



STRAITLINES



OFFICIAL NEWSLETTER OF THE NORTH OLYMPIC
SAIL AND POWER SQUADRON

A Unit of the UNITED STATES POWER SQUADRONS®

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NOSPS Upcoming Events

**May 13 — Bridge Meeting
And NOSPS Dinner Meeting**

District 16 Upcoming Events

21-23 June—Poulsbo Rendezvous at Poulsbo Marina



***Straitlines Editor:
Alayne Fellows, P***

***Submissions received in
formats other than .doc,
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published.***



Cdr. Nila Madsen, P

Commander

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We all know the old adage of "if it ain't broke - don't fix it". In my opinion, we ain't broke - so we don't need fixin' - so don't mess with things! I hope that it is the general feeling of all members of our Squadron. NOSPS has had good caretakers throughout the years. We are cruising along doing just fine - BUT, always, as all boat owners know - maintenance has to happen, updating has to happen, and shiny new bottom paint is a must every so often.

My mind has been running the gamut on a number of ideas, activities, etc. that involve Boating Safety, Education and most forefront, On-the-Water-Training. Since we are breaking for the summer months, we are trying to get as much in place as we can prior to the May meeting. Most however will be communicated to you via email blasts over the summer, so do not tune out. We want to ensure members, especially those who have just recently joined our Squadron, know, that while we do not meet during the summer months, we are still engaged - cruising, boating activities and planning Courses & Clinics for the fall. None of which will cost us the expense of bottom paint, replacing batteries or a heat exchanger!

THANK YOU to all who came out to the April Change of Watch showing appreciation for our outgoing Commander Ray Mahalick and support of incoming Commander and new Bridge.

Although, a few moments of anxiety, stumbling through my words and a faux pas or two (or three), I managed to get through it as a result of all the words of encouragement received from you. I am humbled and grateful. I only hope I can rise to the level of confidence you have in me. If I do, it is because of the support of this Bridge I was fortunate to inherit. I have met with AO, Steve Allen and XO, Ken Williams and really looking forward to working side by side with them. They are organized, committed, get it done people that I hope can bear working with someone such as myself. Those that know me know that my mind is constantly in motion - fluid, always skimming the surface of new and old ideas at rapid speed (some good, some ok and some that need discarded immediately). Bear with me guys and let's make some of all of our ideas happen and help discard the ones that are not great.

The Bridge and Executive Committee are dedicated volunteers trying to ensure this is the best Squadron we can make it. Of course, this is where I add the plug that there is always a need for volunteers (You knew it would be in here!). Seriously though, we do not want the volunteers we have to burn out because they have done it for so long or put in a lone effort. We have had a few members move to further shores and we wish them well! It leaves some vacancies. We will be looking to fill these over the next few weeks. New members, and those that have been members for awhile now, can find fun, and a good feeling of satisfaction from volunteering, giving back and getting involved to make NOSPS happen. It takes a village they say...err, Squadron.

Our Officers have been hard at work already familiarizing themselves of their new responsibilities, contacting their Committee Chairs and getting to know them as well as gaining understanding of their duties. A number of us will be attending the District 16 Education/Incoming Officers Meeting on April 20th hopefully returning armed and ready with more knowledge and a good understanding of how we can best serve the Squadron. So rest assured we have been nose to the grindstone. Ok, that is an exaggeration as it is not all work and no play. I confess the very next day after the COW, we were to leave on a 4 day cruise in conjunction with PAYC led by none other than the Shanks. We were delayed a day by high winds which gave me a day to get my "Commander" feet under me. Once on the water, it was all play until returning to our home port, then a few play days with 3 little very rambunctious Grandkids (exhausting) and then the day after the D16 Conference on Easter weekend, we head out on the 2nd San Juan Island and Beyond NOSPS cruise for another approximate 8 days. So do not let me lead you astray, discouraging you from volunteering by saying we are it's all work - obviously there is lots of time for family time, relaxing and playing on the water.

Remember, those of you at the COW raised your hand (remember that photos were taken for proof! - there may have been slight coercion), to agree to be a supportive team member to volunteer and contribute however your comfort zone or close to it allows.... now.... Raise your glass to toast this next year.

Welcome Aboard for 2019-2020.



