



# STRAITLINES



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

Volume 13 Issue 8

August 2006

## Commander's Report Cdr. Jim Jones, AP

I hope all of our members are having a great summer so far...there is lots of cruising, fishing and crabbing going on...and of course the various festivals in Sequim, Port Angeles and Port Townsend. Lots to do, especially with relatives and friends who are visiting the Peninsula. The District 16 Rendezvous in Poulsbo June 23-25 was a success. North Olympic had 6 boaters – Copeland's, Lewis's, Benson's, Lohner's, Shanks, and Jones. We also had some participants for Saturday, who drove over – Dick & Betty Geddes, Chris Muir and Peyton & Donna Greenough. We were in charge of the "Life Ring Toss" and the Blindfold Dingy Race. Thanks to Mark Lewis and Del Copeland who ran these events. Poulsbo had a Viking Fair going on during the weekend and it was an experience to see the old Viking clothing, armor, dress, listen to Viking music and see the kids dressed in costume performing Viking dances. The supper and breakfast served to us by the Sons of Norway were very tasty; the shopping and store hopping was fun and we all had a Super time! Plan now to attend the 2007 Rendezvous, which will also be held in Poulsbo.

Our NOSPS picnic will be held on Saturday, August 26 at the PAYC. Details are somewhere in this issue of Straitlines and our calling committee will be in touch with you. We'll skip September, so our first regular meeting will be the October 9<sup>th</sup> (second Monday) at the Secret Garden. SEO Ron Jones is getting our educational program set up for the Fall/Winter/Spring period of learning and it really looks good. I hope that every member can at least take one course this year. Many of our courses have been upgraded with the changes in technology, so if you took Advanced Piloting 3 or more years ago – you may want to think about

**Continued on Page 4**

## Executive Officer's Report Lt/C Del Copeland, P More on AIS

In a prior report I introduced AIS and gave some of it's capabilities and some short comings. I've just read an article in the August issue of SEA magazine by Jeff McLaren in which he gives more information about system as it relates to our type of boating and availability, with approximate costs. So I decided to revisit the system and try to describe how it works.

Each AIS system consists of one VHF transmitter, two VHF TDMA receivers, one VHF DSC receiver, and standard marine electronic communications links (IEC 61162/NMEA 0183) to shipboard display and sensor system (AIS Schematic). Position and timing information is normally derived from an integral or external GPS receiver, including a medium frequency differential GNSS receiver for precise position in costal and inland waters. Other information broadcast by the AIS, if available, is electronically obtained from shipboard equipment through standard marine data connections. Heading information and course and speed over ground would normally be provided by all AIS-equipped ships. Other information, such as rate of turn, angle of heel, pitch and roll, and destination and ETA could also be provided.

The AIS transponder normally works in an autonomous and continuous mode, regardless of whether it is operating in the open seas or costal or inland areas. Transmissions use 9.6 kb GMSK FM modulation over 25 or 12.5 kHz channels using HDLC packet protocols. Although only one radio channel is necessary, each station transmits and receives over two radio channels to avoid interference problems, and to allow channels to be shifted without communications loss from other ships. The system provides for automatic contention resolution between itself and other stations, and

**Continued on Page 6**



**MINUTES OF EXECUTIVE BOARD  
MEETING NORTH OLYMPIC SAIL AND  
POWER SQUADRON July 17, 2006  
at Jean's Deli — Sequim, Washington**

Cdr. Jim Jones, AP opened the meeting and asked for a motion to approve the minutes of the last meeting as printed in the Straitlines. It was so moved, second and passed. The Rendezvous at Poulsbo in June was discussed and suggestions for next year were put forth. We had 16 people attending the dinner put on by the Sons of Norway..

The "Rocket's Red Glare" Cruise was declared a success. Nine boats attended, four of whom had additional family members aboard. Rain hit in the early morning hours but cleared away in time for breakfast and the Gang that had tickets for the Mariners' game walked to the field and those who did not went up to Pike Place Market. A good time was had by all. The fireworks display was great and we are talking about making it a tradition. Kudos to Richard and Jim for setting it all up.

