



District 16

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# Cardinal Points

Spring 2022 Quarterly Newsletter



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## I am So Proud of You and The Realities of Today

Well – here we are again, Change of Watch Season. 2021 is in the books, the snow has melted, and the skies are turning blue. In 2020 we all prayed 2021 would bring us back to normal and let us get back together. That was not to be! While we did get some sporadic relief, things mostly remained closed and remote. Despite all the obstacles thrown at us over the last two years I am proud to say, “We are all still here.” We are still 14 squadrons; still close to 1,200 members and still teaching lots of classes. As District Commander I am so proud of all our dedicated squadron officers, leaders and members who have persevered and stayed together. In the last Cardinal Points, I said “We are the United States Power Squadrons, America’s Boating Club. We are our members all about people! People dedicated to caring, friendships and fun. We Learn from each other; Engage with each other, and Connect with others.”

During the next months, all 14 of our squadrons will perform the century old Power Squadron ceremony of passing on leadership (Changing the Watch). Some will do it virtually, others with simple gatherings and yet others with great ceremony. No matter how the ceremony is performed one thing is common to all; the passing of the leadership baton ushering in new excited leadership whose vision will lead their squadrons today and prepare them for tomorrow.



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*Submissions received in formats other than .doc, .docx, .jpg, or .gif may not be published.*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

If you actually read the paragraph above and have been a member of USPS for very long, I wish I could pause your reading and look at your expression. Are you rolling your eyes? Did you utter - huh! Or are you chuckling just a bit just as I did when I wrote it. If this was you then please read on since I am about to lay out in detail the reality of USPS, America's Boating Club and District 16. If you had no reaction, then this article is especially for you.

## The Squadrons

The reality is that while each squadron will perform some version of the Change of Watch ceremony, few batons will be passed. Very few excited new blood members whose visions are all so necessary to our future are stepping up to grab the batons. There is a steady small group rotation of members in many squadrons moving around and around through the chairs. These dedicated members are doing a great job of keeping their squadrons alive and viable. They do this for nothing other than the love of the organization and a feeling that maybe, just maybe some father, or mother, son, daughter, are here today because of what they have helped their squadron do. Not much reward for years of dedication; but enough!

While the leaders I speak of are dedicated, they mostly lack one important thing. That spark, vision, and enthusiasm I spoke of above. When you are forced to be a squadron commander for three or four years in a row it is difficult to keep up the energies required to keep driving the squadron forward. Worse yet is rotating back into a position again and again. This is where we are with many of our 14 squadrons: dedicated members on the rotation carousel.

I know this to be true because I too am on that carousel. I am District Commander now and will be for another year. I was District Commander three other times and a Squadron Commander twice. I have 31 merit marks, with 28 of those in elected squadron or district officer positions. That is over a quarter century on the carousel! I should be standing on the sidelines like many others watching my grandkids enjoy the one time ride.

This carousel model is unsustainable. Yet, what I hear from most squadron commanders is *"We have no younger members"*, *"No one else will step forward"*. The best yet is *"They are afraid they cannot do the job"*. Yep – I have heard this for my entire 34 years as a member. So why not change things? Embrace and do everything you fear discarding everything that makes you comfortable. Or better yet, try somethings entirely different and unexpected. You might be surprised at the reactions you get. If you remain complacent, over time others become bored and abandon you. While most enjoy a ride or two on a carousel, after one round they have seen everything and the music repeats. Rather than finding a solution to the carousel problem, if you just keep doing the same, in the end you will end up turning off the power and hanging up the "carousel for sale" sign. Before that happens, you might try momentarily turning off the carousel power and see what happens.

Let's look at the complaints listed above one by one:

***"We have no younger members"*** – This is the most difficult problem. We are an older organization – 45 plus of financially stable adults whose kids left the nest. While that is our core, there is still room for the under 45 member. Look in the mirror and ask yourself why they are not here. Is it no members have boats and therefore no boating activities? Is it the cliques that sit around at meetings – if you have meetings – and talk about their aching joints? Or is it - as one commander once told me *"We don't schedule any speakers because the members that currently attend our meetings don't want one"*. He obviously never saw Field of Dreams! Change things! No boats, then schedule a marina event promoted for the boaters, the land yacht group and day drive in members. I have attended many successful cruises where 25 percent came by boat. Promote it, promote it and promote it; then make it fun for all ages. If anyone attends (even 2) then post event, promote it as a success. Today's successes, even small, build tomorrow's successes.