2019-2020 New Bridge being sworn in by Annette Ferguson. From left to right, Nila Madsen, Ken William, Karen Mahalick, Steve Allen, Jan Jones, Duane Webb, Randy Blackburn-Lappin, and Sally Calkins



Lt/Cdr Ken Williams, AP

Executive
Officer

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Spring seems finally to be here, with new growth, new beginnings and a new NOSPS Bridge. It was so gratifying to see the great turnout for our April dinner meeting and Change of Watch. Thanks again to District 16 Commander, Annette Ferguson for making the trek to officiate, and Sandra Smith-Poling, Commander, Point Wilson Sail and Power for joining us.

Be assured that your new Bridge is making every effort to get up to speed with new responsibilities. By the time this column publishes we will have attended D16 incoming officer training, hoping that those “deer in the headlights” moments will be minimal. Your new XO will concentrate on continuing Nila’s work to get NOSPS well known in the community through the media and face-to-face venues. Any suggestions in this effort are appreciated.

Cruising season is underway and Cruise Director, Ray Madsen has some fine ones lined up. Hope that many will be able to participate.

So, until meetings resume in the fall, be safe, have fun, and enjoy our beautiful piece of the planet!



Steve Allen, P

Administrative
Officer

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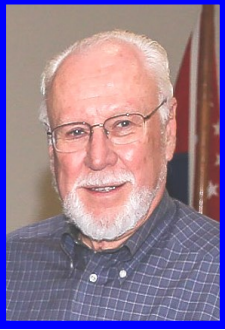
Once again we had a very fine dinner meeting with sixty members attending the Change of Watch. Chef Ken Layton and staff made a great meal and presented appetizers for our social hour. District 16 Commander Annette Ferguson was there for the swearing in and spoke to us about the transition to the America’s Boating

Club and the changes ahead. The May 13th meeting is coming up and we have a guest speaker, Rob Sanderson. Rob and family hale from Port Townsend. Rob has over 26 years in the marine trades and holds a USCG 100-ton Captain’s License. He and his wife in 2011 sailed their 38’ ketch to Puerto Vallarta and spent many months in Banderas Bay, Mexico. Rob loves boats and getting people out on the water in the boat of their dreams.

The May meeting will have a Caribbean theme and Chef Ken Layton will present us with Caribbean jerk chicken, spiced white rice with roasted veggies, and sweet rolls.

We look forward to a good turn out. PLEASE RSVP to ao.nosps.steveallen@gmail.com. Your quick response helps us organize and be ready.

As always, your suggestions regarding future presentations are appreciated.



Duane Webb, SN

Education Officer

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This weekend was the District 16 Education and Commanders Conference held in Bellevue, and Randy Blackburn-Lappin, ASEO and myself attended for the educational portion and Nila Madsen, Ken Williams, Sandy Thomas, and Ray Thomas also represented us in their respective capacities.

The big news from above in Education is: ON- THE -WATER TRAINING!

From my previous columns you know that I am a big advocate. Our classroom sessions are great for theory, but combined with hands on training in a real boat the combination looks to be invaluable.

Let's review the various levels and requirements for the instructors:

HOT stands for "Hands on Training, " and there are several programs as shown below:

There are two Flexible Programs that can be modified to fit individual needs:

1. Jump Start Program: personalized training for the new boat owner done on the student's boat by any member approved by the educational committee, at no charge. The instructors will be drawn from a standing listed according to the boat type and size with which they are familiar. A great way to attract new members! We will be starting to assemble that list at our next dinner meeting by circulating a sign up sheet of interested members.
2. On-the-Water-Guides: extends classroom training to on-the-water exercises. This can be done by any member, on any boat, and is also free of charge. An example might be after the Sail Class, or after Piloting to do the Predicted Log Competition

There are other programs shown below that are Credentialed Programs that involve teaching and certifying to on-the-water standards, taught by Boat Operator Certified instructors

3. Basic and Large Powerboat Training – open to non-members also, for a fee of \$40, members free. Basic applies to powerboats 16-26 ft, with no prior experience required. Large applies to powerboats over 26 ft
4. Boat Operator Certification : only offered to members, for a fee of \$44 (plus the cost of required classes and seminars), with four levels that must be achieved sequentially : Inland Navigator, Coastal Navigator, Advanced Coastal Navigator, and Offshore Navigator

So as you can see, there is a big push to make our education practical and relevant to on-the-water needs, going beyond the classroom, and meeting the interests of present and future members. We are committed to rolling out these programs, and tapping into the great talent of the instructors in our Squadron. Let's teach on-the-water and make it a fun and valuable experience for all of us!



Suzy Webb, S

Safety Officer

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AEDS: THE ULTIMATE LIFE PRESERVER AND WHY SHOULD BOAT OWNERS CONSIDER HAVING ONE ON BOARD

What is an AED?

