



# STRAITLINES



THE NEWSLETTER OF THE NORTH OLYMPIC SAIL AND POWER SQUADRON  
A Unit of UNITED STATES POWER SQUADRONS®  
A Member of DISTRICT 16

Volume 12 Issue 4

April 2005

## Commander's Report

**Ron Jones, N**

Since this is my last report as Commander, I would like to take this opportunity to thank all of the 2004—2005 Bridge, and squadron members that have served on the various committees that have contributed to the operation of the squadron. Thirty two of you earned merit marks for your contribution.

### **THANK YOU ALL VERY MUCH FOR YOUR PARTICIPATION AND HELP!!**

As we approach our Change of Watch, we still have vacant positions on the 2005—2006 Bridge and some committees. The success of the squadron depends on the active participation of our members. You get the maximum benefit from your membership in NOSPS when you become actively involved. I would urge each of you to contact our new Commander, Jim Jones, and ask him what you can do to help.

The North Olympic Sail and Power Squadron had five members in attendance at the 2005 Spring Conference and D16 Change of Watch. In addition to myself NOSPS was represented by our Executive Officer Tom Chandler, our Administrative Officer Jim Jones and P/R/C Robert E Brummett, SN and his wife Naomi.

The new D16 Commander, D/C Dennis Morris, SN along with his Executive Officer D/Lt/C Peter Betlem, AP and Administrative Officer D/Lt/C Carolyn Black, AP and D16 Education Officer D/Lt/C Roderick Barns, SN will attend our Change of watch on April 11 to install Jim Jones as our commander for 2005-2006.

## Tom Chandler – Executive Officer

### Changing the Watch

Giving loyal support, encouragement and perhaps a little sympathy is the least we can do for those who care enough about the Squadron to accept the responsibility of holding an office. One of the best ways you can do this is to attend "Change of Watch", the installation of our new Bridge.

The meeting will be at John Wayne Marina in Sequim on the evening of 11 April at 530 PM. The District 16 Bridge will be in attendance with reports and words of wisdom spiced with humor.

It is the most important meeting of the year. Join your fellow members in giving our new officers a resounding send off. Your presence will be rewarded with not only delicious food, but also good companionship, and a better understanding of how your Squadron works. You'll also leave with the good feeling of having given to the new Bridge, your own personal support.

### \*\*\*\*\* Walking the Boat \*\*\*\*\*

There is nothing more beautiful to watch than a docking boat that glides in, comes to a dead stop alongside but about six or eight feet away from the float, the props start churning the water about the stern into a foamy boil and the boat moves absolutely sideways and gently nudges the float. The bow hook, or deckhand if you will, with fenders out and boat lines in place, simply steps off the boat and secures it fore and aft with a few simple turns on the float cleats. The Skipper steps to the float, smiles to the watchers and sets off on his errands ashore.

To "walk" a boat, as the sideways movement is called, requires dual engines, props and rudders. There is no great mystery about the way a boat may be "walked" to or from a float or pier. When walking to port, after you have stopped alongside the float, set the rudders a couple of turns to starboard. Reverse the port engine and forward the starboard engine.

## BRIDGE OFFICERS

**Commander**

Ron Jones, N 681-0193  
51 Horizon Hills Rd.  
Sequim, WA 98382

**Executive Officer**

Tom Chandler, N 457-0684  
433 Herrick Rd.  
Port Angeles, WA 98363

**Education Officer**

Richard Michels, AP 683-4762  
153 E. Diane Dr.  
Sequim, WA 98382

**Asst. Education Officer**

P/C Peyton Greenough , AP 683-6506  
388 Dungeness Meadows  
Sequim, WA 98382

**Administrative Officer**

Jim Jones 582-9134  
1363 Doe Run Rd.  
Sequim, WA 98382

**Secretary**

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250 North St.  
Sequim, WA 98382

**Assistant Treasurer**

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202 Kirner Road  
Sequim, WA 98382

**Treasurer**

Eric Mell 928-3736  
106 Seagull Dr.  
Port Angeles, WA 98363

**Past Commander**

P/C Ted Shanks, P 582-0253  
450 North St.  
Port Angeles, WA 98362

## MEETINGS, DEADLINES and CONTACTS

**General Meetings:**

Sept. through May on the 2nd Monday of the month.

