

AMERICA'S BOATING CLUB
UNITED STATES POWER SQUADRONS®

DISTRICT 16 WASHINGTON ALASKA IDAHO

CARDINAL POINTS

MAY 2026 NEWSLETTER



D/16 Annual Rendezvous

Port Ludlow Marina

June 5—7 2026



44 Breaker Lane, Port Ludlow, WA 98365

IMPORTANT DEADLINES

- **NLT MAY 22** — BOAT CAPTAINS, RESERVE YOUR SLIP; 15 Slips reserved under "USPS/D16, slips not reserved will be released on May 22nd. 360-437-0513
- **NLT MAY 2** — RESERVATION FOR CATERED TACO BAR DINNER; \$28.50/person [Build Your Own Taco Bar, with all the fixings', Chicken and Beef, Refried Beans, Shredded Cheddar Cheese, Shredded Lettuce, Diced Onions, Diced Tomatoes, Guacamole, Salsa, Ty's Salsa Verde, Olives, Jalapenos, Sour Cream Served with Soft Tortilla Shells and Crisp Taco Shells, Chips and Salsa, Garden Salad with Tomatoes, Cheddar, Diced Red Peppers and Ranch Dressing.]
 - Checks to be made out to District 16
 - Mail registration form and check to Dave McBride, C/O D16, 22245 Veteran St. NE, Poulsbo WA 98370
 - **Must be post marked no later than May 22, 2026**
- **NLT MAY 22** — HOTEL RESERVATIONS AT OLD ALCOHOL PLANT INN,
 - 310 Hadlock Bay Rd, Port Hadlock-Irondale, WA 98339, (360) 390-4017
 - 5 Rooms reserved under United States Power Squadrons/D16
- **ASAP - RVers: Port Ludlow RV Park,**
 - 44 Breaker Lane, Port Ludlow, WA For reservations call 360.437.9377

No Guarantee for meals or moorage will be given after the deadlines!

Questions? Contact Dave McBride 360.228.6003



Port Ludlow Marina

June 5—7 2026

****If you are attending any of the rendezvous' events, PLEASE register and mail check and form to Dave McBride, C/O D16, 22245 Veteran St. NE, Poulsbo, WA 98370****

Name(s): _____

Squadron: _____

Cell Phone: _____ Email: _____

YES, I am coming to Taco Dinner! Number of attendees: _____ x \$28.50 = _____

Check number _____ is included with this registration.

If you are registering only for events/fellowship (no moorage or meal) Circle YES or NO below

Moorage Required YES NO

Hotel Accommodations Required
 YES NO

Events Only, No meal YES

BYOB, water will be available for dinner

Friday, June 5

5 p.m. Night Docktails: Bring your own beverage and finger food to share!

Saturday, June 6 Events:

9 to 10 a.m. Coffee and Danish to Start Your Day

10 to 10:15 a.m. Opening Ceremony, Pledge of Allegiance and Invocation

Activities: Sign up at the Registration Desk

- Seminar – Introduction to Marine Batteries, Located inside PLYC
- Pyrotechnics static display seminar
- OTW – Co-Op Charting—Earn the Triple Anchor Award!
- OTW – Boat Operator Certification (BOC) What is it?
- Event – Corn Hole Tournament in the Tent area available throughout the day
- Vessel Safety Checks throughout the day

On Your Own Activities

- Kayak, canoe, and skiff rentals
- Corn Hole Tournament in the Tent area available throughout the day
- Beachcombing
- Hiking trails

Evening Activities

6 p.m. Dinner catered by God Bless Food (GBF) & Auction under the Tent!

Sunday Morning, June 7

9 a.m. Fresh brewed coffee and leftover Danish to fuel your trip home!

SQUADRONS—bring a raffle [suggested donation worth \$50] We will have the raffle; winners will be announced after dinner.

Bring raffle items to Registration Desk Saturday morning or Dave McBride by 4:00 p.m.



District 16 Rendezvous



Agenda

Friday/Saturday, June 5/6, 2026

Friday, June 5

- 5 - 7 p.m. Docktails - Tent

Saturday, June 6

- 9 – 10 a.m. Morning Coffee and Baked Goods – Tent - Annette, Barb, Darcy, Marie
- 9 – 10:30 a.m. Registration Table Open – Pat
- 10 – 11 a.m. Open Time
- 11:15 – 1:15 p.m. Seminar – Jim West – PLYC - Battery Maintenance Seminar
- 2:45 – 3:45 p.m. Pyrotechnics seminar – Craig Brown – Tent
- 4 – 5 p.m. BOC Question and Answer Meeting – Tent – Dave McBride and Jim Harden
- 6 – 10 p.m. Taco Bar Dinner, Raffle – Tent

NOTES:

1. Corn Hole game will be setup near the tent for anyone who wants to play throughout the day.
2. If the Boat is ready, OTW/CO-OP Training will be given upon request throughout the day – Dave and Jim Harden
3. Auction Items presented by Gary Baker
4. VSC's given upon request throughout the day

DISTRICT COMMANDER GARY BAKER

email: garybaker@grovestreetlaw.com

Welcome to Spring!