An AED is a device that can send an electric shock to the heart in the event that someone is experiencing sudden cardiac arrest, (*a.k.a. SCA.*)

SCA occurs when the heart suddenly stops beating, preventing blood from flowing to the brain and other organs.

Hey all you NORTH OLYMPIC BOATERS: I did not mean this article to be scary, just informative on the choice to carry an AED on your boat. I just bought a refurbished Zoll for our trip to Alaska this summer. It was half the price of a new one, and certified for 3 years. Keeping in mind the time it takes to be rescued by the coast guard by boat or helicopter could be minutes lost in having the resources to save your love one!

As boat owners we enjoy going for an adventure out in the water. Especially in our beautiful area with year round opportunities.

You want to feel the wind in your hair, the water splashing on your face, and the waves of the ocean beneath your vessel as you travel away from land.

Unfortunately, the further you travel from land, you could develop an emergent situation for your health and the health of any passengers you might have aboard with you.

Why is that?

Because if you or someone on your boat suffer from cardiac arrest **even** while you're still at the dock, it could take a significant amount of time to get the help you need. If you're already out on the water and you or one of your passengers suffer from a cardiac arrest, it will take even longer for medical assistance to arrive.

That's why it thinking about the importance now in getting an [automatic external defibrillator](#)(AED) on your boat may be a life saver later.

Most of us have taken the first aid course and have learned the importance of CPR and getting the AED immediately in order to increase the chance of keeping the person alive until help arrives.

With that in mind, let's discuss what an AED is and why they are truly the ultimate life preservers.

Here are a few signs that someone may be experiencing Sudden Cardiac Arrest

- They suddenly collapse and/or lose consciousness
- They are not responsive to you when you try to rouse or speak to them
- They are not breathing
- They have no pulse
- They are experiencing a seizure or spasms
- They have blue or darkened skin as a result of oxygen loss

SCA can occur at a moment's notice, and that is why having an AED on your boat can be critical. With an AED, you can save your life or the life of a loved one in the event of a life-threatening emergency.

Another reason why you should have an AED on your boat is because...

Emergency services can't always get to your boat in time during an emergency

If you own a boat, keeping life preservers, such as life vests and flotation devices, are necessary to help you and your passengers avoid dangerous situations, such as drowning.

Why Having an AED Onboard is as Important as Traditional Life Preservers

1. AEDs can help provide peace of mind.

Knowing that you are prepared in case of an emergency on your boat will give you and your passengers peace of mind. With an AED aboard, you have a powerful tool that can help during life-threatening emergencies such as SCA.

2. You won't have to rely on waiting for emergency services to arrive.

If a cardiac emergency happens on your boat, even if you're still at the docks, it could take an hour or more for medical emergency experts to get to you.

And even if a rescue helicopter is dispatched to your boat's location, over 20 minutes could pass by the time it finally arrives to your boat.

Having an AED on board will allow you to act promptly, which is important because time is of the essence when it deals with sudden cardiac arrest.

3. AEDs can increase the chances of an SCA victim's survival.

By having quick access to an AED, you can significantly increase your chance or the chance of a loved one's survival.

In the event of cardiac arrest, a victim's chances of survival are increased by roughly 90% after administering a shock from a defibrillator.

Every minute after a cardiac arrest without defibrillation survival drops 10%. By 10 minutes, your odds are not very good!

Cardiac arrest is more common than you realize

Did you know that roughly [295,000 people suffer Sudden Cardiac Arrest \(SCA\) each year](#) in the United States alone?

And the survival rate for victims of SCA is only about 8.5%!

That means that SCA claims more lives, every year, than AIDS, Alzheimer's, breast cancer, colon cancer, prostate cancer, fires, car accidents and suicides combined.

In fact, the number of people who die each year from SCA is **seven times more** than the number of those who die from breast cancer.

Not only that, but according to the [National Heart, Lung, and Blood Institute](#), ninety-five percent of people who have SCA die from it within minutes.

According to the American Heart Association, the only effective method for treating SCA is to provide an electrical shock administered by an AED within three minutes of a victim's collapse.

This shows the importance of the rapid treatment of sudden cardiac arrest with an AED.

Final Thoughts

Whether you're on land or out on the water, it's important to keep in mind that sudden cardiac arrest can strike anytime or anywhere, and it's a good idea to always be prepared.



Our entertainment for the evening by Suzy Webb and her team!

Suzy is wearing the latest in FASHION!



AED Plus purchased a refurbished at half price of a new one and certified for 3 years



WAY TO GO RUTH KOHL!!

