



The Point



Point Wilson Sail and Power Squadron

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM



From The Helm

I am looking forward to seeing you at our Change of Watch on April 18. This is the time to get together to welcome in our 2017-18 Bridge, thank those who have provided their time and service this past year, and enjoy a feast of Caribbean delicacies. The menu includes: mango salsa, avocado mango salad, green tossed salad, Caribbean jerk chicken,

vegetable curry, coconut shrimp with pineapple sauce, beans and rice, tropical ice cream or sorbet and cake. In addition, our Squadron will receive a special award from USPS District 16 for our ABC course attendance. (See SEO Linda Newland's article.) So please come, have fun, and bring your appetite.

We all know that education is the backbone of our Squadron. We provide courses to help our students become more knowledgeable in maritime environs and systems. Anne and I have taken full advantage of PWS&PS courses. We started with Stewardship, taught by Bob Miller and Linda Newland, followed by Piloting and Advanced Piloting, again with Bob and Linda. We also took a very interesting course taught by Chelsie Liu on Weather. This has been useful on and off the water. Anne just completed the ABC course. Currently I am in Gordan Lacey's class on Marine Electrical Systems covering information that I need to maintain and update my older boat. I can honestly say that even with no previous experience, Anne and I have enjoyed exploring the Puget Sound over the past three years due to these courses. I look forward to taking more classes.

As I reflect on the courses we have taken, I find a common thread. Each of our instructors has been great. They certainly know their material and can provide information beyond that which is contained in the textbooks through fundamental understanding and personal examples. We are very fortunate to have all of them associated with our Squadron. Please take a moment and thank them when you see them.

I look forward to seeing you April 18.

Ramsay Smith

February General Meeting

Tuesday, April 18, 2017 @ 5:30 PM

- 5:30 PM Social Hour**
- 6:00 PM Change of Watch Dinner**
- 6:30 PM Sea Stories & Dessert**
- 6:40 PM General Meeting**
- 7:00 PM Program**
- 8:00 PM Adjournment**

Change of Watch Dinner & Program

Featuring Caribbean Delicacies and Festivities at Port Townsend Yacht Club.
Cost \$20 per person. Squadron Fundraiser.



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

PLEASE JOIN US FOR

POINT WILSON SAIL
AND POWER SQUADRON'S
CHANGE OF WATCH

WITH

CARIBBEAN
DELICACIES AND
FESTIVITIES

TUESDAY, APRIL 18, 2017

5:30 PM SOCIALIZING

6:00 DINNER

7:00 PROGRAM

attire: Caribbean casual

PORT TOWNSEND YACHT CLUB
2503 WASHINGTON ST
BY BOAT HAVEN

\$20 PER PERSON
(SQUADRON FUNDRAISER)

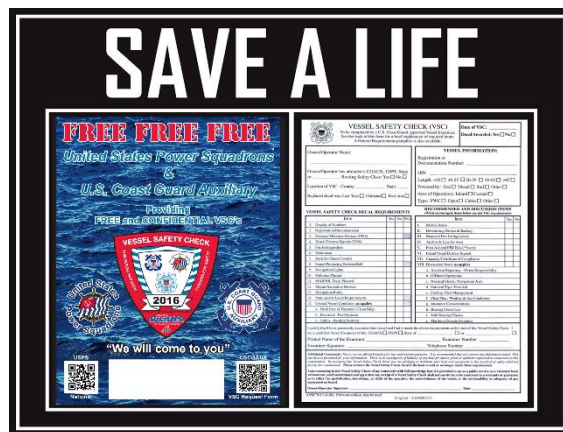
RSVP SANDYDENGLER2@YAHOO.COM
(360) 379-0836



Vessel Safety Check Program

This program is seventeen years old. During the years, over 425,000 vessel safety checks were conducted. It is unknown how many lives were saved because of these efforts. The Chief Commander, Luis A. Ojeda, from Loxley, Alabama is asking everyone to support the initiative to increase the number of examiners and vessel safety checks by twenty percent in 2017.

