
We are launched and back on the St. Croix! We had to coax our side thrusters to work. They apparently didn’t enjoy the maiden voyage and waited until we had called the mechanic and taken her out for a second tour before they decided all on their own to work. John swears we have spirits or ghosts that follow us around and kick things up a notch just to keep our lives interesting. (Televisions and lights that come on by themselves, hearing footsteps and creaking floors, doors shut that were left open, etc.) Anyway, we avoided a bill for “fixing” the thrusters for now; however, we did have a dead battery, one of the air conditioners needs to be fixed (and apparently the only repairman within miles lives in Red Wing), new CO2 detectors (ones just put in have been recalled), and the dinghy needs a tune-up (really?).

Going to be a busy summer. Check out our Squadron Calendar of Events and transfer the dates you can attend to your calendar. Plan for Sunshine, Down Time, My Time, Family Time, God Time and Squadron Time, Civic Time, Time to Learn, Time to Teach, Time to Pray, Time to Play, Time to Value Friends and Time to Find Peace. Don’t get caught up in the “obligations” of your life! Life is a choice – choose to do what makes you happy and brings you joy!

“Big Wheel Keep on Turnin’ ”

Commander Gagich
**2017 Calendar of Upcoming Events**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2, 2017</td>
<td>First Friday R &amp; R—Mallards 5:30 cocktails, 6:30 dinner</td>
</tr>
<tr>
<td>June 3, 2017</td>
<td>VSC at Afton Marina, Afton—9-12</td>
</tr>
<tr>
<td>June 10, 2017</td>
<td>VSC at Bayport Marina, Bayport—9-12</td>
</tr>
<tr>
<td>June 12, 2017</td>
<td>Executive Board Meeting, Davanni’s—6:00 dinner, 7:00 meeting</td>
</tr>
<tr>
<td>June 24, 2017</td>
<td>Welcome Aboard Ceremony and Boat Christening, Mallards, Bayport—Lunch 12:15. Boat christening &amp; De-naming Ceremony to follow: Contact Nancy Anderson to RSVP</td>
</tr>
<tr>
<td>July 2, 2017</td>
<td>Fireworks at Hudson, WI. Ed and Karen Manor host. For more info contact Karen at: <a href="mailto:kjmanor@comcast.net">kjmanor@comcast.net</a></td>
</tr>
<tr>
<td>July 3-4, 2017</td>
<td>Raft-up for Fireworks at Stillwater. Ed and Karen Manor host. For more</td>
</tr>
</tbody>
</table>

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The Executive Committee meets monthly at 1900 (7PM) on the second Monday. All members are welcome, invited, and are encouraged to attend. Please contact Cdr. Nancy Gagich for meeting information.

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The River Skipper is published bi-monthly for the members of St Paul Sail and Power Squadron Inc., a unit of District 10 United States Power Squadrons. Opinions are those of the writer and do not necessarily reflect the policy of, nor imply agreement with the Editor, St Paul Sail and Power Squadron, Inc, District 10 or USPS. The Editor reserves the right to accept, reject or revise submitted articles. Deadline for submission of articles is two days after the bridge meeting preceding month of publication. River Skipper Staff: Nancy and John Gagich; John Suchomel, Editor; Karen Manor, Photographer.

Submit entries to John Suchomel at: spsp_newsletter@yahoo.com
Good to Know:

Minnesota has mandatory boat education laws that apply to younger operators of boats and/or personal watercraft. A boat operator’s permit is required for boaters under 18 years of age unless specified below. By passing a qualified boating safety course, the student can apply for a certificate/operator’s permit.

**Personal Watercraft (PWC):**

→ Less than 13 years of age – cannot operate, even with an adult on board
→ 13 years of age—must either have (a) someone as least 21 on board, or (b) a watercraft operator’s permit AND be in visual supervision by someone at least 21
→ 14-17 years of age—must either have (a) a watercraft operator’s permit, or (b) someone at least 21 years of age on board

**Motorboat Operators:**

→ Less than 12 years of age – (a) less than 25 HP – no restriction; (b) 25 to 75 HP – must have someone at least 21 on board within reach of the controls; (c) above 75 HP – cannot operate, even with adult on board.
→ 12-17 years of age – (a) 25 HP or less – no restriction; (b) over 25 HP – must either have: watercraft operator’s permit, or someone at least 21 on board within reach of the controls. See the state’s website for specific boater safety regulations.

...America’s Boating Course

This course qualifies a student between the ages of 12 – 18 to take the exam referenced above and apply for a certificate/boat operator’s permit. Please contact our Education Officer Dave West at dwest@voyager.net or 651-429-3840 if interested in this class.