The same is true for monthly meetings. Stop and really think of why you are doing things a certain way. Are you doing it because you are on the carousel and that is how you did it last time? Have you really listened to hear what your fringe members are saying or are you responding to a few outspoken older members desires? Have you considered dropping the Christmas lighted boat parade that you've held at the same place for 10 years and maybe substitute it for an evening event to the "Lights of Christmas" at the Warm Beach Camp in Stanwood, including Santa for the kids?

### [The Lights of Christmas](#)

Ask yourself why you are not attracting or retaining new members. Is it the things I listed above, or could it be the way you are doing things? Are you enthusiastically embracing new ways of communicating or just sticking with what makes you comfortable? Still using an overhead projector? If yes, then stop reading this article because you are technologically beyond help – relax and go back to talking about your aching joints. If yes, then at some point in the past you adapted and are probably using PowerPoint, sometimes even with embedded video! These last two Covid years have ushered in an array of new technical options to extend and enhance your reach and ability to attract new, younger, tech savvy members. Yet – alas – what I am hearing from many squadrons is *"We don't understand how to do virtual."*, or *"Our members can't figure out how to logon to Zoom."*, also *"We don't know which program to use"*. The best of all is *"Some of our instructors will not do virtual or hybrid."* All I can say is, in 2020 the D16 Education Department studied the most popular virtual options and selected Zoom as the best squadron choice. In 2021 the district offered to buy licenses for all its squadrons. I will be direct – If you refuse to learn, to move into today you will die tomorrow. Every member under 60 is a possible tech asset. Talk to them, ask them if they can help. If not figure it out yourself; there is no downside to trying. If your instructor is intransigent and won't teach as is best for the squadron; then replace the instructor, then find a way to make them comfortable with new teaching ways. Sorry, but that is what you must do for the health of your squadron. I bet you will find someone who will step in. Finally – If you are unwilling to adapt, move forward and change because it is difficult or scary, I say this to you – "Stop it! Get out of your chair, stop making excuses and do it anyway!" I bet at age 10 you did not know how to do what you finally did to make a living for your family. You learned new, scary things but survived. I bet some of you even failed and got fired; but you are here today leading your squadrons. I guarantee in the long run you will love much of the new ways. If you think Zoom is intimidating, just wait until we start slipping on the Oculus goggles and step into the Metaverse to teach!

***"No one else will step forward" and "They are afraid they cannot do the job":*** - I will discuss these together. You must sit down and look at everything you are doing above and ask yourself *"Would I step forward and why would I?"* Are you and your older members still speaking in code. Does your newsletter (hopefully that is not the only way you communicate with your membership) say something like – Our COW GMM will be held on blank blank date. What is a COW, what is a GMM and where the heck is the meeting be held and at what time? Ok, you tell me, what a newer member should think? If you don't think this doesn't happen – It happened to me! Another good one is –*"We need volunteers to help out at a HOT event on Saturday the blank."* Question - is this a jacuzzi gathering. Think of how we actually talk – ABC, VSC, OD-2, MM, ED-80, GB, EXCOM. If you don't know the lingo you will not step forward and you definitely will feel that you cannot do the job. I don't go to restaurants where the menu is entirely in French not because the food isn't great but of fear I will order something worse than escargot! Ever think your newer, young members might feel just that way? You must make the newbie feel comfortable. Lastly – stop pressuring new members to get you off the carousel by convincing them to accept a job they do not totally understand and are not prepared for. While it is true that many new members are fully capable of technically executing most jobs, don't pressure them just so you can put some "butt in a seat"! If you have not nurtured them along for a bit, assisting them to understanding our wonderful organization, made them comfortable with our shorthand lingo then you have failed, they may fail, and they will definitely not fully enjoy the position you have put them in. Being a leader within America's Boating Club should be fun. The shame is on not only the nominating committee but on the bridge and all members for not properly preparing new members to assume leadership roles.

Properly prepared by you and with activities like I have outlined above, coupled with an appreciation of what today's technologies offer us, we will have many new, young members step forward and they will NOT be afraid of the job! The choice is yours – turn off the carousel motor and quit or step off and allow your properly prepared young members to step on for a ride while you watch and glow with pride. I can only imagine where some of these talented, energetic members can drive our organization if only we let them do it.