New Squadron members are encouraged to take the required training and become certified and then immediately begin conducting the safety checks to make our waters a safer, better place. If you are interested in becoming a certified examiner, contact Bob Monica at (360) 344-2231 or BOM44@msn.com.



National Safe Boating Week - May 20-26, 2017

The National Boater Safety Committee would like to request that squadron general members assist their Vessel Examiners during National Boater Safety Week. This would be a great opportunity for members to see these examiners at work and have a better understanding of their value. This would also be a good opportunity for members to meet and greet the boaters with "America's Boating Club" information.

Stf/C Bob Bales, AP

Assistant Chair Boating Safety Committee

VHF maritime radio channel numbers change

The International Telecommunication Union has amended the VHF maritime radio channel numbering scheme, which affects 18 channels in the U.S.

Channel numbers previously designated by a two-digit channel number ending with the letter A are now recognized internationally by a four-digit channel number beginning with "10". For example, Channel 05A is now channel 1005, and channel 22A is now 1022.

New VHF radios began using this scheme January 1, 2017. Old VHF radios continue to tune to channels ending with A. For changes to U.S. channel numbers, visit <https://www.navcen.uscg.gov/?pageName=mtVhf>

Don't forget to visit our website www.PointWilson.org which is updated with information throughout the year



Squadron Education Officer's Report



Linda Newland, SEO

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

Point Wilson Sail and Power Squadron Awarded New Education Award

We have been informed by our District 16 Education Officer that a new award was approved this year to reward a squadron for teaching ABC students in 2016. This is determined by taking the number of ABC students and dividing that number by the number of squadron members as of December 31. WE WON IT! Don't miss our Change of Watch for the award ceremony. This will be a keeper award. Nice to have Point Wilson as the very first recipient! Thanks to all of our team who came together to teach. Many of the same folks come out each year to dedicate their time to making our waterways safer by passing on safe boating and seamanship practices.

Seamanship

Congratulations to Gary Hicks for passing Seamanship. He has been taking this via independent study since he is an old salt from the Navy and did not need any guidance. To move through the "grade" ranks, the order is: ABC, Seamanship, Piloting, Advanced Piloting, Junior Navigation, and Navigation. The two Navigation classes are actually celestial navigation divided into two sections: Junior is sun sights only; whereas, Navigation is combined sun sights with moon and stars.

Gary is now studying Piloting which is a review for him. But as many of you know, each entity that teaches these skills has a little different approach that must be mastered. Go Gary!

Marine Electrical Systems

To date, we have 12 students, including our instructor, Gordan Lacey, and class is moving along smoothly. Two of our own additional members, Ramsay Smith and Gary Hicks, are attending. So, for this class, we have more students from the general public. This includes one of the instructors at the Boat School. I am gratified that people are interested in learning about their boat's electrical systems. This will make it possible for them to do some simple troubleshooting and wiring on their own without needing to rely on a professional's opinion.

Looking Ahead

Sandra Smith-Poling will be moving into the role of Squadron Education Officer at our Change of Watch on April 18, and I will move into the role as her Assistant SEO. We are hoping to offer classes that you as our members are interested in taking. Please let either of us know your preferences for future planning.

Did you Know?

For information on using Visual Distress Signals, such as pyrotechnics and smoke flares, you can find videos and information on the BoatUS website at: <http://ow.ly/czik30alqeg>. Many people have never set off a flare because it is illegal unless done under controlled circumstances with prior Coast Guard approval. Most flares and devices come with instructions; however, when they are needed in a hurry, it is better to be prepared ahead of time to save time when it counts.



It Could Never Happen to ME



Tom Satre

Captain of *Alaska Quest*

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

Tom and friends went hunting on Bug Island in Admiralty Island Refuge on Seymour passage and set some shrimp traps as well. They took eight or nine deer and processed them. Tom was out in a skiff tending the shrimp traps when by fluke he was pulled overboard. The propeller of the 40-horse motor chopped him, tangling itself up in his jacket in the process.