P.C. Ted Shanks reported there had been more than 50 Vessel Safety Checks so far. Publicity for Boat Smart Classes was discussed – Paper? Radio?. LT.C Jan Jones said radio seemed to do a better job and was free. Our next Boat Smart Class is Sept. 9<sup>th</sup> & 10<sup>th</sup>.

LTC Richard Michels, A.O. Reported that P.C. Ron Jones has the Schedule lined up for the fall classes. Ron was unable to make the meeting but will publish the list in the Straitlines.

LTC Del Copeland asked about the roster that goes on into eternity that National put out and Ron Jones put on line. He suggests that all members look at it and see if your email address is correct, and if it has all the classes you took and passed – if not contact Ron Jones with the correct information.

Delores Ketelson has agreed to chair the Decoration Committee assisted by Lois Benson and P.C. Nancy Magisos.

NOSPS needs to fill positions for Publicity Chairman and Safely Chairman. The Bridge has lots of ideas, if needed, for both positions .

Remember our picnic has been changed to August 26 at the P.A Yacht Club. Chicken & Ribs furnished for a fee, salads and desserts are potluck.

**Continued on page 8**

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

This year's cruising season is turning out to be a big success, giving our members an opportunity to bond with each other as well as with members of other organizations. We had nine boats attending the Rockets Red Glare cruise, seven boats are signed up for the For the Ladies cruise, and we have nine boats signed up for the Princess Louisa cruise in September. Cruising with a group is a great way to build up confidence on the water; witness the experience with fog on the Rockets Red Glare cruise written up elsewhere in this issue of the *Straitlines*.

The new class schedule will be published shortly and appear on [www.calmseas.org](http://www.calmseas.org). Members are reminded that you can now sign up online by navigating to [www.calmseas.org](http://www.calmseas.org) and clicking on the Course Schedule -> Course Signup link. By signing up online, you'll be notified automatically when the course will be offered.

The annual picnic will be held on Saturday, August 26<sup>th</sup>, at the PAYC. NOSPS will provide chicken, ribs, rolls, butter, soft drinks, plates, glasses, and silver. The balance of the dinner will be a Potluck and members are being asked to bring a salad, beans, casserole, fruits, or dessert. Our speaker for the picnic will be David Kauffman from Anchor Marine Insurance in Seattle. This will be a great opportunity to obtain answers to all those insurance questions you've always wondered about in the past. Because of the picnic being held in August this year, there will be no General Membership meeting in September. The next membership meeting will be the 2<sup>nd</sup> Monday in October.

A Committee has been formed to provide the decorations for our meetings. This new Decoration Committee consists of Delores Ketelson – Chair, Lois Benson, and Nancy Magisos. Also, the Telephone Committee has been expanded to include: Carol Brown – Chair, Delores Ketelson, Christine Hill, and Svein Seljeseth. Kudos to these members for their contributions in making all our meetings a success! THANK YOU!

