner
USPS/ABC

D/C Robert's Travels



D/C Robert flies his burgee near Wrangell, AK



Where is Wrangell?

DEO Norm's Travels

Students of navigation know that we need to convert from local time to the time at Greenwich, England as that is where zero (0) degrees longitude is located. I recently had an opportunity to visit the Royal Greenwich Observatory where I stood with my left foot in the Eastern Hemisphere and the right foot in the Western Hemisphere while straddling the Prime Meridian. On a previous visit in 2018 I had my GPS with me and found that the Prime Meridian was located about 340 feet east the line. So much for GPS accuracy.

Greenwich Mean Time was at one time based on the time observations made at the Royal Greenwich Observatory, before being superseded by the closely related Coordinated Universal Time (UTC). While there is no longer a working astronomical observatory at Greenwich, a ball still drops daily to mark the exact moment of 1 p.m., and there is a museum of astronomical and navigational tools that I found very interesting.



America's Boating Channel™ Explains the Difference Between Boating Knowledge Versus Skills

Think about it: knowledge is theory and skills put knowledge into practical practice. It requires a combination to become a better boater.



This is brought home through the "[Knowledge Versus Skills](#)" video that covers differences between boating knowledge and boating skills and why it matters. Viewers also learn approaches to take to improve their boating abilities and the pitfalls to avoid in boater education.

Knowledge doesn't mean you're good at boating, but it can help you more easily and safely

develop boating skills that must be practiced on the water. Concepts, principles, and information about boating can be learned through reading, studying, and observing. The ability to plan, depart, anchor, dock, and perform other boat maneuvers is mastered through experience.

Videos like this one can kick-start a classroom presentation. Follow the video link above or visit <https://www.youtube.com/@AmericasBoatingChannel> to find this and other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

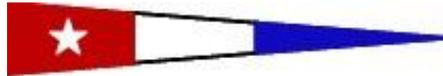
In addition to YouTube, these professionally produced high-definition safe boating and boater education videos are available via the America's Boating Channel free, on-demand app on Apple TV, Roku or FireTV. [America's Boating Channel™](#) is produced by the United States Power Squadrons® (USPS) under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard.



District 25 Summer Cruise & Rendezvous

July 19-21, 2024

Hosted by Sacramento Squadron



Friday July 19

The main events are on Saturday, but if you are free on Friday, we will host an **informal get together** on the Patio at the Delta Marina. We will have a Taco Bar and Margaritas. Join us at **1800**.

After dinner enjoy a movie under the stars.

Delta Marina Harbor is located in Rio Vista on the Sacramento River just south of the Rio Vista Bridge. From the river, look for "The Point" restaurant sign. Marina is tucked in behind it.

Skippers, call 'Foot Loose' on VHF channel 71 before entering marina, for docking instructions/position. Be sure to include your boat's vital stats on the sign-in reservation form - attached.

Land Cruisers welcome, too. Rendezvous is for all squadron members in D25 to come & play. Friends are welcome too. There is an RV park but you must make reservations.

Saturday July 20

Sacramento will be the host Squadron and has planned an exciting and enjoyable weekend for us.

At **1330** the **Squadron Competitions** gets underway.

GAMES TBA
Let the Games begin!



Meet on the "Patio"
Cocktail hour begins at **1700** (bring your own). Dinner is at **1800** and will be catered featuring Chicken Marsala and Beef Stroganoff. Wine will also be served with dinner.

Following Dinner awards for the Squadron Competitions will be presented.

Sunday July 21

We will have a pot luck breakfast on the **Patio**, at **0900**, so please bring a dish to share.



At your leisure, head on back to your home port, practicing smart and safe boating all the way, of course.

Additional information: Don't forget to bring a jacket as it can get chilly in the evening. A lawn chair is nice to have too. We will provide bottled water and soft drinks at both dinners.

Reservation Deadline is Tuesday, July 16



Grant Applications for the Clean Vessel Act Education and Outreach Program Due on August 9, 2024

The **California State Parks Division of Boating and Waterways (DBW)** is accepting grant applications for the **Clean Vessel Act Education and Outreach Program**. A maximum of \$280,031 of federal funding per targeted region is available to organizations for educating coastal and Sacramento-San Joaquin Delta boaters about proper vessel sewage disposal, the use of pump out facilities, **and** to monitor pump out and dump stations in the identified regions. The deadline to submit applications is **August 9, 2024 at 10 am**.