The big boat was 150 feet away. By pure chance (or providence) one of the men was out on its stern and heard his cries. A 16-foot skiff was already in the water. The fellow came to him and towed him to the Quest, but they could not pull him aboard; and they were big guys, too. Tom had been rendered mostly naked by that propeller, leaving nothing non-slippery to grab onto. And he was so cold his own muscles were useless; hence, he could not help.

The 40° F. water pretty much stopped the bleeding, but Tom had been in the water twenty to twenty-five minutes, which was very close to the edge of human tolerance. They figured the coast guard doesn't like to be bothered unless it's life-or-death, so they decided to dash to Juneau. Without Tom's help, the 150-pound anchor was hard to weigh. After navigating the treacherous rocks near the island, they sent out spotters every half hour of the 85-mile run. Around 5:00 a.m. they picked up a cell signal and phoned someone on shore. They arrived at the dock around 6:30 a.m., and Tom was in the hospital by 7:00 a.m.

To twist the knife of irony, one of the first things his grandson asked was, "Grampy, why weren't you wearing your life jacket"? Tom always wears a flotation device. Always. Except this time. . .

TOM PROVIDES US WITH THESE LIFE LESSONS LEARNED THE HARD WAY

- When you are in the boat, always wear a flotation device that fits snugly. Make sure the straps are tightened. Period
- Use the kill switch tether. If Tim had not been tired, he would have hooked up to the kill switch, and it would have stopped the motor—and that propeller—the instant he went overboard
- Have a whistle on a cord on the life vest to call for help
- Always have a second person aboard
- Have a float plan

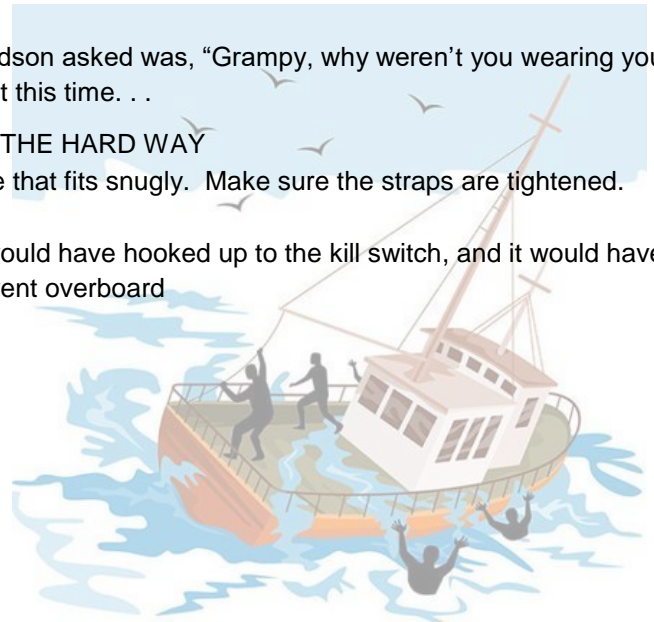
When you're in the water

- Tread water
- Relax. Panic isn't going to help the situation
- Devise a plan and figure out what to do
- Procure help using every possible method
- Stay with the boat. The boat will be easier for others to spot than your bobbing head
- Have a plan for getting back into the boat, and get out of the water as quickly as possible

Prior preparation

- Don't just have a float plan and re-boarding plan. Practice the plan and run drills
- Procure a boarding ladder. This can help immensely
- Consider installing a life sling. Use a davit or beam hoist for it

Tom reflected on this incident and noted that many times throughout this ordeal, the outcome of this incident could have toggled between good luck and bad luck. Luckily, by chance, they fell on the good luck side or he would not have made it.





Little Known Facts of the *Eagle*

Sandra Smith-Poling



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

A few years ago, Sandra was serving as the base doctor at Sheppard Air Force Base. She was scheduled to leave in July, but her replacement was not due until September, so she stayed at her post until the replacement arrived.