I address this to any new, younger members of our squadrons. What you have joined is something unique in the boating, water world. The members of your squadron joined and remain members for some very simple reasons. They love or loved being on the water. They enjoy the comradery of being with others who feel the same way about boating. True many no longer have boats but I bet many are current on new electronics or boat models. Yes, they will still talk about the good old days before chart plotters and GPS, but they are also an incredible knowledge base of general information. They can tell you what to avoid when you are out and where the best places are that the cruising guides omit. If you have a problem just ask one of them. I will bet you will get more answers and opinions than you need. They are just so happy that you too are embracing something they are passionate about. Remember that at one time they were you. They were the new guys, learning the shorthand lingo and feeling a bit intimidated. But over time with fellowship, education, and some friendly hands they became the new leaders. We are all volunteers with a passion for boating and educating others so that all can safely enjoy our incredible waters. What could be more special than that? It cannot happen without you!

## **The District**

Above I have talked about what can possibly help stop the carousel situation many squadron leaders find themselves in. While not a total solution I hope this helps spark new thinking and a desire to accept new ideas and ways. This is one example of why USPS is organized as groups of squadrons in manageable geographic areas. The sole purpose of the district is to help its squadrons operate as smoothly as possible. The district also tries to bring its squadrons together for social and boating activities. While a squadron looks at an activity or its members, the district looks at activities for all its squadrons members; all 1,200 of us. Just like the older members of a squadron, the district is usually comprised of former squadron bridge members. Traditionally an outgoing squadron commander will move into a district position. Why? Because they have experience in multiple squadron positions or have led a squadron for several years. They have the knowledge and experience to assist others. No one is better qualified.

District officers are simply a collection of those who have been there and done that. Nothing more. They are here to filter sometimes confusing communication from National as well as assist with local problems. They are here to bringing squadron education officers together. For the past two years District Education Officer Jim West has invited all squadron education officers and any other interested persons to participate in monthly Zoom meetings. This included officers from D32 squadrons. This has been so successful that it is my hope to do the same monthly meetings with squadron commanders and officers this year. Zoom and other technologies keep us communicating, learning and problem solving.

And now the bad news, the other shoe, whatever you want to call it. Your district is in real trouble. I am speaking lightly when I say that; I should say deadly trouble! Just like with a squadron the district only functions if it has experienced squadron leaders, former or current to volunteer. They are needed to do everything from help plan events and cruises to write articles such as this and the others in the Cardinal Points. The newsletter you are reading now is assemble by a district volunteer. Without all of them there is no district and there is no local support for the squadrons.

Some say so what, we do not need a district. Well, that is not a choice you have. All USPS squadrons are grouped under districts. If D16 fails, then the squadrons will be assigned to D32 in Oregon. If D32 sinks, then it could be D25 in Northern California then D13 in Los Angeles and so forth. Are you ready for the California invasion of ideas? Each move reduces local knowledge and assistance. The end point is asking questions to someone at national headquarters in Raleigh,

North Carolina. How do you think that would have worked with the state sales tax issue we resolved last year? I know this sounds blunt but that is the reality. I will never sugar coat the truth to you.

District 16 was and still is a shining star within USPS. We represent a bit under 10% of total membership. Our squadrons have historically been strong with very dedicated tough though now tiring leaders. The district has created several Chief Commanders and many leading national officers. D16 has traditionally been outstanding thanks to those from the squadrons who volunteered to make it outstanding.

On March 12 the members of the district will meet via Zoom to carry on district business, learn from each other during a special session and elect next year's leaders. Unfortunately, the list of names stepping forward to take district leadership positions is very disappointing. Read on a bit and you will learn that many district offices are now stuck on that carousel. These are the current nominations sent with the call to meeting notice.

District Commander	Kenneth Smith	<i>repeating 2<sup>nd</sup> year (five-time commander)</i>
Executive Officer	Annette Ferguson	<i>(former D16 Cdr) filling position</i>
Administrative Officer	Open	
Education Officer	James West	<i>finishing final 3<sup>rd</sup> year</i>
Secretary	Barbara Ericson	<i>(former D16 Cdr) filling for 3 years</i>
Treasurer	Open	
Past District Cdr	Craig Brown	<i>serving 2<sup>nd</sup> year – should be 1 year</i>

If the above does not scare you it should! It scares me. I am trying to be as honest as possible, but the reality is - if you value what the district does for you and your squadron then the district needs you, you the former and yes even current squadron leaders. Above I outlined the alternatives; which outcome do you prefer?

