Poverty Bay Sail and Power Squadron

Dates to Remember

Jun 2      Nautical Auction/Dinner Meeting
Sept 10    Steak Fry
Nov 3      Dessert Auction
Dec 1      Christmas Party
Mar 30-31  2012 District Spring Conference

2011 Rendezvous Schedule

June 24-25-26  District 16 Poulsbo Marina
July 1-2-3-4   Des Moines Marina
August 5-6-7   Dock Street
               (Call for first night’s confirmation before July 4)
Sept 2-3-4-5   Eagle Harbor
Sept 30 Oct 1-2 Blake Island State Park

Winter Rendezvous  TBD

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POVERTY BAY SAIL & POWER SQUADRON

REFERENCE INFORMATION

PBSPS Web Page URL:  www.pbps.org
Squadron Contact :  povertybay@comcast.net

PBSPS Elected officers meet the third Thursday of each month at 1900 to conduct Squadron business. All members are welcome to attend. Meetings are held in various locations. For meeting locations, please contact Cdr Mary Quande at 206-241-5799.

General membership meetings & programs are on the first Thursday of the month at:  Masonic Temple
2208 S 223rd St, Des Moines.

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Hi Fellow Pirates:

I attended the Operations Training session at the home of P/D/C Joanna Webster, AP, along with Lt/C Rich Rutkowski, S and Lt/C Gloria Hunt, SN. As always Joanna did a spectacular job. She had cookies! (Sorry you weren’t there.)

As we were going through the material I realized how much information is in our Roster. There is a calendar listing events for each month of the year. New events are added throughout the year and posted each month in the Pirates Log. Also in our Roster are job descriptions for Officers, Executive Board, and Committee members. If you are invited to become a member of the E-Board or Chairman of a Committee you can look up the responsibilities of the position — some of us should have looked before leaping.

Other interesting and useful features found in the Roster are: A history of the Poverty Bay Pirates (it’s a great read), our USPS Pledge and Preamble (you could have fun memorizing them), and last but not least our Squadron Bylaws. These have been revised by Marcus Nelson, AP. It took many hours to dot the I’s and cross the T’s. We need to give Marcus a great big THANK YOU.

In all, the training session was very informative and as it was raining, I could not be in my garden anyway.

We are looking forward to the rendezvous in Brownsville this coming weekend, getting out on the boat and enjoying the company of our fellow Pirates. If you are there on Friday the 27th, you can celebrate Duane’s birthday with him. I will bring a birthday cake. All he wants for his birthday is me, AGAIN. See you there.

Fellowship from Friendship

Cdr Mary Quande, P

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JULY 4TH RENDEZVOUS IN DES MOINES

FOOD
FRIENDS
FIREWORKS!

WHAT MORE COULD YOU ASK FOR?

Mark your calendars, be sure to sign up with the hosts and we’ll see you there!

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MONTHLY DINNER MEETINGS AT MASONIC TEMPLE
2208 S 223RD ST, DES MOINES

Your telephone committee calls each member the week prior to the monthly dinner meeting. IF you have not been called by Sunday and you wish to attend our dinner, please contact Chairperson Lt Linda McDonnell, P (206-244-6714). All additions or cancellations to our count must be in no later than the Monday before the meeting! Also Please, Please see that we have a correct phone number for you. If you are not being called, we probably don’t.

“A reservation made is a reservation paid”. Please remember when the telephone calling committee member calls you for dinner reservations, that you are obligated to pay for your dinners if you do not attend or cancel by the Monday preceding the dinner meeting. Dinner price is $20.00/person. The squadron has to pay for ALL reservations made.

