



# STRAITLINES



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

Volume 12 Issue 11

December 2005

## Commander's Report Jim Jones, P

It's definitely Fall as I write this with the rain pelting our house and as we think about Thanksgiving right around the corner. We can all be thankful for all we have, especially when you think about the people who lived through the weather related devastation in the South. Jan and I wish you and yours a very happy Thanksgiving!

We just finished our 4<sup>th</sup> America's Boating Course (ABC), October 29/30<sup>th</sup> with 21 students! Richard Michels and I taught the course – it was fun and we had good feedback from the class. So far this year, we have taught around 45 students in the 4 ABC classes we held in 2005. Our next scheduled class will be the Squadron Boating Course, which is the 8 week course, which begins, Saturday, February 4<sup>th</sup>, 2006.

As boating season winds down – although remember that our Winter crab season will start up this week until the end of the year – so don't lay up your boat quite yet – our educational programs for the Fall and Winter are in full swing. I know, as I am taking 3 courses, Seamanship, Sail and Electronics! I'm reading about some form of boating almost every day – or I'm going to the marina to check on our boat – making sure the heater is still on and doing minor work. Advanced Piloting will be offered starting in early January and after that, Weather, Cruise Planning and Engine Maintenance.

If you haven't signed up for a course to help further your knowledge of boating and on the water safety – shame on you! These are great courses – you can't get this type of knowledge anywhere on the Peninsula and no one is too busy to take at least one course! Most of us are retired and should have the time to take a course or two – even when I was working and traveled all over the US with my job,

**Continued on page 5**

## Executive Officer's Report Tom Chandler, SN Your Boat's Hull

The hull is a boat's essential element, and everything else—masts, sails, engines, superstructure—develops from it. Each sector or curve or measurement of a hull has a precise and specific name, and though most of the names are relics of an earlier age, their meanings still apply. A few terms refer to directions on the hull, e.g., forward is toward the front, aft is toward the rear and amidships is in between. Something located behind something else is abaft of it, and anywhere behind the hull itself is astern. Two other terms are general nautical words: to a person looking forward, the right side is the starboard side, the left is port.

One of the most significant measurements of a hull is the weight, generally expressed in terms of displacement. The total displacement is dictated by the law of gravity: Any object placed on the water's surface will sink just far enough to move aside—or displace—a weight of water equal to that of the object. If the object is dense, like a steel ball, for example, it will sink. A boat's steel hull will float, however, since the metal is not concentrated in a lump, but encloses a volume of air that, even combined with the weight of the steel, weighs less than an equal volume of water.

At rest all hulls displace their weight in water. But when in motion they divide into two major categories. One type continues to push aside its weight of water as it moves; this is a displacement hull. The other type, called a planing hull, is designed to rise partly out of the water at high speeds and skim the waves on a flattish bottom. In either type, the amount of water the hull must push aside remains a key factor in its design.

Water is an incompressible substance that

**Continued on page 8**

## BRIDGE OFFICERS

**Commander**

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1363 Doe Run Rd.  
Sequim, WA 98382

**Executive Officer**

Tom Chandler, SN 457-0684  
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Port Angeles, WA 98363

**Education Officer**

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Sequim, WA 98382

**Asst. Education Officer**

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388 Dungeness Meadows  
Sequim, WA 98382

**Administrative Officer**

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1363 Doe Run Rd.  
Sequim, WA 98382

**Past Commander**

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

## MEETINGS, DEADLINES and CONTACTS

**General Meetings:**

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

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

**Executive Board Meetings:**

3rd Monday of every month at 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 Phone: 360-582-9134.

Mail: 1363 Doe Run Rd., Sequim, WA 98382

Email: jajjones8@msn.com

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Svein Seljeseth  
P/C Ron Jones, SN

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

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P/C Ted Shanks, P  
Bob Thompson, P  
P/C Ron Jones, SN  
Harvey Smith, JN

**MINUTES OF NORTH OLYMPIC SAIL AND POWER SQUADRON REGULAR MEETING  
November 14, 2005 Secret Gardens Restaurant,  
Port Angeles, WA**

Commander Jim Jones, P, opened the meeting with the flag salute. The minutes from the Oct. regular meeting were accepted as printed in the STRAIT LINES. The Commander presented the Certificate of Educational Achievement to Executive Officer, Tom Chandler who recently achieved the rank of SN. Com. Jones reported that P/C Ron Jones and Mark Lewis have also achieved the rank of SN this year. New member, Rosa Julius was presented with her Certificate of Membership. A Power-Of-One pin was awarded to Gloria Fitzpatrick, P, by District #16 for proving that one member can make a difference in the welfare of a squadron.

Bob Ketelsen, P, received a special nametag denoting him as the Co-Op Charting Chairman. He reported that 39,000 squadron members were involved in co-op charting efforts in the United States. They report developments and maintenance of NOAA charts, and recommend corrections to the Coastal Pilot. They also report on small craft facilities, boat yards and public access, check the geodesic markers which are located through out the county.

