



BELLEVUE'S

Bellevue's Monthly Newsletter



APRIL 2020

Vol. 58 No. 9



Majestic Lion photograph courtesy of the Brown's & Dvorak's

Come visit the wildlife in South Africa with the Brown's and the Dvorak's

BELLEVUE SAIL AND POWER SQUADRON BRIDGE

UNITED STATES SAIL AND POWER SQUADRON - DISTRICT 16

Commander	Cdr Nick Ledbetter, JN	425 941-8552
Executive Officer	Lt/C Rick Vicik, P	425-653-1282
Admin Officer	Cdr Nick Ledbetter, JN	425 941-8552
Educational Officer	Lt/C Robert Cooper, P	206-612-6163
Treasurer	Lt/C Vern Redecker, JN	425 427-8058
Secretary	Lt/C Laural Redecker, AP	425 427-8058

BSPS: www.BellevuePowerSquadron.org D/16: www.uspsd16.org/

COMMANDER'S AIDES

Chaplain	Open
Flag Lieutenant	Open
Sunshine	Bobbi Jensen
MBYC Liaison	Willa Conrad, P
North Shore Liaison	Open
Merit Mark	Lt Jan Brintnall
Operations Training	P/R/C L.D. Brown, SN

EXECUTIVE DEPARTMENT

Executive Officer	Lt/C Rick Vicik, P
Safety Officer	Open
Coop Charting	Open
Liaison Office	Open
Social Activities	Willa Conrad, P
VSC Chair	P/C Dennis Dorratcague, SN

ADMINISTRATIVE DEPARTMENT

Admin Officer	Cdr Nick Ledbetter, JN
Auction Chair	Open
Boating Activities	Lt Mike Heinrich, P
Dinner Reservations	Lt Jan Brintnall
Programs	Open
Advertising Mgr.	Open
Bellviews Editor	R/C Barbara Erickson, JN
Webmaster	Lt Frances E. Waters
Sqdn Photographers	Willa Conrad, P Steve Erickson, JN

TREASURER DEPARTMENT

Treasurer	Lt/C Vern Redecker, JN
Budget Chair	P/C Pat Naselow, AP
Property Officer	Open
Ship's Store	Lt Diane Heinrich

SECRETARY DEPARTMENT

Secretary	Lt/C Laural Redecker, AP
Database	Lt Brad Waters, SN Lt Frances E. Waters
Historian	Open

EXECUTIVE COMMITTEE

Members at Large:

	P/R/C L.D. Brown, SN
	R/C Barbara Erickson, JN
	Lt Michael Heinrich, P
	P/C/C Lance J. Jensen, SN

AUDITING COMMITTEE

P/C/C Frank A. Dvorak, SN	1 year
Frank N. Young, Jr.	1 year

MEMBERSHIP COMMITTEE

Membership Chair	P/C Dianne Greene, JN
Membership Involvement Chair	R/C Barbara Erickson, JN

NOMINATING COMMITTEE

P/C Pat Naselow, AP	1 year
Open	2 year
Open	3 year

RULES COMMITTEE

Lt Michael Heinrich, P	1 year
Open	2 year
Open	3 year

Boat Operators Certification

BSPS Coordinator
1st/Lt David J. Greene, SN-IN-CN-ACN

Certifiers:

Inland, Coastal and Advanced Coastal	IN CN ACN
P/Lt/C David J. Greene, SN	• • •
P/C Dennis Dorratcague, SN	• •
P/Lt/C Dennis Kinch, AP	•

Hands on Training (Small Boat & Large Boat)

Lt/C Robert Cooper, P
P/Lt/C David J. Greene, SN

EDUCATIONAL DEPARTMENT

SEO	Lt/C Robert Cooper, P
Assistant SEO	P/Lt/C David J. Greene, SN
Chairs Local Board of Boating	Lt Bruce Gardiner, JN

ABC Third Edition

Lecturers	Lt Bill Badgley, SN P/C Dennis Dorratcague, SN P/Lt/C David J. Greene, SN Lt Mark Galbraith, SN Lt David W. Mowrer, AP Cdr Nick Ledbetter, JN Lt/C Robert Cooper, P P/C Duncan Milloy, SN
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ABC Third Edition All Day Classes

Lecturers	P/C Dennis Dorratcague, SN Lt Harry Johnson, AP P/Lt/C David J. Greene, SN Lt Mark Galbraith, SN Lt Bruce Gardiner, JN Cdr Nick Ledbetter, JN Lt/C Robert Cooper, P P/C Duncan Milloy, SN
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Advanced Grades