...Our Benefits Stretch Around the World

Wyndham Hotel Groups offers USPS members more than 7,000 hotel accommodations worldwide. Yes, worldwide! To learn how you can use your certificate number as your ticket to save, visit [http://www.usps.org/national/admin_dept/membenefits.htm](http://www.usps.org/national/admin_dept/membenefits.htm)

### April Birthdays

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
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<tbody>
<tr>
<td>2nd</td>
<td>Peggy Senesac</td>
</tr>
<tr>
<td>4th</td>
<td>Zachary Hofius</td>
</tr>
<tr>
<td>11th</td>
<td>Clay Mewes</td>
</tr>
<tr>
<td>13th</td>
<td>Dale Tobin</td>
</tr>
<tr>
<td>15th</td>
<td>Deb Dullinger</td>
</tr>
<tr>
<td>19th</td>
<td>Ed Manor</td>
</tr>
<tr>
<td>21st</td>
<td>Nancy Anderson</td>
</tr>
<tr>
<td>25th</td>
<td>Carmen Hall</td>
</tr>
</tbody>
</table>

### May Birthdays

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
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<tbody>
<tr>
<td>4th</td>
<td>Al Harmon</td>
</tr>
<tr>
<td>9th</td>
<td>Jack Newman</td>
</tr>
<tr>
<td>13th</td>
<td>Robert Johndrow</td>
</tr>
<tr>
<td>13th</td>
<td>Jennifer Mollica</td>
</tr>
<tr>
<td>14th</td>
<td>Larry Kemp</td>
</tr>
<tr>
<td>15th</td>
<td>Jeff Davis</td>
</tr>
</tbody>
</table>
Executive Officer

Lt/C John Gagich, S

Greetings to all!

Our Vessel Safety Committee has gotten off to a great start in 2017. This year’s Vessel Safety Examiners (VSE’s) consists of the following St. Paul Sail and Power Squadron members: John Suchomel, Shelly Suchomel, Dale Tobin, Mary Tobin, Nancy Anderson, Dean Higgins, Mark Fotsch, Dale Perry, Dave West, Kris Harmon, Rachael Harvey and Ed Manor. We had a great training session at our VSE training meeting at Bayport Marina on April 29th. This training session consisted of covering all aspects of the United State Power Squadrons processes to inspect boats and how we educate the boat owner when do a VSC. We also discussed how to proceed with checking boats for Carbon Monoxide Detectors now law in Minnesota. The new law is called “Sophia’s Law” which was enacted by the State Legislators in 2015 and became law on May 1st. This year we are now checking to make sure that boaters in Minnesota as well as boaters that use the border waters in Minnesota are in compliance with the new law. This consists of checking for boats that have enclosed living areas. We are also checking that the boat owner has the new stickers issued by the state of Minnesota DNR. Please see the Sophia’s Law Quick Check Guide below. We have obtained stickers from the DNR to provide to boaters if they require them.

Our newest VSE members began this season with Vessel Safety Training at Bayport Marina on April 29th. John and Shelly Suchomel and Dale Tobin qualified for their supervised Vessel Safety Checks, thanks to Ed Manor and Don Arneson for letting our team inspect their boats. We were also very lucky to pick up some folks at Bayport Marina who let us inspect their boats as well. Also, we conducted our first full marina vessel safety check at Mulberry Point Marina on May 20th. This also was the beginning of Safe Boating Week. Although we experienced cold and rainy conditions, we had a full team of Vessel Safety Examiners present and we were able to conduct 14 Vessel Safety Checks. Thanks to Dave West, Dale Perry, Dale Tobin, Mary Tobin, Rachael Harvey, John Suchomel and Ed Manor for making our first Vessel Safety Check a success!

Our next Vessel Safety Checks are scheduled for Afton Marina on June 2nd, Bayport Marina on June 10th and Hudson Marina on June 24th. Each of these Marina VSC’s are scheduled from 9 am to noon. If you would like a Vessel Safety Check scheduled please contact John Gagich at jgagich@mchsi.com.

Thank you!
Training Opportunities

It’s a grey day, but the snow is all gone. The Mississippi River is open for navigation. A lot of lakes have already opened up. Great! I would say we are looking at a long boating season ahead. Are you planning any journeys to new waters this year? Or maybe you’ve changed your boat or boating style. Are their youngsters getting old enough to operate the boat? There are many circumstances where training can make the new experiences more enjoyable.

For youth, the best course is the ABC3 public boating class that is recognized nationwide to meet the pleasure boat operator certification. And this applies to Canada also. (More about Canada later). The class is usually taught in 4 sessions plus the exam, but that can be modified or self-studied. Even though the student may already be a Squadron member, ABC3 is the only class that issues a card recognized by government as proof of pleasure boat operator certification. And we all know how government feels about cards.

For the rest of us, maybe it’s a bigger or smaller boat, or maybe a new experience trailering. New equipment, new methods or maybe a refresher could be a good thing.

Here are the classes scheduled so far:

- Seamanship – 5 students ready to start. Times not set yet but soon.
- ABC3 at Bayport Marina starting mid-May.

Call or email me with your desires for classes or seminars.

About Canada

All pleasure boat operators in Canada must show proof of operator certification when operating a pleasure boat. The following is excerpted from the Transport Canada Marine Website:

**Proof of competency**

In Canada, if you operate a boat with a motor and use it for recreation, you need proof of competency — something that shows you have a basic understanding of how to operate your boat safely and know what to do in an emergency. Proof of competency is required with all motor types (including electric trolling motors) and even when the motor is not in use (such as when sailing).

