



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 8

August 2007

Commander's Report Cdr. Del Copeland, P

As I write this the month of July is over half gone. Where does time go? So far we have had a busy summer. We started out with the "Irrigation Festival Parade". P/C Jim Jones and wife Jan rode in our float in the parade. Our float was a boat on a trailer provided by Duke and Dodie Sparks. Jim, Jan, Duke, and Dodie decorated the boat using some materials from "Safe Boating Week" and some loaned by Chuck and Mona Gates, the Port Angeles Olympic Marine dealer. As usual the crowds appreciated our appearance. Our next big event was the Rendezvous at Poulsbo. There we had one boat, Ray and Sandy Thomas, win the prize for the best decorated boat. Also our ring toss contest was appreciated. We have also had a successful cruise to see the fireworks in Seattle on the 4th of July.

What does all the above mean, and more not mentioned here? It means planning, cooperation and work. Of course at the same time we were conducting our usual training classes and planning future classes. Our Cruise planners have worked steadily and, with cooperation with other boating groups, have planned a good selection of cruises. At the same time the Education department is planning the schedule of classes starting this fall.

We will start our regular monthly dinner meetings with our annual picnic early in September. Then it will be the second Monday as usual. Our AO, Jim Fitzpatrick can usually use some help in getting these meetings going so lend a hand if you can.

The education department has a full schedule of classes and seminars that will be taught this year so find the one or more that fit your need and sign up. If you don't see a course for you, see if you can help in some way.

Continued on Page 4

Executive Officer's Report Lt/C Richard Michels, JN BOOOOMMMMM!!!!!!!

On March 1st, 1954, the micronesian children on the Rongelap atoll in the Marshall Islands played in the snow for the first time in their lives: on the same day, also, for the first time in their lives, the sun rose twice. They didn't know that the snow was the result of a vaporized Bikini atoll and that the first rising sun to the west was the glow from the 0645 AM detonation of 17 megatons of TNT known as "Bravo", a hydrogen bomb, 1300 times more powerful than the bomb dropped on Hiroshima.

A little more than two years later, on July 25th, 1956, there was another BOOOOMMMMM!!!! Only this noise came from the reinforced ice braking bow of the Swedish passenger liner, the Stockholm, surgically slicing into the forward starboard section of the Italian passenger liner, the Andrea Doria, in what is sometimes referred to as a *radar assisted collision*. Both ships had radar, but the Doria appeared out of the fog, at night, crossing in front of the Stockholm, which was enroute in clear, calm weather, with the moon shining. How could this disaster have occurred? This column and future columns will explore this question, with the hope that we will all learn some lessons and ask ourselves the question: "What would I have done?" For this installment, some vitals on the two liners.

The 12,165 ton Stockholm was launched on September 9th, 1946, had an LOA of 524 feet and was enroute from New York to Copenhagen and Göteborg under the command of Gunnar Nordenson, whose Third Officer was Johan-Ernst Bogislaus August Carstens-Johannsen, usually referred to as Carstens. The Stockholm was carrying 534 passengers with 200 crew. The Stockholm's electronic equipment included radar and a radio

Continued on Page 7

BRIDGE OFFICERS

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Delbert G. Copeland, P 681-8876
 250 North Street
 Sequim, WA 98382

116D Hilltop Dr.
 Sequim, WA 98382

Executive Officer

Richard E. Michels, JN 681-4762
 153 E Diane Dr
 Sequim, WA 98382

Secretary

Sydney Copeland 681-8876
 250 North Street
 Sequim, WA 98382

Education Officer

P/C Ronald T. Jones, SN 681-0193
 51 Horizon Hills Rd.
 Sequim, WA 98382

Assistant Treasurer

Carol Brown, AP 582-0409
 202 Kirner Road
 Sequim, WA 98382

Asst. Education Officer

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

Treasurer

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

Administrative Officer

Jim Fitzpatrick, P 683-1387

Past Commander

P/C Jim Jones, JN 582-9134
 1363 Doe Run Rd..