CONGRATULATIONS to our very own Ruth Kohl who received recognition at our Change of Watch from District Commander Annette Ferguson and Commander Ray Mahalick for earning her 25th Merit Mark. She now becomes an Honorary Member and wit that no longer has annual dues to be paid.

Ruth earned her 24th (under Commander Ray Madsen) and 25th Merit Mark under Commander Ray Mahalick for her commitment and hard work in organizing the 2018 District Fall Conference in Port Angeles. Kudos to Ruth!!



Sandy Thomas, AP

Membership Chair

sandythomas@olypen.com

Come for the Boating Education. Stay for the friends



New Members:
Paula and Ken Barnaby induction. Welcome Aboard!

Meet the **New Members!** Please be sure and welcome our new members

In April we gained 6 brand new members. It is always fun to welcome new members into our Club! We had Carl and Kathie Zetterberg join us. They have been members of the Tacoma Squadron who have recently moved to Port Angeles. We are so happy that they have transferred to North Olympic. We also had 4 new members join us after completing the March ABC Course. They are:
Ken and Paula Barnaby
Deborah McKean
Charles Sullivan

WELCOME ABOARD to all our new members!!!

Remember, watch for the red ribbon on the name badge. That signifies the person is a new member and we hope all members will take the time to meet them, and make them feel at home at our meetings, classes, clinics and cruises.

If you have questions concerning membership, including renewal of your dues, drop an email to any one of us on the membership team. Always watch our website: www.northolympicboaters.com for answers to questions or contact:

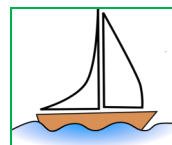
- Sandy Thomas: sandythomas@olypen.com
- Sally Calkins: cdrsally@gmail.com
- Karen Mahalick: kmahalick@hotmail.com



Ray Madsen, AP-IN

Cruise Director

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Cruzin' Corner

It's official; the first two NOSPS scheduled cruises are in the book. As promised by Neptune, the Frostbite Cruise was anything but Frostbite. We put in an early request for good weather and Neptune delivered. While the official start date for the Frostbite Cruise began on Monday April 25th, several boats arrived early to take advantage of the smooth crossing and warm weather. Five boats joined the cruise, 4 power boats and 1 sailboat met up at Friday Harbor where the marina put us all on the long dock next to the ferry landing. The early bird arrivals had a nice dinner together at the Downriggers. The next day was used for shopping in town and dock tails on Pound Foolish. It was a great way to begin the cruising season.

The next leg of the cruise was two days at Deer Harbor. In the afternoon on the first day we all gathered on Dancing Loon for a Pot Luck. Dan brought hot lasagna and toast and best of all freshly baked chocolate chip cookies. The next day, the marina provided us their van for a day trip around the island. Most of it was spent at Eastsound village for shopping and checking out the several little shops and lunch together at the local tavern for the largest and tastiest burgers you have ever had.

After lunch we jumped back in the van and continued around the island. We had hoped to go up to Constitution Hill, but it was closed because of large trees down over the road. So we drove to Olga and enjoyed browsing the local art studio. Then we backtracked to Rosario Resort and Marina (the first stop for the upcoming San Juan Cruise).

The best part of the trip was the comrade of friends....and the great weather provided by Neptune.



Our last Port of Call was beautiful Roche Harbor. One of the perks of doing the Frostbite Cruise was the winter rates at the marinas. On our last day, most of the gang joined up for dinner together at the restaurant. It was a nice way to end the cruise and to prepare for smooth crossing home the next

On April 10th Blue Heron and Malaika left for Port Ludlow for the short “Shake Down Cruise”. Two days in Port Ludlow then a day at Mystery Bay. Two of our scheduled cruises are now complete. Several NOSP boats will be departing April 22nd for the San Juan Island Cruise. Sally, the Cruise Captain for this cruise has been doing a lot of leg work preparing us for our next adventure. May, will be the opportunity for NOSPS cruisers to join up with the PAYC for the traditional Memorial weekend rendezvous at Telegraph Harbor on Thetis Island which promises to be a lot of fun. Some members will continue on to Desolation Sound after.

For more information about the upcoming cruises, check out our squadron website northolympic-boaters.com under the tab CRUISES.

TIP: When reserving a slip in a marina, make sure YOU understand the marina’s policies. Most marina’s require you to give them your credit card number to ensure slip coverage if you do not show up, but do not charge your card until you arrive. Some marinas charge a non-refundable reservation fee. Most marinas’ have a 24 to 48 hour cancellation policy.