Information on the Grant Program, is available [here](#)

The 2024 grant application and complete guideline packet is available [here](#)

Submit hard copies to: California State Parks Division of Boating and Waterways
Clean Vessel Education and Outreach Grant Program

Attn: Ethan Tratner P.O. Box 942896 Sacramento, CA 94296-0001

Email submittals shall be sent to Vivian.Matuk@coastal.ca.gov and ethan.tratner@parks.ca.gov

CALIFORNIA COASTAL CLEANUP

SAVE THE DATE! SEPTEMBER 21ST



ANNIVERSARY



Year of the Dragon

D25 Council Members

2024

D25 Bridge & General Committee Chairs:

D25 Commander (D/C)	D/C Robert DeMicheli, AP	robert4105@sbcglobal.net
D25 Executive (DXO)	open	
D25 Educational (DEO)	D/Lt/C Norman Pennington, SN	nwpenn@sbcglobal.net
D25 Administrative (DAO)	open	
D25 Secretary (D/Secy)	D/Lt/C Gary Smith, JN	gsmithdistrict25@aol.com
D25 Treasurer (D/Treas)	D/Lt/C Judy Pennington, P	judypenn@sbcglobal.net
D25 Immediate P/D/C	Lt/C Luther Abel, SN	luabel@ymail.com
Chair Auditing Com	D/Lt Janis Chapman, AP	chap7002@aol.com
Chair Nominating Com	open	
Chair Rules Com	D/Lt Elizabeth Dysart, JN	dysarts2@earthlink.net

D25 Squadron Commanders (Cdr)

Diablo	Cdr Kevin Blatter, SN	k_blatter@yahoo.com
Peralta	Cdr Nick Pack, JN	marnicbel@comcast.net
Sacramento	Cdr Susan Webb, P	nrswebb@gmail.com
San Joaquin Delta	Cdr Jill Stevenson, S	jill_m_stevenson@yahoo.com

Thanks to all Light 25 authors!



Fall issue of Light 25 to be published by October 1

Input for Fall Issue is due by September 20, 2023

Mark your Calendar

Light 25 Editor: Elizabeth Dysart
dysarts2@earthlink.net

Articles — Events — Photos
Gratefully accepted
Feel free to send



<https://www.usps.org/localusps/sds-D25/>



2024– 2025 District Calendar



2024 Feb	Event
2	USPS Founders Day
6-11	ABClub/USPS Annual Meeting - Orlando, Fl
March	Event
7-10	Sacramento Boat Show, Cal Expo
16	Combined Council, Spring Conference & COW (1130 Lunch at The Point)
20	Light 25 Spring Issue Input Deadline
April	Event
1	Light 25 - Mailed
3	D25 Bridge Meeting 0900 via Zoom
28	PICYA - Opening Day on Bay
May	Event
16-19	Westport Harbor Boat Show in Redwood city (Pacific Sail & Power)
18-24	National Safe Boating Week (ends Friday before Memorial Day)
June	Event
8	National Marina Day (yearly 2nd Sat in June)
12	D25 Bridge Meeting - 0900 via Zoom
20	Light 25 Summer Issue Input Deadline
July	Event
1	Light 25 - Mailed
10	D25 Bridge Meeting - 0900 via Zoom (touch base - confirm Rendezvous on track)
19–21	District Cruise/Rendezvous Rio Vista
August	Event
1	Cdr/SEO send Chapman Candidate to DEO
21	D25 Bridge Meeting - 0900 via Zoom finalize plan for D25 Fall Council/Conference)
September	Event
22-30	ABClub/USPS Fall Governing Board Meeting - Pittsburgh, PA
14	SEOs submit Training Aid to DEO for contest at Fall Conference
21	California Coastal Clean Up Day (usually 3rd Saturday in Sept)
20	Light 25 Fall Issue Input Deadline
October	Event
1	Light 25 - Mailed
7-15	Fleet Week (Air Show 11-13)
19	Combo Council & Fall Conference Adopt budget TBD
16	Merit Mark recommendation for D25 work due to D25 MM Chair
November	Event
15	Merit Mark Recommendations due to Area Monitor
December	Event
20	Light 25 Winter Issue Input Deadline
2025 January	Event
1	Light 25 - Mailed
15	OD-1 & OD-2 reminder
15	D/25 Bridge Meeting, - 0900 via Zoom (finalize plan for Spring Council/Conference)
February	Event
2	USPS Founders Day
1-10	ABClub/USPS Annual Meeting - Orlando, Fl
March	Event
?	Sacramento Boat Show, Cal Expo
15	Combined Council, Spring Conference TBD
20	Light 25 Spring Issue Input Deadline

Draft 2 as of 01-26-24