I want to personally welcome each and every one of you to Spring, 2026.

Spring in the Northwest tempts us back outside – longer days, warmer temperatures, more sunshine, less wind, and the flora and fauna wake up. For many of us, it is also time to prepare for the boating season.

America's Boating Club is focused on helping boaters improve their skills and safety, improve our communities through civic service, and have fun with each other as part of the boating community. It is all driven by us, volunteers, helping others and having fun doing it.

America's Boating Club is a perfect way for us to contribute to society through volunteerism. A strong, healthy society depends on a foundation of people who volunteer their time, efforts, and resources for the greater good. As you and I volunteer with America's Boating Club, remember that we're doing our personal part to meet a societal need. None of us should quit volunteering, and we should look for every opportunity to do so. Please find a way to help more at the Club, Squadron, and District levels.

Because Spring time kicks off boating season, National Safe Boating Week is May 16 through the 22nd. There are many ways D16 Clubs and Squadrons can promote this important week. Take a look at <https://safeboatingcampaign.com/resources/national-safe-boating-week-toolkit/> for resources and ideas. It is a good time to advertise the importance of safe boating, but also to advertise our D16 Clubs and Squadrons at the same time.

The District is planning our Spring get-together at the District Rendezvous in Port Ludlow on June 5 through 7. There are boat slips, and hotel rooms, available for all of us. We'll have fun activities, catered dinner, a raffle drawing for Club and Squadron donated baskets, a free education seminar, and on-the-water training. Sign up soon to reserve your spot.

I look forward to seeing you at the Rendezvous and on the water!

DISTRICT EXECUTIVE OFFICER KEN SMITH

email: kenes@earthlink.net

NO BOATS, NO WORRIES

One of the greatest issues facing America's Boating Clubs today is the ever-diminishing percentage of members who still use or even own a boat. Couple that with overall membership shrinkage and the problem compounds! We have all heard the story played out time and time again as squadrons close due to a lack of boating interest; commonality.

Over the years I have pondered this problem; searching for an answer to "Most of Our members no longer own boats". I never could find an adequate answer; that is until today. The answer does not solely lie in the number of boats members have or use but in the perception of what it is to be or have been a boater. I will qualify this statement later.

As I write this Pat and I are on a cruise ship traveling from Long Beach California to Miami through the Panama Canal. Yes, we are out boating! There are hot days and cool days. There are rainy, windy and still air days accompanying the "mostly" gentle motion of the ship (our boat). There are breakfast sunrises and cocktail sunsets; and best of all there are new places to see and explore; just no command decisions required!

Boating, at least to me, has also been a social activity. On my new boat (ship), there are nine America's Boating Club members from four districts. I have also met seven fellow passengers who are past and present boat owners. That is fifteen boaters out of 425 passengers. We have had many lively times regaling each other with our sometimes-exaggerated boating adventures; all while sipping a morning cup of Joe or an afternoon beer. Sounds like boating to me - 'perception'.



Recreational Vehicle Owners are boaters too. Some call them land yachts, others just RVs. It doesn't matter since many are past boat owners with stories to tell, all mixed in with their RV tall tales. Many carry some form of collapsible boat or raft, yep – sound like boating to me.

Just because you no longer physically own a boat does not mean you have given up your passion for boating, water connected lifestyle; even the desire to help and teach others. One of the past boaters I met on my trip should be thankful to be alive since he did everything, everything he could possibly do wrong when he bought a boat. Some people just get smiled upon. Over time our discussion led to tides and a question as to why there is a low high on the opposite side of the earth from the high tide. He had a theory, which was wrong, but he was passionate in his belief. I did some research, found some pictures and with much hand waving showed him how tides actually worked. Today he has no boat, except our ship, but we have become casual friends, linked by boating and an interest in learning.

Now, back to the phrase "Most of Our members no longer own boats". While the fact "own boats" may be true, the reality is many are still boaters. It is simply a matter of perception! Is a member who takes a one week "Cruise Ship Cruise" any less of a boater than the owner who takes his boat out for two or three small trips each season? Is the RV-er parked by the river with a fishing pole not an "On the Water Enthusiast" - boater? Perception!

Misperception.

Many squadrons fall into the “Most of Our members no longer own boats” trap. As mature members move from physical ownership to other forms of boating, they fail to prod, push and allow new younger members into taking command of the squadrons physical boating side. The misperception is that boating activities must be for all with boats. Allow them to flourish and make squadron boating theirs, even if only one or two participate. Step aside, join in if you can, but please stay out of their way as they make squadron boating and activities what they perceive they should be.

In conclusion, no matter how you look at it, being a boater -boating- takes on many forms. It's all in your perception. While Pat and I still own our beloved Lord Nelson “Polar Mist” we also love our current boating home, the Seabourn Quest pictured here just as much. We also cherish the boater and non-boater friends we have made; all while messing around with boats!



DISTRICT 16 IS GOING OUTSIDE THE BOX!

During National Safe Boating Week, May 16–22, listeners can tune in to 710 AM to hear advertisements featuring America's Boating Club. Throughout the week, a series of fourteen 30-second ads will highlight our educational programs and promote complimentary Vessel Safety Checks.