Chair	Lt/C Robert Cooper, P
Seamanship	Lt/C Robert Cooper, P
Piloting	Lt Harry Johnson, AP
Advanced Piloting	Lt Harry Johnson, AP
Jr Navigation	P/Lt/C David J. Greene, SN
Navigation	P/Lt/C David J. Greene, SN

Elective Courses

Chair	Lt Brenda Galbraith, AP
Cruise Planning	Lt Eileen Huggins, SN
Engine Maintenance	Lt Carl C. Lang, AP
Instructor Development	Lt/C Robert Cooper, P
Marine Electrical Systems	Lt/C Robert Cooper, P
Marine Communications Systems	Lt/C Robert Cooper, P
Sail	Lt Mark Galbraith, SN
Skipper Saver	P/Lt/C David J. Greene, SN
Weather	Lt/C Vern Redecker, JN

Seminars

Chair	P/Lt/C David J. Greene, SN
Lecturers	P/Lt/C David J. Greene, SN Lt Harry Johnson, AP

Sight Reduction Checker

P/Lt/C David J. Greene, SN
Lt Mark Galbraith, SN

Equip. Custodian

Open



BELLEVUE SAIL & POWER SQUADRON

WEDNESDAY, 1 APRIL 2020
MEYDENBAUER BAY YACHT CLUB

1745—1845 Social Hour

1845—1945 Dinner: Choice of Steak, Salmon or Vegan with salad, baked potato, rolls and dessert. Cost: \$25.00 per person

Business Meeting follows the Program

Not an April Fool's joke –

**APRIL DINNER
MEETING CANCELLED
DUE TO THE
CORONAVIRUS
PANDEMIC!**



From the Commander

Cdr Nick Ledbetter, JN

Lead by Example

It's Here -- The coronavirus has come to America. Its spread through the U.S. will become painfully clear once we have objective data from much more broad-based testing. On a personal level, what we suspect as these emergencies are declared, crowds are banned, and businesses and public schools and universities go viral, is that this virus is going to be a major disruption to our daily lives. But we must also be mindful that though these disruptions are real and significant, the benefits that result from changing our daily routines far outweigh the new annoyances in our lives. We are literally saving lives by knowing and following the medical community's Best Advice.

What is the Best Advice? – The purpose of all this government-mandated crowd-banning or Social Distancing is to flatten the Pandemic's Curve; to slow down the spread of the virus, and to spread out or flatten the actual curve showing the number of people contracting the virus. Since we are at least a year away from a 'cure' the best strategy we have is to slow down its spread, so we don't see a huge spike in the number of people getting sick all at once. If that happens, we will not have enough hospital beds, equipment, or medical staff, and our hospital system nationwide will be overwhelmed. One only needs to look at other unprepared countries globally (like Italy) for graphic, empirical proof of the chaos caused by lack of testing and medical facilities. We must do our part in every way possible to stop the spread of the virus and the potentially debilitating effect it could have on our country's medical services.

Lead by Example – We, the Power Squadron, know how to educate the public. We go about our boating by following the rules and Leading by Example. We wear our life jackets, follow the navigation rules, and we promote safety first at every opportunity. Right now, the best medical advice from the best medical experts in the world are telling us to adopt rules for Social Distancing. Rules which by our very charter, we must adopt and follow. We would create unnecessary risks to do otherwise. Our membership includes many in the at-risk category and we need to respect and protect our members and their extended families and friends.

This means that as an organization we immediately switch to virtual gatherings to the full extent possible. – Our ExCom meetings will be virtual, and we need to reconsider our dinner meetings to comply with the No Risk

BELLEVUE SAIL AND POWER SQUADRON



strategy. We will need to cancel our in-person classes and West Marine seminars; but these are opportunities for virtual events as well.

This Too Shall Pass – We as a country have been here before. Tens of thousands died during the 1918 flu pandemic. Multiple studies show that the faster authorities implemented the kinds of social distancing measures designed to slow the transmission of disease, the more lives were saved. In Philadelphia Social Distancing was initially widely ignored, primarily to accommodate political events. At the end of the pandemic, 16,000+ died from the flu in Philly. On the other hand, St Louis immediately implemented Social Distancing at the outset of the pandemic, which resulted in one eighth the fatalities (pro-rated by population) than Philadelphia. Dr. Anthony Fauci, the current director of the National Institute of Allergy and Infectious Diseases and a leading adviser in the U.S. response to COVID-19, said “the evidence was clear that early intervention was critical in the midst of the 1918 pandemic.”

