



STRAITLINES



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

Volume 14 Issue 4

April 2007

Commander's Report Cdr. Jim Jones, JN

Here we are...after the Ides of March and the first part of Spring....bottom painting, cleaning the green and winter dirt off of our boats, checking out our engines – getting ready for the April Shake-down cruise. What else is going on? Well we have come to the end of our NOSPS year and we will have our Change of Watch on April 9th at John Wayne Marina. Our new District Commander, Carolyn Black and her Administrative Officer, Barbara Erickson, and District Treasurer, Hank Willis will be on hand to swear in the new Bridge. We hope that you and your spouse will join us for the dinner and ceremony! Check elsewhere in this issue for details.

Many of us on your Bridge just came back from the District Spring Conference at Ocean Shores, WA. We received many honors and awards – thanks to you all for your participation and work for the Squadron. NOSPS brought home the national “Distinction in Journalism” award and the “Website Excellence Award”. District 16 is No.1 in membership growth in the country and many of our Squadrons have grown from 10-30% over last year. NOSPS has stayed about the same in total, but are leading our District in growth for this year at the first of March and Duke and Dodie have signed 15 new members this month with another 7 to 9 that have indicated their willingness to join us.

At the National USPS meeting in February, a resolution was passed waiving the course and test as a qualifier for admission to USPS. So, effective immediately, we can sign new members without first taking one of our basic boating courses, however we will ask them to take one of our courses within the first year of their membership. The Coast Guard Auxiliary has not required a test to

Continued on Page 7

Executive Officer's Report Lt/C Del Copeland, P

At the first of each year the Commander of the Squadron is required to give the District Commander a list of goals that he plans to achieve. One goal that I will try hard to achieve is to have 100% of our members complete “Operation Training”. There are several reasons why this class is important to the Squadron and to the member. For the Squadron it insures that every member is fully aware of all the activities and programs that are being conducted. Also, it is a requirement that before a member can become an Officer of the squadron, they must have completed this course.

There are many reasons that this course is good for member to take. Of course the most important reason is that this course explains all about the Power Squadron, how it is organized and how it functions. It covers all the organization from the local Squadron all the way through the District up to the national. We are fortunate in having Past Squadron Commander Nancy Magisos, AP as our instructor. She is an excellent instructor and has been involved in almost all functions of the Squadron and our relations with the District and National Officers. The course is usually taught in a one four hour session. There is no home work. The course counts as an elective when you are keeping track of the courses you have completed. Also, as a bonus, there is no charge for the course.

Completion of this course by all of our members would insure that all members are fully aware of all the interaction between your Squadron Officers, the District Officers and the National Headquarters.

The next “Operation Training” class will be held on 28 April from 1300 to 1600 in the Port Angeles Library Meeting Room, sign up and enjoy the experience, see page 3 for details..

BRIDGE OFFICERS

Commander

Jim Jones, JN
1363 Doe Run Rd.
Sequim, WA 98382

582-9134

Sequim, WA 98382

Executive Officer

Delbert G. Copeland, P
250 North Street
Sequim, WA 98382

681-8876

Secretary

Sydney Copeland, S
250 North Street
Sequim, WA 98382

681-8876

Education Officer

Ronald T. Jones, SN
51 Horizon Hills Rd.
Sequim, WA 98382

681-0193

Assistant Treasurer

Carol Brown, AP
202 Kirner Road
Sequim, WA 98382

582-0409

Asst. Education Officer

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

683-6506

Treasurer

Janet Jones, JN
1363 Doe Run Rd.
Sequim, WA 98382

582-9134

Administrative Officer

Richard E. Michels, JN

681-4762

Past Commander

Ron Jones, SN
51 Horizon Hills Rd.
Sequim, WA 98382

681-0193

MEETINGS, DEADLINES and CONTACTS

General Meetings:

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

Web Master: Richard Michels, JN
rmichels47@yahoo.com

Executive Board Meetings:

3rd Tuesday of every month at 8:30AM, at Jean's Deli in Sequim. 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. Jim Jones, AP Phone: 360-582-9134. Mail: 1363 Doe Run Rd., Sequim, WA 98382; Email: jajjones8@msn.com