There is a misconception that a district job is very time consuming and negates simultaneously serving at the squadron level. While it is preferable to do a single job, that is not today's reality. Many district bridge positions are fairly simple. A treasurer writes maybe 10 checks a year. Can you balance a checkbook and look at a simple budget? Are you a past or current squadron treasurer, why not try the district? Do you like organizing events or cruises? Why not try helping to arrange our in-person district meetings. We have been apart far too long. If not, how about assisting with our two district cruise events. I know P/D/C Craig Brown would love assistance with our traditional Poulsbo rendezvous. Pat and I would like help with our second annual weeklong end of season "Cruise Adventure." A lot doing a little really adds up! I could go on, but I know you all understand.

Let me wrap things up. While I have laid out the realities of today within America's Boating Club and District 16, I am not discouraged. For reasons I cannot explain, I feel encouraged, excited, and just know that things will work out. Despite everything thrown at us these last two Covid years, we have come through – starting with 14 determined squadrons and now exiting with 14 determined squadrons. Our combined numbers almost exceed the sum of all the other West coast squadrons from Mexico through Oregon. I know our squadrons will finally fully embrace new technologies and accept the ideas of the young. I know more will step forward and volunteer at all levels to increase our strength. Together we will carry on the important mission of the United States Power Squadrons while enjoying ourselves and building lifelong friendships.

To all members I say, the officers and volunteers of your squadron and district are there to help you, answer your questions and make being a member something you do not ever want to relinquish. You will be them tomorrow.

Now, as the skies clear and our season opens "Go out there, get wet and show everyone what they are missing by not being a member of America's Boating Club!"



Administrative Officer—Pro Tem

**Annette Ferguson**

uspsd16.dxo@gmail.com

**We Want You !**

We're looking for new, experienced or want to be recreational boaters. You may not know we were organized in 1914, have over 20,000 members nationally and more than 300 clubs throughout the United States and Puerto Rico. We are a non-profit organization run by volunteers with interests in boating education, public service and having fun. We are America's Boating Club. We are one of 14 others serving the Pacific Northwest region including Alaska, Washington and Idaho. Twelve clubs call Puget Sound our home waters.

What do we do best? We enjoy being on the water, but what we excel in is offering the members and the public a low-cost outstanding boating education. Our courses and seminars are professionally prepared, delivered by experienced trained instructors. Examples include basic boating, course plotting in Puget Sound, navigation, anchoring, trailering, weather and many others. We're also involved in community service activities such as free Coast Guard approved boat safety inspections, boating safety for kids and support for other local non-profits.

Although the article was written to attract new members to our organization, the information is worth repeating for those of us who are members. It is a reminder that in spite of Covid 19 and the restrictions each club has faced during the last two years, we are still America's Boating Club. Our identity has not changed. We excel in educating recreational boaters. It is time to reclaim our identity by teaching classes, having meetings and social gatherings.

Your District 16 Change of Watch and Spring Conference will be held on March 12 at 0830 through Zoom. Plan to attend to get the latest and most timely information about other clubs, the district and the Annual Meeting held in February 2022.

We want you ... Show up ... Get Involved.

### **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**  
**uspsd16.deo@gmail.com**

Greetings USPS District 16, America's Boating Club of Washington, Idaho, and Alaska™

The cold gray gloom of December and January is passing, the days are getting longer, and (somewhat) warmer, and the promise of springtime is in the air. The New Year is a month and a half old, and we hope that COVID is waning, so perhaps the promise of meeting in person once again is also wafting in on the admittedly still damp atmosphere. And with that, once again let's start to look forward to a new and better boating season. And a new and productive Education season.

We are still presenting classes, although most are still in the Virtual World. But I am hopeful that we will soon be able to have classes in person, or as a hybrid presentation, with both in person and virtual students. Even after the COVID danger passes, or at least abates, Hybrid classes will be the norm, I think. Some squadrons simply do not have the instructor pool, at this time, to present the range of classes that are available from USPS. We have the technology to offer students from all over the district, and even beyond, the full slate of courses, and seminars, and be able to reach out to new boaters, and potentially new members.