As this newsletter is being published, preparations are underway for scripting the advertisements and establishing effective contact channels for interested individuals. The messaging will be designed to represent all our squadrons collectively.

This initiative marks a first for our district, and we encourage you to tune in.

DISTRICT EDUCATIONAL OFFICER JIM WEST

email: phnx789@msn.com

Greetings District 16 Membership

As always, I will start this missive with a recognition of the changing weather: with the arrival of April Showers, and the start of Daylight Savings Time, days are getting longer and a little warmer. I'm seeing many more boats passing by my office on the Ship Canal from Lake Union to Shilshole. So the Puget Sound Boating season is gearing up for 2026. I hope everyone is able to get out on the water.

I want to thank Ann Einboden and Mike Diverian from Friday Harbor (ABC of the San Juan Islands) for the terrific presentation they gave on the 29th of March on hybrid teaching techniques. Twelve people from various D16 squadrons made the trip to Friday Harbor via ferry (the State Yacht), and five people joined via ZOOM. We got a lot of very good information, as well as a practical demonstration of the equipment, software, and physical connections needed to make a hybrid class event work. Since more and more USPS classes are taking place in the semi-virtual world, this is technology that we will need going forward.

District 16 went to the Seattle International Boat Show at the end of January, and we had a great time introducing young ones to the fun of paddling around the little pond for three days, while simultaneously educating their parents on the importance of Personal Flotation Devices, choosing the proper fit, color and style for adults and kids. According to Linda Martim, SEO of Everett, who spearheaded the event, we saw almost 100 kids and their parents, and everyone had a great time. Volunteers from 3 squadrons participated over the three days we were there, and additional information was passed along for folks who were looking for more education.

The Northwest Marine Expo at Harbor Marine in Everett was held on the 28th of March, and we saw quite a few new faces in the crowd (and some familiar ones as well).

The Change of Watch season is over now, so please notify me of changes in your Squadron Education Departments. I want to make sure that everyone is getting all of the information on upcoming classes, seminars, and other teaching events. Please feel free to E-Mail me with any questions or comments you might have, that I can pass along to the group.

The District Summer Rendezvous will be held at Port Ludlow on June 5th and 6th. In addition to the usual fellowship and camaraderie, there will be a lot of educational events taking place on Saturday. Please plan to attend, if only for the day. We like to see as many faces as possible.

One last mention: Linda Martin has arranged for USPS participation in the Port of Everett World Cup Watch Party, June 11,12,18, and 19. Please see her article for details, and if you can, please volunteer to assist. She is also putting on Boating Safety for Kids events this summer and fall, and she will be looking for help with those. There aren't many more fun ways of getting our name and brand out to the public.

Let's look forward to boating this summer, and remember that you are all ambassadors for America's Boating Clubs of Washington, Idaho, and Alaska. See you on the water.

DISTRICT ADMINISTRATIVE OFFICER DAVE MCBRIDE

email: davmcb@comcast.net

The D16 Annual Rendezvous is just around the corner. June 5 - 7, 2026, are the dates you need to put on your calendar. Come out and join the fun and hopefully the sun. Meet new and old friends and get caught up on events during the past year.

We are planning a Docktails Party on Friday evening starting at 5 p.m. We will meet in the tent so bring along your best potluck side dish and your favorite beverage.

Saturday morning you will be greeted by the smiling faces of Barb, Annette, and Marie as they offer up baked goods and coffee starting at 9 a.m. in the tent. If you are interested in joining in the festivities, you are in for a full day. We have a seminar planned on Battery Maintenance located inside Port Ludlow Yacht Club, a fire extinguisher refresher course by the Jefferson County Fire Department, and a static display of the diverse types of flares and the electronics devices available.

There will be a Question-and-Answer meeting to discuss Boat Operator Certification (BOC) for those interested in the Hands On Training (HOT) and/or BOC programs. I have purchased a 17-foot boat with an inboard/outboard engine to be used for On-The-Water Training (OTW). At this writing, the boat is in the shop being serviced and all mechanical and electrical systems checked for safety and proper operation. If all systems are a go, it will be there to be used for BOC / OTW and Cooperative Charting, Nautical Surveys (ATONs and Bridges) for those interested.

As always, there will be games for the kids and those young at heart throughout the day. At 6 p.m. a Taco buffet will commence, catered by God Bless Food Catering Company. A raffle will be presented by District Commander Gary Baker with the donations brought in by each of the squadrons represented at the Rendezvous. Squadrons should be willing to donate prizes costing \$50.00 or more to the cause. You see the flyer, registration form, and agenda on cover page and pages 2 - 3. Hope to see all of you there.



These sceners and activities are from the 2025 Port Ludlow Rendezvous! This scenery. The friendships. The food. The fun. All await you this June 5 and 6! Register now!!!



Photos courtesy of Steve Erickson



DISTRICT SECRETARY BARBARA ERICKSON

email: bj46@msn.com

The days are whizzing by! I cannot believe it is almost May (and it may be May when you receive this issue of the Cardinal Points). Lots of news is happening in the realm of the Power Squadron at both the district and squadron levels.

