

Cardinal Points

District 16

Winter 2021 Quarterly Newsletter

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D/C Kenneth Smith, AP

Commander

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Who and What are We & Where are We Now

Some thoughts on Yesterday, Today and Tomorrow

“Who and what are we” and “Where are we now” are two very important questions for all of us to frequently ask ourselves. For most, the answer to the first question is easy; we are the United States Power Squadrons yet for others we are America’s Boating Club. We are foremost educators, we are boaters, we also gather to enjoy the company of those who share our passion. Put more concisely we exist to “Promote watercraft skills on and off the water through member social interaction, education and civic service.”

Currently, especially as we emerge from pandemic shutdowns, USPS is at the juncture of change. Juncture, as in crossroads or occurrence or critical-point of change - all meaning an opportunity to change. But if we choose to cease this opportunity to change, we must first understand “Why We are What We are” and “Why We are Where We are Now”.

For this issue of the *Cardinal Points*, I thought it might be helpful to first look at “Who and What are We” by looking at ourselves from the perspective of both yesterday and today. Then look at “Where are We Now” to help determine where we wish to be tomorrow. It is only by examining our past that we can truly determine why we became what we are today so we can make a successful tomorrow.

We wish you a
 “Merry Christmas”
 “Happy Hanukkah”
 “Joyous Kwanzaa”
 “Happy Holidays”
 And a Safe, Well, Happy &
 Prosperous New Year



Please send all correspondence to:
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Submissions received in formats other than .doc, .docx, .jpg, or .gif may not be published.

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

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

In 1914 we were yacht club power boaters who after several years of struggles within the confines of old established East Coast Clubs, created the United States Power Squadrons. At that time "Yacht Clubs taught and promoted the spirit of sailing. Yachting was still for the sailors, and a new breed of powerboat men found scant fun on club cruises and almost none in racing." These members formed a club-within-a-club which today we proudly call the United States Power Squadrons, or America's Boating Club. That event over a century ago defined why we became who we use to be. But that is very different from what we are today.

A quote from the Operation Manual history chapter says it best: "From the very beginning, the accent has been upon education, although it differed in the early days from the present system. Then, in addition to knowing the rules of the road, the compass, buoys, and chart bearings, a member was required to attend at least three squadron drills yearly to hold his membership certificate. When the member attended twelve, he became a privileged member. Privileged members needed only to appear at one drill each year. Not more than six drills counted in any one year toward the member's qualification." Over time the requirements for drills and procedures were removed and membership only required a squadron invitation to those who had successfully passed a USPS or USCGA basic boating course. Today there is not even a requirement to have any education to become a member. Good or bad, that is real change!

To really be a member of something is to understand it. I believe every member, new and old, should read Chapter 1 of the Operations Manual titled "Organizational History". Understanding just those few pages of our history will enlighten you on "Then, Now" and help guide you in the making of our Tomorrow. Later I will present some of my thoughts on Tomorrow.

If the above defines "What are We", there is one more document I believe every member should read that defines "Who are We". That document is the National Bylaws Article 2. This article's exact wording can be found not only in Article 2 of the National Bylaws but also as Article 2 of every squadron's Bylaws. It alone defines the "Objects of Our organization". I will quote it below. It must, of course, be read for its spirit and intention, substituting modern lexicon and gender identification and not criticized in the context of today's politically correct language and interpretation. It simply states:

"Section 2.1 The objects of USPS shall be:

2.1.1 To selectively associate congenial persons of good character having a common love and appreciation of yachting as a nationwide fraternity of boatmen; 2.1.2 To encourage and promote yachting, power and sail, and to provide through local squadrons and otherwise a practical means to foster fraternal and social relationships among persons interested in yachting; 2.1.3 To encourage and promote a high amateur standard of skill in the handling and navigation of yachts, power and sail; to encourage and promote the study of the science and art of navigation, seamanship and small boat handling; to develop and promote instructional programs for the benefit of members and to stimulate members to increase their knowledge of and skill in yachting, through instruction, self-education and participation in marine sports activities and competitions; 2.1.4 To encourage its members to abide by recognized yachting traditions, customs and etiquette; and 2.1.5 To render and encourage its members to render such altruistic, patriotic or other civic service as it may from time to time determine or elect."

