



For Boaters By Boaters

Cardinal Points

FALL 2019

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D/C Annette Ferguson, AP

Commander

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As this edition of Cardinal Points comes to you, the air has begun to change signaling fall is on its way. This is a bitter sweet time for me as I love the warm, sunny days and do not look forward to colder days, especially those with snow. For now, let's enjoy the warmth of the end of summer and prepare for the reconvening of our squadron activities.

While we begin to think toward the fall and winter schedules of our squadron, I would like to take a few moments and look back at what has happened since the Spring Conference and Change of Watch.

Each squadron has been busy going about the business of teaching classes, providing seminars, and boating. I was able to attend eleven squadron Change of Watch events during April. It was an honor to be able to attend, administer oaths to the offices, and celebrate the uniqueness of each squadron. The hospitality that was shown was special and will be long remembered. There was one more Change of Watch which took place on July 27th in Fairbanks, Alaska. Barbara Erickson, in her role as National Squadron Development Committee member, accompanied me to Fairbanks where we conducted OT in 3 and their Change of Watch. The hospitality of our newest squadron was amazing!

June brought our annual District 16 rendezvous in Poulsbo. The weather was beautiful and the attendees were lively as they celebrated Caribbean themed docktails. Poverty Bay won the best decorated boat and costumes with North Olympic giving them a run for the prize. In spite of lower attendance, fun and



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Submissions received in formats other than .doc, .docx, .jpg, or .gif may not be published.

Agate Pass—Bellevue—Bellingham—Bremerton—Deception Pass—Everett—Friday Harbor—North Olympic

North Star — Olympia — Point Wilson — Poverty Bay — Seattle — Skagit Bay — Spokane — Tacoma

fellowship was experienced by those attending. In addition to play, the squadron commanders and district bridge worked a little. They got together for a meeting where ideas were shared about keeping the squadrons engaged in the summer months and ways that district could help. One suggestion that was put forth was to have a district calendar of events that each squadron could post their activities along with district activities. This would provide “one place” for all squadrons to see what is happening and join in an activity. As of this newsletter, your district webmaster, Jim Haglund, has set up the calendar and each squadron commander has been asked to select a person who will be responsible to submit activities to the calendar.

Now, we can move forward. Fall is a time of ramping up squadron activities. Monthly meetings return, classes resume, and seminars are scheduled. As each squadron looks at their schedule through the remaining bridge year, remember to get your classes, seminars, meetings and activities on your website, Facebook and our district website. The more ways we can get America’s Boating Club out to the public, the more likely we are to get a student, a member, and a new friend.

Our Fall Conference will be held in Coeur d’Alene, Idaho from 11 October - 13 October. The conference is being hosted by Spokane Sail and Power Squadron at the Coeur d’Alene Resort. This is a beautiful venue with a weekend of fun events as well as our meeting. If you haven’t made your reservation, get busy! Topics that will be discussed will include the latest information from the National meeting held in September and education break-out sessions.

Lastly, if you want to make a trip to Canada, the Canadian Power Squadron will have their annual meeting at the Fairmont Empress Hotel in Victoria. The meeting is 15 October – 20 October. Registration can be made on-line at www.cps-ecpo.ca. It is fun and informative to experience the difference and similarities between our organizations.

I will close my article by wishing everyone a good year in your squadrons. Have this be a year that you Learn, Engage and Connect.

Does your voice matter?

Over the last few years, I have noticed a trend that I find worrisome. The trend is around squadrons not having their full available delegates at our district meetings and squadron commanders failing to assign their proxy vote for the national meetings. Why does this matter? Members often state that they do not feel heard. Who better to hear them than the squadron commander? So, give your members a voice by having your allotted delegates present at our district meetings, let the district commander know your squadron’s opinion on items that are to be voted on and the district commander will vote your voice.

Your voice matters to this organization.

D/C Annette Ferguson, AP

USPS PLEDGE

I do solemnly pledge to: Abide by the bylaws of the United States Power Squadrons®; Promote high standards of navigation and seamanship; Maintain my boat and operate it legally; Render assistance whenever possible; and conduct myself in a manner that will add prestige, honor and respect to the United States Power Squadrons.®



D/Lt/C Craig Brown, SN-IN

Executive Officer

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BOATING CAN BE SHOCKING

When moving the boat around after dark I thought this reminder from the US Coast Guard is applicable.

Lightning isn't the only source of lethal doses of electricity for boaters. Many more boaters are killed due to power lines than lightning. Power lines at launch ramps are especially

hazardous.