**Web Master: Richard Michels, AP**  
rmichels47@yahoo.com

**Executive Board Meetings:**

3rd Monday of every month at 9:00AM, at Joshua's. All members are welcome.

**Straitlines Deadline:**

All materials for publication must be submitted to the Editor by Friday following the Executive Board Meeting.

**Contacts:**

Cdr. Ron Jones, Editor. Phone: 360-681-0193.  
Mail: 51 Horizon Hills Rd, Sequim, WA 98382  
Email: ronandsandy@olympus.net

**Executive Committee**

Del Copeland, S  
Svein Seljeseth

**Nominating Committee**

P/C Ted Shanks, P  
Bob Stearns, P  
P/C Hank David, P

**Audit Committee**

Joe Richerts, P  
Gene Haugen, JN

**Rules Committee**

Peyton Greenough, AP  
Bob Stearns, AP

**Budget and Finance**

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Bob Stearns, AP

**Co-Op Charting**

"Open"

**Cruise Planning**

P/C Ted Shanks, P  
Joel Magisos AP  
P/C Peyton Greenough, AP  
Duke Sparks, P

**Public Relations**

Bob Stearns, AP

**Historian**

"Open"

**Education Committee**

Richard Michels, AP SEO  
P/C Peyton Greenough, AP ASEO  
Mark Lewis, JN Advanced Grades  
P/C Ted Shanks, AP Electives  
Judy Shanks, P Basic Boating  
Linda Yaruss, P Youth Safety

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"Open"

**Membership & Member Involvement**

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Gloria Fitzpatrick

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P/C Ted Shanks, P

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P/R/C Bob Brummett, SN

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Robert Stearns, P  
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Hank David, P

**Telephone**

Carol Brown, AP

**Safety Committee**

Chris Muir, P

**Straitlines Editor**

Cdr. Ron Jones, N

**Supply Officer**

"Open"

**Vessel Safety Checks**

P/R/C Bob Brummett, SN  
P/C Ted Shanks, P  
Bob Thompson, P  
Crd. Ron Jones, N

**Minutes of the NOSPS Executive Board Meeting held at Joshua's on 21 March 2005**

Commander Ron Jones brought the Meeting to order. Ron reported that, at the Spring Conference in Everett, it was announced that the state would legislate a \$17,000.00 matching grant for boating classes. This amounts to \$1,000.00 per squadron. The money has to be spent by May 20<sup>th</sup> of this year. The matching money may be obtained from the treasury or from past expenses for educational teaching equipment that has not been reimbursed; receipts, which Rick assures us are available, for the lap top, the power point, and software are well over the amount needed to match the \$1,000.00. It was mentioned that 2 entry-level laptops and a new projector would allow us to teach two classes at a time. A committee consisting of Ron, Hank, and Richard are to figure out what is needed, the cost and what to do about the matching funds, and then present it at the next Board meeting.

**WANTED**

One Treasurer (Rick is leaving on an extended cruising plan starting the end of March)

One Administrative Officer (Jim Fitzpatrick has said he will be unable to take the post)

One assistant Educational Officer (to learn this year and take over next year)

A Person to teach the Engine Maintenance course. Jim Jones volunteered to spearhead getting instructors and if push comes to shove will teach the course himself since he thinks there are brownie points for Commanders who teach a class!

On the educational front: Richard Michels has budgeted for the following courses:

Boating Safety	20 people
Seamanship	10 people
Piloting	8 people
Advanced Piloting	6 people
Jr. Navigation	4 people
Navigation	2 people
Engine Main.	10 people
Cruise Plan	10 people
Sailing	6 people
Weather	6 people

Mark Lewis will be in charge of Advanced Grades and Ted Shanks will take Electives. Judy Shanks will teach the ABC Course May 19th and 20th. Hank David may teach the next one.

Harvey Smith will become qualified as a Vessel Safety Examiner. This year National has asked that at least 50% of the squadron's boats have a safety check and 10% of the squadron should be Vessel Safety Examiners. At least two more are needed; Del Copeland volunteered; call and add your name to the list.

Bob Stearns, Publicity Chairman, has gotten our name in Dan Hart's column lately and hopes to make it an every other week event with (if he can arrange it) an article and picture of change of watch, then listings of new classes available to the public, etc. May 21<sup>st</sup> starts National Safe Boating Week and a good time to publicize NOSPS so it was decided to have a card table with pictures, demonstrations, applications, schedule of boating classes etc. at several locations. Del, Hank, and Jim Jones volunteered to man the tables but more are needed – call Jim Jones. Jim will talk to store managers to secure permission.