Some like LaConner, once you reserve your slip; they charge your card and no cancellation allowed. While some marinas understand that if the weather is bad and you cannot make it, they may forgo charging you. Others like Port Hudson have a strict policy of 48 hours regardless of weather conditions. Also it does not hurt to ask for possible discounts, especially for BOATUS members. Ganges marina at Salt Springs and Pleasant Harbor both give discounts, but you have to ask and show your card. Friday Harbor has a discount on fuel.

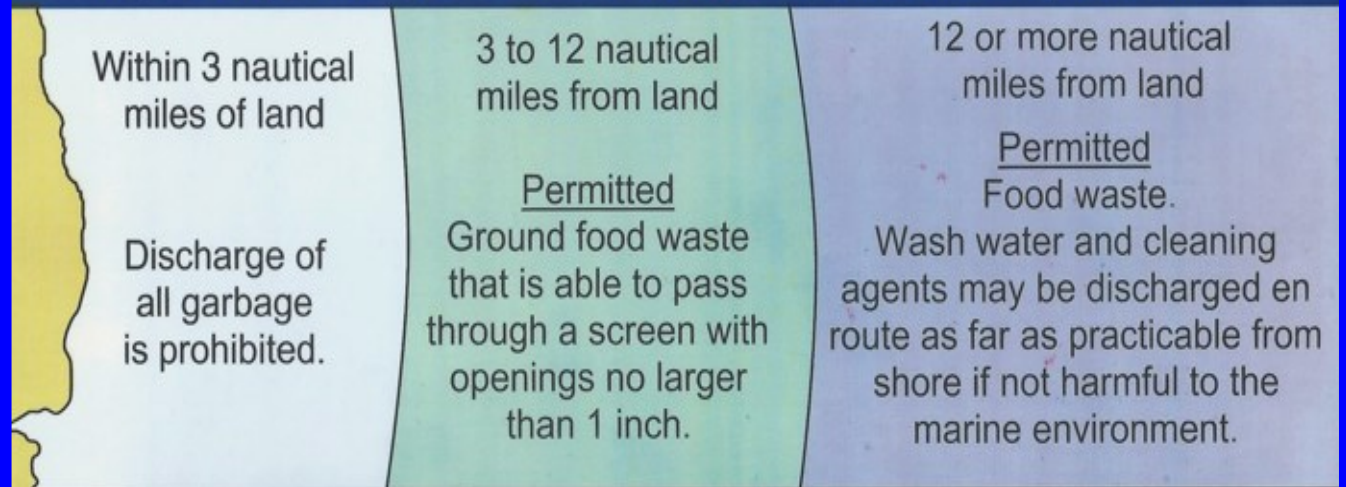


2019 CRUISE-ACTIVITIES GUIDE AND SCHEDULE

DATES	DAYS	NAME OF CRUISE-ACTIVITY	CAPTAIN
MARCH 25-31st	6 days	Frost Bite Cruise – San Juan Is.	NOSPS
April 9th-12th	4 days	Shake Down Cruise	Ted Shanks (SBYC)
April 22-29th	8 days	San Juan Islands – short cruise	NOSPS
May 6th	1 day	Sequim Bay State Park BBQ & OTW	Ted Shanks (SBYC)
May 20th-June 11th	23 days	Vancouver Is. Telegraph Harbor Rendezvous & Desolation Sound	Wendy Schmidt (PAYC)
June 8-9th	2 days	PA Maritime Festival	PAYC
June 22-28th	8 days	D-16 Rendezvous	NOSPS
July TBD	7 days	DUDES CRUISE	NOSPS
Aug TBD	11 days	Vancouver City or South Sound	NOSPS
Sep 7th	1 day	NOSPS Picnic	NOSPS
Sep 9-20th	11 days	Desolation Sound/Chatterbox Falls	NOSPS
Sep 21st	1 day	Sequim Waterfront Day	
Oct 2-4th	3 days	Victoria – Sidney	SBYC
Oct 5th	1 day	NOSPS Saturday Clinic	NOSPS

Note: This is still a work in progress. All dates and places may change. The dates though have been coordinated to try coordinate, accommodate and avoid previously scheduled activities. Please contact Ray Madsen rwmadsen@gmail.com for more information. Cruises are in Red

The discharge of all garbage, most importantly all forms of plastic, is prohibited into the navigable waters of the United States and into all other waters except as specifically allowed below. A person who violates these requirements is liable for civil and/or criminal penalties.



