



STRAITLINES



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

Volume 11 Issue 12

December 2004

Commander's Report

Ron Jones, N

Establishing your position at sea aboard a ship is all about knowing the time of day. Whatever method you use to navigate when out of sight of land, accurate time is required for obtaining a position. The GPS would not work except for the fact that the system has a clock that is accurate to within a fractional part of a nanosecond. A nanosecond is one billionth of a second. The Loran C System depends on determining time delays that are accurate to within a fractional part of a microsecond. A microsecond is one millionth of a second. The accuracy of your DR position depends on you knowing the elapsed time from a previously known position to within a minute. For accurate celestial navigation you need to know the correct time to within a second, since each second of error in time will produce an error of 1/4 nautical mile in your calculated position.

In the early to mid eighteenth century the development of a method that would allow a navigator on board a ship at sea to determine accurately his longitude was one of the greatest challenges of the British Empire. The navigators of that time period could determine their latitude to a fair degree of accuracy, but they were left with only a very crude and inaccurate estimate of their longitude.

The inability to accurately determine longitude while at sea resulted in the loss of many ships and prompted the British Parliament in 1714 to pass the "Longitude Act", which offered a prize of **£20,000** for a method that would accurately determine longitude at sea. The **£20,000** prize amount in today's currency would equate to many millions of dollars.

The scientific community of the early eighteenth century was pursuing a method that involved using the sextant to measure the angular distance between the moon and selected heavenly bodies in addition to the altitude of those bodies. This method was called "Clearing the lunar distance", and involved a very complex set of mathematical calculations for reducing the observations to derive an "estimate" of the time at Greenwich. Knowing Greenwich time allowed the

navigator to determine that most elusive piece of position information in the eighteenth century, **longitude**.

In 1727 an English clock maker, named John Harrison, realized he could become very rich and famous by making his fine clocks function aboard a ship at sea. Harrison's first marine clock known as the H-1, was completed in 1725. The H-1 was over two feet tall and weighed seventy-five pounds. On a trial run to and from Lisbon, the H-1 did not error more than a few seconds; however Harrison being a perfectionist realized he could do better and did not submit H-1 for the West Indies sea trial necessary to claim the **£20,000** prize promised in the "Longitude Act". The H-1 is now 277 years old and lives in an armored glass box at the National Marine Museum in Greenwich, England and with daily winding, still runs.

Harrison completed work on his next clock the H-2 in only two years; however he discovered it had some inherent faults that could not easily be corrected. Harrison abandoned the H-2 and began constructing a third clock, the H-3. By 1757 Harrison had completed most of his work on the H-3. Although he was not entirely satisfied with its performance, Harrison deemed the H-3 small enough to meet the definition of shipshape. The H-3 weighing in at only six pounds was much smaller than either the H-1 or the H-2. Harrison had also been working on a fourth generation marine clock, the H-4, which he completed in 1759. The H-4 was the timekeeper that ultimately won him the "Longitude Prize". The H-4 was five inches in diameter and weighed three pounds.

For the complete story of John Harrison's efforts to develop an accurate marine clock read "**The Illustrated Longitude**" by Dava Sobel & William J.H. Andrews. ISBN 0-8027-1344-0

"For a moment of night we have a glimpse of ourselves and of our world islanded in its stream of stars — pilgrims of mortality, voyaging between horizons across the eternal seas of space and time"

Henry Beston 1888—1968

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MEETINGS, DEADLINES and CONTACTS

General Meetings:

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

Web Master: JoAnn Thompson:

bobthom37@tenforward.com

Executive Board Meetings:

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

Straitlines Deadline:

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

Contacts:

Cdr. Ron Jones, Editor. Phone: 360-681-0193.