I was asked recently (just today, in fact), how our members can find out what classes are being taught around the district and beyond. The best way is to go to the National Website, [www.usps.org](http://www.usps.org), and sign in with your E-Number and password. Once you are in the main page, select the "Site Index" tab from the top work bar, and then find the "HQ800 System" link. On that page, find the "HQ800 Tools" link. On the menu page that appears, the third entry from the bottom is "View Public/Member Locate Courses/Seminars Display". Click on that link and you will come to the search page. From here you can look for Classes, Seminars, or America's Boating Course" presentations, select the class or seminar you want, and choose the options that will best suit your needs. You can also ask your SEO for assistance, or as a last resort, contact me at [phnx789@msn.com](mailto:phnx789@msn.com) and I will try to find the presentation you are looking for. Your Education Department, both Squadron and District, are here to help.

As for current classes being scheduled around D16 in the next month, Bremerton has a Boat Handling Under Power class scheduled, Friday Harbor has Weather and Marine Electrical Systems on tap, North Olympic will be offering the Sail Course, and Seattle will be hosting Advanced Piloting (aka Advanced Marine Navigation). Please stay tuned for more offerings in the late Spring and early Summer, before we get back on the water for truly recreational boating.

We still need instructors to carry our message of Safe Boating to our membership and to the boating public at large. Some of you may have noticed that boat sales are still up this year, and that means increased traffic in the water. If you are on the dock, or in the marina, please be an ambassador for the US Power Squadrons, "America's Boating Club™". Offer to help, offer an encouraging word, and let folks know that we are here, available, and eager to assist.





**D/Lt/C Barbara Erickson, JN**

**SECRETARY**

**uspsd16.dsec@gmail.com**

## CONGRATULATIONS ARE IN ORDER!

This is the month (February) when we celebrated Founder’s Day – 4 February, our Nominating Committees working diligently to complete their slate of officers for the next Watch Year – and we celebrate our webmasters and newsletter editors!

The 2021 Distinctive Communicator Awards are out! Congratulations to all webmasters/webmistresses and to all Editors! The new logos are below or you can visit: [DCA Description \(usps.org\)](#) to download the 2021 logos.

### Distinctive Communicator – Websites

- District 16
- Bellevue Sail & Power Squadron
- Bellingham Sail & Power Squadron
- Bremerton Power Squadron
- Deception Pass Sail & Power Squadron
- Everett Sail & Power Squadron
- Friday Harbor Power Squadron
- North Olympic Sail & Power Squadron
- Point Wilson Sail & Power Squadron
- Poverty Bay Sail & Power Squadron
- Seattle Sail & Power Squadron
- Skagit Bay Sail & Power Squadron
- Tacoma Power Squadron



I am especially grateful to our Webmaster, D/Lt Jim Haglund, P, Seattle, for his efforts to keep the district website: [America's Boating Club | District 16 | Boating Education Northwest \(uspsd16.org\)](#) current with information, calendar dates, and all the hyperlinks necessary to provide you with information. Jim also is our point of contact for our electronic dissemination of all the other things – information that keeps each of you current with what is going on throughout this district!

How many times have you searched the district website (or your own squadron website) for information? If you are looking for one place to find out anything about what is happening in this district – whether for boating activities or classes – this is where you should come.

But there is a caveat here. We need your input. When you register your classes/seminars with HQ800, the information is automatically posted to our district Course Location map. If you have updates for the Class & Events calendar, you can do this yourself. If you look at the Publications section, you will find the most recent copies of the Cardinal Points, Ensign, Compass, and Currents – an excellent resource made available by the Educational Department.

## Distinctive Communicator – Publications

District 16 – Cardinal Points  
Bellevue Sail & Power Squadron – Bellviews  
Bellingham Sail & Power Squadron – Bell Signals  
Bremerton Power Squadron – The Squawk Box  
Deception Pass Sail & Power Squadron – The Spindrift  
Everett Sail & Power Squadron – The Pike Pole  
Friday Harbor Power Squadron – Harbor Lights  
North Olympic Sail & Power Squadron – Straitlines  
Seattle Sail & Power Squadron – The Pilot  
Skagit Bay Sail & Power Squadron – The Bitter End  
Tacoma Power Squadron – The Wake Astern



Gratitude is also expressed to D/Lt Alayne Fellows, P, North Olympic, our Cardinal Points Editor! Each issue continues to meet or exceed the evaluation criteria the Communications Committee has identified for newsletters. This newsletter has moved from being published three times a year to four times a year... Lots of work for each article contributor and the Editor.