MEETINGS, DEADLINES and CONTACTS

General Meetings:

Sept. through May on the 2nd Monday of the month.
 (See last page for details of time & location)

Webmaster: Richard Michels, JN

teaformosps@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. Delbert Copeland, P Phone: 360-681-8876. Mail: 250 North St., Sequim, WA 98382; Email: dscopeland@olypen.com

Executive Committee

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

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 P/C Ron Jones, SN
 P/C Hank David, P

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Gene Haugen, JN

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Peyton Greenough, AP

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Charlie Brown, N

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 P/C Ted Shanks, JN

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P/C Jim Jones, JN

Historian

"Open"

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 P/C Peyton Greenough, AP — ASEO
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 Jack Luenow, AP — Electives
 Richard Michels, JN — Basic Boating

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 Sandra Thomas, P

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P/C Ted Shanks, JN

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Bob Cooper, S

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Lt/C Richard Michels, JN

Straitlines Editor

P/C Ron Jones, SN

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Telephone

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 Dolores Ketelsen, S
 Christine Hill
 Gina Nordskog, P

Safety Officer

William Head



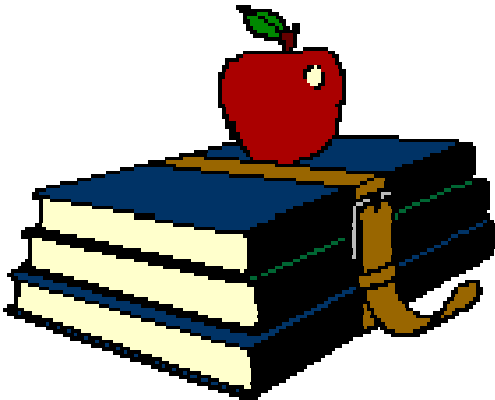
Fall Classes

We have lined up instructors for all Advanced Grade & Elective classes; now all we need is **YOU** to register for the class of your choice. See the course schedule posted on our web sight at <http://www.calmseas.org>. Please contact your Education Committee, **NOW**, to register for the classes of your choice to allow us time to order the class materials.

We are still in need of an instructor to conduct our education program for kids. If you are interested in this important position, please call me @ 681 0193.

Go to usps4kids.org for more information.





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!**

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

What time is it? The answer would depend upon what kind of time you are interested in. Universal Time (**UT**) which was formerly called Greenwich Mean Time (**GMT**), also referred to as **Zulu**, is the time broadcast simultaneously on WWV and WWVH on 2.5, 5.0, 10.0, and 20.0 MHz.

We normally set our clocks to indicate Zone Time (**ZT**). The world is divided into 24 time zones each 15° wide. Here in the Pacific Northwest our standard time zone description is **+8**; which means Universal Time (**UT**) is eight hours latter than our Zone Time (**ZT**). The central meridian of our time zone is 120° West (**8 x 15° = 120°**). During the part of the year when we use **Daylight Saving Time** our time zone description becomes **+7**, and we set our clocks ahead one hour.

Universal Time and Zone Time are based upon a fictitious sun called the mean sun and these times are referred to as mean time. When you view the sun in the sky, you see the true sun which is called the apparent sun. Times that are based upon the apparent sun are referred to as apparent time. The difference between the apparent time and mean time is called the Equation of Time (**EqT**). See graph of Analemma on page 6.

In addition to **UT** & **ZT**, we also need to know how to determine our Local Mean Time (**LMT**). The difference between **ZT** and **LMT** depends on how far, East or West, you are from the central meridian of your time zone. Subtract 4 minutes from Zone Time for each degree West or add 4 minutes to Zone Time for each degree East of your time zone central meridian to determine your **LMT**.

For example, your wife just purchased a sundial for her garden and has asked you to set it so that it will indicate the correct **Local Apparent Time**.

How would you determine what **Local Apparent Time** is at your location? Recall that mean time and apparent time differ by the Equation of Time (See Analemma on Page 6). We will now calculate the Zone Time for setting our sundial to **Local Apparent Noon** on Friday August 3rd 2007. Using our GPS we determine our meridian to be 123° 09.86' West. From the Nautical Almanac we find that on August 3rd 2007 meridian transit of the sun will occur at a **Local Mean Time** of 1206.