Mail: 51 Horizon Hills Rd, Sequim, WA 98382

Email: ronandsandy@olympus.net

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**Executive Officer's Report
Tom Chandler — WEATHER**

The climate of an area on the surface of the earth is the general condition of the atmosphere in that locality. In all this the weather figures prominently. As our earth rotates on its axis the surface moves at speeds ranging from almost zero miles per hour near the poles to one thousand miles per hour at the equator. At the same time, different portions of the earth receive varying degrees of heat from the sun, depending on the latitude, season and time of day. These differentials in motion and heat cause the vigorous circulation of the earth's gases and liquids known as weather.

Today, meteorologists and oceanographers understand the myriad factors that make for weather, but the patterns of behavior of water and air first became known to practical captains and pilots in the age of sail.

The water of the Pacific describes two great circles, one in each hemisphere. The equatorial currents flow westward from the Americas to Asia, curl northward and southward along the coasts of Asia and Australia, make a giant circle, and then flow back toward the Americas. The Japanese named the warm northward current along their coast the Kuroshio, or Black Current.

Once out to sea, the northern current breaks on the rugged coasts of the Aleutians and Alaska, creating secondary and even reverse currents. Finally, the main flow turns south again where it is known as the California Current. The circulation means that if you were caught in a lifeboat off San Diego, the only way you'd be likely to get to Los Angeles is via Japan. Hawaiian history tells of distressed Japanese fishing boats washing up on Hawaiian shores, but a Hawaiian adrift might not reach Japan, by chance or design, in a thousand years. Of course, ocean currents (unlike rivers) get no boost from gravity and rarely move at more

than a few knots. Winds are more important for the sailor. The Pacific trade winds generally blow east to west from semi permanent high-pressure centers sitting off the American coast at latitudes up to 30 degrees north and south of the equator. In between the trades lie the equatorial doldrums, while just north and south of the 30 degree parallels the trade winds peter out into little versions of the doldrums. These are the horse latitudes, said to be the region where becalmed sailors would throw horses overboard to save water. Beyond these zones, north and south, lay the "stormy forties", and here it is, finally, that the Pacific's winds turn around and return to the east. But the east-bound voyage in these latitudes is still far from easy, for the northern forties are unreliable and pregnant with storms. On the American side, the temperature difference between the sun heated land and the cold offshore current makes for a smoke screen of fog, while on the Asian side monsoons blow and typhoons roil the waters from the Philip-pines to Japan in summer and fall.

"Old Salts" can take one glance at the sky and tell if a storm is coming, if it's going to blow or be fair weather. It's all written in the sky if you only know how to read it. Take the USPS Weather Course and learn how to read the sky.

A Roman galleon's slave driver looked down at the galley slaves as they struggled with the enormous oars of the ship and bellowed,

"I have some good news and some bad news."

"The good news is that you all will receive double rations tonight and tomorrow morning."

The surprised (and hungry) slaves immediately began cheering, but their shouts were interrupted by the slave driver bellowing,

"The bad news is that the emperor wants to go water skiing tomorrow!"

Minutes of the NOSPS Executive Board Meeting held at Joshua's on 15 November 2004

Commander Ron Jones called the meeting to order at 0905. Minutes of the October Board meeting were approved as published in the November issue of the Straitlines. The need to find a secretary was discussed but no candidates have been found. Also discussed was the need to find an Editor for the Straitlines.

Bob Sterns, AP reported on the notices that he had put in the local newspapers and the announcements on the local radio station concerning NOSPS activities. Bob also presented a draft copy of a pamphlet to be put in local business to advertise NOSPS.

Also discussed was the web site www.calmseas.com that our SEO Richard Michels, AP has created.

The board meeting was adjourned at 1120.

December Navigation Exercise:

You just spent a few days in Port Townsend where you purchased a new hand bearing compass at West Marine and you are now heading home to John Wayne Marina. As you are passing the entrance to Discovery Bay you ask your spouse to get a bearing on the charted tank on Protection Island. As your spouse calls "Mark" you record your GPS position as Lat 48° 07.1' N, Long 122° 53.6' W and the compass bearing of 278°. When you get back to the marina and are secure, you consult your chart and determine the true bearing to the tank from your GPS position to be 294°. The variation in the area is 18° E. What is the deviation of the hand bearing compass at that bearing from the location on the boat where the bearing was taken?