Among the most tragic and preventable boating accidents are those in which a boat strikes a power line. But a boat doesn't necessarily have to touch a power line to send a current of electricity through it. Certain conditions (such as high humidity and close proximity) will cause an arcing to take place through the surrounding air and possibly into the boat.

Look up! Even if you are familiar with a particular ramp, you can never be sure that a new power line hasn't been erected between the parking lot and the ramp since your last launching. Make certain that you will not be raising the mast or antenna too near a power line. Exercise particular caution at older boat ramps, since there is a greater likelihood of finding exposed Power lines strung near waterways.

Some places there are high-tension transmission lines that cross the channel and are dangerous. You may be relatively safe in channels, but off channel, if the tip of the mast should come close to one of these lines, the electrical current may be strong enough to bridge the gap and flow to your boat.

The fact that you have gone under the lines previously does not guarantee that they are safe. The water level may rise due to tide, flooding, or controlled water releases - or the lines may expand and sagged.

Boats have also been known to strike Power lines simply because their operators didn't have up-to-date charts or didn't know how far it was from the boat's waterline to the masthead. Usually, Power lines that span bodies of water have the minimum clearance between their lowest point and the highest waterline mark indicated on charts or signs as you near them.

Be observant for downed or sagging lines following storms or high winds.

Should your boat come in contact with a power line, DO NOT jump into the water. The electrical charge will pass through your boat and be grounded in the surrounding water. Stay low in the boat and do not touch any metal.

Also, remember to be mindful of the hazards from Christmas lights aboard boats. The lights tend to be placed on items they may short to and people may be grabbing hold of. If there is a short you may not know it until someone gets electrocuted. On top of dealing with the electrocution the person could end up overboard adding drowning to the problem.

Never approach a victim of an electrical injury until you are sure the power is off, or the power source has been removed from the injury site. Alert the Coast Guard or Emergency Medical Services (EMS) immediately.



Sandy Thomas,AP

D16 Secretary

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Your Newsletters are an important Communication Tool for all members. The purpose of the newsletter is to inform, motivate, and make the reader feel a part of the organization. To find more information on content, layout, etc., visit the USPS website at www.usps.org. Sign in with your "E" number and your personal pin number. Click on Departments in the header line, select "Secretary's Department" and then "Communication Committee." From the list on the right side, click on Publications and select from the choices given.

NOTE: Remember to send at least 4 copies of your Squadron newsletter (Published between January 1 and November 15) to the National Communications Representative for D-16, Diane Dawes, didawes@yahoo.com, to be considered for the Distinctive Communicator Award.

All Squadrons are encouraged to submit articles to be published in the D-16 Newsletter, **Cardinal Points**. When your Squadron has a success or information of interest, write it up and share it District wide.

The Due dates for Cardinal Points articles:

Spring Issue is April 1,

Fall Issue is August and

Winter Issue is December 1.

Send articles to the Cardinal Points Editor at alaynef@gmail.com.





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U.S. Department of Homeland Security

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Coast Guard responds to over 700 false alerts in 2018, urges everyone to properly register their device beacons

PORTSMOUTH, VA — After responding to over 700 false alerts in 2018, the Coast Guard is urging anyone with an emergency position indicating radio beacon to properly register their device.

An EPIRB is a device that transmits a distress signal to a satellite system called Cospas-Sarsat. The satellites relay the signal to a network of ground units and ultimately to the Coast Guard and other emergency responders.

Owners of commercial fishing vessels, uninspected passenger vessels that carry six or more people, and uninspected commercial vessels are legally required to carry an EPIRB. However, the Coast Guard recommends that every mariner who transits offshore or on long voyages should carry an EPIRB.

The Federal Communications Commission requires all EPIRB owners to register their beacons with NOAA and keep the registration information up-to-date.

If an unregistered beacon activates, the FCC can prosecute the owner based on evidence provided by the Coast Guard, and will issue warning letters or notices of apparent liability for fines up to \$10,000.

Coast Guard personnel were only able to contact 163 of the more than 700 EPIRB owners to determine the cause of the false alerts. The other individuals had not registered their beacons, not updated their registration information, or had disposed of them improperly.

“We handle EPIRB alerts with a bias for action,” said Lt. Daniel Dunn, a command duty officer in the Fifth Coast Guard District’s command center. “We have to treat them as actual distress calls until we can prove otherwise.”

When Coast Guard watchstanders receive an EPIRB alert and cannot trace it to the owner due to missing or outdated registration information, they launch aircraft and boat crews to search the area for signs of distress.