This pandemic will pass, much like in 1918. The question is how many unnecessary deaths happen along the way. We all must work together, being Good Examples, to protect ourselves, our members, our neighbors, and our way of life. Let’s follow the rules and reconvene in person on the other side of the curve, when the Coast is Clear. 

By boaters, For Boaters



Vessel Safety Check Chair Dennis Dorracague, SN reminds us that "It is a new year, and we just received the 2020 decals. So, we are getting started early with Vessel Safety Checks. Our team should be ready to inspect boats by the end of January. Call me or any of our Vessel Safety Examiners* to set up an appointment to have your vessel inspected. Get an early start on the 2020 boating season."

See Page 12 for contact information



From the Executive Officer

Lt/C Rick Vicik, P

GPS Chartplotter in Your Pocket

Smartphones today have GPS receivers and high resolution color touch-sensitive screens. They can show latitude & longitude when out of range of cell service, but that isn't enough for safe navigation. Current position must be plotted on a nautical chart. Marine navigation "apps" are available that can turn a smartphone into a GPS chartplotter. The app must support downloading charts in order to be useful when beyond the range of cell service.

Some important considerations when choosing a chartplotter app are the availability and cost of nautical charts that cover your area of interest. Some apps support only NOAA raster charts which can be difficult to use on a small screen. Vector charts are better for a small screen because the level of detail can be adjusted to reduce clutter. Also, the way to perform basic operations such as pan and zoom, specify a point, etc. must be intuitive to you.

Some of the available apps are: i-Boating, iNavX, MX Mariner, Boating HD, etc. I decided to try "Boating HD" from Navionics, a supplier of electronic nautical charts. The app is free but getting access to the charts requires a subscription. The cost for US & Canadian charts was \$21 per year.

The app shows current GPS position on the chart with an arrowhead symbol. It uses the typical smartphone "pinch-to-zoom" and "swipe-to-pan" gestures. I can zoom in and see the individual docks at Maple Bay or zoom out and see all the San Juan Islands. Specify a point by touching the screen briefly. Specify a route by pressing the "route" button and touch the screen for each waypoint. Predicted tides and currents can be shown on the chart (see San Juan Islands screenshot below). If cell service is available, real-time wind information from the automatic reporting stations (e.g. Smith Island) is easily displayed.

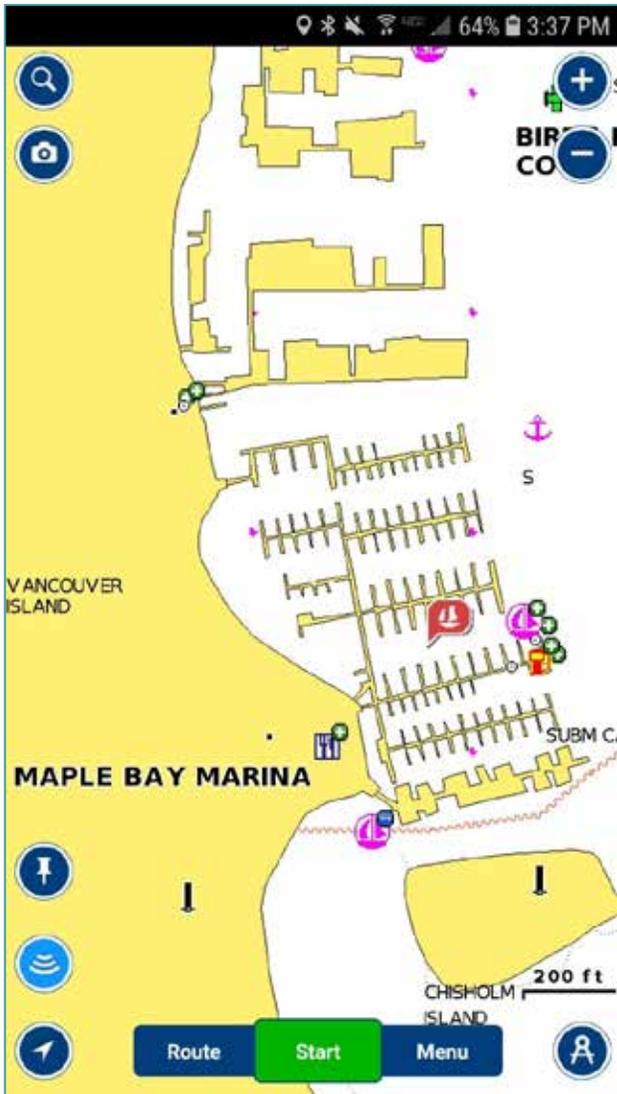
The screenshots below show the usability of the chart display zoomed in and zoomed out. Pan and zoom are reasonably fast and smooth on this phone (Galaxy S7 Edge). The detailed charts from south Puget Sound to Vancouver, BC consume 121MB according the phone's "app info".