Administrative Officer, Duke Sparks, P, reported that membership booklets are available. SEO, Richard Michels, AP, announced that P/R/C Bob Brummett, SN, was the District #16 winner of the Chapman Educational Award. He received a large traveling award and a smaller individual award for him to keep. He is the District #16 candidate for the National USPS Education Award.

Squadron members were asked to select planned 2006 cruises which were described on a paper distributed to the tables, then return the papers to the Cruise Committee. Cruises will be determined by the interest shown in the suggested trips.

The SEO stated that the Beginning Boating Class will start Jan. 5, 2006, Weather Class will begin Jan. 10, and the AP class will start Jan. 12.

P/C Ron Jones, SN, Editor of the STRAITLINES, was awarded a certificate for excellence in journalism.

P/R/C Bob Brummett, SN, explained the navigation

problem that was written in the November STRAITLINES. SEO Richard Michels, AP, was the winner of the drawing with the correct answer.

Because the scheduled program was not available, P/R/C Bob Brummett, SN, explained the discrepancies which we often notice when using our GPSs.

Norma Michels won the raffle drawing.

The next meeting is Dec. 12, at the Port Angeles Yacht Club.

**Recorded by P/C Nancy Magisos, AP  
Secretary Pro Tem**

\*\*\*\*\*

**MINUTES OF EXECUTIVE BOARD  
MEETING NORTH OLYMPIC SAIL AND  
POWER SQUADRON**

**November 21, 2005, at Jean's Deli  
Sequim, Washington**

Commander Jim Jones called the meeting to order at 8:30 at Jean's Deli on Nov. 21, 2005. The minutes of the previous meeting were approved as published. The Commander's report included a reminder that the National USPS Meeting will be held in Orlando, Florida on Jan. 7, 2006 with other events earlier in the week. The Administrative Officer report included an apology for the no-show of the speaker for the Nov. meeting.

Plans are shaping up for the Christmas Party at the PA Yacht Club on Monday, Dec. 12 at 5:30 social and dinner at 7. For a fee of \$20 each, members will have a sit-down dinner of roasted prime rib or Bar-B-Q pork ribs, baked potato, green salad, veggies and dessert. A no host bar and entertainment are part of the offering. The Change of Watch is tentatively scheduled for April 10, 2006.

Richard Michels said that plans for the 2006 cruising schedule are under way. There has been interest from Forks High School for a boating safety course. Instructors are being lined up for future cruise planning and engine maintenance courses.

Nancy Magisos will head up a seminar for new member orientation on Feb. 4, 2006. Peyton Greenough will be Education Committee Ombudsman for NOSPS who will work with neighboring squadrons to share instructors and students for

Continued on Page 10

**December 2005 Navigation Exercise:**

You bought a used sail boat in Astoria Oregon and after making sure everything was working properly, you are ready to take it home to Sequim. The night before departure you topped off the diesel fuel tank at the marina fuel dock in Astoria. The next morning, 31 May. you leave the marina at 0445 under power and head toward the Columbia River Bar planning a low slack crossing.

Because of the northerly winds and time constraints you elect to motor to Neah Bay. You are on the ocean all day and all night. You arrive at the gas dock in Neah Bay at 0730 on 1 June and fill your fuel tank with 12.2 gallons of fuel. What was your fuel consumption in gallons per hour on your trip up the coast?

Send your answer with all calculations to:

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

\*\*\*\*\*

To calculate the Magnetic Variation for any location go to

<http://www.ngdc.noaa.gov/seg/geomag/magfield.shtml>

then click on [instructions for area](#). and enter Lat & Lon or zip code

The following data is for zip code 98382 (Sequim Wa.)

Date	Variation in degrees
November 5 2000	18.921°E
November 5 2001	18.741°E
November 5 2002	18.560°E
November 5 2003	18.380°E
November 5 2004	18.200°E
November 5 2005	18.022°E
November 5 2006	17.844°E
November 5 2007	17.667°E
November 5 2008	17.489°E
November 5 2009	17.311°E

\*\*\*\*\*

**BIRTHDAY CORNER**

<b>Ron Alspaugh</b>	<b>12/10</b>
<b>Alan Rue</b>	<b>12/11</b>
<b>Harvey Smith</b>	<b>12/14</b>
<b>Linda Newton</b>	<b>12/17</b>
<b>Jim Fitzpatrick</b>	<b>12/28</b>
<b>Alan Swann</b>	<b>12/31</b>

**Solution for November Navigation Quiz**

The November exercise is an example of how you can use relative bearings to check your compass and/or GPS generated courses. You are crossing the Strait of Georgia and your compass and GPS generated magnetic courses do not agree. You get a relative bearing on a light and then a compass generated compass bearing on the same light and want to calculate the boats compass heading. The relationship between compass heading (CH), relative bearings (RB) and compass heading (CH) is described by the formula: **CH + RB = CB**

We then fill in the information we have:

**CH + 090° = 256°**

We then solve for the unknown **CH**.