For a missed reservation, please remit check to
PBPS, c/o Lt/C Gloria Hunt, JN
1911SW Campus Dr, BX 569
Federal Way, WA  98023
FROM ANDROMEDA’S COCKPIT
By Lt/C Tom Spohn, P

Maybe you’ve seen the banners at the Des Moines Marina proclaiming the upcoming Mid Sound Summer Social (MS3) and wondered exactly what it was. Several years ago the Des Moines Marina noticed the large number of social activities to the north in Seattle, like the Duck Dodge, milk carton races, and other forms of purely social events on the water. They really wanted more boaters in the Mid Sound to spend more time on their boats and, with the Three Tree Point Yacht Club, the MS3 was devised. For six consecutive nights a group of sailboats sails around a short course for two hours. The “Relaxed” rules are in effect and sailors get around the course any way they can—including using their engines. Winners are drawn from a hat and prizes and eats are shared with all the participants after returning to the dock. This purely fun activity was then augmented by adding some charities to support. Most participants invite friends and neighbors out on their boats for the activity with the understanding that Hospitality House and the Des Moines Food Bank will have tables on the dock and a donation would be appreciated. The size or type of donation is left up to the individual. And, by the way, the event is self-financed. No money from the club treasury is involved.

This year the Poverty Bay Sail and Power Squadron will join in the fun. July 7th will be Power Squadron night and will be hosted by our very own Duane Quande, P and Cdr Mary Quande, P. The power boat participants will go out for two hours playing a game that will test boater’s skills in “keeping watch”. After the event everybody is invited back to the Marina’s new party dock for prizes, food, and merriment. The Power Squadron will also have a hosted table on the dock hoping to interest some boaters in joining us.

What’s the game?? Well you will just have to stay tuned in! If you are interested please call me or e-mail me or see me at the next dinner meeting or grab me by the arm in Brownsville where I hope to see a large turnout.

Tom Spohn

A FEW WORDS FROM RICH
By Lt/C Rich Rutkowski, AP

May Speaker... and a great opportunity!

The May dinner meeting featured an outstanding presentation by Doug Miller, CEO of Milltech Marine in Port Orchard. His topic was "Automatic Identification System" (AIS).

AIS consists of a receiver and/or transmitter that allows vessels to "see" each other, be able to identify characteristics such as type and size of boat, and further, be able to compute dynamic data such as speed, movement direction, and closest point of passing. Doug gave the group a good overview of the types of electronics that are required, and the various options, to make the system work. He clarified that boaters could display vessel data on their chart plotter, laptop computer, or on a stand-alone unit. One helpful segment of his presentation, at least for me, was a series of diagrams that visually depicted the equipment connections on board that make the AIS system work. He also showed a real situation as he travelled in his boat through Rich Passage. As he reached the blind corner in the passage, AIS showed him that he was on a collision course with the Bremerton Ferry. It was abundantly clear that AIS can be important to safety on the water.

Doug has been a life-long boater with a high interest in technology. He was a former Microsoft executive in charge of competition strategies. After leaving Microsoft, he founded Milltech Marine when he realized the future importance of AIS.

At the end of his presentation, Doug announced that he will make a donation to Poverty Bay's Nautical Auction (coming up at our June 2nd dinner meeting). He told me that "he will be happy to donate a Comar AIS-2-NMEA dual channel AIS receiver for our auction." Details on this product can be found here: http://www.milltechmarine.com/Comar-AIS-2-NMEA-AIS-Receiver_p_148.html

In addition, Doug has set up a coupon discount code “pbps” that our members can use to get 10% off any AMEC, Comar or Smart Radio product for any

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orders placed between now and the end of July. We just enter the “pbps” code in the “Apply Coupon” field when ordering online from the Milltech website: www.milltechmarine.com.

Thanks to Doug Miller for being generous with his time and company resources. Also, my thanks to Lt/C Tom Spohn, P for making this valuable contact!