Continued on Page 6

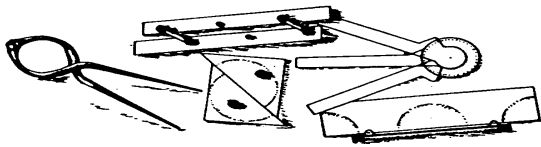
August 2007 Navigation Exercise:

After calculating a compass course between N"2" and C"1" of 112° (see July answer) you notice that Protection Island is almost obscured by fog. You become concerned about being able to find C"1" when you get near.

To determine when you should expect to be at C"1" you first determine the distance between N"2" and C"1" to be 6.95 nautical miles. Your cruising speed is 8.5 knots. How long will it take you to get from N"2" to C"1" and what is your ETA at C"1" if you pass N"2" at 1056?

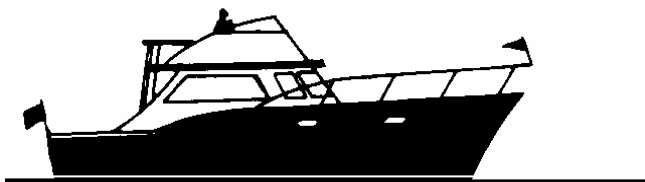
The answer will be published in the September Straitlines and the drawing will be at the September meeting. **SEND YOUR ANSWER NOW** with all calculations to:

P/R/C Robert E. Brummett, SN
40590 N. U. S. Hwy. 101
Lilliwaup, WA 98555



Commander's Report Continued From Page 1

For those of us who moor at John Wayne, we have a new rule to live with. We will soon have locked gates to contend with. According to the application enclosed with our last billing, the gates will be open from 8:00 AM till 5:00 PM. From 5:00 PM till 8:00 AM access is limited to Tenants and Guests. The restrooms are also controlled. Their hours, as stated in the request form, are from 8:00 AM till 10:00 PM. The showers and Laundry are open only to Tenants and Guests only. In the meantime, happy cruising.



Solution for July Navigation Quiz

This is a compass problem so the **FIRST** thing you do is write down **T,V,M,D,C** vertically and fill in the information you have.

- T 132°** From your chart using your course plotter.
- V 18°E** From your charts compass rose.
- M 114°** Calculated by applying **V** to **T** using the **+W** and **-E** rule.
- D 2°E** From your compass deviation table.
- C 112°** Calculated by applying **D** to **M** using the **+W** and **-E** rule.

It is not likely that you would be high enough above the water to see C "1" from your present position even with binoculars, but this course will enable you to head directly for it, after making your turn.

P/R/C Bob Brummett, SN

Administrative Officer's Report Lt/C Jim Fitzpatrick, P

Our next general membership meeting will be our annual picnic, Saturday, September 8th from 1:00 - 6:00 with dinner ~ 4:00 p.m. - place to be announced (We expect to have the PAYC as the location). The general membership schedule is social time 5:30 - 6:00, brief meeting followed by dinner ~ 6:30 - 7:30 and speaker from 7:30 - 8:00 and dates: Oct 8, Nov 12 (Dec - annual Christmas party), in '08: Jan 14, Feb 11, March 10 and April 14. Locations are to be announced.

Bridge meetings will be 8:30 a.m. at Jean's Delli in Sequim on Aug 21, Sept 18, Oct 16, Nov 20, Dec 18, in '08: Jan 15, Feb 19, Mar 18 and Apr 15.

For those docked at John Wayne, there will be a candidate for P. A. Port Commissioner on the ballot this fall named Jim McEntire. He is a retired Captain and we will try to have him as an after dinner speaker before the November election.

The John Wayne Marine Boat Owners' Association urgently needs leadership for recently vacated offices; for those interested in John Wayne Marina, please talk to qualified prospects.

For those of you attempting to contacting the Blaine NEXUS office it is so difficult to call (constant busy signals) that you may want to wait until this boating season is traditionally over.

For those of you going on the San Juan West Cruise, we wish you all fair weather and following seas.