MARPOL Annex V Special Area – Wider Caribbean Region (Gulf of Mexico & Caribbean Sea)

◀ Discharge of all garbage prohibited out to 12 nm ▶ ◀ Food waste must be ground ▶



Regional, state, and local restrictions on garbage discharges also may apply.



2019 STRAITLINES ADVERTISING RATES FOR NEWSLETTER & WEBSITE

With Coupon or Discount

Without Coupon or member discount

Website						
Ad Size	Per Qtr	Link	Per Year	Ad Size	Per Qtr	Per Year
Business Card	Free	\$20	\$20	Business Card	\$25	\$75
¼ Page	\$25	\$45	\$75	¼ Page	\$50	\$150
½ Page	\$50	\$75	\$150	½ Page	\$75	\$200
¾ Page	\$75	\$95	\$200	¾ Page	\$100	\$250
Full Page	\$100	\$100	\$250	Full Page	\$150	\$450

- Layout changes once per quarter for those with annual commitment.
- Camera Ready Ad copy must be received by 20th of the month prior to publication
- Submit electronic ad copy art in .JPG or .GIF format only
- Ads submitted without payment will not be published
- Copy changes may be submitted once per quarter for those with annual commitment at no charge.
- Additional changes may be made for \$20 set-up fee for newsletter or website per submission

Current and back issues of Straitlines can be found at: www.northolympicboaters.com



NEPTUNE'S CORNER

By: Ruth Kohl

28 ft Sundowner tug
called "June Bug"



I was born in Wenatchee WA and grew up in Cashmere WA where I lived with my paternal grandparents. My grandfather was the ticket man for the Great Northern RR in Cashmere, and it was there that I developed my

love of trains. I spent many happy hours at the depot, watching my grandfather send and receive Morse code and go about his many duties and watching the trains as they came thundering by.

The engines at that time were box cab electrics, silent and smooth and with a horn, rather than a whistle. We went to Seattle often to see my great-grandmother. We rode behind the electrics went as far as Skykomish, then behind the lovely, noisy, smoky steam engines. I have been married twice and both men loved trains. My grandparents also had a cabin on the South shore of Lake Wenatchee at the head of the lake. We went to the cabin every weekend even during the war years; the cabin was my grandfather's escape from the stresses of work during the war. It was there that I learned that fuzzy yellow bumble bees did not like to be picked up and squeezed, and later, that chipmunks objected to being picked up by the tail...no matter how well meaning. We had a boat, a heavy wooden lapstrake dinghy. When I was big enough to handle the oars (one was considerably longer than the other one) I was taught to row and set loose to row up and down the lake, within strict boundaries of course. I loved being on the lake, and when I was in the boat, rowing I was in heaven and in any number of imaginary worlds. My little dog often went along, as a lookout.

I married Phil Kohl in 1974 and we lived in Richmond Beach, just south of Edmonds, with a view of the sound and the Olympics with a train track just a block away. What more could anyone ask. In 1987 we decided to take a boating class from the Power Squadron, mostly because it sounded interesting. One evening they had all the advanced grade manuals laid out and I immediately said I wanted to learn celestial navigation and was told I had to start with Seamanship first. OK, I thought, if that is what it takes, so be it. We were invited to join Possession Sound Power Squadron, and I did. Then Phil, not wanting to be left out, joined and we began our education. I wanted what was then called a Full Certificate, now Senior Navigator. We took every elective and advance class we could, what we couldn't take in electives, we taught. We went to Bellevue Power Squadron for JN and to Deception Pass Power Squadron in Oak Harbor for N. By the middle of 1991 we achieved our goals, we both had full certificates.

We wanted a boat, but not to own one, so we opted for time share boats, and the first was a beautiful little 28 ft Sundowner tug, "June Bug" Phil was a natural at docking, and close quarter handling; but me, not so much. I was better in open water, especially rough water. Our final boat was a 38 ft tri-cabin trawler, "Andante" and we had many wonderful cruises. After we moved to Port Townsend, we cruised with friends who were liveaboards. We met them in Prince Rupert, BC and cruised around that area. Leaving Prince Rupert was my first time running a range...backwards! Our last trip with them was to the Queen Charlottes islands, a wonderful and memorable time

We moved to Port Townsend and were active in Agate Pass Power Squadron, where we remained for many years, Phil was SEO and I was Commander. We joined Point Wilson to give them enough members for a charter and help them get started, then returned to Agate Pass.