I normally use a full-size chartplotter and I was surprised by the capabilities of this app. I can't say it is the best because it is the only one I've tried (so far).

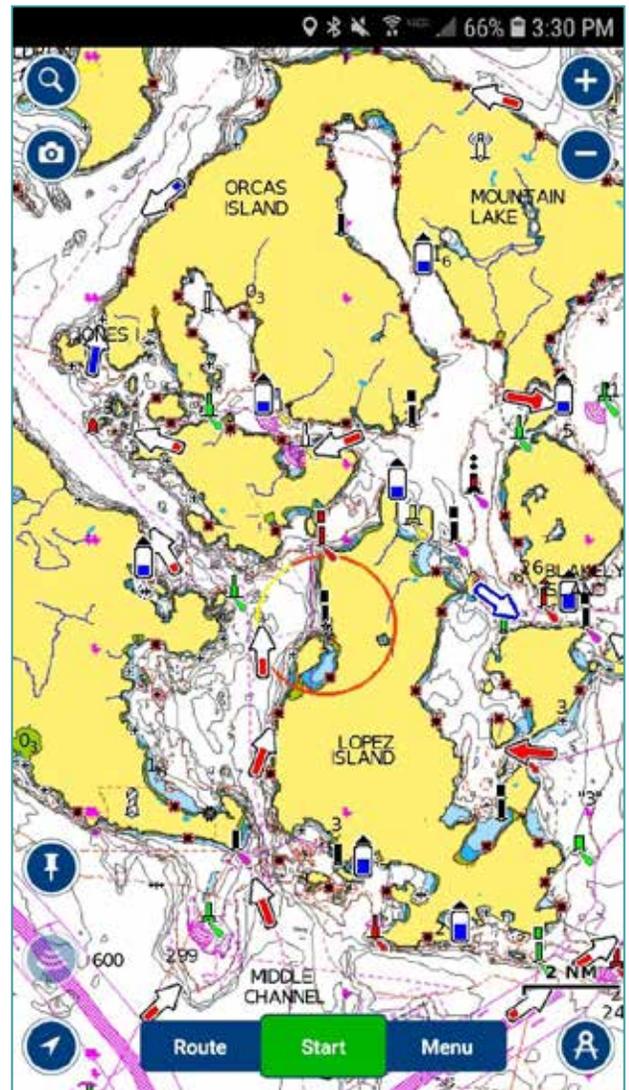


GPS Chartplotter, Continued

Maple Bay



San Juan Islands



Educational Department News

Article from the 14 February CURRENTS

Educational Experiences Contribute to Member Satisfaction and Retention

R/C Jan Wright, SN-IN
Chair, Publishing Committee

There are lots of reasons people join America's Boating Club, and those reasons are equally valid when members decide whether to renew. At the end of the day, we join and renew because we believe the anticipated benefits of membership offer value that is worth the price.

We renew because our needs and wants are being met and we are proud to be part of an organization that helps people boat more, boat more safely, and have more fun. We renew because we find joy in being part of a community that cares, shares, and is there for its members.

There is no magic formula for increasing member retention, but ensuring members have positive educational experiences is a key contributing factor. Engaging members to create and participate in those experiences helps them have a stronger sense of belonging, achieving, and being a valued part of something worthwhile. Member involvement in worthwhile activities deepens friendships, creates new memories, and extends member satisfaction to a whole new dimension.

When we focus on creating educational experiences that contribute to member satisfaction, higher retention naturally follows.

This issue provides a list of 100 ideas that can help squadrons grow member satisfaction through education (see pages 11-12). You may have additional ideas, and we invite you to share them via "Contact Us" on the Educational Department website, so we can add them to our list, to be posted and maintained under [SEO/DEO Tools](#).