The best news is that it will soon be time to get the boats ready to cruise!

1. A great first cruise would be to the District 16 PORT LUDLOW RENDEZVOUS! Administrative Officer Dave McBride has planned another exciting rendezvous... The dates begin with a Friday, June 5, evening of Docktails and hors d'oeuvres and a Saturday, June 6 jam-packed with activities and a catered dinner. I hope you will be there!
2. National Safe Boating Week is May 16 through May 22! There is a library of FREE resources to help you promote safe boating. Check out [Photo Library | National Safe Boating Council](#). This is an example of what's in their photo library. How will you promote National Safe Boating Week?



Samples of the photos available in the Safe Boating library!

3. District 32 is celebrating their 50th Anniversary at their rendezvous at St. Helens, August 14 – 16.
4. Seattle Sail & Power Squadron has a new meeting location. This is Steve's home squadron, so we have been enjoying the past two meetings at their new location—Otter Pub and Grill on Eastlake. It's a small gathering of dedicated members, interesting meetings and best of all GOOD FOOD! Kudos to Cdr Mike for thinking outside the box for a meeting location.

There is also some not so good news. I thought of two "in case you haven't heard", but the list grew:

1. Microsoft's Publisher is going away. I sent out a survey to the squadron secretaries to find out what product is being used to create their newsletters. It's a mixed bag. A couple of us use InDesign. A few use Publisher and fret about what to replace it with. A few create their newsletter in Word – can be a very challenging product when Publisher has been your go-to tool! There is no simple solution. I'm learning Canva. Who says you can't teach an old dog new tricks? Me.
2. The Bellevue Sail and Power Squadron can now be listed in the Last Horizons. We battened down our hatches on Wednesday, April 1. An announcement at the Fall Governing Board will officially remove us from the organization. Heart-broken, but it needed to happen.
3. Alayne Fellows, our editor for umpteen years, will not be renewing her membership. Primarily as North Olympic

Sail and Power squadron may also be sharing the fate of Bellevue. Thank you Alayne for your many years of service both to the district and North Olympic! So, there is a need for a new editor. If you are interested in taking on this role, please contact me at bjc46@msn.com.

And I leave you with a thought. Membership is Job #1. We all joined this organization to become a better-informed boater, be safe on the water, and take advantage of the pleasures of boating in local waters. Little did we know that a “wart” called “friendships” would grow and grow. Steve and I have become Life Members – that’s 25 Merit Marks. And over these 25 + years, have taken on active roles at the squadron, district and national level. And why??? Because we found that when you are involved, you are an active part of the organization AND you make friends all over this country.

We are boatless in Bellevue. But we remain a part of America’s Boating Club | United States Power Squadrons because we have too. I cannot imagine not belonging. And guess what. As avid RVer’s, we got involved and we belong to RV groups! Making another set of friends who travel in land yachts!

THANK YOU for being a member of America’s Boating Club | United States Power Squadrons. And of District 16. And of your squadron! It will soon be time to renew your dues. Please do so. I look forward to seeing you at rendezvous, meetings and would miss you if your chose not to renew.

VISITING VARIOUS VENUES



Top Left: Everett Sail & Power Squadron | America's Boating Club of Snohomish County's April 7, 2026 Change of Watch.

Upper Right: Tug Boat Annie's. The retired Olympia Sail & Power Squadron's Change of Watch venue. Many great memories of Olympia squadron!

Left: Otter Bar & Burger, Seattle Sail & Power Squadron's April 16, 2026 monthly meeting.

DISTRICT TREASURER JIM HARDEN

email: jdharden@msn.com

IT'S THAT TIME OF YEAR

YOU MUST FILE

Most small tax-exempt organizations that have an annual reporting requirement can satisfy the requirements by submitting Form 990-N, Electronic Notice (e-Postcard) for Tax-Exempt Organizations Not Required to File Form 990 or Form 990-EZ. Form 990-N is submitted electronically, there are no paper forms.

HOW TO FILE

Open the electronic filing page at <https://www.irs.gov/charities-non-profits/annualelectronic-filing-requirement-for-small-exempt-organizations-form-990-n-e-postcard>.

Ready to file?

Form 990-N is easy to complete. You'll need only eight items of basic information about your organization.

- [Employer identification number \(EIN\)](#), also known as a Taxpayer Identification Number (TIN)
- [Tax year](#) (calendar or fiscal filer)
- Legal name and mailing address
- Any other names the organization uses
- Name and address of a principal officer
- Website address if the organization has one
- Confirmation that the organization's annual gross receipts are \$50,000 or less
- If applicable, a statement that the organization has terminated or is terminating (going out of business)

Filing due date

Form 990-N is due every year by the 15th day of the 5th month after the close of your [tax year](#). You cannot file the e-Postcard until after your tax year ends.

Late submissions

While there is no penalty assessment for filing Form 990-N late, organizations that fail to file required Forms 990, 990-EZ or 990-N for three consecutive years will [automatically lose their tax-exempt status](#). Revocation of the organization's tax-exempt status will happen on the filing due date of the third consecutively-missed year.