The Bridge looks forward to welcoming and seeing ALL of you at the August picnic!

~~~~~

### August 2006 Navigation Exercise:

You are returning to Port Angeles from Victoria. After leaving the harbor you set the auto pilot using your GPS to give you a true course of  $178^\circ$  as that was the course you plotted before you left the dock. There is a rather strong steady NW wind and there is a strong flood tidal current. Later you are pleased to see that according to the GPS your true course has not changed and the speed is 9.2 knots. At this time your compass is reading  $172^\circ$  and your paddle wheel knot meter reads 8.0 knots. You quickly calculate your true course from your compass course and get:

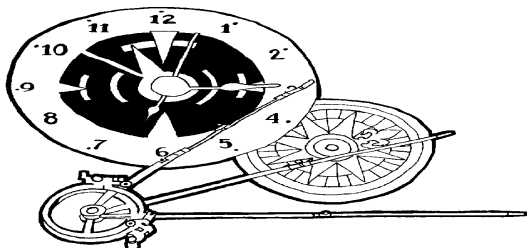
- T**  $190^\circ$
- V**  $18^\circ\text{E}$
- M**  $172^\circ$
- D**  $0^\circ$
- C**  $172^\circ$

After clearing customs and are secure at the dock in Port Angeles you and your spouse are planning dinner at the restaurant at the marina in about an hour. You are having a beer and wonder about the set and drift on your boat produced by the wind and current while you were crossing the Strait. You make a quick vector diagram and tell your spouse, who is also having a beer, that the wind and current were worse than it seemed. What was the set and drift you told your spouse? (Be honest.)

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

### Commanders Report Continued from Page 1

taking it again. A refresher is always good and you can meet some of our newer members as well. Meanwhile, have a great August and get out there on the water – preferably with a boat! We'll see you at the August 26<sup>th</sup> picnic!



### Solution for July Navigation Quiz

The first step is to calculate the true course using the  $20^\circ\text{E}$  variation you assume your GPS to be using.

- T**  $110^\circ$  Calculated by applying V to M using the +W or -E rule.
- V**  $20^\circ\text{E}$  Assumed variation being used by your GPS.
- M**  $90^\circ$  Magnetic course provided by your GPS.

The second step is to calculate the deviation of your compass using a variation of  $18^\circ\text{E}$  as provided by your chart.

- T**  $110^\circ$  Calculated above from your GPS data.
- V**  $18^\circ\text{E}$  From your chart.
- M**  $92^\circ$  Calculated by applying V to T using the +W or -E rule.
- D**  $2^\circ\text{E}$  Calculated by difference between M and C using the +W or -E rule.
- C**  $90^\circ$  From your compass heading.

Therefore, your compass actually has a  $2^\circ\text{E}$  Deviation at a compass heading of  $090^\circ$ . If you use your GPS to determine your compass deviation as taught in the Weekend Navigator or the USPS course materials you want to make sure the GPS is using the proper variation for your area.

P/R/C Bob Brummett, SN

### 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.®

## PRELIMINARY REPORT ON GPS SURVEY

For Hand Held units.

|      |      |      |        |      |      |
|------|------|------|--------|------|------|
| T    | 044° | 149° | 296°   | 177° | 283° |
| V    | 19°E | 19°E | 18°E   | 20°E | 20°E |
| M    | 025° | 130° | 278°   | 157° | 263° |
| Age* | 15   | 10   | 3 or 4 | 9    | 10   |

For Boat units.

|      |      |      |
|------|------|------|
| T    | 296° | 345° |
| V    | 20°E | 19°E |
| M    | 276° | 326° |
| Age* | 0.5  | 3    |

\*Age in years as estimated by owner

According to my 2006 chart the variation in this area is 18° E.

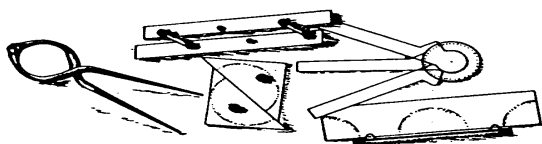
|           | Operating Mode |          |
|-----------|----------------|----------|
|           | True           | Magnetic |
| Hand Held | 4              | 1        |
| Boat      | 0              | 2        |

THANKS MUCH to all of you who returned the survey. If you have not had a chance to obtain the requested data please send it in ASAP and I will update the findings. The true and magnetic bearings were provided by the owner, I calculated the variation.

At the present time the sample size is too small for any meaningful conclusions, but what we do have suggests that the magnetic bearings for most GPS units will be in error by a couple of degrees and there is no consensus on whether people prefer the true or magnetic mode of operation.