Sandra also served as a doctor for a year aboard the Coast Guard training ship, *Eagle*, which proved to be an adventure and featured some close calls with calamity. For example, during a tall ship race in the Baltic, the night was very dark. A treacherous squall suddenly came up. The radar registered that a super ferry was close by. The *Eagle* got backwinded and began heading dead on for the super ferry. The captain commanded, "All hands-on-deck for a possible collision"! They raised her sails in time to avert a catastrophic collision by altering her course.

When they sailed into St. Petersburg, they were greeted by a salute to the captain and a brass band. All the officers gathered and started to sing folk songs. American naval officers aren't noted for their singing, and they couldn't even think of one folk song. Sandra knew *Blowin' in the Wind* and began singing that. All of the officers, foreign and domestic, knew that song and began to sing along in all their different languages.

What does a doctor do on a ship full of healthy seamen? Sandra tended injuries, mostly. And occasionally, she was required to treat the observers and guests who were on board. One time she even doctored the academy instructor who went into atrial flutter. Another involved treating a cadet who was bitten by a rabid dog. There was no rabies antidote on board. During this time, the only treatment for rabies involved administering painful shots into the stomach for two weeks. They finally found some vaccine at the University of Hamburg. The University's contact said, "I'll bring it out to you if I can have a tour of the ship." No problem. Done deal.

These are some little-known history notes about the *Eagle*: In Hamburg, the *Eagle*, a German training ship, was ordered to be broken up. Many undertook to save her, and she was eventually offered to the US Navy as war reparation. The navy didn't want her, but the coast guard did. The American captain had never helmed a sailing vessel, so they negotiated with a Danish crew who taught them to sail the *Eagle*. The sails were made of canvas that had been found in a barn. In honor of the *Eagle's* service at Dunkirk, the British provided her with a second-hand engine which was adequate. She even weathered a hurricane and limped, eventually, into New Haven.

Much later, everyone who had ever sailed on her were invited to a huge, celebratory party. During the program, in honor of her heritage, they sang German shanties.





Written for the RBAW Report for May – Submitted by Linda Newland, SEO

Retaining Boating Facilities Programs

Although the budget has not been passed by both Houses yet, it seems fairly certain that the proposed \$17.16 million, a historic funding level, will be retained. These funds are made up of boating fuel tax dollars (gasoline) and federal pass-through funds for establishing and maintaining pump out facilities and \$2.2 million more pass-through funds for boating infrastructure grants from the Federal government. RBAW is watching the budget closely but legislators on both sides of the political fence seemed certain in February that the state funds would not be raided. Federal pass-through funds are safe.

The Boating Facilities Program funds go to repairing, updating and building boating infrastructure programs within the state.

Boating Safety Regulation

All three of the bills introduced by WA State Parks and Recreation Department and supported by RBAW are moving through committees and the Senate easily:

1) SB 5442 repealed outdated language in the boater Education Card statutes and flexed up the use of the funds for State Parks 2) SHB 1605 allows law enforcement as a last resort and after other alternatives are considered, they will impound a vessel when the operator is considered impaired. 3) SHB 1731 would exempt flare guns used by boaters from having to go through a “weapons” background check.

Hull Identification Number Update Moves Ahead

The US Coast Guard is requiring that each state use a uniform Hull Identification Number system and has directed the states to notify boatowners if their HIN's do not meet the new requirements. WA Department of Licensing began writing letters ONLY to those boatowners who have boats that do not meet the new uniform standards. These letters contain very specific information on how to meet the new standards, making it is easier for boatowners to comply. There will be a changing over time allotment after which registration renewals will not be accepted unless the HIN complies.

Tax Exemption on Vessel Trade-In's Left Alone

Although Gov. Inslee asked that the vessel and vehicle trade-in sales tax exemption be dramatically minimized, the legislature failed to follow that direction and has left out any mention of it in HB 2186. This bill, however, does include a new Capital Gains tax and a 20% B&O tax surcharge on boat owners who make more than \$250,000 annually.