June Nautical Auction

It's June, and time for our annual Nautical Auction! This is a chance for our squadron to replenish our operational funds, and for all of us to have some fun, not to mention picking up some needed items or even nautical treasures. Here's how it works. You bring your items for auction to our June 2nd dinner meeting. Label them with your name as the donor, and indicate an estimated value. Auctioneer P/C Barry McDonnell, P, together with assistance from Steve Archer, S, will make a best effort to get top dollar for your donation. Alternately, your items could be in the Silent Auction. Either way, your help will allow the squadron to raise funds and better reach our goals.

Of course, we all recognize that high-value items are the best! In addition to your own nautical donations for auction, we have an opportunity to solicit our vendors for nautical donations. A simple "ask" by you will very often bring a positive response. I encourage everyone to give it a try. You will most likely be surprised!

Finally, come on June 2nd, bring your donations (and checkbook), and be prepared to have fun!

As a side note, unfortunately, I will not be able to attend our June 2nd Nautical Auction and dinner meeting. I will be in Sitka, AK fishing for salmon and halibut. I just couldn't turn down this invitation to join an old friend on his boat. As they say, "somebody has to do it," and besides, he needs the help! Tom Spohn volunteered to take over my duties at the dinner meeting. Thank you, Tom! In addition, Lt/C Don Parker, AP and P/C Terry Scott, P have volunteered to help with pre-dinner set-up. Thank you both!
SAFE BOATING THROUGH EDUCATION
By Lt/C Dave Sharp, SN

The results are in! We had 17 members pass Weather and 4 pass Advanced Piloting. We also had our largest ABC class of the year, with 15 students passing last Saturday. Congratulations to those students and thanks to the instructors.

As I write this, P/C Jim Sola, AP is wrapping up Instructor Development (with 4 students) and Seamanship, our final class before the summer break, will finish on June 7th. We have 5 students enrolled in Seamanship and 3 more auditing. P/R/C Bob Miller, SN is leading a team of 5 teachers for Seamanship. A big thank you to my fellow instructors 1/Lt Dan Ottenbacher, AP, P/C Roger Hunt, SN, P/C Jack Green, SN, and Dan Leenhouts, AP.

The District Education Seminar took place on May 7th in Oak Harbor and the first agenda item was to schedule the 2012 Seminar – on June 2nd – not on Seattle’s Boating Season Opening Day or on opening day of the 1 day shrimp season (for some of us who will remain nameless). None-the-less, this was a very good meeting focusing on the USPS new Boat Operator Certification and On-the-Water Training Programs. More on these to come, but it is clear that this hands-on emphasis will become a major selling point for the USPS in the future.

Our PBS&PS Education Department meeting will be on June 1 and we hope to set our 2011/2012 Class Schedule at that time. We’ll provide actual dates in the next Pirate’s Log, but for this Fall and Spring begin planning for elective courses; Marine Navigation Systems, Cruise Planning and Engine Maintenance. These courses aren’t taught every year, so we’ll try to get the dates set ASAP for you to be able to lock them in on your calendar.

In lieu of Summer classes, Luke Curtis, P passes on a link to a website offering a 10 minute video presentation on Aides to Navigation illustrated with charts and pictures of Puget Sound examples. The video is very well done and the local examples are great. Offered by the CaptnMike website, the link is:

http://captnmike.com/2011/02/05/introduction-to-u-s-aids-to-navigation/

Right click on the video to go to full screen. Enjoy! …and pass it on to someone.
Cinco de augusto

Plan a Weekend South of the Border
(the King County border, that is)

When: August 5, 6, & 7
Where: Dock Street Marina, Tacoma

Details: Have a great weekend of food and games in downtown Tacoma with your favorite people (Poverty Bay Sail and Power Squadron, of course)

Make your own reservation at Dock Street by calling (253)250-1906 and telling them you are with the PBS&PS rendezvous and giving them a credit card number. No charges will be applied if you cancel 72 hours ahead of time.

Please send the usual information (Your name, boat name, length, and number of people) to P/C Roger Hunt, SN (rh_hunt@comcast.net) or sign up at the June 2 monthly meeting with P/C Jack Green, SN.