It costs approximately \$15,000 per hour to fly an HC-130 Hercules airplane, \$10,000 per hour to fly an MH-60 Jayhawk helicopter, and \$5,000 per hour to operate a Coast Guard small boat.

“If people used this system appropriately, it would take a lot of the guesswork out of search and rescue,” said Dunn. “Unregistered EPIRBs result in lost time, money, and the misuse of resources that could be used to save someone’s life.”

To register your beacon with NOAA, [click here](#).

JUMP START

a squadron's practical application
Raymond W. Madsen, AP-IN

Several years ago when we bought our first boat, we knew nothing about boating. We had no classes, did not know anything about navigation rules, "red right return" or why it was important to run the blower for our gasoline powered boat. While practicing docking our boat, the previous owner was watching our poor attempts and said "I don't know if you are praying people, but we have been praying for you." Our first year we seldom left the familiar surrounding and safe feeling of Sequim Bay. It was not until later that we were encouraged by friends to take classes from Power Squadron and join, that we realized there was so much we didn't know that we didn't know. We had started at ZERO, not a safe place to be. We simply did not have any idea where or how to begin safe and fun boating. What we needed on day one was a Jump Start.

Three years ago, the Jump Start program was presented to Squadron Commanders in our Spring District/ Education Conference. When the concept was presented to our Squadron Bridge, it was met with some resistance and more questions than answers. The next year our new squadron Commander said we would implement Jump Start. It was not until this year that enough questions were answered and a better understanding of what the Jump Start program is and what it is not, and by direction of our current Commander and with the support of our Education Team that the practical steps were taken to implement Jump Start.

Jump Start is an officially supported program of the national America's Boating Club which means when properly executed by the squadrons it is covered by the national insurance. For additional information about Jump Start from national and district, I direct you to them, their websites and Education Officers. What I will address is the practical application of Jump Start for our squadron of the North Olympic Peninsula.

First - there must be support and guidance from the Squadron Commander and Education Officer

Second - a Jump Start Coordinator is appointed. From a real world practical experience, it takes time from when a candidate makes a request for Jump Start training to when it actually takes place. That's where the Jump Start Coordinator comes in.

Normally, the request for Jump Start begins with the request going to the SEO who has it approved and then sends the name and contact information to the Coordinator. A personal Welcome letter is sent (normally by email) introducing them to America's Boating Club Jump Start program and the additional classes and clinics available to help them continue their boating education.

The welcome letter states that "Jump Start is designed to provide new boat owners a short (2-4 hour) session to familiarize owners of a particular boat by Members who have a similar boat or experienced to help the new owners with the basic layout, starting and operation of their boat. When you buy a new car, the salesman at the dealership gives you the basic rundown of your new car, but they do not teach you how to drive on the road. Jump Start is more than a 5 minute new car salesman orientation. The 2-4 hours session is a one on one, Hands on Training focused on the students beginner needs, but it will not provide the necessary skills for Coastal Navigation. Having said that, the Power Squadron has "Certified Instructors" who are qualified to provide detailed "close quarter handling and general cruiser skills" which build on the classes and clinics offered and Hands On Training (HOT) and On the Water Training (OTW) offered by the squadron.

There are requirements before Jump Start will take place. The Welcome Letter informs them that a current Vessel Safety Check (VSC) is required before the Jump Start (which the squadron can do for them ...a free service). A Jump Start Training Form is attached to the Welcome Letter that is required to be filled out and returned with needed information (and more requirements).

Instructors names (Coach and Safety Observer)		
Student Name(s)		
Vessel Name		
Vessel Description (make/model/year/length/propulsion)		
Vessel Insured by Owner		
Vessel Safety Check current		
Training Location		
Training Date/Time		
Training Topics Requested by Student		
Approval by SEO or designee? Name & Date		

Once the form is received with all the required information the next and most important step is made:

Third - Identify the Coach and Safety Observer for that boat and captain. The Coach will be the one to do the Jump Start training and the Safety Observer accompanies the Coach, ensures all safety procedures are followed. Both the Coach and Safety Observer must be approved by both the SEO and Commander. The Commander must have a record of the training, the candidate, coach and safety observer for insurance purposes.

I will give two examples of our squadron practicable application.

1. Older cruiser, twin gas engines, in-experienced boater, that lives aboard. The marina requires the owner to take the boat to the fuel dock to empty the sanitation tanks regularly. The Harbor Master suggested the Power Squadron might help with a Jump Start. Since the boat is older and not a common boat our squadron instructor for Engine Maintenance course with good boating knowledge was called on to be the Coach. After a VSC, he contacted the boat owner for a time they could meet on the boat to look over the boat, electronics, the engine room and to discuss a training plan.