Executive Committee

Svein A. Seljeseth, P
Gary S. Yaruss, JN

Nominating Committee

P/C Ted Shanks, JN
P/C Ron Jones, SN
P/C Hank David, P

Audit Committee

Gene Haugen, JN

Rules Committee

Peyton Greenough, AP

Budget and Finance

Joel Magisos, AP

Co-Op Charting

Charlie Brown, N

Cruise Planning

Richard Michels, JN
P/C Ted Shanks, JN

Public Relations

Cdr Jim Jones, JN

Historian

"Open"

Education Committee

P/C Ron Jones, SN — SEO
P/C Peyton Greenough, AP — ASEO
Mark Lewis, SN — Advanced Grades
Jack Luenow, AP — Electives
Richard Michels, JN — Basic Boating

Membership & Member Involvement

Duke Sparks, P
Dodie Sparks, P

Merit Mark Coordinator

P/C Ted Shanks, JN

Member Orientation

P/C Nancy Magisos, AP

Planning Committee

P/C Paul Mowery, P
Duke Sparks, P
Dodie Sparks, P
Joel Magisos, AP

Port Captain

Sequim: P/C Ted Shanks, JN

Radio/Technical Officer

P/C Hank David, P

Supply Officer

Bob Cooper, S

Vessel Safety Checks

P/C Ted Shanks, JN — Chairman
P/R/C Bob Brummett, SN
P/C Ron Jones, SN
Harvey Smith, JN
Jim Fitzpatrick

Decorating Committee

Delores Ketelsen
Lois Benson, P
P/C Nancy Magisos, AP

Ensign Coordinator

Lt/C Richard Michels, JN

Straitlines Editor

P/C Ron Jones, SN

Roster

Gene Haugen, JN

Telephone

Svein Seljeseth, P
Dolores Ketelsen
Christine Hill

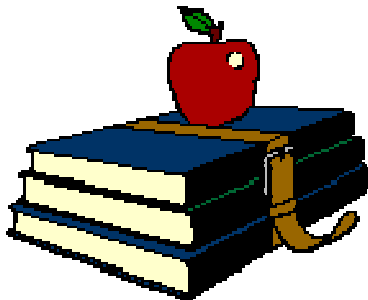
Safety Officer

William Head

NOSPS COURSE SCHEDULE

Course	Dates	Time	Location	Contact
Radar	TBD	TBD	TBD	Richard Michels
GPS	TBD	TBD	TBD	Richard Michels
Seamanship	Fall 2007	TBD	TBD	Mark Lewis
Piloting	Fall 2007	TBD	TBD	Mark Lewis
Advanced Piloting	Fall 2007	TBD	TBD	Mark Lewis
Junior Navigation	Fall 2007	TBD	TBD	Mark Lewis
Navigation	Fall 2007	1900-2100	TBD	Mark Lewis
Engine Maintenance	Fall 2007	TBD	TBD	Jack Luenow
Marine Electronics	Fall 2007	TBD	TBD	Jack Luenow
Weather	Fall 2007	TBD	TBD	Jack Luenow
Cruise Planning	Fall 2007	TBD	TBD	Jack Luenow
Sailing	Fall 2007	TBD	TBD	Jack Luenow
Member Orientation	28 April 2007	1300 to 1600	PA Library	Jack Luenow
Instructor Development	Fall 2007	TBD	TBD	Jack Luenow

Now is the time to plan for your Fall 2007 Boating Education



Get your FREE 2007 Vessel Safety Check

Before you head out on your boat this Spring get your FREE Boat Safety Check. Contact P/C Ted Shanks, JN for an appointment **NOW!**

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.®



**Operations Training Class
Saturday, April 28th from 1300 to 1600
At the Port Angeles Library Meeting Room
Instructor: P/C Nancy Magisos, AP**

All NOSPS members should take the Operations Training class, particularly new members and members interested in squadron activities such as instructors, committee members, and Bridge members. The OT class is your opportunity to learn how the Power Squadron works and how all the various pieces fit together as well as providing an opportunity to bond with your fellow members. This is a short class, with no exam and will earn you an elective class certificate towards your Educational Achievement Award. To sign up, call Jack Luenow at 509 624-2756 or Nancy Magisos at 360 681-4241.



April 2007 Navigation Exercise:

You are preparing for a rendezvous with friends for a long weekend outing. The weather forecast is for excellent weather with little or no wind. Your plan is to meet at your destination and have snacks and cocktails (Happy Hour) on the dock at 1700.