HYBRID TEACHING AND PRESENTATION WORKSHOP

By SEO Ann Einboden, Friday Harbor

On March 29th America's Boating Club of the San Juan Islands presented a workshop on how to set up and present a class in Hybrid mode (both in-person and on zoom). P/C Michael Devirian presented this technical seminar focused on setting up, covering essential equipment needs, display configurations, and audio setup and a detailed check list. P/C Ann Einboden covered best practices for presenting to both in-person and remote audiences, from a pedagogical point of view for engaging remote participants, including welcoming Zoom attendees, how to position the presenter and techniques for managing questions and encouraging remote participation.

The discussion included detailed instructions on managing multiple displays, using presenter view, sharing screens, and handling audio inputs/outputs. The session addressed common technical challenges like audio feedback, multiple display management and recording procedures.

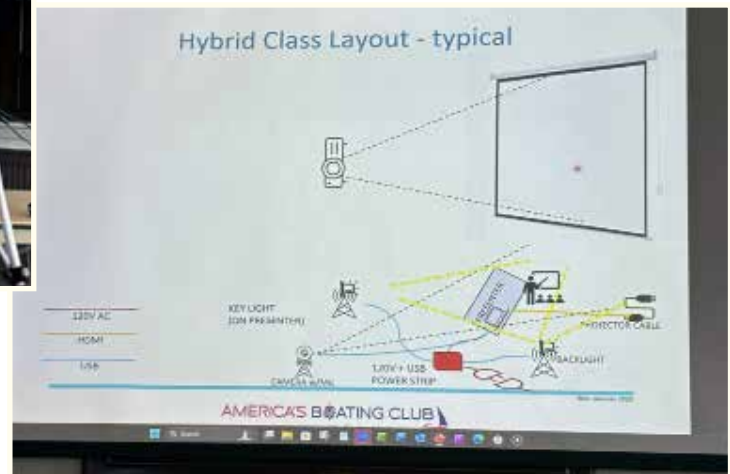
The presentation focused on reducing chaos and confusion when conducting technical presentations. The discussion covered essential equipment needs, including an instructor laptop with camera, display equipment, and reliable internet connection, with recommendations to use external cameras and microphones for better quality. P/C Devirian emphasized keeping presentations simple while being prepared for technical issues, suggesting having backup equipment and following a consistent setup routine with a checklist. A recording of the presentation is available, as are detailed check lists and graphics of the set up. If interested please contact Ann at SEO@abcsji.org for links.



Photos Left: the classroom at the San Juan Island Yacht Club

Center: Michael Devirian talking into the camera
Lower left: Students from Everett, Seattle and Bellevue enjoying lunch before catching the ferry home.

Lower right: Sample layout for hybrid classes



MEMBERSHIP IS STILL JOB ONE

By R/C Annette Ferguson, Everett

For those of you reading this article, you might say OK and what are we supposed to do to help membership? Some of us are barely holding on by our fingertips!

While this article is not meant to minimize the struggle to get new members and retain members, it is my hope that these words might offer an idea or give “pause” to rethink how your squadron is approaching the membership dilemma.

If we journey in the way-back machine, each squadron could advertise a class, fill the classroom, and get students who wanted to join. Well, that was then and this is now. We have competition not only from many vendors offering basic boating classes, but our technology skills have not kept up. What are our options?

- ✓ Partner with another squadron to offer classes and share instructors
- ✓ Partner with another squadron for monthly meetings and activities
- ✓ Change the time and location of your meetings as some of the “senior” members may not drive at night
Improve your technology skills and offer Zoom or Hybrid classes
- ✓ If you need help with technology, reach out to our America’s Boating Club of San Juan Island as they have it dialed in on the use of technology and teaching
- ✓ Check the list of Cyber Members in your area and contact them. Invite them to your meeting or an activity.
- ✓ Advertise your squadron. Put your events and accomplishments on Facebook, in your local newspaper, do a Public Service Announcement with your local radio station.
- ✓ Attend the D16 Rendezvous in Port Ludlow, June 5 - 7. Being with a group of like-minded people is not only fun but gives opportunities to meet folks and exchange ideas.

These ideas are not new but these may be some things to consider as your squadron continues to learn, engage, and connect.

Hope to see you in Port Ludlow!

MEMOIRES OF BELLEVUE SAIL & POWER SQUADRON

By Mike Heinrich, Bellevue

Life of Bellevue S&PS from inception to our last supper... as understood and editorialized by this active, and as some may say, still a newcomer, even after more than two decades of participation. It was in 1957 that a group of established squadron members within District 16, and living mainly in the Bellevue area wanted to have a "local" squadron so the commute was not as big a penalty for their attending meetings and gatherings. So, in early 1958, USPS granted those from Bellevue, the status known as a provisional, or not established, squadron. In February of 1958 the new "provisional" squadron had some 156 students assembled for their first public boating class held in the lunchroom of the original Bellevue High School. A very remarkable interest level at least by today's standard. Due in part to this robust level of students, USPS granted the Bellevue Power Squadron full accreditation in June of 1958. A day after recognizing Bellevue as a new squadron within the USPS umbrella, the leadership formed a legal entity called the Sea Belles or in those early days it was commonly known as the "women's auxiliary." Moving along, the educational classes continued to blossom resulting with an influx in membership for the new squadron.