And speaking of article contributors, did know that you too can contribute news to the Cardinal Points? If you would like to share an article, please contact Alayne Fellows at [alaynef@gmail.com](mailto:alaynef@gmail.com) for information about how to get your article into the next issue of the Cardinal Points. She will be glad to help you! The Cardinal Points, as well as your own squadron newsletters, are read by the Communications Committee and HQ staff. A number of articles from squadron newsletters have appeared in the Ensign for the greater USPS|ABC membership to enjoy.

Take a few minutes out of your day when your squadron or the district newsletter appears in your mailbox to read it. Everyone involved with getting that newsletter out the door puts a lot of effort and energy into providing content and ensuring the layout, including photos, looks professional. Open it up. Read it. Send feedback. Improvement only comes when we can hear your voice.

### New USPS|ABC Logo

Two new USPS|ABC logos have been approved by the National Marketing Committee. These two logos, horizontal and rectangular, both include the United States Power Squadrons name. You can find them at [Approved Logos \(usps.org\)](https://www.usps.org). These are not meant to replace anything, but if you have an official letter to send, and would like a USPS|ABC logo, this would be the one for you !



## New Regulations Coming this Year!

The following article is reprinted with permission of R/C Steve Gattton, SN, Editor, from the February 2022 issue of the *Foghorn*, Beaverton Sail & Power Squadron



**There are two new/update regulations coming into effect this year, but a quick synopsis of both:**

1. Fire extinguishers now have an expiration date. Disposable ones which are not recharged after use expire 12 years after the manufacture date. They should be a stamp on the bottom of the extinguisher which corresponds to the year. After 12 years the extinguisher must be removed from service and replaced. If there's not a date the extinguisher is way too old and needs to be replaced. Extinguishers that can be recharged must be inspected/serviced every year BY A TRAINED TECHNICIAN.
2. Operators of boats less than 26 feet LOA that are equipped with an emergency cut-off switch must use it. Boats built after 2020 must be equipped with one, and many boats have come equipped with these since the 1990s. If you have one you have to use it. More info and specifics are inside!

*The [following] FAQ pages are selected from the USCG web pages listed at the bottom of each of the FOGHORN sets.*

Some FAQ's about the Fire Extinguisher Rules, taking effect 20 April 2022—

**Where can I find the recently published final rule on regulations for fire protection for recreational vessels?**

The rule may be found at: <https://www.federalregister.gov/documents/2021/10/22/2021-22578/fireprotection-for-recreational-vessels#sectno-reference-175.320>. These regulations will be incorporated into 33 CFR Chapter 1, Sub-Chapter S in the near future.

**What is new in the fire protection for recreational vessels regulation?**

If your disposable (non-rechargeable) fire extinguisher has a date of manufacture stamped on the bottle (example: "05" means 2005), and it is older than 12 years, the extinguisher is considered expired and must be removed from service. Look for wording on the bottle stating, "This product must be removed from service within 12 years after date of manufacturing".

**How can I tell if a fire extinguisher is approved for use on boats?**

The label on the bottle will state "Marine Type – USCG Approved". Underwriters Labs approves fire extinguishers on behalf of the USCG.

**Are there any changes for when marine fire extinguishers are required or the number of extinguishers required?**

No. If your boat was required to carry a fire extinguisher, it is still required to do so under this new regulation. There is also no change to the quantity required.

## **What is the difference between a rechargeable and non-rechargeable portable fire extinguisher?**

A non-rechargeable fire extinguisher, also referred to as a disposable fire extinguisher, is intended for one-time use only. A rechargeable fire extinguisher is recharged once used. A rechargeable portable fire extinguisher requires regular (annual) maintenance and servicing; a disposable does not. A disposable must be removed from service after 12 years from date of manufacturing stamped on the bottle.

## **When should I replace my disposable (non-rechargeable) marine fire extinguisher?**

Disposable (non-rechargeable) dry chemical fire extinguishers, must be removed 12 years after their date of manufacture. These extinguishers generally have their year of manufacturing stamped on the bottom or have its year marked next to its UL label.

## **Where do I find the date of manufacturing on a rechargeable fire extinguisher?**

The date of manufacturing on a rechargeable fire extinguisher is printed on the label of the bottle. The first National Fire Protection Association (NFPA) certified inspection is due one year from the date of manufacturing and the bottle tag must indicate this inspection.