In my opinion, we should let the GPS do what it is intended to do — compute true bearings. Because our charts operate in the true mode this is a perfect match. It is not designed to give magnetic bearings and the GPS satellites have no idea where we are so they could not provide variation data. Our GPS and compass allow us to relate what we are seeing on the water to our boat and the chart. All we have to do is use T,V,M,D,C. To do that, all you need is a scratch pad and a pencil and practice when everything is going perfectly, so that when it gets BAD, you have NO problems.

*Robert E. Brummett*



## HOW VARIATION HAS CHANGED IN THE PORT ANGELES - SEQUIM AREA 1980 - 2006

The table below shows data obtained from some of my current and old charts of the Port Angeles - Sequim area. These data consist of the published date shown on the compass rose, the then current variation and its annual change. I then extrapolated the original variation using the published annual rate of change to the present (2006) and finally rounded the extrapolated data to the nearest whole degree. These data show how variation is changing in our area and that even the rate of change is not constant. Further, variation is not predictable at the present time so that any program in our older GPS units would not be able to give the current variation with any degree of accuracy.

It is for these reasons that I use my GPS in the true mode. The argument that the magnetic mode is preferable because it would allow the GPS and compass to be easily compared does not work if the GPS uses the wrong variation. In addition, in our area, with lots of tidal currents and wind the GPS and compass would rarely give the same numbers anyway because the GPS gives the direction the boat is moving and the compass gives the direction the boat is pointing. It is my opinion that if you are not able to convert between true, magnetic and compass bearings your compass and GPS are just nice looking decorations for your boat and not very useful navigation aids.

I think that most or all GPS units allow the user to enter any variation they choose. If this is so, and you want to use the magnetic mode, you can enter the proper variation for your area and the GPS should give you the proper magnetic bearings. Remember, that you cannot extrapolate for very many years using the annual change data provided in the compass rose of your nautical charts. If you do not want to buy a new chart every couple of years, go to your nautical supply store and check the current charts on display for the current variation.

| Date  | Variation | From Compass Rose |                      |               |
|-------|-----------|-------------------|----------------------|---------------|
|       |           | Annual Change     | Extrapolated To 2006 | Whole Degrees |
| 1980  | 21° 15' E | 6' W              | 18° 39' E            | 19° E         |
| 1986  | 21° 00' E | 4' W              | 19° 40' E            | 20° E         |
| 1989  | 20° 30' E | 4' W              | 19° 22' E            | 19° E         |
| 1992  | 20° 00' E | 6' W              | 18° 36' E            | 19° E         |
| 1998  | 19° 45' E | 6' W              | 18° 57' E            | 19° E         |
| 2003  | 18° 45' E | 7' W              | 18° 24' E            | 18° E         |
| 2005* | 18° 15' E | 11' W             | 18° 04' E            | 18° E         |

\*From my current chart dated 2006

**Continued on page 6**

The following table shows the change over time of the magnetic bearing for a true bearing of one hundred degrees.

| Date | True Bearing | Variation | Magnetic Bearing |
|------|--------------|-----------|------------------|
| 1980 | 100°         | 21° E     | 079°             |
| 1986 | 100°         | 21° E     | 079°             |
| 1989 | 100°         | 21° E     | 079°             |
| 1992 | 100°         | 20° E     | 080°             |
| 1998 | 100°         | 20° E     | 080°             |
| 2003 | 100°         | 19° E     | 081°             |
| 2006 | 100°         | 18° E     | 082°             |

At the current rate of change of 11' W annually the variation in our area will be 17° E in a little over 3 years. That is, if the rate of change does not change before then. At the present rate, in a little more than three years, the magnetic bearing will be 083°. WHO KNOWS?

*Robert E. Brummett*