Looked at objectively, Article 2 pretty much defines what I see in most squadrons. They teach, they meet, they cruise to some extent or another, they give back and they have fun. Over time they gain members and lose members. But today that is not enough. We live in a very changed world from 1914 or even from 2014. We have changed immensely since 1914 but even that has not been sufficient to retrain and grow membership. We must not only change, but also evolve. To evolve means that each squadron must see and understand its unique place in the area market it serves and then evolve to serve that market. The needs of boaters in Spokane bear little similarity to those of Boston!. Not only must each and every squadron evolve but so also must those we choose to lead us on the National level. They must evolve by giving squadrons the flexibility to best serve

their individual communities as they see fit. They must then also allow Districts the flexibility of adapting to and serving its evolving squadron's needs. Reading on, you will see that much of this has already happened.

We have long been obsessed with forcing each member into a one size fits all slot of educational proficiency bolstered by our over self-confidence (pomposity). We have ignored what our students said they wanted and instead told them we knew better; "Trust us, we are the best". Too long we held fast to the belief that mastering, now, little used navigation techniques was the pinnacle of educational achievement and relevant to all of today's boaters. Any objective observer will see that is false. I started my USPS education in 1984 advancing through AP. I took Weather, Sail and studied Electrical Systems and Engine Maintenance. Back then those courses were relevant to me; allowing me to fulfill my coastal cruising desires more safely. Today if I were taking courses, my education would be different and probably stop at Piloting. A crucial understanding of today's navigational equipment and boat systems is what matters to me now and I believe most of today's new boaters. As technology rapidly changed boater's requirements, we stubbornly hung on to much of the 1914 philosophy; including the attitude of we knew best.

So far I have tried to outline the past, partially the present; and yes it may look disappointing. But please do not look at it that way; for that is not how I see it. We now know "Who and What We are" and partially "Where We are Now"; and that is good start. If we plot the line of change from 1914 to now it is not straight! That line of change is curved upward. Members at all levels have finally recognized the need to change and are taking steps to implement those changes. But, as you will read, the efforts of every Squadron and every squadron member is also necessary to keep bending that curve of change upward.

In 2016, the Governing Board authorized the name America's Boating Club® as a trade name for the United States Power Squadrons. The intent was to create a fresher, more up to date image that was more relevant to today's boater. Some squadrons quickly embraced the concept, some shunned it. Over time the concept gained steam and most squadrons modified their names to include "America's Boating Club". My current squadron is now Friday Harbor Power Squadron dba "America's Boating Club of the San Juan Islands". Our District is now D16, "America's Boating Club of Washington, Idaho and Alaska".

On May 9, 2019, to help ease our transition from the old United States Power Squadrons into becoming America's Boating Club the National Board of Directors, BOD, adopted what is called the "Strategic Transition Plan", STP. The Plan was authored by the National Planning Committee. This plan contains three successive strategies that highlight the substantial organizational changes both in structure and attitude required to truly become America's Boating Club and therefor relevant in today's marketplace. Unfortunately, from my perspective, there has been significant confusion and hesitancy from the top to fully embrace the plan. If you read it, you can easily see that it is no easy task for an administration that rotates every two years. One must only look at Congress to understand this! That is why we at the squadron level must help.

From the 2016 creation ABClub to the 2019 adoption of the STP and now in 2021 some things have changed but not enough and definitely not fast enough! Our continued drop in membership simply says that. That curve of change is flattening; we cannot let that happen! There are things we can do now! If you have read through my first 1,500 words then you must be interested enough in learning what we, you and I can do to keep changes happening.

First - you must realize that the power lies with you, every squadron member, and every squadron. We are a bottom-up organization; a confederation of squadrons, grouped into Districts of local interest under a National banner designed to serve the interests of it's squadrons. Please note what I just said – everybody above a squadron exists solely to serve the needs of the squadron. At a National Governing Board meeting, if all squadron commanders were present, they would have an overwhelming majority vote. Wow, that is real power!

Second - you must embrace the realities of today and not insist that change is impossible. Every squadron has that old time member who insists that if you do this or that, they will quit. Unfortunately, you may have to let them quit; even if they are activity involved. Sometimes they embrace the changes, remain a member and become more active. Recognize that rigidity of idea is a sure path

to ultimate dissolution. I, personally, am not immune to being rigid; having first balked at many proposed ABClub changes. Since I never served in the military, I kind of liked our uniforms and procedural formalities. I found myself resisting the change to move away from those. Over time I opened my mind and saw that great change was necessary and then accepted the power and benefit a simple name change and a fresher image could offer. I saw that it offered a path out from yesterday and today and into tomorrow.