The Power Squadron has been a long and wonderful journey. It seems we were ahead of our time, we joined USPS for the education and stayed for the friends

Recognition for Gary Yaruss for many years of teaching the Weather Class
With great appreciation from all the SEOs, ASEOs, Co-Instructors and all members who have sat in Gary Yaruss' Weather Class over the years, we say a HUGE heartfelt thank you for all you have done and taught us. Amazing instructor who made Weather a fun and engaging class. NOSPS will always offer a great Weather class but Gary, yours, well let us just say we never knew what to expect! You garnered our attention and held it using your unparalleled, let's say creative, props and interesting (could we say creative?) stories. We know with you they were all true! We not only learned but retained the Course material because of them!



When all Instructors were recognized and thanked at our COW meeting, Gary asked to the front of the room where appreciation and thanks by Commander Mahalick, SEO Duane Webb and ASEO Randy-Blackburn-Lappin was offered. Past SEOs Ray Thomas and Guy Bear were also there to thank Gary for the many years and the great commitment he has given to teaching this class. Quote from Nila to Gary " *it was one of the most entertaining classes I have taken and my head is still in the clouds! I mean LOOKING AT the clouds!*"



THANK YOU GARY!!!

*Find your membership number in
this issue
of the Straitlines and win a free dinner
at the next Membership Meeting!*

**For questions regarding our
NOSPS Web site please contact
Nila Madsen at
nila.madsen@gmail.com**



Gordon Bilyard receives Thank you gift from NOSPS



Thank you Gordon for all your accomplishments for NOSPS



Thank you Catherine Bilyard for all you have done for NOSPS! You will be missed



Randy Blackburn-Lapin was awarded Member of the Year by Duane Webb



Randy Blackburn-Lapin, Ken and Andrea Williams Received Marine Electronics Certificates



Sandy Thomas and David White Receive Operations Training Certificates



Thank you Ray Mahalick for a Great Year! Enjoy your retirement!



Nummy appetizers for All!!!



NOTICE TO ALL MARINERS WHO USE GPS EQUIPMENT

On 6-7 April, a parameter in the GPS system will “roll over” to zero, which may affect older GPS equipment, or equipment that has not received firmware or software updates recently.

Background: The GPS satellite constellation transmits the exact time to all GPS receivers. The format for this information includes a parameter that represents the week, called the GPS week number. The week number has been counting incrementally by 1 since January 5th, 1980, and is an integral part of the navigation message received by all GPS receivers. When the week number reaches 1024 at 18 seconds before midnight (UTC) on April 6th, 2019, it will reset to zero as it keeps counting. This has happened once before - in August of 1999.

Older GPS receivers, or receivers that have not been provided manufacturer updates, may be impacted by the rollover. The impact might occur in April, or could affect such equipment at a later date. On these receivers the date might revert back to August 1999, or may revert to another date. Since this issue does not affect the other parts of the GPS navigation message, (it only affects the date), the receiver’s ability to calculate the position and to display the exact time of day should not be impacted.

If you are operating a relatively recently-made piece of GPS equipment, it has likely been designed to handle this rollover event. If you regularly update your equipment’s software/firmware with manufacturer updates, it has likely been prepared to handle it. If you are unsure, check with your manufacturer. If the equipment was built to the following published specification, it will handle the rollover without problem: Global Positioning Systems Directorate Systems Engineering and Integration Interface Specification, IS-GPS-200.

If your receiver shows symptoms similar to those describes above, it is recommended that you contact your equipment manufacturer for further assistance.

To best prepare for this rollover event, users of GPS equipment who are concerned should update their firmware, or contact their equipment manufacturer to ensure their equipment is ready for this event.

Find additional information about GPS and the GPS Week Number Rollover here:

[GPS.gov](https://www.gps.gov)

[Department of Homeland Security Memorandum for U.S. Owners and Operators Using GPS to Obtain UTC Time](#)

D/Lt James E. Haglund, P
District Webmaster
Seattle Sail and Power Squadron
uspsd16.webmaster@gmail.com
www.uspsd16.org

E239290

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.®**

Commander
Nila Madsen, P

Executive Officer
Ken Williams

Administrative Officer
Steve Allen, P

Education Officer
Duane Webb, SN

Secretary
Randy Soderstrom, P

Treasurer
Jan Jones, N.