We read in a long ago Bellviews newsletter dated June 1982 that Squadron Education Officer L.D. Brown, N. wrote on page 5 that they had some 411 students at the spring boating classes (thought to be from 5 locations) with 250 taking the final exam and 248 passing. Another notable pair, Chuck and Gretchen Hurter, traveled from elementary school to elementary school reportedly teaching 15,000 students the importance of "Cold Water Immersion." Another long time couple who have given their all to Bellevue is P/C Bernie and P/C Willa Conrad. It was Bernie who served me my drink at our first dinner meeting and served me my drink at our "LAST SUPPER" this spring. It would also be fitting to recognize the many, hundreds or thousands of past Bellevue Sail and Power Squadron members who volunteered in many ways, some for a decade and others for a longer period of time to help the squadron grow and succeed

Over the span of 68 years, memorable events like the Steak Fry on Lake Washington, the Salmon Bake, and the Crab Feed have taken place, along with numerous boat outings at various locations. From the Hiram M. Chittenden Locks in Seattle to points further north, these gatherings have emphasized summer relaxation, enjoyment, and a focus on boating.

We also established another notable relationship with the Canadian Power and Sail Squadron. Thought largely to be due to P/R/C Gus Decock (Bellevue) and Tom Symons (North Vancouver, Pacific Mainland Division). This new association also created a mutual international rendezvous originally held at the Telegraph Harbour marina then moved in the early 2000's to Maple Bay marina with good attendance from both squadrons.

Great milestones have been accomplished in these 68 years with the education being the common dominator, however one can only take in so much schooling so then it comes down to the people, the actual members, who are as quality-minded as is possible. With that thought in mind, I reflect on our very first dinner. The membership chair told us upon joining to join him and others for dinner on the first Wednesday of each month September through June. He emphasized that dates didn't matter just be there on the first Wednesday. Roger and copied. Getting home that evening, I suggested to my long-time best buddy wife that I'd like to go and see what it's all about. She had reservations; but the next day, as the subject rose again, she said OKAY. The dinner was fine however it was the people themselves reaching out that caused us to return month after month leading to years upon years.

Bellevue was happy to contribute two Chief Commanders plus more than half a dozen District Commanders, along with various Rear and Staff Commanders at the national level.

In summation, the ride was great, and I'm happy to have been asked to contribute this article. What my wife and I gained

from our experience was the honor of meeting such fine people as we have found with Bellevue Sail & Power Squadron, a unit of the USPS.

Oh, the last supper. It too was as fine as the wonderful people we enjoyed all these years. And as for our last meal at Meydenbauer Bay Yacht Club and prepared by Chef Jesus, we had the usual filet mignon or baked salmon, large baked potato with multiple toppings, salad, dessert, coffee and again, surrounded by the fine folks who are a part of this organization.

Signing off with great sadness,

Kid and Mike Heinrich



Left: Days of Boating in Puget Sound and Gulf Islands! Pictured: Pat Dorratcague, Dennis Dorratcague, Willa Conrad, Bernie Conrad and Mike Heinrich.

Front Row: Pat Dorratcague, Laurel Saromines Jan Brintnall, Mike Heinrich, Willa Conrad.
Back Row: Dennis Dorratcague, Diane Heinrich, Lonnie Butler, Bernie Conrad.



Below: Bellevue Sail & Power Squadron celebrating their last dinner meeting on Wednesday, April 1, 2026!



A BIT OF TRIVIA

By Craig Brown, Tacoma

In 1942, Portland was the third squadron to be chartered in the PNW (after Tacoma 1939 and Seattle 1941). Over time, Portland led to the creation of additional squadrons. These include Coos Bay (1959), Fort Vancouver (1962), Willamette River (1966), Lower Columbia (1971), Eugene (1973), Beaverton (1975), and Longview (1975). These squadrons were all part of District 16, which led to logistical challenges. The northern and southern sections of District 16 worked in complete harmony from 1944 through 1975.

From the beginning of District 16's formative years, there was a clear understanding that when the time was ripe, the southern squadrons would form a separate district. Throughout 1975 the National and local levels worked towards an equitable division to authorize a separate new district. On May 15, 1976, District 32 was created.

On August 14 - 15, 2026, District 32 will be celebrating their 50th anniversary during their District Rendezvous at St Helens, Oregon. All members are invited to participate. Come by boat, RV (park nearby), or car (hotel nearby).

National Fall Governing Board Meeting

Conference Dates are September 23 - 27, 2026.



Fall Governing Board
September 20-27, 2026
Raleigh, North Carolina

Reservations at the Embassy Suites by Hilton are now open!
Discounted room rates are available from September 20 - 27!