Third - you must look forward, with a positive attitude, toward tomorrow. Tomorrow can, for a time, include today but don't get distracted, stay focused on the goal. If you stay focused on tomorrow; yesterday and today will follow. Please, don't be afraid of these changes! It is my belief that to embrace tomorrow is to embrace the attitudes and ideas reflected in the America's Boating Club philosophy. This philosophy is outlined in the STP as well as in the national Marketing Guidebook. This book updated in March 2020 states the following:

"The purpose of the America's Boating Club® Marketing Guidebook is to help squadrons, districts, and national committees understand the background, philosophy and strategy for marketing the United States Power Squadrons®. We are promoting and advertising our organization around the America's Boating Club® concept, brand, and market image. This does not change our mission or required changing the official name nationally, or for districts and squadrons. Instead, this Guidebook describes alternative methods to achieve our goals."

What I am saying is that many tools are there for you to make the changes necessary so your squadron can serve its unique market. You do not have to wait for everything to be handed down to you or explained by someone else above. You have the power to institute many changes on your own. All the required changes on the National level will take too long to be implemented and passed down. The only time to change is now! If you change, those above will change much faster. Be a leader in change!

To succeed in changing you must do what is called "Live the Logo". First you adopt the America's Boating Club logo, then the ABClub philosophy and then you live those. You figure out what is necessary to attract 45 year and older on the water enthusiast in your area and you do just that. You do what is necessary to fulfill those members expectations, get them involved and thus grow. It is as simple or difficult as that. Sit down with a group of your youngest members and ask them what fulfills their generation's desires. Learn what they want. Remember that in 1914, member fulfillment was procedural drills; something not at all relevant today! Look around you, your marinas and more to see what those on the water are actually doing. Look at their boats and its equipment. Simply talk to them. I made a friend and new member of our yacht club simply because he pulled into the slip next to me and I struck up conversation about his "Yacht Controller". If you sit in your house hoping for a turnaround – it will not, not happen – period!

If your membership is getting tired and you have to few members to fill all your squadron positions, simply reduce the burden. You do not have to fill a position just because it is on some list! Officially you only require three people to operate. You have permission to "Operate as necessary to survive and grow". Keep in mind the desires of your older members but remember and remind them that things today are different than when they joined and will be different tomorrow. Changes that use to take decades now take years. You must of course remember that you are not totally independent, you are still a member of that confederation.

There are many examples of how squadrons who early on chose the path of "Living the Logo" are now growing. One squadron looked around to see what was actually happening on the water in their area. They found fishing tournaments, kayaking groups, local rendezvous, sailing clubs and more. They created a presence at those gatherings and just talked to people, showing interest in what they were doing. The more they looked the more they found. The more found and listened, the more they learned about the real needs of these enthusiasts. It must be obvious where this led – growth! Growth in membership, growth in awareness, growth in the breath of activities for members of all ages and most importantly a growth in appreciation of all that is actually happening on the water. Oh! - what opportunities there are just outside if one simply opens their eyes and mind!

In summary, If you were persistent enough to read all I have written; I thank you. I hope you do read our history to better understand “Who and What We Were” and now “Who and What We Are”. Also, Where We are Now and most importantly “Where We Need to Be”! Too many members have come to me complaining about what we are - insisting that we should be something entirely different – what they want. These members never took time to understand the organization they joined. Most will not stay. What we are should be explained to every perspective member. That explanation use to be in the New Member orientation course, presented after membership, which is already too late.

Knowing our history is the best way to help plot our course to a successful future. This *Cardinal Points* article is written for all members of our district to remind them that they have the power and resources to implement change. If you do not like the quality of our current education offerings, think they are outdated or that National online courses are competing directly with squadrons then let the National Education Officer know what you think just as I have. Speak out! Emails are easy to send. Be constructive not just critical. Tell him or anyone else what you think and what you need to succeed. This is true for every department within our organization. Please remember that collectively, our squadrons define us, period!

My family and I have been members of the United States Power Squadrons longer than my years. I truly love this organization. Today it is not the same USPS I joined yet I still love it and I am sure I will also love what it becomes. That is because if you read between the lines of Bylaws Article 2 nothing that matters has really changed.