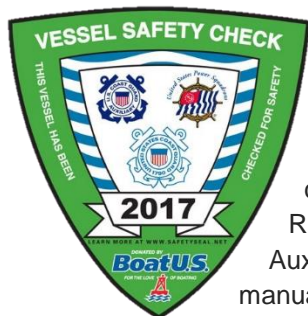


Announcements



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

Decal Awareness Program (DAP)



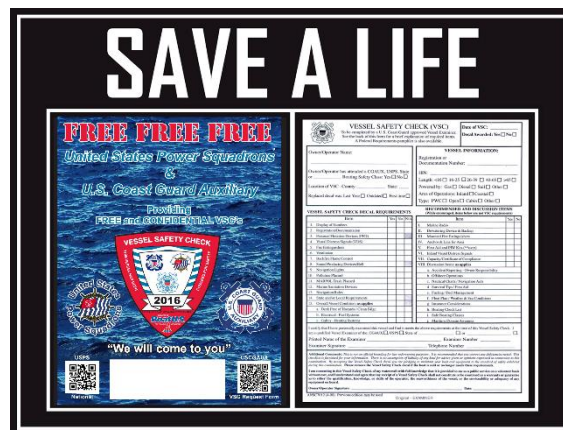
There is a new replacement tool in the Vessel Safety Check (VSC) tool box called "DAP"-- acronym for "Decal Awareness Program". The flyers and posters were designed to display the three primary aspects of the United States Power Squadrons: EDUCATION, SAFETY, and CAMARADERIE. Using the Vessel Safety Check decal at its nucleus is beneficial; since it is a recognizable symbol. Another benefit of the flyer is Squadrons and VEs can add their contact information electronically from their computer. Also, displayed on the flyer is the Quick Response (QR) code for the USPS web site, plus a QR code for the United States Coast Guard Auxiliary VSC locator web site. This is a new National project that adheres to the USPS branding manual policy.

"Save a Life" boater safety signs were designed to be placed at recreational merchant locations and boat ramps. By including the form 7012, boaters will know in advance what is expected in order to pass a VSC. One of the signs is designed to have a Squadron address box and the other is a Universal sign that combines the USPS and USCGAUX.

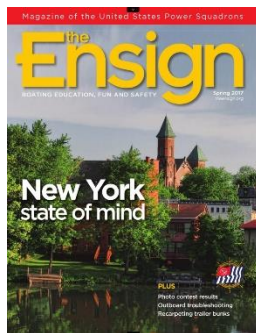
With your leadership and support, the Decal Awareness Program can increase the number of annual Vessel Safety Checks.

DAP Announcement quoted from [Safety Committee Webpage](#)

Member Site of the United States Power Squadrons® National Website



Publications and Resources



Winter 2016 Newsletter

Click on the icons to open latest editions of the magazines and information.



Calendar of Events



2016-2017 Calendar

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

Date	Day	Event	Location	Time
APRIL				
4/13/2017	Thursday	Marine Electrical Systems Class	NWSWBB	7:00 PM
4/18/2017	Tuesday	Ex Com Meeting	PTYC	3:30 PM
4/18/2017	Tuesday	Change of Watch Celebration & Potluck Dinner	PTYC	5:30 PM
4/20/2017	Thursday	Marine Electrical Systems Class	NWSWBB	7:00 PM
4/27/2017	Thursday	Marine Electrical Systems Class	NWSWBB	7:00 PM
MAY				
5/4/2017	Thursday	Marine Electrical Systems Class – Possible Final Class	NWSWBB	7:00 PM
5/11/2017	Thursday	Marine Electrical Systems Class – Possible Final Class	NSWBB	7:00 PM
5/16/2017	Tuesday	Ex Com Meeting	PTYC	3:30 PM
5/16/2017	Tuesday	Squadron Meeting & Potluck Dinner	PTYC	5:30 PM
JUNE				
6/20/2017	Tuesday	Ex Com Meeting	PTYC	3:30 PM
6/20/2017	Tuesday	Squadron Meeting & Potluck Dinner	PTYC	5:30 PM