Visit: <https://www.usps.org/ghp/reservations>



UNITED STATES COAST GUARD

U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections and Compliance Directorate

April 21, 2025
Washington, DC

Safety Alert 06-25-CH1

BOW SEATING SAFETY CONSIDERATIONS

This Safety Alert addresses the safety considerations for captains and passengers seated in the bow area of bow rider style vessels, while the vessels are underway. A 23-foot bow rider style recreational vessel was underway and improperly loaded on the Atlantic Intracoastal Waterway when it encountered a large wake created by another vessel ahead. The wake caused the bow rider to roll severely and pitch forward, swamping the bow. Nine of the occupants were washed out of the vessel. The passenger seated at the forwardmost bow seat was subsequently struck by the vessel's propeller and killed. A similar fatal accident occurred in July of 2022, when an overloaded 24-foot boat capsized while traveling at high speeds in the Hudson River off Manhattan with passengers seated in the bow area.



Swamping of the bow can happen quickly and without warning, even when a boat is loaded in compliance with the manufacturer's capacity plate. The captain's judgment is crucial in determining access to the bow area when the vessel is underway. The likelihood of the vessel experiencing unstable or erratic motion may increase with greater sea state, speed, and vessel loading conditions with passengers and gear at the bow. These circumstances, as well as individual passenger capabilities, should be considered when determining if the closure of the bow area is necessary.

The U.S. Coast Guard **strongly recommends** that operators of bow rider style vessels adhere to the manufacturer's occupancy limit for persons and maximum weight capacity as applicable, as well as designated recommended positions if available. If weather or sea conditions impact vessel operation, captains should relocate passengers from the bow seating area to aft seats while their vessels are underway.

The U.S. Coast Guard **strongly recommends** that manufacturers of bow rider style vessels take the following measures:

- Designate occupant positions for vessels operating above 5 mph and provide a label on the boat or in the owner's manual illustrating those positions on boats less than 26-feet in length.

- Establish an advisory of the hazards of using bow seats while the vessel is on plane, above 5 mph, or in rough conditions for boats less than 26-feet in length. This advisory should be posted on a label aboard the boats, as well as in the owner's manual.

The U.S. Coast Guard **strongly recommends** that the American Boat & Yacht Council (ABYC) take the following measures:

- Review H-5, *Boat Load Capacity* (2021) to evaluate if the standard should be updated to recommend that designated occupant positions be illustrated on a label aboard the boats, as well as in the owner's manual.
- Review S-32, *Warnings and Safety Signs for Boats* (2022) to evaluate if the standard should be updated to recommend a more specific advisory of the hazards of using bow seats while the vessel is operating above 5 mph. The data used in studies on warning labels to develop the current standard is nearly 18 years old. An updated study could provide insights on any evolving trends.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by Sector Charleston and the Office of Auxiliary & Boating Safety and distributed by the Office of Investigations and Analysis. Questions may be sent to HQS-SMB-CG-INV@uscg.mil.

COOPERATIVE CHARTING NEWSLETTER

SPRING 2026 EDITION

Courtesy of Jim Harden, Published by Greg Shay, Nat'l Coop Charting

"Why Geodetic Survey Marks are Still Needed in the Era of GNSS and CORS"

In geodetic surveying, traditional ground monuments such as brass disks, rod marks are commonly referred to as passive geodetic marks, because they do not actively collect data. In contrast, active control stations, such as Continuously Operating Reference Stations (CORS), continuously track satellite signals and provide Global Navigation Satellite System (GNSS) observations used for precise positioning. While planning for geodetic mark recoveries in NGS Map, on your smartphone (e.g. Benchmark Hunter), or out in the field, you may have come across a CORS station. Like passive marks, many CORS stations also have PIDs and Designations. However, if recovered, CORS stations cannot be submitted for credit in the Cooperative Charting program. NOAA/NGS is continuously aware of their location and operation, so they only want us (USPS) to recover regular marks.

With the growth of CORS, we might wonder – are passive marks still relevant? Advances in satellite positioning have dramatically improved the efficiency and precision of modern surveying. Techniques based on GNSS now allow surveyors to determine positions with centimeter-level accuracy in real time. Despite these technological developments, the more than one million geodetic survey marks distributed across the United States remain an essential part of the nation's geospatial infrastructure. Physical survey monuments continue to provide legal, historical, and practical reference points that anchor modern satellite-derived coordinates to the ground.



VS.



Passive Geodetic Survey Mark

Active NOAA CORS Site

This report explains why geodetic marks remain important even as satellite-based positioning and reference networks such as the NOAA/NGS CORS system have become widespread. More information on CORS marks and the GNSS is provided later in this report.

Why Geodetic Marks are Still Important

Although GNSS technology allows surveyors to determine positions without occupying a physical control point, geodetic survey marks still serve several critical roles.

1. Legal Evidence of Boundaries

In land surveying, physical monuments often have legal standing that coordinate values alone do not. Property descriptions, plats, and historical surveys frequently reference specific monuments. In many cases, courts recognize these physical markers as authoritative evidence of boundary locations. As a result, surveyors must still locate, verify, and preserve existing geodetic marks when performing boundary surveys.

2. Physical Reference for the National Spatial Reference System

Satellite positioning produces coordinates within a mathematical reference system. Geodetic marks provide the physical connection between that coordinate system and real locations on the ground. Without monuments tied to the National Spatial Reference System¹ (NSRS), it would be difficult to ensure that measurements taken at different times and by different surveyors remain consistent.