You check your chart and the travel distance is 37 nautical miles and your boats cruising speed is 7.5 knots. It used to be 8.0, but with the cost of fuel this is a more economical speed. A check of your tidal current tables indicates a tidal change about midway in your journey, so you guess that the overall tidal current effect will be negligible.

The boat will be fueled and the water tank full so you estimate that with engine warm up and the last minute storage activities you will be ready to go 30 minutes after getting to the boat. It takes about 10 minutes to clear the marina and get up to cruising speed. It takes 45 minutes to get from the driveway at home to your boat. You leave an extra 30 minutes for unexpected delays. What time should you leave home if you want to get to the rendezvous dock no later than 1600 so you will have time to secure the boat and prepare for happy hour?

Send your answer with all calculations to:
 P/R/C Robert E. Brummett, SN
 40590 N. U. S. Hwy. 101
 Lilliwaup, WA 98555

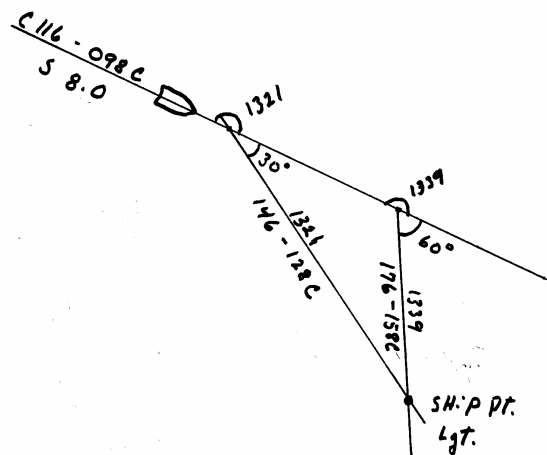


Figure 1

Solution for March Navigation Quiz

This is an example of the classic “double the angle off the bow” method of finding your boats distance away from an object, usually one on shore. For our problem the boats course, the direction the bow is pointing, is 116° true. The first compass bearing on Ship Point Light. was 128° at 1321. Refer to the diagram below. We now write down:

- T 116°** Boats true course (heading). From our chart.
- V 18°E** Calculated by applying V to T using the +W and -E rule.
- M 098°** From the compass deviation table.
- D 000°** Calculated by applying D to M using the +W and -E rule. Boats compass heading.
- C 098°** Compass bearing of Light at 1321
- 128°** Compass heading of boat
- 098°** Calculated from true heading above.
- 030°** Relative bearing or original “angle off the bow”
- 30° x 2 = 60°** “double angle off the bow”
- +098°** Boats compass heading. Direction the bow is pointing.
- 158°** Compass bearing of Light when the angle off the bow has been doubled that you obtain at 1339. See figure 1 below.

The distance off the light at 1339 will be the same as the distance the boat traveled between the time of the first bearing and the second bearing.

Therefore:

- 1339** Time of the second bearing.
- 1321** Time of the first bearing.
- 0018** Time of travel in minutes.

60 x D = S x T The 60 D Street formula.
60 x D = 8.0 x 18 We multiply the 2 numbers next to each other and divide by the one on the other side.

D = 2.4 nm Distance off Ship Point Light. From the diagram, what we have is an isosceles triangle, one with two equal sides.

Probably the most classic example is to estimate a 45° angle (half way between the bow and abeam) to some object on shore and record the

Continued on page 6

New Boating Carbon Monoxide Law

The new boating Carbon Monoxide, (CO), law is now in effect. Any new or used motor driven vessel, other than PWC's, will be required to display a CO warning sticker, visible to passengers, on the inside of the vessel. Outboard driven boats are subject to this law. There is a two year phase in period to the program and the Washington State Department of Licensing will distribute the stickers to all boaters when they renew their registration.

Here is information from the State of Washington's web site on Washington Administrative Code 308-93-146.

(1) What is a carbon monoxide warning sticker?

A carbon monoxide warning sticker is displayed on a vessel to warn people of the dangers of carbon monoxide poisoning.

(2) What vessels are required to have a carbon monoxide warning sticker?

Any vessel with an engine that produces carbon monoxide by burning a carbon based fuel such as: Gas, propane, oil, diesel, or charcoal. A personal watercraft (Jet Ski type) is exempt from this rule.