Your hosts (Jack and Sheila Green, Roger and Gloria Hunt, Dave and Karen Sharp, and Terry and Allison Tennant) will plan an enjoyable weekend with a number of activities. Further details to follow.

SQUADRON BYLAWS UPDATED
By Marc Nelson, AP
Rules Committee

Our Squadron Bylaws were last updated over three years ago. Since then National has adopted nearly 100 changes which are primarily related to classes of membership (notably, Family Member rolls into Active Member) and a host of minor word changes. Something approaching 99.9% of our Bylaw wording exactly matches HQ’s Squadron Model Bylaws.

Actions taken:
• On behalf of the Rules Committee, I made the necessary changes according to HQ’s Squadron Model Bylaws.
• Proposed Bylaws sent to HQ for Preliminary Approval.
• Presented the Proposed Bylaws of 10 May 2011 to E-board meeting of May 19 for review, comment, and a vote.
• E-board voted unanimously to accept the Proposed Bylaws and recommended them to the General Membership for a vote at the next general meeting (June 2).

Next Steps:
• Present Proposed Bylaws to General Membership at general meeting of 2 June for a vote.
• Upon approval by General Membership, submit Proposed Bylaws to HQ for Final Approval.

Respectfully submitted on behalf of the Rules Committee,
Marc Nelson
A TALE OF THREE WHALES & THREE STICKS

By P/C Kara Dalkey, P & Marcus Nelson, AP

It was a dark and stormy morning. Nonetheless, we drove out on Sunday, May 15th to Pier 69 in Seattle to board the Victoria Clipper Ill for the last grey whale watching tour of the season. Marcus had never seen grey whales before and I hadn’t seen them since I was a kid in California, and in the interest of keeping random adventure in our lives we decided to go for it.

Traffic was a mess due to road construction and trains and we only got to the gangway in the nick of time. As we passed one of the crew, Marcus asked, “Can I drive the boat?”

The crewman’s answer was quick and decisive. “No.”

Too late for any of the window seats, we settled in the center section amid families with their bewildered and squalling offspring. Not long after we sat, the crew loosened the lines and we jetted out of Elliott Bay.

The early part of the trip was uneventful—Marcus and I shared an overpriced breakfast of muffin, yogurt and craisins™. The young lady narrating the tour chirpily described various landmarks and points of interest that we could not see, due to the rain splattering on the windows and the precipitation fog (hey, Rick! I learned something in Weather class!) cloaking the cliffs and island slopes beyond.

We did slow down beside a couple of channel buoys to admire and play paparazzi to the sea lions lounging on the buoy platforms. The sea lions seemed unimpressed. Then we sped on to the south end of Whidbey Island, where the excitement was to begin.

It was in this region, our guide explained to us, where the “ghost shrimp” thrived in the shallow waters, and these shrimp were one of the main food groups for the grey whales. (Although I can’t imagine how much nutrition can be gleaned from ectoplasmic prawns, but I suppose if you eat a ton of it a day, you’ll get something.)

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After circling Possession Sound just south of Gedney Island in the sodden drizzle for a while, finally some spouting was spotted and we were off. Captain Ahab would have been proud (although confused, as we were without harpoons and any intention of capturing the beasts). We saw, in all, three of the great cetaceans...although “see” is a relative term, if you count just the ridge on their backs being visible above the surface from time to time and the characteristic “heart-shaped” blow. It was almost impossible to see the rest of the whale in the murky water. The whales were placid and quite unconcerned with our presence as they slowly dove, came up to take some air, then dove again to eat some spectral scampi. After about an hour of clam chowdering up and down decks to take fuzzy digital photos of disturbed water (as my timing always caught the whale just as they went sub-surface) we finally left the gentle giants in peace and headed up to Coupeville.