AUGUST BIRTHDAY CORNER

- 8 - 04 Deborah Galwas
- 8 - 06 June Haugen
- 8 - 07 Richard Geddes
- 8 - 15 Robert Kauffman
- 8 - 15 Dave Mattingley
- 8 - 20 Richard Michels
- 8 - 23 Melanie DeBiddle
- 8 - 24 Jim Jones



*****!

NOSPS Membership

Ray Thomas, P & Sandy Thomas, P

We thank those members who have referred potential new members to us this summer. It is through existing members that we can gain new members and we rely on you to talk about the positive things we do in NOSPS and to call and let us know if someone shows interest in joining.

At our D-16 Rendezvous in Poulsbo, Sandy attended a seminar on Member Retention. She learned a lot about what the larger Squadrons in our area do to retain members once they have signed up. She has shared this with the Bridge officers and will be including ideas in this column each month.

One of the most important ways we can keep the interest of members is by giving them information. This newsletter is a very important source of information to us all. There are things that we hear at the general meetings that we know nothing about, but we dismiss it by thinking that it has nothing to do with us. It likely has a lot to do with us, the membership, so each month we will feature an article about one aspect of the USPS. These include such items as: Merit Marks; Commander's Challenge Points; Vessel Safety and Officer duties. Do you have a question about USPS that we could have someone address in future issues? Please let us know.

Call us at 683-8801 or e-mail us at randstomas@olypen.com



GOING TO VICTORIA ?

For those of you who are first-timers – or those of you who have gone before, but still don't know the rules and regulations of getting in and out of Victoria Harbor, there is a traffic scheme chart of the area with explanations.

If you don't understand them and wander out of the traffic lane, you will most likely be "informed" by the authorities.

I have received a copy each year since I was Commander, but, as I have found, no one else has. This is a good reference to have in your kit-bag. I have an E-Mail address and a phone number at the end of this article.

I would like to mention some of the important points regarding the rules. Upon entering the harbor from the South and going Northwest-erly, stay to the right. All of the center is reserved for planes and vessels larger than 65 feet. As you round Shoal Point and turn to the East, there are a series of yellow buoys along the South side of the channel. They are for you and me to follow: inbound - leaving them to port and outbound – leaving them closely to port.

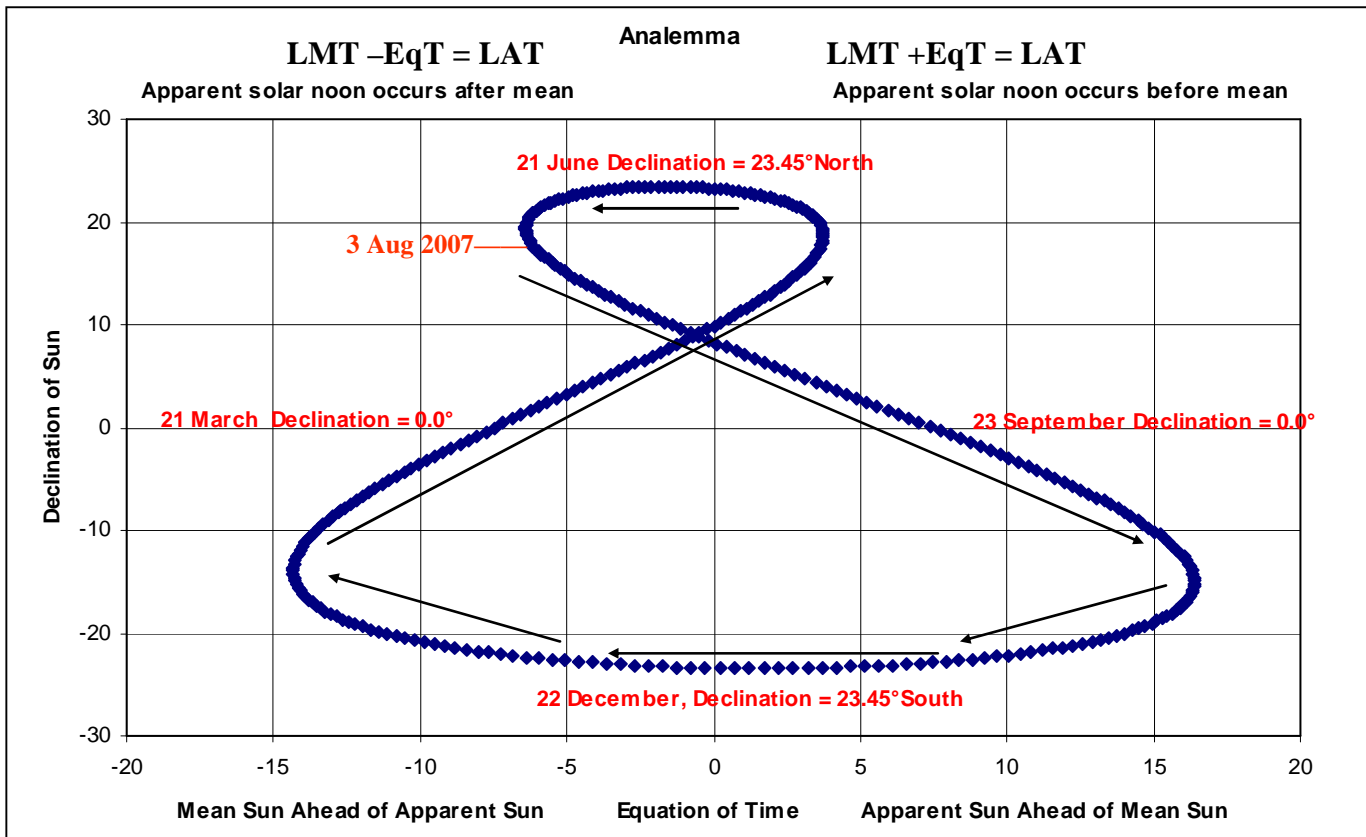
There are, along the way, four strobe lights located in areas where the distance becomes restricted to view. When these are on, there is a plane somewhere landing or taking off.