Send your answer with your work to:

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

Results for November Navigation Survey :

The survey results are biased to those attending the November meeting, as I only had 3 returned to me in the mail and another 4 given to me at the meeting. This did not allow me time to organize the data. Therefore I took a voice survey with a show of hands of the members present.

Demographics: 5 Sail Boats & 14 Power Boats. The number of boats less than 20 feet was zero. Thirteen boats were between 22 and 36 feet in length; and six boats were longer than 36 feet.

The following equipment was on every boat: Compass, GPS, Note Pad & Pencil, Dividers, Charts, Depth Sounder, Binoculars, Cruising Guides, and Calculator.

Most boats also had the following: Radar(18), Hand bearing Compass (14), Knot Meter (13), Accurate watch with GMT time error known (15), Chart #1 (15), Electronic Charts (14), Marine Atlas (10), and Chart Plotter (12).

Some boats also had: Sextant (4), Nautical Almanac(4); Sight Reduction Forms(3), Computer(6); DGPS(3), WAAS GPS(5); and Loran C(4).

Other items not on the survey but carried on the boats included: VHF radios, Sailing directions, Light lists, Navigation Rules, and Tide & Tidal current tables.

While these items are all important to have aboard, I did not include them on the survey because I wanted the list limited to piloting or navigation activities. I now wish that I had included them. I want to thank everyone who helped. I will use the data to help me come up with future exercises. I also think that such data are useful to the USPS Education Department when they designs our course materials. Maybe we need a district and/or a national survey.

P/R/C Bob Brummett, SN

Administrative Officer's Report

Jim Jones

DECEMBER DINNER MEETING

Please join us for our annual Squadron Christmas dinner meeting! Start your Holiday Season with boating friends and sharing your sailing and cruising stories from earlier in the year. Talk about upcoming plans for 2005. If you haven't made a meeting yet this fall – this is the one to attend!

Where: Port Angeles Yacht Club – Boat Haven, PA.

When: Monday, December 13, 2004
5:30 Social Hour – BYOB;
soft drinks, provided by Power Squadron

6:30 Buffet dinner – chicken, ribs, potato salad, baked beans, coleslaw, rolls/butter; dessert – Amaretto Tort

Entertainment by Sweet Adeline's choral group at 8PM

Cost: \$15.00 per person – pay at the door; Please make your reservations by calling Carol Brown at 582-0409; or e-mail Jim Jones at jajjones8@msn.com.

Reservations due by Monday, December 6th!

District 16 Conference Quiz Answer

There are two purposes for quizzes such as these. First it gives those individuals who have completed **JN** and **N** an opportunity to refresh their memories from time to time so that they can retain as much as possible of the information they knew when they had just completed the courses. The second is to demonstrate to those individuals who believe that **JN** or **N** are not courses that they could derive any useful information from because they are not planning any offshore cruises.

You are vacationing in Brisbane, Australia. Your

granddaughter's sixth birthday is 15 October and her mother is planning a party for her in Seattle, Washington at 1000 on that date. You want to call her before the party and you figure 0930 would be a good time.

When would you place the call from Brisbane, Australia, which is located at Lat. 27° 28' S and Lo. 153° 02' E.

Answer:

You want the call to arrive at 0930 in Seattle, Washington on May 15th.

0930	Daylight Savings Time (DST) 15 May
<u>-1</u>	Subtract one hour to get Standard Time
0830	Standard time on 15 May in Seattle
<u>+8</u>	Zone description* for Seattle
1630	Greenwich Mean Time (GMT) or Universal Mean Time (UT) on 15 May
<u>-10 (rev)</u>	Zone Description* for Brisbane
2630	
<u>-24 hours + 1 day</u>	
0230	16 May in Brisbane, Australia

This is your watch time on the 16th of May in Brisbane Australia when you would make your call to speak to your granddaughter at 0930 in Seattle, Washington on the 15th of May.