Recorded by Sydeny Copeland, S

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XO Report Continued from page 1

With the port engine in reverse and the rudder set to starboard, it has a tendency to pull the bow to port while at the same time the starboard engine kicks the stern to port. The reversing engine should be running at higher RPM than the forward engine because the action against the rudder is not as great and it keeps you from creeping forward. Simply reverse the process to "walk" to starboard.. Where the seamanship comes in is knowing your boat's characteristics, an awareness of set and drift, plus wind speed and direction, The "walking" technique requires a lot of practice and patience until you understand the proper positioning of rudders and throttles in order to make your craft "walk". A well "walked" boat literally screams out to all who witness the event, **"This is one great demonstration of seamanship!"**

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**April 2005 Navigation Exercise:**

You are out fishing off Ediz Hook when you find the fog quickly closing in. Your boat's GPS is in the shop and you left your hand held unit at home. Most of the other boats quit fishing and head back to port. You turn on your radar and get a relative bearing of 145° and a distance of 3.6 nautical miles on the Ediz Hook light. Your boat's compass heading is 082°. Your compass has 0° deviation at this heading and the variation in the area is 18°E. What is the bearing you need to plot on your chart to get an LOP and fix? Because you regularly check your radar bearings for accuracy, you are quite confident about your position. You still have some visibility and the radar allows you to track other boats, so you keep fishing and catch a "big" one.

Send your answer with all calculations to:

Robert E. Brummett  
40590 N. U. S. Hwy. 101  
Lilliwaup, WA 98555

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**Solution for March Navigation Quiz:**

You may wonder about the need to check your boat's electronic navigation equipment from time to time. However we all have electronic (in part at least) gas gauges in our car that we continually check, even unconsciously, for reliability. After a few tanks of gas in a new car we get a feeling about how reliable the gas gauge really is. For example, in my pickup I use about half a tank going from full to 3/4 full. Then it slowly goes to 1/2 full and stays there for a long time and then quickly goes to 1/4 full. When I first get to 1/4 full my tank is close to empty and I need a gas station. I would guess that all of you have a similar experience with your gas gauge and continually check it's reliability every time you fill your tank.

The only time I was ever confident about fuel in any of our sail boats was the boat that had a dipstick for a gauge. This was calibrated for the shape of the tank and when it indicated 1/2 full the tank was 1/2 full. None of the electronic gauges were that accurate.

The March quiz was a compass problem, so the first step is to write down T,V,M,D,C vertically on your boat's note pad and start filling in the information you have.

For the hand bearing compass bearing:  
T 299° True bearing to Fl 4 sec 22 ft. light on Johnston Pt. As calculated by applying variation to the magnetic bearing  
V 018°E Obtained from your chart  
M 281° Calculated by applying deviation to the compass bearing  
D 0° From your hand bearing compass deviation table.  
C 281° As measured by your wife with your hand bearing compass on Fl 4 sec 22 ft. light on Johnston Pt..

For the starboard beam bearing: The relative bearing must be converted to a compass bearing.

317° Compass course of the boat.  
+90° Relative bearing (abeam to starboard) from sighting vane pieces of tape on Fl R 4 sec 16 ft. light at Devils Head.  
407° Whoops - we went beyond 360°  
-360°  
047° Compass bearing on Fl R 4 sec 16 ft. light at Devils Head .  
  
T 065° True bearing to Fl R 4 sec 16 ft. light at Devils Head as calculated by applying variation to the magnetic bearing.  
V 018°E Obtained from your chart  
M 047° Calculated by applying deviation to the compass bearing  
D 0° From your boat's compass deviation table  
C 047° As calculated above by adding the relative bearing on Fl R 4 sec 16 ft. light at Devils Head to the boat's compass course.

P/R/C Bob Brummett, SN

### Quiz from D16 Spring Conference:

On 7 March you are at a boating friends cabin on Cattle Point, Longitude  $123^{\circ} 00.0' W$ . While having coffee on the porch your friend asks if you can explain why his sundial does not keep very good time. It was installed by another SN friend on 6 October, and at that time the sundial time agreed with his watch time. Disregard daylight savings time for 6 October.