This chart is too large to print off (12" by 18") and in color on both sides. The color is important. There is a great deal of information on the chart that is of interest and it is an excellent reference.

To obtain a copy in the mail, call Transport Canada at (205) 363 – 3625 , or E-Mail them at portofvictoria@tc.gc.ca

P/C Peyton Greenough, AP





SEO's Report Continued from Page 3

The meridian transit time given in the Nautical Almanac is accurate to the nearest minute. We now need to determine the Zone Time of this event for our location at 123° 09.86' West. We also note from the Nautical Almanac that the Equation of Time is **6 minutes and 12 seconds** and is shaded which indicates **EqT** is negative which means the Mean Sun is ahead of the Apparent Sun, this is also apparent from examination of the Analemma shown above. Using the value of **EqT** we can refine the actual Local Mean Time (**LMT**) of meridian passage to be **12 hours 6 minutes and 12 seconds**. Since we are 3° 09.86' W (**DLoW**) of our Time Zone central meridian of 120°W we need to add an additional **12 minutes and 39 seconds**.

$$(3^\circ + 9.86'/60) \times 4 \text{ min/deg} = 12.65733 \text{ min}$$

$$12.65733 \text{ min} = 12 \text{ minutes } 39.4 \text{ sec}$$

Now we can determine ZT of meridian transit.

$$12 \text{ hr } 06 \text{ min } 12 \text{ sec from Nautical Almanac}$$

$$+ \text{ 0 hr } 12 \text{ min } 39 \text{ sec from our DLoW}$$

$$12 \text{ hr } 18 \text{ min } 51 \text{ sec} = \text{ZT of Meridian Transit}$$

We now know that meridian transit of the sun will occur at **12 hours 18 minutes and 51 seconds** at our location on August 3rd 2007. But recall that this is Standard Time and on August 3rd 2007 we

will be keeping Daylight Saving Time so we need to add an additional hour. Now we can set our sundial to **Local Apparent Noon** on August 3rd 2007 when our clock indicates **13hours 18minutes and 51 seconds Pacific Daylight Saving time**.