I ask every member to please try to embrace the changes coming so we avoid joining the string of companies like Sears, Blockbuster and Toys R Us who were too late to embrace rapid changes. Many members I know hated the smart phone no matter what they were told, yet today they cannot live without one. Let’s all embrace, enjoy and be part of the coming necessary changes. I only ask one more thing from each of you – that is you simply “Get out there, get wet and show everyone who is not a member of America’s Boating Club what they are missing”. There is no better example to others of who we are than You!

Always remember that your District Officers are here to assist you the best they can. Please feel free to contact any of us any time with your questions. The same is true for your National Officers and the National Headquarters staff. It all starts with the squadrons!

The documents referenced in this article can be located on the National web site. You must sign in with your certificate number and password for access.

Strategic Transition Plan adopted by the BOD: *Along the Home Screen top go to Committees, then Standing. Select <Planning Committee>. On the left select <Strategic Plan>.*

USPS Operations Manual: *Along the Home screen top, pause on Departments, scroll down and select <Secretaries Department>. Scroll down and select <Operations Committee>. On the left select <Operations Manual Download> From there you can select either to download the entire manual or look and read by chapter. Chapter 1 is “Organizational History”.*

USPS Marketing Guidebook: *Along the Home Screen top select departments then <Secretaries Department>. Scroll down to and select <marketing Committee>. On the Marketing Committee page left side select <Marketing Guidebook>.*

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- i Strategic Transition Plan Mission Statement
 - ii Operations manual Chapter 1
 - iii Operations Manual Chapter 1
 - iv USPS Bylaws Article 2



Administrative Officer—Pro Tem

Annette Ferguson

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Moving Forward

As 2021 quickly comes to an end and 2022 approaches, you may be wondering what 2022 will look like. On a personal level, we will have to continue to be aware of COVID restrictions as those restrictions impact our health and our ability to be together.

It has been a great challenge for each squadron/club to teach classes, have meetings and participate in social gatherings. In spite of the challenges, classes have been taught, Vessel Safety Checks completed, boating events have occurred, and socially distant gatherings have happened. District 16, your district, has remained active and engaged, but we have “taken a hit” on membership.

We can certainly blame COVID on the drop in new membership and retention; however, as COVID restrictions continue we have to become creative in ways to teach and reach out to both our existing members and potential new members. Several squadrons/clubs have taught via the virtual format. Has it been perfect? No. It has been trial and error, fits and starts, as well as improvements and successes. A new way of teaching has emerged that has the ability to reach potential and current members. We have the technology to reach those far away or unable to attend a class. Additionally, several squadrons/clubs have been active in developing a hybrid teaching format combining in class and distant learning instruction. Although this format is more labor intensive, it offers teaching options greater than face-to-face only teaching in the classroom.

We have gotten creative in teaching, but what about socializing? Squadrons/clubs have conducted virtual business meetings, offered programs, and face time chats. There have been social gatherings outside as well as socially distant inside events. Our district leadership planned two cruises which gave members an opportunity to get out on the water and safely socialize. Kudos to everyone for your efforts to think “outside the box”. That is the good news. The bad news is our membership has decreased. So, what do we do? We keep doing what we have been doing. If you have tried some new things, take a risk! Don’t give up! We keep teaching. We keep reaching out to our membership. If you don’t see someone during your virtual meeting, pick up the phone and call them. Membership is not just the job of your Membership Chair, Administrative Officer or Commander. Membership is job #1 for everyone.

So, as 2021 ends and 2022 begins, take a deep breath and a step forward. Let’s all work to have 2022 be our year of growth and renewed commitment to America’s Boating Club.

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 JAMES WEST, JR
EDUCATION OFFICER
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I am looking out of my window, at the cold gray skies that almost define Seattle and the Pacific Northwest at this time of year. I am one of those odd folk you meet sometimes who actually look forward to the fall and early winter. Among other pleasures, it means that we are working back into teaching here in the district. Squadrons are once

again ramping up their class efforts to get our safe boating programs out to the public. Although the weather is not entirely conducive to a day spent relaxing on the water, still there are many people who enjoy the fishing that improves around this time, and we definitely need to get the word out, because this weather also makes boating, particularly on Puget Sound, more than usually hazardous. Cooler air temperatures, and cooler water in the Sound will make for a bad combination without the proper training.

The good news: as I said, classes are picking up. And with the increase in remote learning opportunities, we have more chances to educate new boaters, and even experienced boaters who may have gotten complacent over this past summer. Which, let's be honest, was much more amenable to outdoor activities.