As the sundial indicated noon was close you carefully compared the sundial time to your watch time. Your watch has no error. At 1200 sundial time your watch time was 1223. Show how you made your calculations as you explained to him about difference in longitude (DLo) and equation of time (EqT) and that the sundial was installed correctly.

### Answer

I APOLOGIZE to everyone because I originally failed to mention the need to disregard daylight savings time for the 6 October time. I have no excuse.

We all know that the sun does not travel around the earth and that it only appears to do so because the earth is rotating. However, for this discussion, I will write as if it is the sun that is moving

The SUNDIAL measures time using the shadow cast by the sun as it crosses the sky. Noon (1200) is indicated when the sun crosses your local meridian of longitude. In this case,  $123^{\circ}W$ . Sundial time is known as Local Apparent Time (LAT).

Because of earths tilt and orbit around the sun, the sun does not always appear to travel at the same rate. The result is that the time from noon on one day to noon on the next day can take more than 24 hours and at other times take less. This was not a problem for the average person using a sundial until the mid to late 1500's when pendulum clocks were becoming commonly used. Those clocks as well as our watches keep uniform 24 hour noon to noon time. Therefore, time based on the real sun is variable and this led to the adoption of time based on an average, constant, mean sun. We know this as mean time. Hence, Greenwich Mean Time. Because this "mean sun" does not exist, it does not cast a shadow.

Our WATCHES are set to our zone time based on Greenwich Mean Time plus 24 other time zones (Greenwich or zero + or - zones 1 through 12). These zones are  $15^{\circ}$  wide and are + or -  $7\frac{1}{2}^{\circ}$  from the central meridian, except zones + or - 0 and + or - 12 that are only  $7\frac{1}{2}^{\circ}$  wide. Our central meridian is  $120^{\circ}W$  longitude. Therefore our watch would indicate a time of

1200 (noon) when the mean sun passes  $120^{\circ}W$  longitude. The sun takes 4 minutes to travel  $1^{\circ}$ . Therefore it will not pass our longitude of  $123^{\circ}W$  until 12 minutes later. This travel time is known as the difference in longitude (DLo).

When the mean sun was at our longitude of  $123^{\circ}W$  our watch would indicate a time of 1212 zone time (ZT) based on the mean sun and the local mean time (LMT) would be 1200. However the mean sun does not cast a shadow on our sundial, it is not until watch time 1223 when the real (apparent) sun crosses our meridian of  $123^{\circ}W$  and a shadow is cast indicating 1200 noon. This time is known a Local Apparent Noon (LAN). The time difference between the mean sun and the apparent sun is known as the Equation of Time (EqT) and is applied to the mean time to get apparent time.

On 7 March the difference in longitude (DLo) and the Equation of Time (EqT) add together to produce the 23 minute discrepancy between 1200 noon sundial time and the simultaneous 1223 watch time.

If you know the watch time is 1223 and the DLo is minus 12 minutes resulting in a local mean time of 1211, the Equation of Time has to be minus 11 minutes to obtain the sundial time of 1200 Local Apparent Time (LAT).

On 6 October when the sundial and watch (standard time) indicated 1200 Noon at the same time the mean sun was 12 minutes (same as DLo) ahead of the mean sun (EqT) so that when the actual sun was at  $123^{\circ}W$  the mean sun was at  $120^{\circ}W$ . The DLo and the EqT canceled each other.

If you know the watch time (standard time) is 1200, and the DLo is minus 12 minutes resulting in a local mean time of 1148, the equation of time has to be plus 12 minutes to obtain the sun dial time of 1200 Local Apparent Time (LAT).

The minus 11 minute and the plus 12 minute values for Equation of Time (EqT) are reasonable in that the maximum range of EqT is plus or minus approximately 16.4 minutes. If you want to check your calculated values for equation of time, you could refer to any Nautical Almanac or analemma for an approximate EqT or the current Nautical Almanac for an exact value.