**A rechargeable does not need to be removed from service after 12 years, but it instead must be maintained annually by a technician.**

More at <https://uscgboating.org/recreational-boaters/fire-extinguisher-faq.php>

Some FAQ' s about the Engine Cut-Off (Kill) Switch Rules, taking effect 01 April 2022—

## **What is an Engine Cut-off Switch (ECOS)?**

An Engine Cut-Off Switch is a safety mechanism used to shut off propulsion machinery when the operator is displaced from the helm.

## **Who needs to use an Engine Cut-off Switch Link ECOSL?**

An ECOSL is the device that connects the operator to the ECOS. The link must be attached to the operator, the operator's clothing, or operator's personal floatation device. It is typically a coiled lanyard but may also be an electronic fob.

## **What boats need to have an Engine Cut-Off Switch installed?**

Boats less than 26 feet in length that generate more than 115lbs of static thrust (~ 2-3hp) and were built beginning in January 2020. If the boats' primary helm is inside an enclosed cabin it is not required to have an Engine Cut-Off Switch.

**I bought my 22-foot boat many years ago and it did not have an engine cut-off device installed by the manufacturer, so last year I added a new wireless engine cut-off device. Am I required to use it?**

Yes. If an engine cut-off switch is present, it must be used.

### **Do I need to keep the Engine Cut-Off Switch Link attached at all times?**

No. The Engine Cut-Off Switch Link doesn't need to be attached when the vessel is idling or performing docking maneuvers. The Engine Cut-Off Switch Link must be attached whenever the boat is operating on plane or greater than displacement speed.

### **My new 25-foot boat that I purchased in 2020 has an Engine Cut-Off Switch installed by the manufacturer. Do I need to use it?**

Yes. Assuming the main helm is not in an enclosed cabin. Because your boat is less than 26-feet and equipped with an engine cut-off switch installed by the manufacturer, you will need to use it while the boat is on plane or above displacement speed.

### **My 22-foot boat (1995 model) had an Engine Cut-Off Switch but it was removed by a prior owner many years ago, leaving a hole at the helm. Do I need to repair it and use it?**

No. However, the Coast Guard recommends that you repair the switch and use it when operating on plane or above displacement speed.

### **My 18-foot boat (2019 model) has an Engine Cut-Off Switch but it is broken and does not function. Do I need to use it?**

No. However, the Coast Guard recommends that you repair the Engine Cut-Off Switch and use it when operating on plane or above displacement speed.

### **My 27-foot boat has a working Engine Cut-Off Switch. Do I need to use it while operating on plane or above displacement speed?**

No. The law does not require the use of an Engine Cut-Off Switch for any vessel equal to or greater than 26-feet in length, regardless of when the vessel was manufactured. However, the Coast Guard recommends that you repair the switch and use it when operating on plane or above displacement speed.

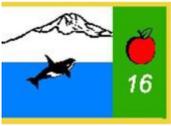
### **My 26-foot sailboat has a 50 horsepower engine that allows me to travel on plane / above displacement speed. Do I need to use an Engine Cut-Off Switch?**

No. Regardless of when it was built, a boat 26- feet in length and greater does not require use of an engine cut-off switch, even if equipped.

More at <https://uscgboating.org/recreational-boaters/engine-cut-off-switch-faq.php>

### *12 things to always remember*

- 1. The past cannot be changed*
- 2. Opinions don't define your reality*
- 3. Everyone's journey is different*
- 4. Things always get better with time*
- 5. Judgements are a confession of character*
- 6. Overthinking will lead to sadness*
- 7. Happiness is found within.*
- 8. Positive thoughts create positive things*
- 9. Smiles are contagious*
- 10. Kindness is free*
- 11. You only fail if you quit*
- 12. What goes around, comes around*



AMERICA'S BOATING CLUB

WASHINGTON★ALASKA★IDAHO



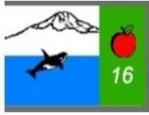
*You are cordially invited to attend*

District 16's  
2022 Spring Conference and  
Change of Watch  
Saturday, 12 March 2022

Begins promptly at 0830

The Zoom link will be sent out to the general membership closer to the conference date.

A detailed agenda will be forthcoming... see Committee on Nominations slate Page 15.