(3) How do I get a carbon monoxide warning sticker?

You will receive the carbon monoxide warning sticker from your vessel dealer, or vehicle/vessel licensing offices when you:

- (a) Purchase a vessel from a dealer; or
- (b) Renew your vessel registration; or
- (c) Transfer a vessel into your name from a private sale; or
- (d) Transfer a vessel from outside the state or country with a certificate of ownership or registration to a Washington certificate of ownership or registration; or
- (e) Request one through your local vehicle/vessel licensing office; or
- (f) Receive one that has been approved by the Coast Guard from a boating safety organization.

(4) Where do I attach the carbon monoxide warning sticker to my boat or vessel?

You must attach it on the interior of the vessel so it is clearly visible to a person and where they may be exposed to carbon monoxide.

(5) Is there a charge for the carbon monoxide warning sticker?

No.

(6) Will I ever have to replace my vessel carbon monoxide warning sticker?

Yes, when the sticker becomes faded, damaged, or is no longer readable you can request a replacement at no cost.

(7) Will a carbon monoxide warning sticker installed by the manufacturer or issued by another state meet the requirements of this rule?

Yes, the department will accept any warning sticker that warns of the dangers of carbon monoxide poisoning, provided the warning sticker is attached on the interior of the vessel. [Statutory Authority: Chapter 88.02 RCW. 06-22-026, § 308-93-146, filed 10/25/06, effective 11/25/06.]

APRIL BIRTHDAY CORNER

- 4 – 06 Doug Timmons
- 4 – 08 Will Woods
- 4 – 16 Carol Brown
- 4 – 19 Linda Timmons
- 4 – 20 Alan James
- 4 – 28 Gil Newton
- 4 – 28 Ed Dymnt



District 16 Education Seminar Hosted by POVERTY BAY

When: 5 May 2007 – 0900 to 1600

Where: Des Moines Yacht Club
22727 Marine View Drive S.
Des Moines, WA 98198

All instructors are encouraged to attend the Instructor Re-Certification Seminar that will be given by R/C Chris Brown, SN

Continental Breakfast & Lunch: \$13.00 per person until 13 April 2007
Send Registration to:
D/Lt/C Joanna Webster
D16 Ed Seminar
31820 37th Ave SW
Federal Way, WA 98023

Phone (253) 927-7474



“What; Me a Cruise Captain? Surely you jest!”

Being a cruise captain is not all that difficult and there are certain advantages to the job. The advantages are several; you get to have some input about where each day’s stopover is, how long each daily leg will be and sometimes even suggest the scenic route to get there.

One is *not* expected to be a navigation or charting expert to do this job. The task can be as simple or as complex as you wish to make it. If cruise planning is new to you, you may choose to keep it simple. The easiest and most essential job is calling the planned marinas and making inquiry as to availability of slips for your group on the days of arrival. If you want to be more helpful to your gang you could check out tides (remember that shallow entrance to Frostbite Falls last year?) or currents (i.e. Cattle or Deception Passes.) For the long legs of cruising you might even go so far as checking the time of sunset so as to ensure that arrivals happen before dark.

The above are some examples of extras that you may *or may not* choose to do depending on your personal expertise or time. If you want these ‘extras’ done you might have a co-captain or just an experienced friend help out in the more complicated or time-consuming items. Help and advice is always nearby in the form of many knowledgeable club members.

There is no job description for ‘cruise captain.’ Remember each boat skipper is ultimately responsible for his (generic term—common usage) own draft clearance, customs requirements, cruise speed and crew competence.

Tired of the same old routes and marinas? Lead your group to that pretty little anchorage you discovered and have a quiet layover away from city lights and road traffic.

It’s not hard. Give it a try. **Better hurry before the good ones are taken.**

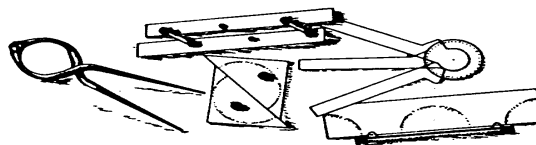
Ted Shanks,

Editors Note: The above article first appeared in the “SBYC Scuttlebutt”, the Sequim Bay Yacht Club newsletter, and was re-printed here with their permission.