An easier and more accurate method of determining the Zone Time of meridian Transit is to calculate the Zone Time when the Local Hour Angle (**LHA**) of the Sun is **0°**. From the Nautical Almanac we find that on August 3rd 2007 the GHA of the Sun at UT 2000 is 118° 27.3'. Subtracting this value from our meridian of 123° 09.86' West leaves 4° 42.56'. Using the yellow pages of the Nautical Almanac we find that 18 minutes 50 seconds corresponds to 4° 42.56' of arc. From this we calculate meridian transit to be: **UT 20 hours 18 minutes 50 seconds** subtracting our zone time description of +7 (recall we are on Daylight Saving Time) gives us **13 hours 18 minutes 50 seconds as the Pacific Daylight Saving Time of Meridian Transit** on August 3rd 2007 at our location of 123° 09.86' West.

But back to the original question "What time is it?" Well for our squadron's fall series of classes it is time to register for the class of your choice to allow time for ordering the student manuals. Call now to register for a class.

XO's Report Continued from Page 1

direction finder, but no Loran. Of significance was the weight of each anchor chain link at 75lbs.

The 29,100 ton Andrea Doria was launched in June 1951 at a cost of \$29M, had an LOA of 697 feet and was enroute from Genoa to New York via Gibraltar under the command of Piero Calamai. The double bottomed Doria, with 11 water tight compartments, had 10 decks, and was carrying 1134 passengers and 572 crew. The Doria was named after Admiral Andrea Doria, who in 1528, at age 62, routed the French out of Genoa. The Doria's electronic equipment included radar, Loran, and a radio direction finder. Stay tuned next month for a description of what happened.

Ray and Sandy Thomas have been doing a great job chairing the Membership committee by continuing to sign up new members. They attended the membership seminar held at the D16 Rendezvous in Poulsbo and returned to Sequim with lots of ideas pertaining to membership retention. In addition, they won the '*Best Destination*' contest, by decorating their boat around an *Alaska* theme. Kudos to Ray and Sandy for all they work they went through to decorate their boat.....they beat out some tough competition.

The safety committee has so far inspected 41 vessels and hopes to break 50 in the near future. The committee would also like to see a couple of additional volunteers to help out with this vital activity. If you would like to have your vessel inspected or assist with the inspections, give Ted Shanks a call. Did you see the recent write-up in the Ensign featuring the naming of Ted's boat, the *Malaika*?

Have a great summer and see you on the water!

IN MEMORIAM

Bonnie Lucier Ruble, a former NOSPS member and wife of P/C Allen Ruble, passed away on June 19th after a courageous battle with cancer. Seasoned travelers and avid sailors, Bonnie and Al cruised with NOSPS and PAYC on their trawler, *Feelin' Grand*. Bonnie had a Master's degree in education, served as a school counselor in Hawaii, and was a member of Mensa. She is remembered by friends and family for her wry wit, high intelligence and quiet grace.

What is a 'Merit Mark'?

Many newcomers have heard the term 'Merit Marks' used and aren't sure what the term means. In the United States Power Squadrons there are many jobs to hold and many tasks to perform. All this work is done by volunteer workers at the Squadron (or higher) level. There is no pay. The only way that these workers can be recognized is for them to receive special recognition in the form of a 'Merit Mark' from National USPS. It is a coveted award, and is by and large the only official recognition members receive for their efforts.

At year end, and on the recommendation of the Squadron Commander, a "merit mark" (MM) is awarded by the Chief Commander to a member for substantial personal effort in furthering the interest, programs and objectives of USPS, a district or squadron. Only one merit mark may be awarded in a year to a member, no matter how extensive the contribution. Upon award, a certificate is issued to the member and a special insignia may be worn on his / her USPS uniform.

P/C Ted Shanks, JN

Merit Mark Coordinator, NOSPS

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.®



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

The Rockets Red Glare cruise was a huge success with (13) participating boats, cruising the range from 5-22 knots. On July 2nd, some boats cruised to Port Ludlow or Port Hudson to stage themselves for the run to Elliott Bay Marina on July 3rd. It looked like a parade of NOSPS boats entering Elliott Bay, many boats having arrived around 1300. The Harbormaster, Joe, did a good job of assigning slips for all boats to 'N' dock, with the exception of the Malaika and Erin Leigh, who were assigned to 'I' dock. The Palisades restaurant served their usual five star dinner at 1830, which put us all in fine shape for the activities of July 4th. Some cruisers partook of the complimentary morning coffee, juice, muffins, and fruit for breakfast and cruisers then split into groups for parts unknown, with Tea for Two, Ali Lu, and Bonnie Sue heading for the Seattle Center to visit the exhibits, ride the Space Needle, view the IMAX and visit the waterfront via the Monorail to Westlake Plaza. 1830 was spent dockside relishing Palisades' hors d'oeuvres featuring Pacific Ahi Tuna with wasabi-ginger sauce, seared teriyaki tenderloins, tiger prawns, and Dungeness crab rangoons to the accompaniment of a selection of wines. Some cruisers then departed for dinner and/or dessert only to return later to witness the 2200 fireworks consisting of some 5000 exploded shells over Elliott Bay for 30 minutes.