Well…most of the way to Coupeville. Somewhere deep in the Saratoga Passage, the Clipper made a shudder like Marcus glimpsing a Lady Gaga video. Then, the boat whined and slowed to a stop. The captain apologized and sheepishly informed us that a stick had gotten into the water jet intake and that it would be just a few minutes as they tried to push it out. So he made the Clipper dance to and fro, backwards and forwards, and the stick was still stuck. A hapless crew member (I imagined him wearing a red shirt) had to go down into the engine room and fish the stick out by hand.

Time stretched on as we wallowed, becalmed, off Camano Island. I went for a bowl of clam chowder (as the hot dogs were sold out) and it was a tasty distraction. Finally the bothersome branch was dislodged and soon our tour guide was strolling down the aisles displaying the soggy, broken bough to the passengers. As recompense for the lengthy pause in our proceedings, the captain offered a half off sale on…clam chowder. Did I mention my timing was terrible?

At last we jetted into Penn Cove and docked at the tiny dock at Coupville that had room for the Clipper and maybe three other boats. Four if they were dinghys. We tourists toddled up the ramp and into town, and as it was still dismally drippy, we went into the first restaurant that looked acceptable. The Front Street Grill has good (if spendy) food, attentive service, and we noticed that window booths can be reserved if one calls ahead. We each had a burger that seemed to be a specialty of the place, and it was pretty tasty.

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After lunch, we scuttled quickly through the tourist-catcher shops in the two blocks of town (as the weather was still soppy). Alas, the dutch chocolate store was closed. We got back to the boat soon enough to get window seats. The weather was clearing almost enough to make it worth it. The Clipper filled up again with full passengers and we set off for the quick and uneventful return. Well, it was supposed to be uneventful.

Somewhere off of Edmonds, the Clipper shuddered again like a kid facing a plate of brussel sprouts. Another stick had been sucked into the jet intake. Clearly embarrassed, the captain assured us that two sticks in one trip is a very rare occurrence and we would surely be on our way again shortly. Again they made the Clipper III do the dipsy-doodle dance and again it did no good. The hapless crewman was again sent down to the scuppers to retrieve the worrysome chunk of wood. I wondered if he’d be getting a sailor-biscuit for his fine fetching. The Captain offered considerable discounts on whatever food was left in the galley, but we were still full from lunch and didn’t budge for the bargains.

Soon enough, the engine started again and we zoomed on our way. The sun had actually finally made an appearance and was glittering prettily on the water. We could see the green hillsides and admire the distant beach and marina of Shilshole. We could see a huge Hanjin container ship ploughing north up the Sound.

And then it happened...Again. The Clipper shook like a wet dog. “Folks, this is a record,” said the captain over the intercom. “We’ve never had to deal with three sticks on one trip.” Again with the back and forth dance, not graceful enough to be a waltz, not fun enough to be a samba. Meanwhile, the Hanjin hove ever closer into view and the captain warned us that as the freighter was gaining speed there would doubtless be an impressive wake behind him. We passengers watched the approaching dark line on the water in wary apprehension as the captain tried to restart the engine. At last, just as the wave of the wake was nearly on us, the captain turned the Clipper III to face the oncoming higher water. We passengers braced ourselves and it was...not much. Hardly a bump and a bob. A sense of surprising disappointment could be felt through the cabin.

But not to worry. We had delayed long enough that we were just in time to see the stately parade of cruise ships coming out of Elliott Bay. First was the Norwegian Pearl, although there was no Nordic Jack Sparrow to be seen hoisting a lager and a lutefisk. Its wake was not much to write home about. Then came the
lovely Princess, and her wake was a delightful little roller coaster, even eliciting a wheee! from meeeee. Last came the Holland America, much more stoic and substantial than the mythic Flying Dutchman, and stingy with its wake as well.

That was the last of the fun to be had. The Clipper purred back into its slip and the young ladies on the foredeck managed the lines deftly. We left the cabin, thanking the crew for their valiant efforts and trudged down the gangway. We turned for the last “Here’s what we rode on” photos. The journey of three whales and three sticks was done.