Educational Department News

Article from the 14 February CURRENTS

Boat Handling 2019 is Available

R/C Jan Lane, SN-ACN

Chair, Boat Handling Committee

The 2019 Boat Handling Course and Seminar Series was officially made available for purchase on December 30, 2019. This material was enhanced based on feedback from the 2018 pilot offering.

Boat Handling includes many new graphics and slides featuring the new America's Boating Club logo. A number of slides have embedded videos or animations. The student manuals and guides are presented with great eye appeal.

The BH 2019 curriculum can be taught as a full six-part course or as one or more individual seminars:

- 1) Rules of the Road
- 2) Confidence in Docking and Undocking
- 3) Boating with Confidence
- 4) Anchoring with Assurance
- 5) Emergencies on Board
- 6) Knots and Line Handling

Classes may include students taking the entire course as well as those who may wish to do only a seminar or two. Students who complete the entire course and pass the exam will receive credit for the Boat Handling course and earn the grade of Seaman. They will also receive seminar credit for the class sessions they attended. Attendance will be reported via the HQ-800 system.

The full-course Student Manual has six chapters that are identical to the text in the individual seminar Student Guides, with identical page numbers. The course Student Manual has a comprehensive glossary, while each seminar Student Guide has a glossary for its seminar. Student materials are available as either eBooks or in printed format.

One Instructor Kit is available for the 2019 Boat Handling curriculum. Available in eBook format only, it comprises the Student Manual for the course, a Student Guide for each seminar, and a PowerPoint presentation for each course section/seminar.

The 2018 Instructor Kit should no longer be used. The 2018 Instructor Kit was free during the pilot program and cost \$53 thereafter. Squadrons that paid for a 2018 Instructor Kit received an eBook key to redeem a free 2019 Instructor Kit.

Additional details are available on the Boat Handling Committee (BHCom) web page. Also mentioned are available free supplemental materials for squadrons and districts teaching this curriculum. These include:

- Boat Handling Preview Presentation: a slide presentation providing examples of how the new features can be used to facilitate instruction and learning.

Educational Department News

Article from the 14 February CURRENTS

Boat Handling, Continued

- Instructor's Guide: helps instructors make the best use of the materials.
- On-the-Water Guide: a guide to help squadrons and districts supplement classroom training with discussion and on-the-water practice.

With the launch of the Boat Handling 2019 Course and Seminar Series, the legacy Seamanship 2016 and Boat Handling 2018 courses have been retired. Exams for Seamanship 2016 and Boat Handling 2018 will continue to be available through the end of 2020.

Four legacy seminars have been retired in HQ-800: Mastering Rules of the Road 2009; Emergencies on Board 2011; Anchoring 2012; and Knots, Bends and Hitches 2015.

For comments or questions about the 2019 Boat Handling curriculum, please contact BHCom Chair Jan Lane (artandjan@comcast.net) or use the Contact Us link on the Ed Dept home page.

BHCom would like to thank all the other committees and individuals who helped to bring this product to market. While there are too many to mention individually, you can be sure that all the hours of work were greatly appreciated. Thank you as well to the squadrons and districts that participated in the 2018 pilot program. Your feedback was very helpful in making this one of our best products for newer boaters.



Chief Commander

C/C Mary Paige G. Abbott, SN-IN
Phone Number: 239.395.9409 Cell Number: 239.246.9687
mpgabbott@gmail.com

March 11, 2020

For more than 100 years the United States Power Squadrons has advocated and educated our members on safety; it is even a part of our Mission Statement: *"To promote recreational boating skills and boating safety through education, hands-on training, and civic activities while providing fellowship for members."*

On behalf of the Board of Directors and our headquarters staff, I wish to convey to all that our true priority is our members. Your safety is of utmost importance to us and that includes the health of you and your family.

Today with the advent of coronavirus, we need to reach beyond the sea and apply situational awareness to our communities. Be aware of your surroundings and those who surround you, take care of yourself and your family, and keep in mind America's Boating Club members and their health. We ask that all follow best health practices as you go about your daily life.

Please be advised that we are not shutting down the operations of the United States Power Squadrons as we continually educate ourselves on COVID-19. We support those decisions made at the local and district level to postpone events and activities. This includes personal decisions. Factual resources abound so stay informed and check on your fellow members regularly. (FYI: Here is the CDC site <https://www.cdc.gov/coronavirus/2019-nCoV/index.html>)

I wish you fair winds, calm seas, and good health as we weather these challenging times together.