I hope you have an alarm clock!

The way you know that Brisbane, Australia is not on DST is to look it up in the *nautical almanac*. This is a book that navigators need to do their work. It also serves many other purposes such as holidays, sun rise and set, moon rise and set and eclipse of the sun and moon.

Zone Description - It is like a time zone. It would be the longitude divided by 15 and rounded to the nearest whole number. It has a + sign in West longitude and a - sign in East longitude.

Any Questions?

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

Education Officer's Report

Richard Michels, AP
Upcoming Operations Training Course

The Operations Training Course is really more of a membership orientation session in which the member is introduced to the history and organization of the Power Squadron. The mission of USPS is discussed and the various committees explained as well as USPS protocol, insignia, ceremonies, bylaws, and policies. This course only lasts a few hours and is one course which should be taken by every member in NOSPS to insure we are all playing from the same sheet of music. In addition, OT is required for every member of The Bridge. Please consider signing up for this session to learn more about *your* organization.

Instructor: Bob Brummett
 When: Tuesday, January 11, 2005
 Time: 10am – 3pm
 Place: JWM
 Contact: Ted Shanks

Treasurer's Report

Rick Mell

The good news is that expenses are running below what was in the budget. The bad news is receipts are also running below what was expected. However we should finish the year without having to dip into the reserve account.

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NOSPS COURSE PLANNER

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

Schedule subject to change without notice

RBAW Say, What?
P/C Ted Shanks, P

For more than thirty five years, the RECREATIONAL BOATING ASSOCIATION OF WASHINGTON (RBAW) has been a common voice for ideas, aims and objectives of Washington State boaters. RBAW is the only organization representing some 30,000 recreational boaters in this state through both individual memberships and the membership of over 50 boating clubs (Power Squadrons and Yacht Clubs). As a unified group, they've been able to convey boater's positions to the State legislature and to Department regulators. RBAW's mission is to represent the interests of Northwest boaters effectively. To do this RBAW even has a professional lobbyist in Olympia, to make sure the boater's collective voice is heard by state lawmakers.

This year was a good example of how RBAW saved boaters money or over-regulation by keeping rule-makers informed of our needs and limits. In March 2004, State Parks decided they needed to have their fees raised to offset budget cuts. The existing 'camping' use fees were up to 45¢/ft. State Parks proposed that the fees be raised to 75¢ per foot. The overnight fee for your 32 ft boat would jump from \$13.44 to a whopping \$24.00. On July 8, 2004 RBAW Members attended a meeting held by State Parks to represent recreational boaters. After discussion with the Rangers and Parks Officials, the docking charge will be now be 50 cents a foot with a \$10 minimum per tie up.

RBAW representatives will be advising legislators on recommendations for Mandatory Boating Safety Education (WAMBE). Washington is one of the few remaining states in the US that has no boater education requirements. Some states even have licensing statutes. Washington has the most hazardous boating environment of all the contiguous states and it is conservatively estimated that a boater education requirement will reduce our accident and fatality rate by more than half. WAMBE is an informal group of interested boaters including kayak and canoe organizations. When the State

legislature reconvenes in January 2005 RBAW and WAMBE will launch a bill in the Senate and the House called The Boater Education Bill. This proposed legislation promotes boating safety by requiring basic boating safety education for operators of all recreational vessels. The intent is to provide education and testing after which boat operators will carry a lifetime card. Boaters who have already passed Power Squadron, Coast Guard or Canadian Operator tests will only have to show proof of this to get the Washington card. This will cost about \$10 and includes power, sail, kayaks, canoes and personal watercraft (PWCs). The proposal has a start date of around 2008 and would be mandatory for all recreational boaters. This *education card* concept was pushed by RBAW as a counter to proposals for a boat operator *license*.