PTYC	Port Townsend Yacht Club
PLF&R	Port Ludlow Fire & Rescue
SL	Seaport Landing, 1201 Hancock Street, Port Townsend
NWSWBB	NW School of Wooden Boatbuilding, 42 Water Street, Port Townsend
TBD	To be determined
NWSWBB	NW School of Wooden Boatbuilding, 42 Water Street, P










Star Calendar



April 2017

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

S	M	T	W	T	F	S
						1  Mercury
2	3 	4	5	6 	7  Jupiter	8
9	10  Jupiter	11  Egg Moon	12	13	14	15
16  Saturn	17	18	19 	20	21	22
23  Venus	24	25	26 	27	28  Mars	29
30						

1 1 Apr High in the west at dusk, Orion is to the lower left of the waxing crescent moon. Magnitude 0.5 Betelgeuse is 1 fist-width to the left while magnitude 0.85 Aldebaran is almost 1 fist-width to the lower right. Mercury, at its greatest elongation, 19 degrees east of the sun, sets more than 1½ hours after the sun and can be seen low in the west at evening twilight.

2 Apr Betelgeuse is 1 fist-width below the moon at dusk.

3 Apr High in the south at sunset, magnitude 0.46 Procyon is 1 fist-width to the first-quarter moon's lower left. Magnitude 1.22 Pollux is the same distance to the upper left. The bright star 3½ fist-widths below the moon is magnitude -1.09 Sirius, the Dog Star.

6 Apr The moon passes within ½ finger-width of magnitude 1.4 Regulus this evening.

7 Apr At opposition, Jupiter is directly opposite the sun from Earth.

10 Apr High in the southeast at midnight, magnitude -2.5 Jupiter is 2 finger-widths to the moon's upper right. Much dimmer, magnitude 0.98 Spica is 3 finger-widths to the moon's lower right.

15 Apr Antares, the heart of the Scorpion, is 4 finger-widths to the moon's lower right low in the south before dawn. The moon is at apogee, 63.57 Earth-radii (405,000 kilometers) away. The equation of time is zero.

16 Apr Low in the south before dawn, magnitude 0.4 Saturn is 2 finger-widths to the moon's lower left. Antares is 1½ fist-widths to the moon's lower right.

19 Apr The last-quarter moon rises 4 hours before the sun.

20 Apr Before dawn, the bright star 3 fist-widths above the waning crescent moon is magnitude 0.93 Altair.

23 Apr Venus is 3 finger-widths to the moon's upper right before sunrise.

26 Apr Venus reaches its brightest magnitude, -4.5, and rises 1½ hours before the sun.

27 Apr The moon is at perigee, 56.34 Earth-radii (359,000 kilometers) away.

28 Apr Low in the west at dusk, magnitude 0.85 Aldebaran is 2 finger-widths to the thin waxing crescent moon's lower right. Much dimmer, magnitude 1.6 Mars is 4 finger-widths to Aldebaran's right.

30 Apr The moon is surrounded by several bright stars tonight, clockwise from the top: magnitude 1.22 Pollux, 1½ fist-widths above; magnitude 0.24 Capella, 3½ fist-widths to the right; magnitude 0.5 Betelgeuse, 2 fist-widths below; and magnitude 0.46 Procyon, 1½ fist-widths to the left.