Solution for March Navigation Quiz Continued from Page 4

time. Then record the time when the onshore object is abeam (when the angle off the bow is 90° { $45^\circ \times 2 = 90^\circ$ }) and the distance off is the distance traveled between the two times. You can do this without any instruments except your watch, pencil - paper and calculator.

P/R/C Bob Brummett, SN



Education Officer’s Report P/C Ron Jones, SN

We have just completed our Winter series of classes for Piloting, Junior Navigation and Navigation.

Congratulations to P/C Ted Shanks, Cdr. Jim Jones, Lt/C Jan Jones and Diane Head for completing all of the requirements for the advanced grade of Junior Navigator.

The exam results for the students of our Piloting and Navigation classes have not yet been received back from USPS National; but I am confident that by next month we will have several new Pilots & Navigators to report.

Mark your calendar for 5 May 2007 and attend the District 16 Educational Seminar in Des Moines, see page 5 for details.

In September, just after Labor Day, we will be starting our Fall series of classes, see page 3 for details. Now is the time to select which courses you plan to take. Please contact your Education Committee by the first of August to sign up for Fall classes.



**Commander's Report
Continued From Page 1**

join for several years, for example, yacht clubs don't ask new members to pass a test. This is a three year trial program. We will adopt it and move ahead from this point with the ability to sign new members without having taken our basic boating course. We also will continue putting on our basic boating courses for the public as a community service and everyone born after 1955 will eventually require a Washington State Mandatory Boater Education Card to operate any boat having a motor, which will require one of our basic boating courses as a prerequisite.

Since this will be my last Cdr message – I want to thank the Bridge for the support they have given me for the last 2 years as well as ALL of the members of NOSPS! We have a great group of boating enthusiasts who all work for being safe but having fun when out on the water. Thanks for all your help and let's make sure that we keep NOSPS and USPS strong and effective on the North Olympic peninsula.

**Administrative Officer's Report
Lt/C Richard Michels, JN**

Preparations for the NOSPS Change of Watch dinner and ceremony are now in full swing. Members will vote on the new Bridge for 2007-2008 and the new Bridge will be sworn in by members of the District 16 Bridge in attendance, who will include D/C Kari (Carolyn) Black, AP; District Admin - D/Lt/C Barbara Erickson, AP; and District Treasurer – D/Lt/C Hank Willis, AP. You won't want to miss all the fanfare played to a delicious sit down dinner featuring Salmon and Chicken catered by Fred and Dorothy of the Secret Garden Restaurant. Additional details are given elsewhere in this issue of *Straitlines* as well as www.calmseas.org.

Membership Chairs Duke and Dodie Sparks have been doing an outstanding job of signing up new members, especially following the successful completion of the Squadron Boating Course conducted at Peninsula College with 33 students. We strongly encourage all our new members to sign up for the Operations Training Course as discussed in the column by our XO. Kudos go out to new members Ray and Sandy Thomas, who will become the new Membership Chairs, after Duke and Dodie retire (again) following the Change of Watch. Ray and Sandy will be under the mentorship of Duke and Dodie in supporting the upcoming four week Boatsmart course

scheduled to begin on Wednesday , April 11th.

We are working very hard to strengthen our membership and instructor base so we will be prepared to process the great number of sign ups for public boating courses by those required to obtain the new mandatory WA Boater Operators Card. It was pointed out at the D/16 Conference in Ocean Shores that 3500 cards have been issued to date and WA will be embarking on an intensive marketing campaign beginning this Fall. It was also pointed out that WA will no longer accept a copy of the USPS Membership Card as evidence of having taken a boating course. So, if you plan to apply for the card, you should make a copy of one of your boating course certificates. Once again, anyone born before January 1st, 1955 will be exempt from the card. (Does that include any of us?)

Keep an eye open for all our new members at the COW dinner. Introduce yourself and let's make these new folks feel at home. See you there

**CRUISE COMMITTEE
Lt/C Richard Michels, JN**

The Shakedown Cruise scheduled for April 13th – April 14th currently has eight signups, a good turnout. The cruise will run from JWM to the Boat Haven at Port Townsend and will include a simplified predicted log race. The race will be informal and run on the honor system consisting of (4) waypoints – JWM R “2”, McCurdy Point, Pt Wilson, and Port Hudson. Each participant will estimate and record the time their vessel reaches each waypoint, running at a skipper specified constant rpm, and the proud winner will be announced at the Boat Haven. The Captain/Co-Captain Ted Shanks/Gary Yarus and Joel Magisos will be emailing out instructions to all cruisers prior to the cruise. This should be a fun, educational activity. Do you know how long it takes your boat to run 1 nm at 2500 rpm against a current of a given set/drift? This will be a good opportunity to test your skills. If you wish to sign up for the cruise, give the Captain a call, or go onto www.calmseas.org and click on *Cruises*.