Send any questions:  
Robert E. Brummett  
40590 N. US Hwy. 101  
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### COURSE INFORMATION NOW AVAILABLE ONLINE

Members can now access course information online at [www.calmseas.org](http://www.calmseas.org). Course schedules, course descriptions, and the course planner is available by clicking on the *class schedule* link. Course prices are available in the '*members only*' area and clicking on *course prices*

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### NOSPS COURSE PLANNER

	2004	2005	2005	2005	2006	2006	2006
	Fall	Wntr	Spr	Fall	Wntr	Spr	Fall
Seamanship		X			X		
Piloting		X		X			X
Adv Piloting		X			X		
JN	X			X			X
Navigation				X			
Engine Maint					X		
Marine Electronics		X					X
Weather					X		
Instructor Development		X					
Ops Training			X			X	
Cruise Planning						X	

*Schedule subject to change without notice*

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### RAFFLE WINNER

March's raffle winner was Delores Ketelsen

At each NOSPS monthly meeting we will be Hosting a raffle, at \$1.00 per ticket or 6 tickets For \$5.00, to earn money for our Boating Educational Fund. Join in the fun, test your luck and help us to put on more boat safety courses for the boating public, including kids and adults in our boating public.

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**\*\*\* TAKE NOTE \*\*\***  
**MAY'S REGULAR MEETING WILL BE HELD ON THURSDAY, MAY 12 AT THE SECRET GARDEN BUFFET**

**2005 SHAKE DOWN CRUISE - SBYC**

NOSPS members are invited to join in with the SBYC for the 2005 shake down cruise. Leave from Sequim Bay Yacht Club, Wed, April 6 in the am and return Sat, April 9. Currently we have 5-6 boats signed up and more are welcome! The Power Squadron has been invited. RSVP by contacting our Cruise Captain, George Bist [gbist@olympen.com](mailto:gbist@olympen.com) or call him at 670-9328.

Date: April 6-9 (tides & currents have been checked and look good.. .make sure you check them yourself though)  
Day 1 April 6 Mystery Bay General boat readiness and Safety discussion - Potluck  
Day 2 April 7 Port Ludlow Dinghy preparedness exercise Appetizers/ cocktails  
Day 3 April 8 Port Townsend Anchoring preparedness exercise Anchor out in front of City pier. . . Dinghy in to see movie at Rose Theater.  
Day 4 April 9 Sequim - back home

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**Education Committee**

There is lots of exciting news from the Education Committee this month.

Courses to be offered in the fall include: Seamanship, Navigation, and Marine Electronics. The winter will offer Advanced Piloting, Engine Maintenance, Weather and Cruise planning. Member Orientation and Sail will be on the schedule for the spring of 2006.

This is the first time in many years that Sail is being offered. One of the main reasons we all belong to NOSPS is because of the wide range of reasonably priced courses offered throughout the year. All members should sign up for at least one course a year to broaden our knowledge of boating as well as refresh our memories in those areas

in which we may have become weak in the recent past.

Courses also provide an excellent opportunity to bond with our fellow members, share knowledge and experiences, and nurture close relationships for mutual support and cruising partners. Synergy goes a long way in staying safe on the water.

Another piece of exciting news is that the State is providing up to \$1,000 in matching funds to NOSPS for the purchase of educational equipment. The State is doing this because they know we are an integral part of educating the public about boating safety and a basic boating course will soon be required of all boating operators. Your Education Committee is currently evaluating laptop computers and a second Power Point projector for purchase as well as other supporting educational aids. This is a rare opportunity for NOSPS to upgrade its educational hardware to serve us well into the future.

Those of you with internet access are encouraged to navigate to [www.calmseas.org](http://www.calmseas.org) for course schedules, dates, contact points, times, etc. In addition, course prices will shortly be published under the 'members only' link. Some of this information is downloadable, so it will always be at your fingertips. National has approved our new website and besides course information, it is now easy to access weather data, as well as safety bulletins and alerts, tide tables, associations, the Straitlines, upcoming meetings, the NOSPS roster, pilot charts, and Notices to Mariners.

The list of valuable information continues to grow as more suggestions are emailed to [calm-seashelp@yahoo.com](mailto:calm-seashelp@yahoo.com).

We have an exciting year ahead of us and the Education Committee thanks all those members who have provided support and encouragement to make NOSPS one of the best squadrons in the District as well as the National level.

# **NORTH OLYMPIC SAIL and POWER SQUADRON**

## **Invites you to attend our CHANGE of WATCH DINNER**

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MARK YOUR CALENDARS FOR MONDAY, APRIL 11, 2005 FOR OUR ANNUAL CHANGE OF WATCH DINNER AT [JOHN WAYNE MARINA](#)

USPS DISTRICT 16 SQUADRON OFFICERS WILL BE ON HAND TO SWEAR IN THE NEW NOSPS BRIDGE AND GIVE US NEWS ON EVENTS IN THE DISTRICT. COME AND HEAR HOW THE POWER SQUADRON IS IMPROVING ITS COURSES AND PROGRAMS.