The Training Plan was to take the boat out of the dock, leave the marina and allow the owner time on the helm and go through some exercises including navigating around the mooring balls at the State Park in Sequim Bay, then dock the boat at the park dock. With the Safety Observer onboard and all wearing PFD's, the Coach discussed safety procedures and how to start the boat. He walked through what and how they were going to leave the dock and enter the marina fairway and exit the marina heading to the State Park. The boat owner was not ready to take the boat out, so the Coach took the helm and explained everything he was doing and why and because this was a twin screw he used the port and starboard throttles and transmission for executing the tight turn out of the slip and between docks. After clearing the marina he gave controls to the boat owner, bringing the boat up to high speed, slowing down, executing turns, stops, starts, shutting down the boat, starting the boat. After the boat owner was feeling more confident with the boat and controls, it off to the mooring balls. They were all empty 6 in a row. The Coach went through the slalom using the throttle and transmission only, then had the boat owner go through making tighter and tighter turns. With confidence the owner brought the boat for a side tie at the dock using only the throttle and transmission walking the boat to the dock. With newly gained confidence the owner brought the boat back to the marina and docked the boat as taught at the state park. Mission accomplished. A few days later the Coach and Safety Observer again met the owner who took the boat out of the dock, out of the marina for open water outside the bay obeying Red Right Return going through some basic procedures before returning to the marina.



The owner wrote of her Jump Start experience *"I am very appreciative of the jumpstart program and all I was able to learn and accomplish. Excellent and calm instructors. THANK YOU!"*

The second example, again new boaters who bought a new Ranger Tug. After the initial Welcome and paper work, a Coach and Safety Observer was assigned. A training plan agreed on and carried out. The owner wrote *"We cannot thank you enough for the time you spent with us and the information you shared. We learned a tremendous amount in a short period of time. We were feeling so pumped that we even went out into the bay practiced handling and doing 360s and came back to the dock or ...the jumpstart program are totally awesome and we thank you more than you know."*

Another Jump Start for another Ranger Tug wrote *"I want to thank you, Ray Mahalick, Sally Calkin and the Power Squadron for allowing us to participate in your Jump Start Program. We accomplished a lot on our first day with Ray and Sally. We had our Vessel Safety Check as well as very thorough hands on training about the VSC. ...Sally really gave us a lot of pointers about our boat as well. They both spent over 2 hours with us and we found it very beneficial. We had some concerns about fueling our tug as we had never done it before, and Sally graciously offered to come back to the marina the following week to show us the ropes. We did so the following Wednesday. Sally gave me several pointers on things that I needed to correct in operating our boat, which was VERY helpful! She also took us step by step in how to fuel our tug...Again, VERY helpful. I had also been concerned about overusing my thrusters as I have heard that they can go out. This made me very nervous as I did not know how to dock our boat without them. Sally walked me through how to do this! While it will take some time and a lot of practice, WOW it was such a relief to at least know what I would need to do should we ever have issues with our thrusters. What a productive day that was! We felt very elated that we are that much closer to really knowing our boat! I just can't say enough about how much she helped us! Ray, too, was so very nice and obviously extremely knowledgeable about boating in general."*

After completing the Jump Start training, the Coach wrote up a summary report which was submitted to the SEO. The SEO sent a personal email to the students telling them about upcoming clinics and classes to further their boating education. Membership chair contacted the students about membership. Each student receives a Certificate of Completion to be presented at the squadron Monthly Dinner Meeting.

After 4 Jump Starts we found the practical application and execution of Jump Start to be a worthwhile opportunity for our squadron and its members. We provide the boating community a service. It introduces new boaters to the Power Squadron and most join as new members. Member involvement like Jump Start and VCS are valuable ways for member retention.



Photo Courtesy of United States Power Squadrons



New Worldwide Safety and Travel Benefits



United States Power Squadrons/America's Boating Club announces new safety and travel benefits for all current members and families beginning mid-October 2019. Get the full details at danboater.org/abc.

We have entered into an MOU with DAN BOATER that makes each individual and family members eligible for free* safety and travel benefits offered to current individual and family members.

What's included?

- 24/7 Emergency Hotline
- Medical Information Line for non-emergency travel health questions
- Worldwide Medical Evacuation Assistance (up to \$150,000)
- Worldwide Medical Repatriation Assistance (up to \$25,000)
- Search and Rescue Expense Reimbursement (up to \$25,000)
- Free Travel Health and Safety Guides
- Travel Assistance Services including prescription assistance, medical and legal referrals, the emergency return of traveling companion or dependent children, and more

These travel benefits originate when you are over 50 miles from your home and cover you and your family for worldwide travel.