But it only goes to show, even though it wasn’t in our own boat, there is always adventure to be found, and wonders to be seen, out on the water. Even if it starts on a dark and stormy day.

**NAUTICAL WORD FIND**

Hints: Look for 15 nautical words which can be related to power or sail boating, USPS classes, and even initials for common things such as AIS. Answers on page 24. Enjoy!
SUPPORT BOATS NEEDED FOR SOUND ROWERS EVENT
July 8 & 9

We need boats to support the Sound Rowers 10 mile open water race from Manchester State Park around Blake Island and back to Manchester. This will be Poverty Bay's 5th year providing on the water safety support for this event. We normally rendezvous with boats from Bremerton squadron on Friday evening (July 8) at Port Orchard Marina. We hold our safety meeting there along with a throw together potluck dinner. Then we head out early enough Saturday morning (July 9) to be in place before the race. When the race is over, normally about 1200, we head back to our home ports. We need 6 or more boats to do a decent job of covering the race.

We have only had to actually help a rower once. In that case it was one of the peddle boats who's propeller had become entangled with weeds/kelp and would not propel the boat. Mostly we parallel the group of boats as they string out over the race course to be there in case one gets in trouble and to provide a sort of barrier to intrusion by other boats that could cause a safety problem.

Please Contact P/C Bob Miller, SN to join the fun.

Bob Miller
boatsafe@comcast.net
206-878-2655 ~ Home
206-799-8087 ~ Mobile

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BROWNSVILLE RENDEZVOUS
By Terry Fantz

Ahoy pirates, here is a quick recap of our Brownsville rendezvous. Friday night was not a great night for weather, but we all managed to get there safely. Saturday night was 50's night. Dinner was great, we had French Dip prepared by our traditional Big Meat man (Terry). Dinner was followed by 50's trivia and a little truth or dare with the prizes. Next came the bubble gum blowing contest. We had many participants, all were very entertaining, but at the end of the day, Nancy won it hands down. The Sock Hop was very fun, some of us actually had an aerobic workout. Many creative costumes, especially Gloria's green fuzzy socks. Some of us got to go sailing with Three Tree Point, special thanks for extending your boats to us. Sunday night we had smores by the fire, a perfect night for it, and the view was beautiful.

Monday morning was pancakes on the dock. The morning was very calm and the view was spectacular. Special thanks to Paul & Liz and Terry & Nancy for co-hosting. [Ed. Note: Special thanks also to co-hosts Dane and Terry Fantz.]
NAUTICAL WORD FIND SOLUTION

Words:
- Adult
- Anchor
- Beam
- Compass
- Cabin
- GPS
- Keel
- Mast
- Navigator
- Rudder
- Spinnaker
- Wharf
- Windward
- Leeward

Admiral Castoff Keel Rudder
Anchor Cleat Leeward Spinnaker
Beam Compass Mast Wharf
Cabin GPS Navigator
2011 DISTRICT 16 RENDEZVOUS
“Rock & Roll 60’s”
PORT OF POULSBO 24-26 JUNE, 2011

Who, What, When & Where . . . .

Docking: We'll have our Tacoma Squadron’s Docking Specialists again this year, who will be assisting in the arrival of boats for docking. Everybody is required to call in on VHF 72, prior to entering the marina. Even if you do not wish assistance in docking, please inform the docking crew you have arrived.

Registration: Friday and Saturday, rendezvous check-in will be at the Multi Purpose Room (MPR) located at the entrance to “E” dock. Times for registration will be posted on front of the building. You must send in the $5.00 dock reservation fee (non-refundable) with your reservation to ensure you will have a confirmed slip. The remainder of your moorage fees (for your entire stay), must be paid directly to the Port of Poulsbo, i.e., not to District 16. Please check in on VHF 72 when your boat arrives at the marina. The reservation for your meals and moorage must be received by 11 June 2011. No guarantees for the Four Star BBQ dinner or dock space after this date.