Best,

Mary Paige Abbott

Chief Commander

Vessel Safety Checks



We have many Vessel Safety Examiners who are ready to meet you at your boat to make sure your vessel meets the current standard for safety.

Let's see if we can get 100% participation from all of you who currently own a boat. We don't want to see anyone with an out-dated sticker.

Please contact any one of our VSC Examiners...
and get yours done today!

Bernie Conrad, 425-736-5039 or
email: bernieconrad40@gmail.com

Robert Cooper, 206-612-6163 or
email: rbcooper80@gmail.com

Dennis Dorratcague, 206-979-4795 or
email: dedorrat@hotmail.com

Frank Dvorak, 425-516-4142 or
email: fa.dvorak@comcast.net

David Greene, 425-533-7608 or
email: davegreene99@comcast.net

Ray Huggins (MBYC Examiner)
206-232-3552 or
email: rayneileenhuggins@comcast.net

Harry Johnson, 253-630-9200 or
email: formrtiger@msn.com

Dennis Kinch, 206-369-4076 or
email: denniskinch@hotmail.com

Joseph Saromines, 425-827-8642 or
email: jfsaromines@comcast.net

Linda Vicik, 425-653-1282 or
email: lvicik@gmail.com



KARL'S KWIZ

P/Stf/C Karl Lang, SN

It's Tax time, so I thought these questions might be fun.

1. What is a Hedge Fund?
2. What is a Blue Chip stock? Where does the name come from?
3. Why is a depressed Subordinated Convertible Debenture a good investment?
4. How many masts are there on a:
 - a. Sloop
 - b. Yawl
 - c. Ketch
 - d. Cat boat
 - e. Schooner
 - f. Junk
 - g. Barkentine (barquentine or barque schooner)?

Answers on page 21

BROWN AND DVORAK CRUISES

By P/R/C L. D. Brown, SN
Including Pictures and Advice from
P/C/C Frank Dvorak, SN & P/R/C Trudy Brown, AP



We went to East London instead of Mossel Bay. East London is between Port Elizabeth and Durban

For the past five years Frank and Vivien Dvorak and Trudy and I have taken advantage of 9 or 10 of the many cruises available. I can write some articles (mostly pictures) for the Bellviews if or when needed. I will start with our latest cruise which was to South Africa and see how it goes. This article will only cover some of the animals we saw near Durbin. A map showing where the cruise went is shown above.

On Tuesday January 14, we flew Delta to Amsterdam (10 Hrs), changed planes and flew to Cape Town (12 Hrs).



We stayed two nights in Cape Town and then took a side trip to Victoria Falls (Zambia above the falls and Zimbabwe below). Stayed in a beautiful hotel near the falls in Zimbabwe.



The mist makes good pictures difficult

These pictures show only small pieces of the Falls as they are over a mile wide



On Jan 19 we flew back to Cape Town and boarded our Oceania Cruise Ship the next day.



Our hotel was large and had very nice rooms

We sailed North to Walvis Bay (Whale Bay), Namibia and visited a desert with some 600 year old Cactus. I'm sorry but I did not get the name. Does anyone know the name?



We returned toward Cape Town with Port Elizabeth as our destination. However, as it happens too often on cruises the winds blew in a disrespectful manner and we could not dock in Port Elizabeth. This was very disappointing as we were expecting to see a hundred elephants, maybe more.



We passed The Cape of Good Hope along the way. The Weather Gods were not in a good mood.

So we sailed on to East London where we were signed up for a tour to see many kinds of animals. The only fences I saw was around a 50-100 acre area where the lions were. We loaded into vehicles and started on an African adventure.