Asst. Treasurer
Alayne Fellows, P

Asst. Education Officer
Randy Blackburn-Lappin, ASEO

Members-At-Large
Sally Calkins
Martin Calhoon
John Hauck

Past Commander
Raymond Mahalick

Committees:

Audit
Tom O'Laughlin, SN

Law Officer
Bob Bond, SP

Photographer
Suzy Webb, S
Duane Webb, N

Safety Officer
Suzy Webb

Budget & Finance
Sandy Stem, P-Chair
Alayne Fellows, P
Jan Jones, N

Liaison Officers
Ray Thomas, JN
Ted Shanks, SN
Steve DeBiddle, AP

Port Captains
Randy Blackburn-Lappin
Ted Shanks, SN

Ship Store
Jan Jones, N

Telephone
Penny Cahoon

Chaplin
Richard Schoel

Marketing/Public Relations
Nila Madsen, P

Planning
Guy Bear, SN
Sandy Thomas, AP
Ray Thomas, JN

Vessel Safety Examiners

Co-op Charting
volunteer needed

Member Orientation
Sandy Thomas, AP
Membership Team

Tom O'Laughlin, SN
Mike Witkin, AP
Ted Shanks, SN
Torben Blichfeld, SN

Bob Stem, AP
Doug Schwarz, SN
Ted Shanks, SN
Tom Foley, S
Torben Blichfeld, SN
Bob Bond, AP (CH)

Cruise Planning
Ray Madsen

Education
Duane Webb, SN- SEO
Randy Blackburn-Lappin, JN
Randy Roberts, P

Sandy Thomas, AP
Karen Mahalick
Sally Calkins, AP

Property Officer
Jan Jones, N

Webmaster
Nila Madsen, P

Historian
Volunteer needed

Merit Marks
Ted Shanks, SN

Radio/Technical
Bruce Cutting, AP

Women's Program
Audrea Williams (CH)
Sandy Thomas, AP

Nominating
Ray Madsen, AP
Sandy Thomas, AP
Tom O'Laughlin

Roster
Sandy Thomas, AP
Rules
Volunteer needed

**FOR SALE - PEARSON 35' SAILBOAT
with WESTERBEKE DIESEL ENGINE
"MORGANCE"**



She is rigged for single-handed sailing, has all new AC & DC wiring, new diesel furnace. She is in excellent condition and ready to sail. Sleeps 5 people. Comes with a Dinghy not shown, a Dodger not finished, Dock box and many extras.

To view her: go to slip G2 at Port Angeles Marina.

Contact Mike Fellows@ (360) 703-1508

or Alayne Fellows @ (503) 804-9422 ,

or email: alaynef@gmail.com Asking \$16,500 or best offer

NOSPS DINNER MEETING

Monday, May 13th at Cedars 1965 Woodcock Rd, Sequim
5pm Social Hour; 6pm Business; 6:30pm Dinner; 7:10-8pm Speaker

(in promotion of the upcoming D16 June 21- 23rd Poulsbo Rendezvous)

THEME: CRUISING THE CARIBBEAN

come relaxed dressed in your favorite Caribbean garb; Join in the fun of the evening BUT you are not obligated to do so! There may be a prize for the best authentic Caribbean or tourist!



DINNER MENU

Caribbean jerk chicken, spiced white rice with roasted veggies,
sweet rolls, coffee & dessert



SPEAKER: ROB SANDERSON

Nothing Caribbean or "Jack Sparrow" about our May speaker... or is there? He did work on schooners in the Caribbean! Rob, of Port Townsend Boat Company, has over 26 years in the marine trades and holds a USCG 100-ton Captain's License. He and his wife, in 2011, sailed their 38' ketch to Puerto Vallarta and spent many months in Banderas Bay, Mexico. Rob loves boats and getting people out on the water in the boat of their dreams.



To attend contact: STEVE at AO.nospsSteveAllen@gmail.com or use the contact form on our website northolympicboaters.com before **Monday, May 6th**

NOSPS APRIL CHANGE OF WATCH DINNER MEETING

**When: Monday 13, 2019 at Cedars at Dungeness, Banquet Room
1965 Woodcock Rd., Sequim
Happy Hour begins @ 1700 (5:00 pm)
Dinner will begin around 1800 (6:00 pm)**

Menu: Chef Ken Layton will present us with Caribbean jerk chicken, spiced white rice with roasted veggies, and sweet rolls. Cake For dessert. Coffee and tea for beverages.
\$25 per person

Next Executive Board Meeting

**When: Monday May 13, 2019 at 8:30 am - 10:30am
Where: Sunland Golf & Country Club, 109 Hilltop Dr. Sequim, WA 98382
NOSPS Bridge Meeting open to all members**



Visit the NOSPS Website
at [http://
northolympicboaters.com](http://northolympicboaters.com)



The District 16 Web
Page is at
[http://www.usps.org/
localusps/d16](http://www.usps.org/localusps/d16)

Straitlines

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