~~~~~  
**Squadron Education Officer's Report**  
**Ron Jones, SN**

I have been contacting our instructors to schedule our 2006—2007 education classes and as of this time we will be offering the following classes:

P/C Paul Mowery, P & Jim Fitzpatrick, P will be teaching **Seamanship** starting on Tuesday October 3rd.2006

Cdr. Jim Jones, AP & Lt/C Richard Michels, JN will be teaching **Piloting** starting on Tuesday January 9th 2007.

Lt. Mark Lewis, SN & P/C Peyton Greenough, AP will be teaching **Advanced Piloting** starting on Wednesday January 10th 2007..

I will be teaching **Junior Navigation** starting on Thursday October 5th 2006.

P/R/C Bob Brummett, SN is teaching **Navigation**, this class is now underway with three students.

P/C Hank David, P will be teaching **Marine Electronics** starting on Wednesday October 4th 2006.

Roland Lohner will be teaching Engine Maintenance starting on Wednesday October 4th 2006.

P/C Nancy Magisos, AP will be teaching a **Membership Involvement** class starting in February 2007.

To register for Advanced Grade Classes contact Lt. Mark Lewis, SN and to register for Elective classes contact Lt. Jack Luenow, AP.

Please register at least six weeks prior to class start date to allow time for ordering class materials. Take advantage of these classes to improve your boating skills.

~~~~~  
**XO's Report Continued from Page 1**  
communications integrity is maintained even in overload situations.

Each station determines its own transmission schedule (slot), based upon data link traffic history and knowledge of future actions by other stations. A position report from one AIS station fits into one of 2250 time slots established every 60 seconds. AIS stations continuously synchronize themselves to each other, to avoid overlap of slot transmissions. Slot selection by an AIS station is randomized within a defined interval, and tagged with a random timeout of between 0 and 8 frames. When a station changes its slot assignment, it pre-announces both the new location and timeout for that location. In this way, new stations, including those stations which suddenly come within radio range close to other vessels, will always be received by those vessels.

The system coverage range is similar to other VHF applications, essentially depending on the height of the antenna. Its propagation is slightly better than that of radar, due to the longer wavelength, so it's possible to "see" around bends and behind islands if the land masses are not too high. A typical value to be expected at sea is nominally 20 nautical miles. With the help of repeater stations, the coverage for both ship and VTS stations can be improved considerably.

The system is backwards compatible with digital selective calling systems, allowing shore-based GMDSS systems to inexpensively establish AIS operating channels to identify and track AIS-equipped vessels. This is how the "locate Freighters" part of CalmSeas works.

## 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@olypen.com](mailto:wpelectronics@olypen.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

### My Story

OK, It's time that I finally come clean with the Squadron! After all, I am now well into my 80's, and you fine folks have bought my story, hook, line, and sinker.

Besides, it is not very many of us that can claim an active life spent as a fry cook for the Sultan of Emerities, and eventually becoming the Captain of his speedboat, and then of his Yacht, the "AWESOME" with it's crew of fifty, to respond to every whim of the heavy passenger load of three!

So what should one do? Carry this fine story to one's grave? Or should one embellish it with more mystic, and continue the good tradition!!

The truth would eventually come out, as some of the more adventurous and intrigued members of the Squadron will research my real background as U S Navy member number 664-13-08 and discover that I had lived a covert life style, to the astonishment of many of the faithful. So what the heck.

As a young boy of 17, the fiasco that was Pearl Harbor required my immediate attention, so the day after Pearl, I hot footed it down to the Navy recruiting office in Seattle and signed up for a minority cruise as a radioman. It was different as I had not finished 11<sup>th</sup> grade at the time, and had to make it up after the war.