A variety of documents may serve as proof of competency: a Pleasure Craft Operator Card (PCOC)
- a certificate from a Canadian boating safety course completed before April 1, 1999 (when the current regulation came into effect)
a professional marine certificate or equivalent from the List of Certificates of Competency, Training Certificates and other Equivalencies accepted as Proof of Competency when Operating a Pleasure Craft

a completed Rental Boat Safety Checklist, good only for the rental period

for a visitor to Canada, an operator card or other document that meets the requirements of his or her home state or country

Proof of competency is not required in the following situations:

the boat is being operated in the waters of Nunavut or the Northwest Territories
the boat is being used for daily living or subsistence activities (such as hunting and fishing practised by many Aboriginal Peoples)

a visitor to Canada is operating the boat he or she brought into Canada for less than 45 consecutive days

Completion of a Canadian Power Squadron or USPS advanced grade is not readily recognized and does not necessarily meet the required proof. For that matter, completion of USPS advanced grades does not necessarily meet the NASBLA requirements in the US. If you’re going to Canada or elsewhere, make sure you understand the requirements or it could cost you extra money. Or better yet, take ABC3 and be sure.

**Tales of Adventures**

Judy and I have been floating around now for over 50 years together and have many experiences to share. There’s usually a good training message for each adventure (or misadventure). I’d like to hear yours on these pages. I can relate the story anonymously if desired; the point is to share for the enjoyment and benefit of others so they can experience (or avoid) what happened.

Until next month,

Dave
### Sophia's Law — Requirements for Boats Operating in Minnesota Waters

*A new carbon monoxide (CO) law for Minnesota boaters*

<table>
<thead>
<tr>
<th>If Boat Has An Enclosed Accommodation Space</th>
<th>If Boat Has An Enclosed Occupancy Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine CO detector <strong>REQUIRED</strong> in the main cabin and in each enclosed sleeping space Applicable regardless of fuel type (includes gasoline- and diesel-powered boats) CO poisoning warning stickers <strong>REQUIRED</strong> for <strong>GASOLINE-POWERED</strong> boats; at the stern, helm, and at the entrance to or inside the main cabin</td>
<td>Marine CO detector <strong>not required</strong> in this space Marine CO detector is <strong>recommended</strong> CO poisoning warning stickers <strong>REQUIRED</strong> for <strong>GASOLINE-POWERED</strong> boats; at the stern, helm, and at the entrance to or inside the main cabin</td>
</tr>
</tbody>
</table>

**Sophia’s Law is not applicable to motorboats that have neither an enclosed accommodation space nor an enclosed occupancy space.**

- * While not required by Sophia’s Law, it is **recommended** that diesel-powered boats have CO poisoning warning stickers at the stern; helm; and inside or at the entrance to the main cabin.
- CO poisoning warning stickers, even where not required by Sophia’s Law, are **recommended** for all motorboats (at the stern and helm). Boaters can become victims of carbon monoxide emissions from nearby boats.
- Where a motorboat has a three-sided enclosure, or operates with a canvas or similar enclosure, it is **recommended** that a marine CO detector and CO poisoning warning stickers be installed for the safety of crew and passengers as dangerous levels of carbon monoxide can accumulate in these spaces.
- Low level carbon monoxide detectors are a **recommended** supplement for boats where occupants include infants, small children, the elderly, pets, persons with chronic health problems, or are pregnant. Low level CO detectors do not comply with ABYC Standard A-24 as required by law (see definition of marine carbon monoxide detection system).
- Sophia’s law applies to any motorboat, with the spaces defined above, operating on Minnesota waters. This includes the Minnesota side of border waters and federal waters within the state.
- Sophia’s Law applies to boats that are registered in other states, and to documented boats.
- A motorboat includes a sailboat with a motor, even if detachable.
- A marine carbon monoxide detector will include the word "marine" on the detector or in the product information (see example on page 2).

*Selected definitions applicable to Sophia’s Law are provided on page 2.*

MN Statutes 2016, 86B.005 DEFINITIONS.

Subd. 4a. Enclosed accommodation compartment. "Enclosed accommodation compartment" means one contiguous space surrounded by boat structure that contains all of the following:

(1) designated sleeping accommodations,
(2) a galley area with sink, and
(3) a head compartment.

Subd. 4b. Enclosed occupancy compartment. "Enclosed occupancy compartment" means one contiguous enclosed space surrounded by boat structure that may be occupied by a person.

Subd. 8a. Marine carbon monoxide detection system. "Marine carbon monoxide detection system" means a device or system that meets the requirements of the American Boat and Yacht Council Standard A-24, July, 2015, for carbon monoxide detection systems.

Subd. 9. Motorboat. "Motorboat" means a watercraft propelled in any manner by machinery, including watercraft temporarily equipped with detachable motors.

Subd. 19. Waters of this state. "Waters of this state" means waters capable of substantial beneficial public use and waters to which the public has access that are within the territorial limits of this state, including boundary waters.
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