Frank shows us how



A front view of one of the Vehicles

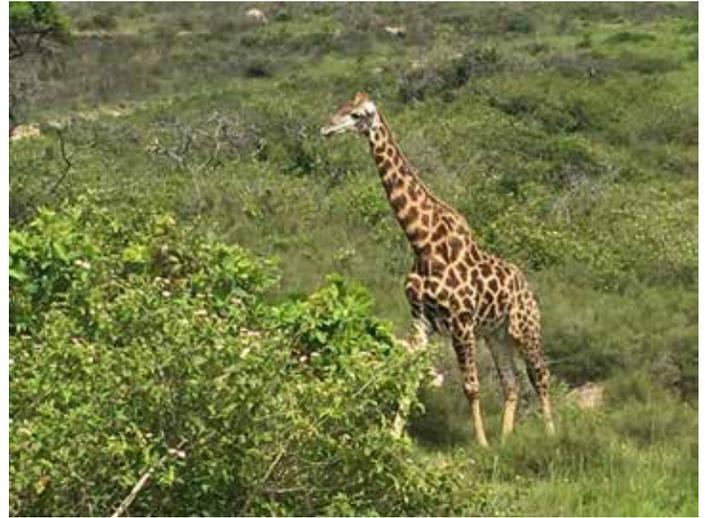


Away we go with Trudy in the front seat



Animals Ahoy





Giraffe with one of the many Ant Hills

We arrived at a gate and were told we would find the lions inside. Some of the drivers picked up pistols but our driver did not and said their only value was to make the tourists feel more comfortable.



The lions are of a white variety and South Africa is trying help increase their numbers.



This fellow was about 10 feet away and everyone took the drivers advice to keep our arms inside the vehicle.

After this animal viewing adventure we cruised on to Durban where we visited a Zulu village. Next and last we finished the northeastern part of the cruise in Maputo, the capital of Mozambique.

We enjoyed the next two days on the cruise ship as we sailed back to Cape Town where we caught our plane back home after three weeks and five countries in Southern Africa.

In case you are wondering why we went – Because we hadn't been there. 

Badgley & Badgley

REAL ESTATE SERVICES



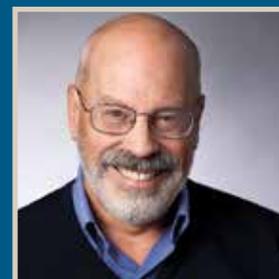
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Experience has taught us how important it is to stand out from the crowd. With more than 25 years of combined experience and an average of 25 home sales each year, Badgley & Badgley rank as top-selling agents nationwide. We know the market and how to make the most of it, leaving you in the best possible position for your next move. **Ready for a new adventure? We'll set you on the right course.**



Jim Badgley
Managing Broker, CRS, GRI
jim@badgleyhomes.com



Bill Badgley
Managing Broker, GRI
bill@badgleyhomes.com


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KARL'S KWIZ ANSWERS



1. Probably a question I should not have posed. A hedge fund is a type of mutual fund that includes short sales, puts and calls and other complicated investment techniques by fund managers. They are exempt from many regulations and as such, are not offered to the public but only to accredited institutions. That is why hedge fund managers can become so affluent.
2. Typically a large, well established company with stable earnings/dividends. In poker, blue chips are the most valuable and the term was thus adopted to characterize quality stocks.
3. Clearly another question I should never have asked but maybe a few will find it of value. Commonly called a convertible bond, like all bonds, it carries a "coupon" or interest rate at issue but also specifies the number of common shares it may be converted into. Also, like all commercial bonds, they are issued at \$1000 face value. A depressed bond means it is selling below face value

Example of merit: Let's suppose you buy a bond selling well below face at \$600 with a 5% coupon and convertible into 20 shares of common originally selling at \$50 a share. It pays you 5% of \$1,000 or 8.3% on your \$600 investment. If the common goes up, so does the bond and if the common goes down, so does the bond until its value is stabilized by the interest it pays---thereby limiting your downside potential.

Also, since most bonds are callable at face value, if you purchase over face, you not only get less interest but lose any capital gain unless you convert prior to "call".

Now I know this was an unfair question. An entire course could be dedicated to these type of investments.

4. a. 1
b. 2
c. 2
d. 1
e. 3 or more
f. 3 to 6
g. 4 or more.

Mast placement and rigging are the other major differentiators.



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April

1 BPS Dinner Meeting and Bake Sale: **CANCELLED**

29 ExCom Meeting: **CONFERENCE CALL**

May

6 BPS Change of Watch: **CANCELLED**

9 D/16 Educational Conference: **CANCELLED**

29 ExCom Meeting: **CONFERENCE CALL**



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Need something to do?

View all the YouTube videos at
America's Boating Channel:

<https://americasboatingchannel.com/>



Send all correspondence to:

R/C Barbara Erickson, JN, Editor, *Bellviews*
14306 SE 49th St
Bellevue, WA 98006-3147

Ph. 425 746-1094

Email: bellviews.editor@gmail.com

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