Barnacle Bill's

COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM



Have something taking up space and collecting dust? List it on Barnacle Bill's

Contact: Gordan & Sherry Lacey

90A Alternator/Regulator with Tach

Port Townsend Electric rebuilt 90 amp alternator and regulator. Includes tachometer output as well. \$60.00

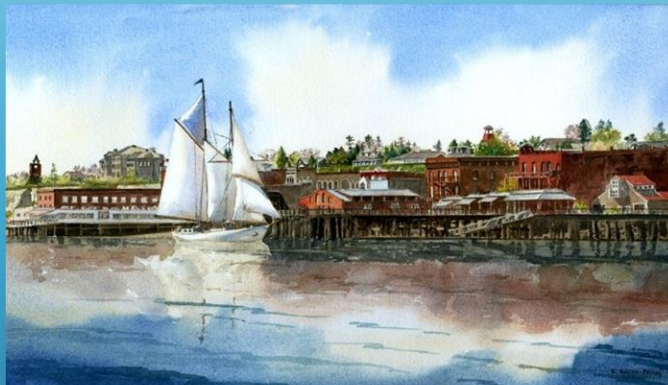
Contact Gordan: 425 785-6673



Sandra Smith-Poling

Worldwide and Maritime Scenes

Watercolor, Oil, Pen and Ink are Available



Gallery 9, 1012 Water St, Port Townsend, 98368

Studio: (360) 379-1178, email spoling41@gmail.com

Please visit www.classicpaintings.net for available prints/paintings.

Commissions also accepted.



2016-2017 Bridge Officers & Committee Chairs



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

Officers

Commander	Cdr Ramsay Smith	404-405-4965	Wrs.148@gmail.com
Executive Officer	Lt/C Sandra Smith-Poling	360-379-1178	Spoling47@gmail.com
Admin Officer	Lt/C Gary Hicks	510-566-2401	GLHicks01@gmail.com
Education Officer	Lt/C Linda Newland	360-437-9350	Newlan2dL@aol.com
Secretary	Lt/C Jani Templin-Weller	360-344-2054	jamaweL5@gmail.com
Treasurer	Lt/C Ron Hayes	360-390-8296	ron@redfernconsultants.com

Committee Chairs

Vessel Safety	Bob Monica	360-344-2231	Bomo44@msn.com
Property & Supply	Brian Roe	360-379-4875	Blroe9552@outlook.com
Membership	Mitch Poling	360-531-1469	MaPoling41@gmail.com
Newsletter	Sherry & Gordan Lacey	360-545-7397	S.Lacey@outlook.com
Webmaster	Gordan Lacey	425-785-6673	GordanL@live.com
Audit	Jane Armstrong	360-344-2824	SeePuget@gmail.com




Please Support Our Advertisers



COME FOR THE BOATING EDUCATION...STAY FOR THE FRIENDSSM

SEA...the difference.



SEA MARINE
FULL SERVICE BOATYARD

For all your boating needs!

(360)385-4000
seamarineco.com

Point Hudson
Port Townsend, WA




Homer Smith Insurance

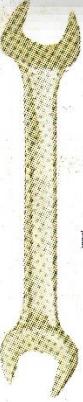
888.433.0031
www.HomerSmith.com

EDENSAW

MARINE PLYWOOD
MARINE HARDWOOD
EXOTIC WOOD
ACCESSORIES
TOOLS
ADHESIVES



★ Edensaw.com 866.583.4059 ★
211 SETON ROAD, PORT TOWNSEND, WA 98368



L.A.W. Enterprises
Lance Warren

**REFRIGERATION
METAL FABRICATION
WELDING
BRAZING**

Give us a call, even
if your boat is small.

cell 1-360-821-2096
home 1-360-385-7689

Port Townsend, Wa



**NORTHWEST
SCHOOL of WOODEN
BOATBUILDING**

Cornerstone Solutions



Gordan Lacey
Marine Electrical, Electronics & Services

Corner-Stone-Solutions@outlook.com
http://www.cornerstonesolutions.company

Phone: (425) 785-6673
PO Box 105
Brinnon, WA 98320

Where Tradition Meets Technology



Since 1996

Full Service Auto & Truck Repair

- Factory Maintenance
- Engine Repair & Service
- Transmissions / Clutches
- Electrical
- Brakes / Batteries
- Oil Lube Filter

Approved Auto Repair ASE ENVROSTARS GREEN BUSINESS REAL CAR GUYS KNOW ACDelco

www.autoworkspt.com
2313 3rd St
Port Townsend

360-385-5682