With the Navy being what it usually was, after boot camp in San Diego, I was shipped off to the Great Lakes Naval Training Station in Illinois to attend their machinists mate school for all of 16 weeks. I was very fortunate, in that the course handbook was that developed by the Ford Motor Company to train their fledging machinists. I do

not recall exhibiting any mechanical proclivity prior to that, other than rebuilding the coaster brakes on my bicycle. I had never driven an automobile, nor had I repaired, or rebuilt an engine for anyone, including myself, since I was financially destitute.

However the Navy fixed all that by paying me the grand sum of 21 bucks a month. In any event, I was graduated with the rank of Machinists mate Second class, and directed to teach new recruits the fine art of running a milling machine, which at that time was, and still is, a very complicated device, that required one chew snuff and spit on the work at regular intervals to keep the metal cool.

After a very short time at that activity, the Navy, realizing that I had learned how to pound out Bronze props, pop the biggest rusted nuts, start any gas inspired engine, and tune diesel engines until they sounded like your Singer sewing machine, and if all else failed, make the proper mold to pour an image of the needed part. In addition to knowing all about steam engines and the Stephenson reversing link, to make them run in reverse, as well as manufacture my own tools, as required to complete the mission., (my goodness, that is a long paragraph), decided that, at 54 bucks per month, I would be a great addition to the Amphibious forces.

Henceforth my sea-bag was shipped to Norfolk Virginia, and I just had to follow, since it contained all my worldly possessions! While present in that rather warm location, I was trained in the fine art of running the landing craft (LCVP's, and LCM's) over sand bars in the bay, so we would realize that they really would make it over the bar, even if I had to pound out the bronze

**Continued on page 10**

**Photos From Rocket's Red Glair Cruise**



**Oysters at Anthony's**



**We Love to Eat**



**The Happy Cruisers**

**Board Minutes Continued from page 3**

Silent Auction, Ring Toss (Start Practicing – just remember to put the life ring back on your boat!!) and guest speaker will be David Kaufman from Anchor Marine Insurance.

Nest time you see him, welcome new member: James Dwight who has transferred from the San Joaquin Delta chapter in California.

Last, but not least, Jan reports that the treasury has a current balance of \$8500.00 cash on hand (including a CD.)

**Recorded by  
Lt/C Sydney Copeland, S  
Secretary**

**NOSPS ANNUAL PICNIC**

**WHO:** All NOSPS members, spouses, and guests

**WHEN:** Saturday, August 26<sup>th</sup>, 1200 – 1700 hours

**WHERE:** Port Angeles Yacht Club 1305 Marine Drive

**COST:** \$5/person

**AGENDA:** 1200 – 1300 Arrival, Friendship Time

1300 – 1400 Meeting, Announcements

1400 – 1500 Silent Auction

1500 – 1600 Guest Speaker: David Kauffman from Anchor Marine Insurance

1600 – 1700 Dinner

*Potluck: Please bring either a salad, beans, casserole, fruits, or dessert*

*Silent Auction: Bring any items related to boating*



**Happy Hour**

### Cruise Committee

The Rockets Red Glare Cruise was a great success and attended by the following cruisers:

- Bob & Bonnie Cooper
- Del & Sydney Copeland
- Jim & Gloria Fitzpatrick
- Jim & Jan Jones
- Mark & Pat Lewis
- Joel & Nancy Magisos
- Richard & Norma Michels
- Ted & Judy Shanks
- Harvey & Heather Smith

Heavy fog was encountered cruising around Marrowstone Island on Tuesday, which gave us all a chance to put our radars and piloting class work to good use and to remind ourselves what it is like to 'fly blind'. Bell Harbor was kind enough to assign us all adjoining slips facilitating communication and setting up the dock Happy Hour on Wednesday. Anthony's restaurant at Pier 66 lived up to their reputation for good food on Tuesday night and even though the Mariner's didn't win against the Angeles on Wednesday, we all enjoyed being together for the game with many members receiving free hats. And then there were the spectacular fireworks over Elliot Bay on Wednesday night. Some of our boats were even decorated to celebrate our hard won freedoms. Cruise pictures can be viewed on [www.calmseas.org](http://www.calmseas.org) by clicking on the Fun Events link.