Your new benefits are effective beginning mid-October. When it's time to renew your annual membership, you may keep these valuable traveler safety benefits as part of your individual or family membership for only \$25 per year. Primary active members can opt-out of coverage by logging into their Member Profile using the link below and scrolling down to "Receive Dan Boater Benefits."

*If you don't opt-out, you and your family will automatically be enrolled in free health and safety benefits from DAN BOATER that are in effect until your renewal date. The option to continue DAN BOATER safety and travel benefits will be available when you renew your annual dues online.

Fun @ the Lake



With America's Boating Club

Coeur D'Alene, Idaho

USPS D/16 2019 Fall Conference



This year's D/16 Fall Conference has it all! Participation by several national bridge officers, including V/C Mary Paige Abbott; location at one of the country's premier resorts, the **Coeur d'Alene Resort**, at amazingly low conference room rates; several excellent off-campus side tours and activities; and a live auction of a 7-day Sea of Cortez cruise - plus, of course, a full day program of D/16 activities and reports and some fun fellowship with friends from many squadrons. This is a conference you don't want to miss!

But to take advantage of the many super-low early bird prices, you'll need to act fast. The cut-off date for conference room rates at the **Coeur d'Alene Resort** is Sunday, 1 September.

Technically, the USPS D/16 2019 Fall Conference runs just a day and a half - Friday evening and all day Saturday, 11-12 October. But the conference theme offers you an open invitation to extend your visit to Coeur d'Alene and explore some of the many ways to have "**Fun @ the Lake.**"

Lake Coeur d'Alene is the second largest lake in Northern Idaho, running over 26 miles long with about 135 miles of shoreline. The lake was formed in a beautiful mountainous region some 12,000-15,000 years ago with the receding of the last continental ice cap. Today's shoreline is dotted with many parks, campgrounds, beaches, hiking trails, and recreational facilities (including over a dozen well-maintained boat launch facilities). Several companies offer water craft rentals ranging from ski boats to pontoon boats to sailboats. For camera buffs, the photo opportunities are spectacular.

A special added opportunity on Friday morning will be a guided tour of Farragut State Park and its museum at nearby Bayview on Lake Pend Orielle. When built in 1942, Farragut was the second largest naval training station in the world, behind only the Great Lakes Naval Training Station near Chicago. Over 293,000 sailors received their basic training at Farragut during its 30 months of operation. In 1945 the base served as a prisoner-of-war camp. The Friday morning tour (Oct. 11) offers a once-in-a-lifetime opportunity for conference attendees to re-explore this important phase of American history. Reservations are required - visit the D/16 website and click on "**2019 Fall Conference**" for details.

Available Friday afternoon will be guided tours of the famous Hagadone Marine Center on Lake Coeur d'Alene and its wooden boat factory. Reservation details for these tours are also posted on the D/16 2019 Fall Conference website. Also, as detailed on the conference registration form, Friday evening offers a two-hour lake cruise with drinks and appetizers.

Throughout the weekend, Spokane P/C Al Dunlap, AP, will be offering free lake rides on his hand-crafted stern-wheel steamboat. Just see Al at the conference to schedule your time.

Getting there:

Getting to the **Coeur d'Alene Resort** is easy by car or by air. If driving, follow the I-90 freeway east through Spokane into Idaho. Take the Northwest Blvd, exit #11 and head southeast towards Coeur d'Alene. As Northwest Blvd. curves left (eastward) and turns into Sherman Ave., you'll see the Resort on your right. Turn right (south) at the first traffic light for the Resort and its parking garage. If coming by RV, there are over a dozen RV parks within 25 miles of Coeur d'Alene - some within two miles of the hotel. Check the WEB for options.

If flying into Spokane Intl. Airport, shuttle service is provided by the **Coeur d'Alene Resort** at \$69.00 per person round trip, with 48 hrs. advanced notice (call 208-765-4000 or go on-line at

www.cdareort.com/resort/travel-tools/transportation).



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***District 16 Calendar
2020***

January

24 Jan –1 Feb Seattle Boat Show

February

18-24 Feb National Annual Meeting (Orlando)

March

13 Mar D16 Spring Conference & Incoming Officers Meeting

May

9 May D16 Educational Conference

June

12-13 June D16 Rendezvous (Poulsbo)

August

1 August Fall Cardinal Points deadline

December

1 December Winter Cardinal Points deadline