## 2022 District 16 Spring Conference Call to Meeting

This notice is given to the defined voting members of the District 16 Conference:

- District 16 Bridge Officers
- D16 Squadron Commanders and Squadron Delegates
- Past District 16 Commanders in good standing
- Chairpersons of the General Committees (Nominations, Planning, Financial Review)

By order of the District 16 Commander, official notice is hereby given that the D16 2022 Spring Conference will be held virtually via **Zoom** on 12 March 2022, *promptly* at 0830 (8:30 AM).

### Purpose:

- To carry on the business of District 16, USPS;
- To approve the minutes of the D16 2021 Fall Conference;
- To receive reports of District Bridge Officers;
- To receive reports of D16 Squadron Officers;
- To receive reports of D16 Committees;
- To establish committees and make appointments thereto;
- To elect the 2022 – 2023 District Officers;
- To fill vacancy in any elective office;
- To present national and District Awards;
- To consider any other matters which may properly come before this meeting.

Attendance to the meeting is open to all D16 members and any invited guests. All Squadron members are encouraged to Attend, Learn, Engage and Connect.

Dress: USPS or Squadron Polo Shirts if possible

Respectfully submitted by:

Barbara J. Erickson  
Secretary

Note: There will be a morning presentation program announced soon. After the meeting there will be an Open Forum period to discuss anything.



## NOMINEES FOR ELECTED POSITIONS 2022 - 2023

### Executive Board Positions

<b>Commander</b>	Ken Smith, Friday Harbor
<b>Executive Officer</b>	Annette Ferguson, Everett
<b>Education Officer</b>	Jim West, Everett
<b>Administrative Officer</b>	Open to Nomination
<b>Secretary</b>	Barbara Erickson, Bellevue
<b>Treasurer</b>	Open to Nomination
<b>Asst. Education Officer</b>	Gail Kalbrener-Mazzeo

### Elected Committees

#### Nominating Committee

Craig Brown, Poverty Bay - 1 yr  
Mark Richey, Skagit Bay - 1 yr  
Open to Nomination - 2 yr  
Open to Nomination - 2 yr  
Open to Nomination - 3 yr  
Open to Nomination - 3 yr

#### Auditing Committee

John Tarpley, Everett - 1 yr  
Jim Harden, Tacoma - 2 yr  
Open to Nomination - 3 yr

#### Rules Committee (special committee to meet as needed)

Jackie Mattox, Tacoma - 1 yr  
Open to Nomination - 2 yr  
Open to Nomination - 3 yr

As submitted by the 2021/22 Nomination Committee:

P/DEO Tom Dalgliesh, Bellingham  
P/D/C Craig Brown, Poverty Bay  
P/D/C Mark Richey, Skagit Bay



## *Introducing our Chief Commander's Rep for the District 16 Spring Conference and Change of Watch...*

### V/C William J. McManimen, SN-ON

Meet Bill McManimen, SN-ON, our National Educational Officer. For those of you who may not have met Bill, here is a little background to help you get to know Bill.

He spent forty years in the aerospace industry and joined the many thousands of scientists, engineers, technicians, and astronauts to land men on the moon and return them safely to earth.

He spent three tours in the Mediterranean Sea aboard the U.S. Navy's aircraft carrier the U.S.S. Independence, CV-62. He is a licensed private pilot and flew N8272A for over 20 years.



Bill has a long and illustrious career as a United States Power Squadrons contributor. He joined the Pennsway Power Squadron in 1977, became squadron commander in 1982, District 5 secretary in 1986 and District 5 commander in 1992 and also spent time as SEO and ADEO and DEO. At the national level, he has chaired the national Operations Training Committee for three years, was a member of the national Committee on Rules for two years. Bill then moved into education. He chaired the Educational Department's Educational Outreach Committee and has served as the Assistant National Educational Officer for three years.

He has been both a USPS and District 5 member for 43 years and has 42 merit marks. He is currently a member of Pennsylvania's Main Line Sail & Power Squadron. Along with being a senior navigator, Bill is also a USPS certified instructor, and a Boat Operator's Certifier for Inland, Coastal, Advanced Coastal and Offshore Navigation. He is also certified to teach the NASBLA State Boating Safety Education Certificate Course in Pennsylvania, New Jersey, Maryland, and Delaware.

And if that is not enough, he is also a current certified Vessel Safety Examiner. Bill came for the education and stayed for the friends.



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](https://www.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



Alayne Fellows  
Cardinal Points Editor



***DIRECTORY OF  
DISTRICT BRIDGE OFFICERS***

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**EXECUTIVE OFFICER**  
Open

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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