Speaking of remote learning, we are now working on hybrid, or combination, classes. On October 23, Everett Squadron sponsored its first hybrid seminar. As a "beta" test of this new kind of teaching, SEO Linda Martin and I, with the assistance of P/R/C Chris Brown and P/Lt/C Joellyn Jackson, and using the premises of a local bank, presented "Emergencies on Board" to six in-person students and 18 remote students using ZOOM technology. It was a rousing success for our first effort, and we got excellent feedback from all the participants. We learned a lot about the way that remote and in-person participants can interact, and we are taking those lessons and designing improvements for the next efforts. I want to thank Friday Harbor SEO Ann Einboden for leading the way and lending us her experience and insights for making this inaugural effort more than just a "work in progress".

Other classes are being planned at the squadron level, both remote and in-person, so I urge everyone to check your schedules and see if there is a class or a seminar being offered that you are interested in. If there is something you would like to take and you don't see if being presented someplace, contact your SEO, or send me an E-Mail (phnx789@msn.com) and let's see if we can't get a class in place. Sometimes, all it takes is one person to ask.

Along those same lines, District 16 also hosted an Instructor Development Recertification Class last weekend, and we got 17 instructors renewed for public teaching in the state of Washington. This was done via ZOOM, and was the largest class I have taught. I added two more instructors who couldn't make last week's class completed today.

On closing, I would like to again ask all of you to look inside, see if you are interested in becoming a USPS instructor. The best way we can keep this venerable organization running, is to get our message out to the public. We have the best educational program available for recreational boating safety, but we need people who can present it.





Get Out... Get Wet

A compilation of recaps by
D/C Ken Smith, AP, Friday Harbor
Steve Antush, AP, Bellevue
Dan Ferguson, P, Everett
John Woodard, Skagit Bay,
Best-Ever Photographer

The End of Summer Adventure Cruise members—Sure sign of a success cruise – a Rainbow!

Photo taken at San Juan Island Yacht Club balcony by John Woodard

Dan Ferguson: D/C Ken Smith is often heard to say that as members of America's Boating Club we need to get out on the water and get wet. On September 30th, the D16 End of Summer Adventure Cruise began at the Port of Everett. Seven members gathered at Scuttlebutt Brewing for appetizers and dinner. Although no one got wet by being on their boats, seven "got out" and had a good evening of conversation.

Steve Antush: M/V Wet Tush set sail on the District 16 End of Year Adventure. The crew consisted of 1st Mate Sofia, and her co-worker Gayle, along with retired friends Terry and Marcia. None of us had traveled together let alone sailed together. We embraced the trip with fanfare and adventure in mind.

The trip included stops at Cap Santé on Fidalgo Island, Rosario, Deer Harbor, Roche Harbor and Friday Harbor. Side trips include a hike up Mt. Erie and our first look of the San Juan Islands, a stop off at West Marine in Anacortes to obtain our winter crab card, walks around Rosario, Roche, and Friday Harbor.



View from Mt.
Erie

Photo courtesy
of Steve Antush

Dan Ferguson: The Adventure Cruise continued Friday with a stop at Cap Sante Marina in Anacortes. Four boats made the second leg of the cruise. D/C Ken and his best mate Pat greeted boats as they arrived and began preparing for the Friday evening appetizers on the dock. In addition to the four boats, members arrived by land yachts including cars and RV's. Friday evenings event, on the dock, was made more comfortable due to a fully enclosed tent on the party barge. This provided a perfect venue to sit, talk, and eat some more with 20 members attending. At this event seven clubs/squadrons were represented



P/D/C Craig Brown and D/C Ken Smith
Photo courtesy of Steve Erickson



D/16 Welcome Committee, Anacortes
Photo courtesy of Steve Antush



Ken and Pat welcoming the adventurers at Cap Sante, Anacortes. We had this enclosed tent to keep the weather out and where we were served delicious breakfasts by Pat. Ken would beckon the RV'ers (Harden's and Erickson's) to breakfast each morning!
Photo courtesy of Steve Erickson



Don Diego, our favorite pooch, and he even sat on laps!

Photo courtesy of Steve Erickson

Ken Smith: On Sunday morning it was off to Rosario Resort East Sound on Orcas Island. The resort has a wonderful new marina, a bit small but in a way cozy. Adventure cruisers left Anacortes at different times, exploring, fishing, and crabbing along the way. The last to arrive was Wet-Tush, having spent the afternoon crabbing. Overall, five boats gathered at the resort – Polar Mist, Wet-Tush, Stryder, Strait Knot, and Harmony. The seas were absolutely calm, skies clear clouds gone, having rained out the night before.