There is much more activity going on at WBAW on our behalf. Updates and legislative progress can be found on their website at www.rbaw.org.

Recall Notice

Heads up everyone. This SO Spender recall is posted on the USCG Aux National web page: Recall of Hammar products -- SO Spenders Corporation is recalling approximately 7,200 automatic inflatable personal floatation devices (PFDs). Approximately 300 defective Hammar units in one lot of 500 were loaded incorrectly and will not inflate the vest. SO Spenders Corp. has made the decision to recall all Hammar products for 100% safety inspection. For more information click on: <http://www.sospenders.com/recall/index.html>>

For Sale

Keith Duppenthaler, has decided it's time to part with his old friend, "Hombre." It's a 33' classic Chris-Craft in great shape and ready to cruise. The price is \$39,000 and includes a boathouse. Contact Keith at 452-2915.

Help Wanted

Secretary for North Olympic Sail & Power Squadron. No previous experience necessary. To apply call 360 681 0193. Do not miss out on this great opportunity to help your squadron, call now.

**Chairman for Advanced Grades
Mark Lewis, JN**

USPS Piloting Course

Piloting is the first of the navigational classes focusing on techniques for piloting a boat in coastal and inland conditions. The course emphasizes planning and checking along with the use of GPS for determining position, and introduces digital charting along with traditional charting, compass and dead reckoning skills. Plotting, labeling, use of the compass, aids to navigation and a host of related topics are included in this all-new approach to coastal and inland piloting.

Frank Benson, the lead instructor, has reviewed the material and is very impressed with the content. In addition to a student manual, a publication "The Weekend Navigator" and a Maptech CD are included with the course material. "The Weekend Navigator" is an excellent publication and contains a great deal of information on electronics, including use of radar for navigation. "I couldn't put it down", said Frank.

While this is an excellent course for those who have not taken a piloting course, it is so superior to the former course that it will be extremely useful as a review and update for all members - skippers and first mates. Just as chart plotting should be used to backup electronic navigation, it is good practice to have backup in personnel in all aspects of boating.

The course is scheduled to begin on Jan. 18 and will run approximately 9 weeks - Tuesday evenings 7 to 9 P.M. at the small classroom at the John Wayne Marina.

Administrative Officer's Report

Jim Jones

LIGHTNING – PATTERNS, IMPACTS & CONSIDERATIONS

Jerry Estberg, PhD, who spoke to us about lightning at our regular Monday night meeting, November 11th sent us several internet web sites

where you can go to find out more information about lightning and, in particular, as it relates to boating. Some of these sites also address the issue of safety – what to do when lightning strikes, etc, whether on land or sea. The University of Florida has done quite a bit of research on lightning and has good information available on one of these web sites regarding **Boating – Lightning Protection**. We'll have this one as a hand out at the December Christmas meeting, 12/13/04 (but only if you attend the meeting and dinner).

Web Sites: www.lightningstorm.com
www.lightningsafety.com
www.thomson.ece.ufl.edu/lightning/www.marinelighting.com/
www.edc.gov/nasd/docs/d000001-d000100/d000007/d000007.html


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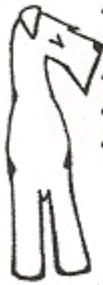


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Important Website
Recreational Boating Association of Washington - RBAW
<http://www.rbaw.org>

Please join us for our annual Squadron Christmas dinner meeting on DECEMBER 13, 2004 at the Port Angeles Yacht Club from 1730 to 2100.

Entertainment – Sweet Adeline’s – choral group. Cost: \$15.00 per person – pay at the door. Please make your reservations by calling Carol Brown at 582-0409

Reservations due by Monday, December 6th!!!
see page 5 for additional details

Visit the NOSPS Web Site at
<http://www.usps.org/localusps/olympic>

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 Nancy Magisos, AP for an appointment.

North Olympic Sail and Power Squadron
Cdr. Ronald T. Jones, N
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