Cruisers are reminded to apply for the NEXUS program, if they plan on going into Canada this year. Also, the Rockets Red Glare cruise is in the not too distant future. Elliott Bay Marina is now actively looking at assignments for July 4th and if we want all our boats docked in the same general vicinity, we need a firm sign up list. Please sign up for this cruise online, if you are interested in joining in the fun.

Remarkable!!!

This is a Fire Rainbow Cloud

Thanks to D. R. Wood, US Army Chief Warrant Officer retired for this unique picture. This is a Fire Rainbow — the rarest of all naturally occurring atmospheric phenomena.

Origins: This is a real photograph of an atmospheric phenomenon known as a [circumhorizon\(tal\) arc](#), the example shown below was captured on camera as it hung for about an hour across a several-hundred square mile area of sky above northern Idaho (near the Washington border) on 3 June 2006. Clouds have to be cirrus, at least 20,000 feet in the air, with just the right amount of ice crystals and the sun has to hit the clouds at precisely 58 degrees.

In general, a circumhorizontal arc (or "fire rainbow") appears when the sun is high in the sky (i.e., higher than 58° above the horizon), and its light passes through diaphanous, high-altitude cirrus clouds made up of hexagonal [plate crystals](#). Sunlight entering the crystals' vertical side faces and leaving through their bottom faces is [refracted](#) (as through a prism) and separated into an array of visible colors. When the plate crystals in cirrus clouds are aligned optimally (i.e., with their faces parallel to the ground), the resulting display is a brilliant spectrum of colors reminiscent of a rainbow.

Jim Brock

**SGM U. S. Army, Retired but not Inactive
Tallahassee, Florida**



Learn more about the Earth's weather and how it impacts your boating activities by taking the USPS Elective Class on Weather. The Weather course will furnish basic weather knowledge for safer and more enjoyable boating. The student will learn to make weather predictions based upon observations of the sky, upon barometer and wind information, as well as weather

data provided by maps, satellite images, and radio and TV broadcasts. Basic Weather (**Wx 101**) and Advanced Weather (**Wx 102**) use a USPS supplement manual together with The Weather Book from *USA Today* (second edition, 1997) as the textbook.

**SPRING CONFERENCE 2007
QUIZ ANSWER**

Time is something we all deal with every day. Our time is dependent on the position of the sun and because of the earth's rotation, the sun appears to rotate around the earth at a rate of 15° per hour. The ability to measure time accurately at sea, first using Harrison's chronometer in about 1772, allowed us to accurately determine longitude at sea. Today it is the atomic clock, that can measure time in billionths of a second, that allows our GPS system to work.

Locations around the world, operate on a time system that keeps the same time for an hour, is 15° across and is called a time zone. These time zones have Zone Descriptions (ZD) that can be calculated by dividing their longitude by 15 (degrees per hour) and the ZD is the resulting nearest whole number. They go from 0 to + or - 12. In east longitude (places with times greater than Greenwich) the ZD's are negative (-) when applied to zone time to get Greenwich time. In west longitude (places with times less than Greenwich) the ZD's are positive (+) when applied to zone time to get Greenwich time.

There are many politically motivated exceptions to these general rules and the ZD's for locations around the world from Admiralty Islands to Zimbabwe can be found on pages 262 - 265 of the Nautical Almanac. Information about daylight savings time is also given

For our problem, Hong Kong is at longitude 114° E so that when divided by 15 gives 7.6 for a ZD of -8. The longitude of Everett is about 122° W and when divided by 15 gives 8.13 for a ZD of +8. The best practice, when determining times at different places around the earth, is to refer times at both places to Greenwich. Therefore:

- 1715** Zone time in Hong Kong to get the call on 30 March. Not on daylight saving time.
- 8** ZD for Hong Kong.
- 0915** Greenwich Mean Time (UT) to get the call.
- +8** (reverse) ZD for Everett applied in reverse so it will be subtracted from GMT.
- 0115** Zone time in Everett.
- +1** (daylight savings time)
- 0215** Daylight savings time in Everett on 30 March when you should make the call.