Polar Mist



Wet Tush with sailboat Quiet Time along side



Stryder



Harmony

Photo courtesy of
John Woodward

Ken Smith: Unfortunately, all resort restaurants were closed Sunday and Monday – yep, we were there on Sunday - so as true adventurers we improvised; decided to hold a potluck dinner starting at 1700. The resort has a small grass area to the right of the ramp with a patio and stone fire pit but no wood. The young marina attendant stated we could use the pit if we could find some wood; but where to find it. Always one up for a challenge, John Woodard and Pat Diehl set out to reconnoiter some wood supplies. While the rest of our 12 adventurers set up food tables and arranged chairs around the pit, John and Pat kept returning with arm loads of beach-wood: including an eight-foot-long piece. No, we did not rub two sticks together to light the fire; but with a little charcoal starter and a match we soon had a comfortable pit fire. As the sun set, we talked, ate, laughed, and warmed ourselves around the fire. This is what it is all about; friends around the fire just enjoying being there! The next day [Monday] we moved on to Deer Harbor, West Sound on Orcas.



Rosario fire pit –
they even
burned the 8’
driftwood

Photo courtesy
of
John Woodard



The Deer Harbor harbormaster got us all nestled together despite the fact he had several incoming winter moorage boats. Having “pot-lucked” the night before, it was decided to gather for drinks then dinner on your boat, the local pizza joint “Island Pie” or walk a quarter mile to “Matthews Smokehouse”. At 1700, we commandeered the local party barge, shared crabbing stories, whatever else, and of course the weather. It was supposed to blow up 40 plus from the SE, directly into Deer Harbor and of course rain!

Tuesday at around 0430 John Woodard and I started discussing the current forecast. It looked like we could either stay in Deer Harbor or get going to Roche with better protection. John and I made the call that we would head to Roche ahead of the storm and alerted the rest of the fleet of our plans. One by one they departed behind us except for Wet Tush who left a bit later – fifty-two feet and lots of mass does have its advantages over a trailer-able twenty-five feet!

John Woodard: In an abundance of caution, we left Deer Harbor early Tuesday and ran to Roche Harbor. The dire winds did not materialize there at least. Leaving late morning, Wednesday, for Friday Harbor. Then the gang will disburse Thursday morning for home ports. The seas will once again be safe.

Ken Smith: That evening [Tuesday] we gathered for a potluck on the party barge. Wine, food, and stories flowed as the evening wore on. Since we are all supposedly educated boaters, I arranged for a little after dinner contest, with prizes, entitled “Some Rope and Line Fun.” If you want a copy, contact me. [kenes@earthlink.net] I will not say how we all did, but all the prizes were awarded along with laughs and giggles.



Potluck on the party barge
Photo courtesy of John Woodard



Wednesday it was off to Friday Harbor for a day in the city and dinner at the San Juan Island Yacht Club. Thirty D16 members were in attendance that night including Dan Niven who had left us in Deer Harbor but brought “Harmony” back to Friday Harbor for the dinner.

Ann Einboden, Friday Harbor Squadron, brought several members including squadron commander Michael Devirian.

After dinner the D/C presented several awards.

Ronie Sanlo and Kelly Watson on “Strait Knot” won the “Getting your boat to Friday Harbor” award.

Dinner for two on the D/C while Steve Antush on “Wet Tush” won for best overall boat handler.

The other awards were:

Made it to all five ports:

Ronie and Kelly on *Strait Knot*

Tenacity and Dedication:

Dan Niven on *Harmony*

Only Sailboat among power boaters:

Debbie and Mark Richey on *Quiet Time*

Best Weather Forecaster:

John Woodard on *Stryder*

Ken Smith: No matter how you look at it, in my opinion it was a success. Some 18 D16 boats, land yachts and others participated, got out on the water late in the season, adapted to variable conditions, gathered and had fun. What else is there?

Pat and I want to thank everyone who participated in this “Cruise Adventure” for making it such a success. We hope to see each of you and more members out on the water on future cruises.

Steve Antush: Lessons learned? There were many. Orcas can appear anywhere; keep your eyes always open! Never launch a dinghy without the plugs in place. Shore power can vary from marina to marina, be prepared with a power tester. Pack half as much food as we had so much leftover food.