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<b>1730</b>	<b>Reception and Social Hour – Cash Bar</b>
<b>1830</b>	<b>Buffet Dinner</b>
<b>1900</b>	<b>Ceremony; Awards; District Update</b>
<b>2030</b>	<b>Adjourn</b>

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**Dinner includes; Tossed Salad; Breast of Chicken/Orange Sauce; Roasted Potatoes/Lavender&Garlic; Rolls/Butter; Apple Bread Pudding; Coffee/Tea**

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Cost is \$20 per person; RSVP to Carol Brown, 360-582-0409; or Jim Jones, 360-582-9134 or e-mail [jajjones8@msn.com](mailto:jajjones8@msn.com)

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**THIS IS OUR ANNUAL KICKOFF TO A NEW BOATING SEASON AND THE CHANGE IN LEADERSHIP WITHIN OUR SQUADRON – DO NOT MISS IT – LET’S HAVE A GOOD TURN OUT FOR OUR DISTRICT OFFICERS & GUEST FROM OTHER D16 SQUADRONS!!  
SEE YOU ON MONDAY, APRIL 11**

**BULLETIN FROM THE RECREATIONAL BOATING ASSOCIATION OF WASHINGTON ON DRAMATIC CHANGES COMING FOR U.S. CUSTOMS SMALL BOAT REPORTING**

On March 8, 2005 RBAW held it's annual meeting in Bellingham with the Council of B.C. Yacht Clubs. At this meeting we had the opportunity of hearing first hand from an official from the U.S. Customs Small Boat Report Reporting Office. He apologized for the bad news as he announced DRAMATIC changes are forthcoming for boaters entering the USA. In the past we have had the privilege of using a very convenient regional P.I.N. number system that lets boaters clear by telephone.

Up until now, post 9/11 security efforts had put boaters on a lower priority scale. This is changing! U.S. Customs in Washington D.C. has decided they need to step up its enforcement of small boat reporting and soon will be requiring "advance passenger information" (i.e. pre-clearance authorization).

Below is an article written by RBAW member Bob Hale and publisher of the popular Waggoner Cruising Guide. They have given us permission to share their interpretation of the upcoming procedures. We agree with Bob on the points he makes. The below article is from his excellent website:  
<http://www.waggonerguide.com>

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**U.S. CUSTOMS UPDATES:**

The Latest Information to Help Speed your Trip  
Upcoming 2005/2006 U.S. Customs/Immigration Procedures by Bob Hale March 8, 2005.

Last Saturday I attended a meeting at which a U.S. Customs agent from the small boat reporting office in Bellingham explained changes that will occur sometime between now and 2006. Basically, we boaters who cross the border from Canada to the U.S. will be required to have completed either I-68 or Nexus pre-clearance, or we will have to clear customs in person at a designated port of entry. Those requirements aren't in force yet, but they are coming.

For I-68 pre-clearance, we will have to visit a

U.S. immigration office, complete paperwork, provide passport-style photos, and pay an annual fee. For Nexus pre-clearance, we will have to submit an application in advance, then schedule an appointment at the Peace Arch border crossing in Blaine for an interview.

In other words, the PIN system that has worked so well will recognize only those with preclearance. According to the customs agent, we can expect the change to be effective by January, 2006 at the latest, and possibly sooner.

Worst case. Let me start with what I think is the worst-case scenario. If we don't have either I-68 or Nexus pre-clearance, you and I, no matter who we are or how many times we have entered the U.S. from Canada by boat, will be required -- I do mean, required -- to clear U.S. customs, in person. This can be done at Friday Harbor or Roche Harbor (if Roche Harbor is open) in the San Juan Islands, or at one of the other ports of entry in the Northwest. No whining, no excuses. Either we clear in person, or we get a \$5000 fine for not reporting in properly -- period.

Only Friday Harbor and Roche Harbor have designated customs docks for small craft. The other ports of entry will have to be contacted in advance to arrange for a customs agent to meet you at a dock of their choosing, at a time of their choosing. That's the worst case, and it's a whole lot less convenient than the PIN system now in place.

Actually, clearing at Friday Harbor (possibly at Roche Harbor) doesn't sound so bad, except on a busy summer day with boats stacked up waiting to clear, and the officer leaves at the end of his shift because overtime isn't authorized. We don't know what will happen then. That 's the really worst case.