Boats were in preparation or on the water by 0700, July 5th, for the run to Port Hudson or Sequim/Port Angeles, with Tea for Two and Bonnie Sue breaking off to refuel at Kingston (\$3.24/gal-gas). Events got exciting between Foulweather Bluff and Oak Bay, when Blue Dolphin VHF'd back that they turned around at Pt. Wilson and headed into Port Hudson, because of 24 knot winds and rough seas. News traveled like wild fire to the other cruisers relaying the information and boats targeting Sequim Bay that day were fortunate to find moorage at Port Hudson or the Boat Haven for the night. Being too windy for Happy Hour or a pot luck on the dock, cruisers split into groups for Mexican or Thai food, or were off for a 1600 showing at the Rose Theater. The morning of the 6th found the WX channel advertising 24 Knot winds at Smith Island with 27 Knots at Pt Wilson on the early morning forecast. Nonetheless most

were on the water by 0800 and all boats, with the exception of Tea for Two had a safe passage, albeit a bit rough, home to Sequim Bay or Port Angeles. Tea for Two departed Port Hudson at 0600 on the 7th to 11 Knot winds at Pt Wilson but paid the 'calm water piper' with Campbell Pea Soup fog all the way from Port Hudson to Sequim Bay dodging the many crab pots.

Kudos to the many cruisers who contributed to making Rockets Red Glare – 2007 a most memorable and safe cruise. One of the great reasons to belong to NOSPS!



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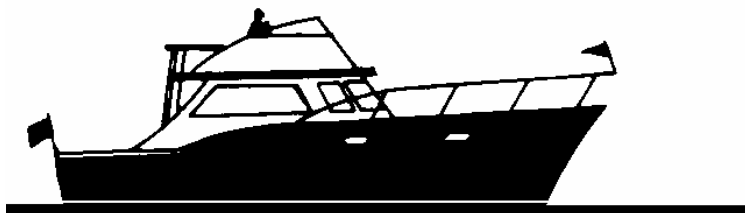
826 Boat Haven Dr. / P.O.Box 2811 Port Angeles, WA. 98363

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>	<i>Sign Ups</i>
July 23 – 29	7	Garrison Bay, Roche Harbor, Sucia Is, Stuart Is, Deer Harbor, & Friday Harbor	Taste of the Is- lands	SBYC Captain: Harvey Smith Co-Captain: Joel Magisos	Open - anchoring San Juan West Islands 6 knt cruise	9
August 3-8 Fri - Wed	6	Blakely Island Bellingham Blaine & Anacortes	North Sound	NOSPS Captain: Richard Michels Co-Captain: Richard Geddes	Open	9
August 20 – 30	11	Desolation Sound, Campbell River, & Princess Louisa	Explorers Cruise	SBYC Captain: Harvey Smith Co-Captain: Bill Horton	Open	6
September 13- 23	11	South Sound	South Sound	PAYC Captain: Co-Captain:	Open – This cruise is a designated 6 knt cruise	2
October 5-7	3	Victoria	Maple Leaf	SBYC Captain: Chris Coolures Co-captain: Ted Shanks	Closed – SBYC only	

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.



NORTH OLYMPIC SAIL and POWER SQUADRON

NEXT NOSPS GENERAL MEMBERSHIP MEETING

Will be our annual picnic on Saturday September 8th

From 1300 to 1800 with dinner starting at 1600

Place yet to be confirmed

**You will be contacted by the Telephone Committee with details
(We expect the location of the picnic to be the PAYC)**

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