I hope you had some FUN.

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

2007 Cruise Schedule

See Table on page 10 for details of the 2007 cruise schedule.

The following notes apply to the 2007 cruise schedule:

- "Destination" does not necessarily include all the harbors to be visited; only the primary harbors may show here
- All cruises are open to all three boating organizations, unless indicated otherwise
- To join a cruise, boats must coordinate with the Planning Captain or sign up on www.calmseas.org
- Sponsoring Club members *may* have priority

WAYPOINT ELECTRONICS, LTD.

Full Service Marine Electronics & Boating Supplies
F.C.C. Licensed, Marine Radar Endorsed

HANK & ANN DAVID

Office (360) 417-7570
Cell (360) 460-8338



email: wpelectronics@olympen.com

826 Boat Haven Dr. / P.O. Box 2811 Port Angeles, WA. 98363

**PORT ANGELES
MARINE, INC.**

MOORAGE - FUEL - SHIPYARD

Chuck Faires
832 Boathouse Drive
Port Angeles, WA 98362
(360) 457-4505



is changing to

**GOLD STAR
MARINE**

Introducing Gold Star Service, providing the highest Caliber of boat and customer service. Complete marine service for whatever your boat needs.

2900 Washington Street, Port Townsend 360-385-5054 www.goldstarmarine.com

JOINT NOSPS/PAYC/SBYC CRUISE SCHEDULE — 2007

<i>Dates</i>	<i>Length (Days)</i>	<i>Destination</i>	<i>Theme</i>	<i>Sponsor Cruise Captain</i>	<i>Comments</i>	Sign Ups
April 13 — 14	2	Port Townsend - Boat Haven	Shake Down	NOSPS Captain: Ted Shanks Co-Captain:	Open	7
April 16 — 20	5	Mystery Bay, Port Ludlow, Kingston, Point Wilson	Shakedown	SBYC Captain: Dave Spencer Co-Captain Ted Shanks	Closed - SBYC Members only	
April 19 — 22	4	Sidney BC, Oak Bay	Shakedown	PAYC Captain: Co-Captain	Open BBQ	
April 30 Through May 4	5	Port Ludlow, Pleasant Harbor, Alderwood Resort	Hood Canal	SBYC Captain: Jim Jones Co-Captain:	Closed	1
May 4 — 6	3	Canada Van Isle Victoria	Predicted Log	PAYC Captain: Co-Captain	Closed — PAYC only Open for Crew Coord: Al Gross	
May 24 Through June 3	10	Gulf Islands, 4 Days at Telegraph Harbor	Memorial Day Cruise	PAYC Captain: Co-Captain:	Open; BBQ/Dingy Races/Bocce Ball at Telegraph	
June 6 — 11	6	Buchart Gardens	Shopping	NOSPS Captain: Co-Captain:	Open	5
June 22 — 24	3	Poulsbo	D16 Rendezvous	NOSPS Captain: Mark Lewis Co-Captain: Richard Michels	Closed — NOSPS members only	4
July 3 — 6	4	Elliott Bay	Rockets Red Glare	NOSPS Captain: Co-Captain:	Open — First come first served	13
July 23 — 29	7	Garrison Bay, Roche Harbor, Sucia Is., Stuart Is., Deer Harbor, Friday Harbor	Taste of the Is- lands	SBYC Captain: Co-Captain:	Open — Anchoring San Juan West Islands 6 knot cruise	1
August 3 — 7	5	Pt. Roberts	North Sound	NOSPS Captain: Co-Captain:	Open	9
August 20 — 30	11	Desolation Sound, Campbell River, Princess Louisa	Explorers Cruise	SBYC Captain: Co-Captain:	Open	
September 13 — 23	11	South Sound	South Sound	PAYC Captain: Co-Captain:	Open — This Cruise is a designated 6 knot cruise	2
October 5 — 7	3	Victoria	Maple Leaf	SBYC Captain: Co-Captain:	Closed — SBYC Only	

Letters to the Editor

On behalf of the National Publications Committee, I am pleased to congratulate you on earning the Distinction in Journalism Award for the year 2006. The new logos for 2006 are now on the PubCom web site. In addition to the logos, you will find a lot of information on improving your newsletters. This web site is for your use.