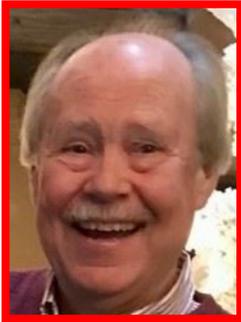
Orcas in the Guemes Channel

Photo courtesy of Steve Antush

*There are good ships, and there are wood ships, the ships that sail the seas.
But the best ships are friendships and they may that always be.*

Thank you to our District 16 Commander, Ken Smith and 1st mate Pat for hosting a wonderful adventure and the new friends we met, Ronni and Kelly, Woody, Mark and Debbie, Dan, Gary, Bob and Cheryl, Annette and Barbara and Steve (I am sure I am missing some names)





Legislative officer Report by PC Loyd Walker, SN

USPS D16 Legislative Report – November 2021

This report comprises a serial snapshot of new and ongoing issues affecting boaters and boating programs. Each topic is kept short for management of the overall report, but if questions or need for more information arise, contact your Legislative Officer.

USA/Canada border conditionally open:

After 19 months of prohibited crossing, the border is now open for non-essential travel, including boaters, with coronavirus vaccination conditions. Always follow the “know before you go” habit and check both countries web sites for changes.

National Marine Fisheries Service [NMFS]:

The issue of prohibitive mitigation controls imposed on marina projects implemented by NOAA is ongoing, holding up permitting of numerous projects. While this primarily affects marinas, yacht clubs, launch ramps, and over water work, the exorbitant associated mitigation cost increases will ultimately be trickled down to users, i.e., boaters without any indication of improvement of services or the environment. After months of stalling and lack of resolution, a group of Washington state legislators has written a letter to NMFS and the Corp. of Engineers taking them to task for their inability to agree on a resolution and to clear the logjam.

Legislative update:

Planning for the 2022 session is underway. Boating safety is again in the crosshairs of state Representatives Ryu and Lovick. Each introduced Bills in the past regarding mandatory PFD wear and mandatory education for paddle-craft users. Neither came to fruition due largely to inclusion of conflicts, unintended consequences, opposition and general lack of buy-in from boating stakeholder groups. The merits of reducing drownings, the largest driver of the Bills is shared by most, but not through new government overreach not supported by data or affecting areas not demonstrated as part of the problem.

Both Representatives want to introduce new [or shared] Bills this session and have significantly reached out to the boating community for help in creating something effective. In recent sessions with the Reps and state Boating Programs Advisory Council [representing about 16 diverse stakeholder groups, including USPS|ABC, USCGA, paddle, power, sail and the Recreational Boating Association of Washington] the focus is centering on proposing mandatory PFD wear for kayak, canoe and stand-up paddleboard users, with a leash option for SUP's.

Federal rule changes regarding new fire extinguisher requirements and implementation of engine cutoff devices will likely be introduced for state implementation in 2023. In the mean-time enforcement of the new rules will be limited to the Coast Guard and largely made aware through education.

Lakebay Marina purchase secured:

As largely provided for through donations and a boating infrastructure grant via the state Recreation Conservation Office and implemented in the 2021 legislative budget, the purchase of Lakebay Marina [in south Puget Sound] is in progress. The ultimate goal is to accomplish upgrades, bring it into environmental and safety compliance and turn it over to Washington State parks as a marine park [similar to the initiative used years ago for Sucia Island].

Puget Sound No Discharge Zone [NDZ]:

Ongoing – the declaration is the subject of a federal lawsuit brought by the American Waterways Operators [AWO] representing tugs and barges. At this point in a [projected] long path, the federal judge has agreed with the briefs presented by AWO and remanded the concerns back to the EPA for review.

Engine cutout lanyards:

The new rule that requires that engine cutoff devices be worn [if installed] was effective beginning April 2021. Initially this is effective on federally controlled waters [Puget Sound, Lakes Union & Washington] and under the jurisdiction and enforcement by the Coast Guard. State implementation of the federal rule into the Revised Code of Washington for local enforcement will follow.

Seattle Bridges:

The recent maintenance on the Montlake Bridge was accomplished in August & September with little impact on recreational boaters. Significant input and negotiation of stakeholder groups were incorporated to prevent potentially unsafe periods of passage and/or back-up congestion.

In older news, the maintenance of the Burlington Northern bridge was negotiated away from a new design which would have been more limiting to an in-place upgrade.