~~~~~

#### WEBMASTER

**Lt/C Richard Michels, JN**

#### Did you know?

Did you know that you can easily look up an NOSPS member by navigating to [www.calmseas.org](http://www.calmseas.org), clicking on the members only link and once into this protected area, clicking on Find a Member? You can also send an email directly to that member from the same page.

Also, did you know that you can print an abbreviated NOSPS Roster, by clicking on Printable Roster from the same members only page? Try it!



is changing to



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 360-385-3054 [www.goldstar-marine.com](http://www.goldstar-marine.com)

#### BOATSMART INSTRUCTOR'S SCHEDULE

<i>Year</i>	<i>Quarter</i>	<i>Primary</i>	<i>Secondary</i>	<i>Proctor</i>
2006	Sept. 9-10	Peyton Greenough	Chris Zook	Ron Jones
	Oct 7	Chris Zook	TBD	Paul Mowry
2007	Winter	Joe Richerts	Paul Mowry	Mark Lewis
	Spring	Paul Mowry	Mark Lewis	Harvey Smith
	Summer	Mark Lewis	Harvey Smith	Sparks
2008	Fall	Harvey Smith	Sparks	Jim Fitzpatrick
	Winter	Sparks	Jim Fitzpatrick	Ted Shanks
2009	Spring	Jim Fitzpatrick	Ted Shanks	Magisos
	Summer	Ted Shanks	Magisos	Richard Michels
	Fall	Magisos	Richard Michels	Jim Jones

**Note:** If an instructor cannot be available on the commitment date, it is the instructor's responsibility to arrange a swap with another instructor and let Lt/C Richard Michels, JN know, so he can update the instructor schedule.

### **My Story Continued from Page 7**

propeller so that they could do this same torture again. I decided that LCVP stood for landing craft very personal since you become very acquainted with these craft in a hurry. In hindsight, I realize that this training was really great and steeled me for many future activities that you don't need to know about. For the mechanically inclined, the propeller shaft was made of Monel metal, about the best that could be found for the task at hand. I still have a ring made of this metal that I made over 60 years ago, that looks like it just came off my lathe.

So, I was in the US Navy, right, my first ship was a British aircraft carrier!.( bet you can't find that in the history books) In any event, Churchill and President Roosevelt had agreed to invade North Africa, and since it was to be a British operation in the Mediterranean, Roosevelt asked that 500 of us young Navy types, (remember, he used to be Secretary of the Navy), make the invasion along with the Brit's.

So gee, the trip from the Brooklyn Navy shipyard in the US got us to the Firth of Clyde in Scotland, and Rosneath Castle, where a bunch of the First Division Rangers decided that, as a sorry lot, we needed a lot of training. We got it!!! I am probably one of the few U S Navy types that ever got, (were invited) to hike 30 miles with a full backpack and an M-1 rifle. I learned to love the M-1. It was a very good instrument! A gas recoil system was used, that helped the shock. We learned to field strip and clean the M-1 in no time at all, as the situation required. The main problem was, I was never far from my heavy toolbox, which was required equipment.

So now as elite invasion forces, we head for North Africa, to make the invasion, and your writer just turned 18 two days prior to the invasion. Another British ship was used, a sister ship to the famed Lusitania. He met a friend in Oran, Algeria, 3 days after the invasion, and did not recognize him. That, I will leave you to figure out. Some call it shell shocked, the do gooders call it stress. I would really like it if they had to spend some time under fire, anywhere. They would quickly quit worrying about the poor prisoners and start worrying about their own rehab.

We had been well trained, but not on how to dismount from the British Cruise ship for the invasion.

A lot of the young men broke their backs using the cargo nets from the cruise ship to get in the landing craft. However, no training for this dismount, had been afforded in Scotland.

So the poor guys, with their overloaded packs, attempted to download from the cruise ship and many discovered that the landing craft was not to be their Navy Home for quite a while. Of the 500 Navy types in the landing force, only 250 made it back to Plymouth, England one year later, for many diverse reasons.

One activity we did try and help the locals with was to get their boat engines running again, so they could resume fishing , which had been banned for some time. For fuel some used kerosene, cigarette lighter fluid alcohol, or any thing they could find that might work. I vividly recall a one lungler, i.e. a single cylinder with a giant flywheel that actually could run on olive oil, once you had it running While in Algeria, we made a lot of fresh water for all the allied ships in the Mediterranean. As I recall, we had 6 Cleaverbrook double effect evaporators, ( i.e. they boiled the water twice ) that we ran 24 hours a day to try and fill a 500,000 gallon tank to supply all the allied ships in the Mediterranean with fresh water, since that was not an easy commodity to obtain in those days. I had 18 guys working for me, all were older than me. I was disgusted the other day, to read that the new Ronald Reagan Aircraft carrier could produce 400,000 gallons per day of fresh water. Our outfit was rated at 10,000 gallons per day. We exceeded that, but it is embarrassing when compared to the Reagan.