Since we don't know when the new system will be put into place, when returning from Canada by boat, allow an extra day if necessary to clear U.S. customs. A whole day. I-68. The U.S. Immigration Service's dreaded I-68 pre-clearance form will be introduced in the Northwest. To get I-68 pre-clearance, each of us will have to visit a U.S. Immigration office, answer a lot of questions, give them two passport-style pictures, and pay an

*Continued on page 11*

annual fee — just to enter the U.S. from Canada by boat. This applies to our visiting Canadian friends and present, law-abiding U.S. citizens and residents. With I-68 pre-clearance, however, we will be able to clear by telephone.

Nexus. An alternative to I-68 is a Nexus pre-clearance. Nexus requires a more rigorous background check, and an interview at the Peace Arch border crossing in Blaine. As I understand it, we will need documentation of everything that has happened to us since birth, including birth certificate, marriage certificates, divorce certificates, re-marriage certificate -- you get the idea. We will be asked a bunch of questions, pay a fee, and wait for everything to be verified. Eventually, the Nexus card will be issued. At this moment, I am told the delay between application and issuance is four months.

The advantages: As with I-68 pre-clearance, with Nexus we will be able to clear by phone. Nexus pre-clearance also allows us to use the Nexus lanes when we cross the border by car -- when the lanes are open.

The disadvantage, for both Nexus and I-68: Even if both husband and wife have their cards, if a guest on board doesn't have Nexus or I-68 pre-clearance, the boat is treated as if nobody has pre-clearance, and will be required to report in for physical inspection.

To begin the Nexus process, go to [www.getnexus.com](http://www.getnexus.com) for the application. You still will have to be interviewed.

What to do today. At this moment (March 8, 2005) and until further notice, the existing PIN system is still in force. If you are entering the U.S. from Canada, do as you did last year.

According to the customs officer, however, the I-68/Nexus changes are coming, perhaps later in 2005 and for sure in 2006. The I-68/Nexus pre-clearance requirements would be in place now, except that it's a little late in the year to implement them and train personnel. Local immigration offices don't even have I-68 forms to fill out.

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in the year to implement them and train personnel. Local immigration offices don't even have I-68 forms to fill out.

How to clear by phone today. First, if you don't already have your PIN (Personal Identification Number), you must clear in person at a port of entry (probably Friday Harbor). That's how it's been all along. If you already have your PIN, before leaving Canada, call the U.S. Customs toll-free telephone 1-800-562-5943, and try to clear by telephone. Collect all your information prior to making that call. This includes boat name and registration number; Canada Customs clearance number; passport numbers for all persons on board; names, birthdates and addresses of all persons on board; vessel processing fee number (if your boat is 30 feet long or longer).

Make the call from a land line or from a cell phone in a strong and stable signal area. Don't make the call when you're motoring along at cruise speed, because if for any reason you get cut off and have to call in again, they must start at the top of the list and ask all those questions a second time. Make sure all spellings are correct or at least consistent. Don't spell a name Ann one time, Anne a second time and Annie a third. Each spelling requires an entire new file, with all the attendant questions.

Second, plan your entry to the U.S. to allow time to clear customs at Friday Harbor or Roche Harbor (if open), or one of the other ports of entry if you are required to do so. My view. If we are entering just once -- such as a charter -- plan to clear at Friday Harbor and be done with it. In fact, if we are entering just once or twice a year, we may prefer to enter at Friday Harbor and not go through the bother and expense of getting I-68 or Nexus pre-clearance. If we are going back and forth repeatedly, it will be worth the bother and expense to get pre-clearance.

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CHANGE OF WATCH DINNER AT **JOHN WAYNE MARINA****

**1730 Reception and Social Hour – Cash Bar**  
**1830 Buffet Dinner**  
**1900 Ceremony; Awards; District Update**  
**2030 Adjourn**

*Visit the NOSPS Web Site at*  
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*The District 16 Web Page is at*  
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***NOSPS TIPS***

Before you head out on your boat or haul it out for the winter, have your FREE Boat Safety Check. Contact Cdr. Ron Jones, N for an appointment.

North Olympic Sail and Power Squadron  
Cdr. Ronald T. Jones, N  
51 Horizon Hills Rd.  
Sequim, WA. 98382