Boat Operator Certifier Qualification: BOC qualification and training will be available for both Inland and Coastal Navigator. Sign up now as space is limited.

Inland Navigation: Inland certifiers will be available on Thursday, 23 June, and Friday, 24 June, to witness power boat handling skill demonstrations and sign off on passports for this level. If there is a need, training may be available on Wednesday, 22 June. This training will be similar to last year’s program. It takes about three to four hours to complete the training.

Coastal Navigator: Coastal certifiers will be available Thursday, 23 June, and Friday, 24 June, to witness navigation and boat handling skill demonstrations. Note: Inland navigator on-the-water skill demonstrations must be completed first. This demonstration takes about five hours and is performed in the candidate’s own vessel. If you want to receive credit for either Inland or Coastal Navigator, you need to obtain an Inland or Coastal Navigator Candidate Kit by ordering through your SEO, prior to the class.

For questions and sign-ups contact L.D Brown @ 425-454-0115 (home) / 425-785-3844 (cell) or indicatrudy@att.net.

Fire Extinguisher and Flare Practice: A fire extinguisher practice session is planned for Saturday morning between 1030 and 1200 at the adjacent park’s fire pit. During the same time, there will be shooting of outdated aerial and hand-held flares on the beach behind the Sons of Norway Hall. If you have any outdated flares, please bring them to the practice. This is a great opportunity to obtain “hands-on” experience with your on-board safety equipment. Don’t wait until you have an emergency to figure out how to use these items. Bob Miller, SN (Poverty Bay) will be the Range Safety Officer for the two exercises.

Friday Night Social: “Dock Tail Party” from 1700-1900 on “E” Dock. Please bring hors d’oeuvres to share. We’ll have tables set up between boats on the finger docks for your food plates. All alcoholic beverages must remain within the docks and cannot pass the ramp.

Saturday Morning’s Opening Ceremony: It will begin at 1000 SHARP on the outside grass area which is directly at the rear of the Sons of Norway Hall’s activity area. We will have the pleasure of the SSS Hurricane Sea Scouts being our honor guard to present the colors; followed by P/D/C Kari Black, AP (Everett) giving the invocation.
**USPS Seminar:** One of our district’s seminar presenters will be leading a USPS Seminar at the Sons of Norway Hall (upper floor) on Saturday from **1300 to 1400.** The presenter will be a certified instructor who has extensive experience utilizing and applying the information presented in the seminar. If you want to learn more about how to be a smarter and safer boater, be sure to attend this free seminar. The seminar topic and presenter will be announced in your squadron newsletters.

**Youth Poster Contest:** Susan Tarpley (Everett) will be displaying the youth poster entries for judging in the Sons of Norway Hall (upper floor) until 1800. Winners are selected by a panel of judges and the first place winner in each of the three age groups will move on to the USPS Fall Governing Board in Greensboro, N.C.

**Saturday Evening Dinner:** Squadron members will be served finger licking wood fired Carolina BBQ Pulled Pork and BBQ Chicken, supplied by Mikes Four Star BBQ. Side dishes offered are corn on the cob, smoky BBQ beans, and sweet corn bread. Please bring a dessert to share. All plates and utensils will be provided. A “No Host Bar” will be provided by the Sons of Norway from 1700 until 2200. Dinner cost is $13.00 for adults; $6.50 for children (12 and under). Dinner will be served at 1800.

**Saturday Evening Silent Raffle:** After dinner, we will announce the winners of the silent raffle. Each squadron has been asked to donate a **new nautical item** valued in the range $35 to $50. Please bring your squadron’s auction item(s) to the upper floor of the Sons of Norway Hall at **1500,** in order to have an opportunity to view and bid on the raffle items. The raffle will open at **1700.**
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