In addition to the web site, the National Publications Committee is setting up a Blog. We hope that we can better exchange exceptional articles that have been taken from different squadron newsletters. National will also use this Blog or information that they wish to disseminated to the various squadrons. Information will be sent to the Blog controller who will then post it in the proper format. The Blog can be reached through the PubCom web site.

The Committee has had an ongoing discussion on digital newsletters over the past few years. They have become very popular because of their obvious cost advantages, and the fact that color, and the opportunity to put in more and better pictures, makes them a lot more attractive. There is, however, a downside that is beginning to become evident. Some squadrons are seeing a decrease in attendance. They have found that many people are not downloading their newsletters because of the length of time it takes to import them, and the expense of printing a color document. As a result, some squadrons have decided to return to the tried and true method of mailing. The advice of the National Publications Committee is for the editor to determine how your digital newsletters are being received and, more important, if they are being read. As advisors, we have been given the OK to take as many as 4 points off a publication if we feel that the download time is excessive (approximately no more than four pages of mixed material).

I personally will not accept an emailed newsletter more than six pages and they will not be evaluated. Please mail them.

As your newsletter advisor, I personally want to congratulate you and your squadron, for a job well done. I am looking forward to another rewarding year in 2007. Keep those newsletters coming!

Sincerely,
Lt Lois Arcuni, JN

Editors Note:

North Olympic distributes the Straitlines electronically to our members that have internet connections. Members also have the option of requesting a printed copy be mailed to them.

The money saved by using electronic distribution of our newsletter has allowed North Olympic, over the past three years, to obtain two projectors and two laptop computers, used by our instructors for conducting the Advanced Grade, and Elective Classes for our members, and the Squadron Boating, and Boat Smart Classes we offer to the public.

Printing and mailing cost escalate each year, and would have require corresponding increases in membership dues had we not used electronic methods for the distribution of our newsletter.

NEW FACES AND RED RIBBONS

By Duke and Dodie Sparks

Are you noticing new faces at our NOSPS meetings? Have you seen people wearing red ribbons on their name tags? If not, look around. There are several new members to our organization.

Since January 1 2007, we have had 15 individuals join our North Olympic Sail and Power Squadron. Look for them, get to know them and make them feel comfortable and welcome in our group. New members are:

- Ray and Sandy Thomas – Carlsborg -
28' Powerboat, named "Seas The Day"
- Doug Schwarz – Sequim –
24' Sail Boat, named "Blew-Jay"
- Roger Larson – Sequim –
28' Sail Boat, named "Kathleen Jo"
- Tom Foley – Sequim –
22' Power Boat, named "Naomi Jean"
- Bob and Debbie Golwas – Sequim –
28' Power Boat, named "Passion"
- Ron and Karon Schmidt – Sequim –
30' Power Boat, named "Odyssey"
- Joan and Dave Miller – Port Angeles –
33' Sail Boat, named "Papillon"
- Pam and Bob Kauffman – Sequim –
21' Power Boat, named "Starfire"
- Tom and Debra Cline – Sequim –
30' Power Boat, named "Sea Daze"

We welcome all of you to the North Olympic Sail and Power Squadron and sincerely hope that you will become active within the group and will enjoy your membership.

NORTH OLYMPIC SAIL and POWER SQUADRON
Invites you to attend our
CHANGE OF WATCH

WHO: All NOSPS members, spouses, and guests

WHERE: John Wayne Marina

WHEN: Monday, April 9th, 1700 – 2030 hours

1700–1800 Reception and Social Hour - Cash Bar

1815–1900 Dinner Served (Cost \$18 per person)

1900–2030 Change of Watch Ceremony



Visit the NOSPS Web Site at
<http://www.calmseas.org>

The District 16 Web Page is at
<http://www.usps.org/localusps/d16>

NOSPS TIPS

Before you head out on your boat this Spring, have your FREE Boat Safety Check.
Contact P/C Ted Shanks, JN for an appointment NOW!.

North Olympic Sail and Power Squadron
P/C Ronald T. Jones, SN Editor
51 Horizon Hills Rd.
Sequim, WA. 98382