Talk about a potential management problem. In fact, it went so well that I was made a Machinists mate first class at the tender age of 18 due to my technical and Management skills? The pay went to 121 bucks a month, so I sent 100 a month home to my mother to save for me.

**P/Lt/C Eugene Haugen, JN**



**JOINT NOSPS/PAYC/SBYC CRUISE SCHEDULE – 2006**

<i>Dates</i>	<i>Length (Days)</i>	<i>Destination</i>	<i>Theme</i>	<i>Sponsor Cruise Captain</i>	<i>Comments</i>	<i>Interest Level</i>
July 24-29	4 - 6	LaConnor, Anacortes, Oak Harbor	For the Ladies	SBYC <i>Co-Captain: Larry Fox Co_Captain: Jim Jones</i>	Quilt museum, shops	High 6
August 22-27	6	Victoria/Sooke, Brentwood & points east for fishing	Fish & Shop	NOSPS <i>Captain: Willard Woods</i>	Mates can shop while fisherpersons follow Willard. Fireworks at Burchart. Requires Canadian fishing license.	High 7
September 4-15	12	Princess Louisa	Paradise Found	NOSPS <i>Co-captain: Ted Shanks</i>		High 9
September 16	1	Local Sequim Bay	Hospice race Predicted Log?	SBYC		High
September 22-30	9	South Sound, Hood Canal	Port Orchard, Olympia, Tacoma, Bell Harbor	PAYC		Medium
October 8-10	3	Victoria	Maple Leaf	SBYC <i>Captain: Co-captain: Ted Shanks</i>		Not Polled

**Notes:**

“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  
 Sponsoring Club members *may* have priority

**September Cruise**

**Paradise Found**

The Paradise Found cruise to Princess Louisa is scheduled for September 4<sup>th</sup> – September 15<sup>th</sup>. There will be a coordination meeting sometime in August. Members signed up for this cruise are encouraged to check their chart-plotters to make sure they have digital charts to cover the area north of Nanaimo and Jervis Inlet. Entry into Canada will probably be through Bedwell Harbor and the last gas up will be at Egmont. Information on both harbors is available on the website by clicking on *NW Harbor Info*. Anchoring will probably be required at Princess Louisa. Questions concerning Princess Louisa can be directed to the Captain, Richard Michels, or Co-Captain, Ted Shanks. The schedules and signups can be viewed on the website.

**District 16 Fall Conference**

This is early, but our Fall conference is October 13-15, 2006 in Richland, WA. This is a good meeting to attend as a USPS member. It will give you a broader picture of what the Power Squadron is all about as an organization of many Squadrons. It is being hosted by the Columbia Bend Sail and Power Squadron, which is only a few years old. The featured speaker is Margo Wood. She is well known for the “Charlie’s Charts” series of cruising guides and will share her experiences during many cruises along the BC Coast to Alaska. She will discuss tides, currents, weather, fuel, provisions and side-trips. Sign up sheets will be available at our picnic and on line at the District Web site – All the info is there.

**NORTH OLYMPIC SAIL and POWER SQUADRON**  
**Invites you to attend our annual picnic on Saturday, August 26th.**

**1200 to 1700 at The Port Angeles Yacht Club 1305 Marine Drive**

**Chicken & Ribs Provided — Cost \$5 per person**

**AGENDA: 1200 – 1300 Arrival, Friendship Time**

**1300 – 1400 Meeting, Announcements**

**1400 – 1500 Silent Auction**

**1500 – 1600 Guest Speaker: David Kauffman from Anchor Marine Insurance**

**1600 – 1700 Dinner**

**Potluck: Please bring either a salad, beans, casserole, fruits, or dessert**

**Silent Auction: Bring any items related to boating**

*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 or haul it out for the winter, have your FREE Boat Safety Check.  
Contact P/C Ted Shanks, AP for an appointment.

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