3. Quality Control and Verification

Surveyors frequently use existing control monuments to verify GNSS measurements. By comparing newly measured coordinates to published values at known marks, surveyors can confirm that their equipment, satellite geometry, and data processing are producing reliable results.

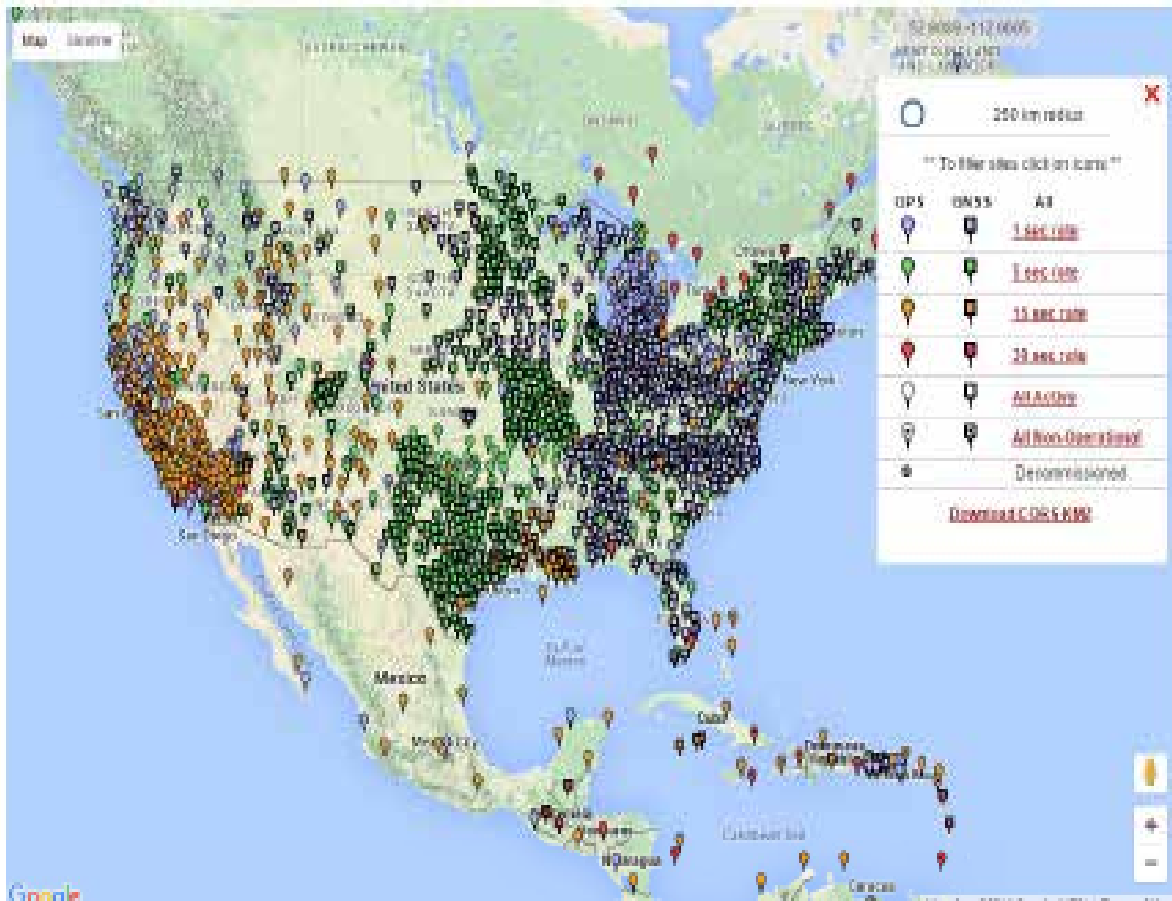
4. Vertical Control

Determining elevations with GNSS requires geoid models and careful processing. Traditional survey benchmarks remain valuable references for verifying vertical accuracy, especially in engineering projects that require highly reliable elevation information.

5. Redundancy in Challenging Environments

GNSS signals can be degraded by dense vegetation, urban environments, terrain obstructions, or radio interference. In such cases, traditional survey control points

¹ NOAA's National Geodetic Survey (NGS) defines and maintains the NSRS. The NSRS includes a network of permanently marked points; a consistent, accurate, and up-to-date national shoreline; a network of Continuously Operating Reference Stations (CORS) which supports three-dimensional positioning activities; and a set of accurate models describing dynamic, geophysical processes that affect spatial measurements.



CORS Network

As of February 2025, the network provides data from approximately 2,000 active CORS stations. Including stations that have been decommissioned, the complete NON data archive contains 2,908 stations contributed by more than 230 organizations, and the network continues to expand.

Authored by Greg Shay
 With the assistance of Open AI
 and the NOAA/NGS websites

June

5 - 7 Port Ludlow District Rendezvous

August

14 - 16 Mt. St. Helen's Rendezvous and 50th Anniversary Celebration, District 32

September

23 - 27 Annual Governing Board Meeting, Raleigh, NC

October

2 - 3 Fall Conference at San Juan Island Yacht Club, Friday Harbor



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