Finally, a proposal for a new light rail bridge across the Salmon Bay area has been negotiated to two options – a fixed bridge with 136' clearance and a movable bridge with 70'-136' clearance; both no more limiting than the current Aurora bridge. Potential impact on the boat launch at 14th street is being investigated.

All of these show the importance of boating stakeholder input and representation through groups like the Recreational Boating Association of Washington.

Vessel Documentation change:

After a three-year phase-in [2019,20,21] of optional multi-year new or renewed Coast Guard vessel documentation, beginning in 2022 documentation will be for a 5-year period. The cost will be the annual \$26 times 5 or \$130.

Watercraft Excise Tax [WET] change:

Recent rulemaking by the Department of Revenue [DOR] to double the WET paid as part of annual boat registration was heavily opposed by boating stakeholder groups and withdrawn. Not to be deterred the DOR has embarked on a new tack to modify the depreciation schedule of the [market] value of boats for determination of the ½% tax. Initial introduction of the schedule greatly reduced the annual depreciation [effectively raising the value and tax] and was again heavily opposed by local stakeholder groups as not being remotely realistic. DOR gain, capitulated and has come up with a final schedule broken down into three tables [from the current one] including sail, power under 30' and power over 30'. The depreciation in the early [first 8] years is actually a slight reduction in values but ramps up considerably for vessels over 8 years old and bottoming out in the area of 40+% after 17 years. This is up from the previous of 26%. The net effect is a small reduction in the tax [from the current schedule] for newer boats and larger increase for older boats and all years beyond 17 years old. Sailboats experience an increase throughout entire life. While thankful credit needs to be recognized for stakeholder efforts for preventing things that would have been worse, the bottom line is a net increase in overall WET collected and going to the state general fund with no return to boating programs. Details on the schedules to be implemented in 2022 can be seen on the RBAW web site at: <https://rbaw.wildapricot.org/>



P/C Larry Warren, AP
Americas Boating Club of Tacoma
and South Puget Sound

*What is Radon Gas?

Is it dangerous?

The “Environmental Protection Agency” states that, Radon radioactive gas is a naturally-occurring, inert, colorless and odorless gas found in trace amounts in the atmosphere. Outdoors, radon disperses quickly and generally is not a health issue. However, radon gas can become trapped in your home, seeping in under your home and in thru small holes and cracks in floors. Radon is a radioactive gas that forms naturally when uranium, thorium, or radium, which are radioactive metals break down in rocks, soil and groundwater. People exposed to radon over a period of time may develop lung cancer and people who smoke are even more susceptible to the effects of radon gas. Radon gas is the second leading cause of lung cancer in the United States.

Nationally, the EPA estimates that about 21,000 people die each year from radon-related lung cancer.

Radon has been found in every state!

Homes with high levels of radon have been found in every state. In fact, radon levels can vary from home to home. Even levels next door can be very different.

You can take steps to reduce and control the amount of radon in your home. Testing is the only way to determine radon levels in your home. Have your home tested by a professional or a do- it- yourself home test kit. If radon levels are high then contact a certified radon service professional to fix your home. The goal is to make it harder for gas to get in your home, seal cracks with caulking, having a good vapor barrier between the ground and the inside of your home. Make sure vents are clear of obstructions so cross-ventilation can remove radon and other gasses.

*Find out more information about radon in my home? go to epa.gov/radon

*Information gathered from the United States Environmental Protection Agency

Washington State Department of Health

Cardinal Points Instructions for each quarterly newsletter articles

1. Please have your articles to me by the 15th by 5PM. (If you are going to be late, please let me know).
2. Please use Arial 12 pt front for your articles
3. Please Single Space lines
4. Indent 3 spaces with each new paragraph
5. Label your article with your first and last name or your officer title.
6. Submit all articles in word format and attached to your email.
7. All pictures are to be submitted as .jpg format
8. Run “spell check” before submitting your article



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Cardinal Points Editor



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***District 16 Calendar
2022***

February 2022

15 February Spring Cardinal Points Deadline

19-27 February ABC Club Annual Meeting &
Change of Watch Ponte Vedra FL

March 2022

12 March D16 Spring Conference & Change
of Watch

May 2022

15 May Summer Cardinal Points Deadline

June 2022

23-26 June D16 Rendezvous—Poulsbo

August 2022

15 August Fall Cardinal Points deadline

September 2022

11-18 September ABC Governing Board Meeting
Raleigh NC