**CH = 256° - 090° = 166°**

Because this was the compass course you were following and you just proved it was correct, you would assume that the discrepancy with the GPS was due to a problem with the GPS. In this case the most likely would be a cross tidal current generated in the Strait of Georgia so that the course over the ground generated by the GPS was different than the compass heading generated by your compass.

I am still not sure where our GPS units get the variation data it uses to calculate magnetic headings. It is **NOT** from the satellites. After talking to the people at Garman, people from Dist. 32 and Charlie Brown, who got information from the internet, the variation is programmed into the unit at the time of manufacture and consists of some sort of look up table. In other words, it is only a guess and if your unit is not new the variation is probably not very accurate. However, the true bearings would be OK. I continue to wonder why USPS has chosen to rely on magnetic bearings and courses.

P/R/C Bob Brummett, SN

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**Get the maximum benefit from your membership in NOSPS by registering today for one of the advanced grade or elective classes being offered this coming fall & winter.**

**Now is the time to register for Weather and/or Advanced Piloting**

**Cdr's Report continued from page 1**

I had time to volunteer as a full time Scoutmaster and to take an educational course at a local high school or college, oh and to help to raise 4 kids. If you have already taken Piloting or Advanced Piloting, many USPS members are taking them again as they have been rewritten, upgraded with GPS info – you can always learn something new.

Have a great Thanksgiving and hope to see you at our December Christmas party/meeting.

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**Welcome New Members**

Let's all welcome these new members to our Squadron!

- Bill and Diane Head
- James and Clarice Wright
- Rosa Julia Swann
- Peter Wintermute is transferring in from our Bellevue Squadron

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**USPS Annual Meeting**

The Squadron just received the call for our Annual Meeting in Orlando, Fl. According to the USPS Bylaws, this meeting is called by the Governing Board and is open to all Squadrons and members. The actual meeting is at 0900 on Saturday, 7 January, 2006. Preceding this meeting, and beginning Wednesday, January 4<sup>th</sup> through Saturday, January 7<sup>th</sup> the meeting events take place with many activities and exhibits. It is being held (as it has for the last few years) at the Rosen Centre Hotel, 9840 International Dr. Orlando, FL 32819. For hotel reservations and details, read the November

**ADMINISTRATIVE OFFICERS REPORT**

**Duke and Dodie Sparks**

Once again, it was wonderful seeing so many members at the November 14<sup>th</sup> meeting. It appeared that everyone enjoyed themselves, the meeting, the camaraderie, and the food; even though our speaker didn't arrive.

Our congratulations to Bob Brummett for winning the District Chapman Award, and our thanks for all the work he does for our squadron.

We have found that the web site contains a lot of good information as well as important safety links to United States Power Squadrons, U.S. Coast Guard Office of Boating Safety, and the National Safe Boating Council. We all have taken Boating classes and know a lot about safe boating – after all, that is what NOSPS and USPS is all about. However, we feel that one can't be too careful and that occasionally we should review some of our automatic safety procedures.

Since **FUELING** one's boat, if handled in too casual a manner, can be very dangerous, we felt that the following review was very well done, and we would like to print it for all to read.

**BEFORE FUELING**

1. Stop all engines.
2. Shut off all electricity, open flames, and heat sources.
3. Check bilges for fuel vapors. (for boats with enclosed engine and/or fuel compartments.)
4. Extinguish all smoking materials (reminds us

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**Our 4<sup>th</sup> America's Boating Course (ABC), October 29/30<sup>th</sup> with 21 students!**

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### COURSE INFORMATION NOW AVAILABLE ONLINE

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

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### NOSPS COURSE PLANNER

Course	Dates	Time	Location	Contact
ABC Basic Boating	28 Jan 06	1000-1600	TBD	Jim Jones
ABC Basic Boating	20 May 06	1000-1600	TBD	Jim Jones
ABC Basic Boating	07 Oct 06	1000-1600	TBD	Jim Jones
Squadron Boating	5 Feb. 06	TBD	Marine Center	Hank David
Seamanship	6 Oct. 05	TBD	Edward Jones	Ted Shanks
Advanced Piloting	12 Jan 06	7-9PM	JWM	Mark Lewis
Engine Maintenance	Winter 2006	TBD	TBD	Ted Shanks
Weather	10 Jan 06	7-9PM	JWM	Ted Shanks
Cruise Planning	Winter 2006	TBD	TBD	Ted Shanks
Member Orientation	04 Feb 06	TBD	TBD	Ted Shanks

### 2006 CRUISE SCHEDULE

Date	Destination	Theme	Cruise Captain	Open / Closed	Max Boats	Status	Wait List
7/3, 7/4, 7/5	Bell Harbor	Fireworks	Richard Michels	Open	10	Full	1
6/23, 6/24, 6/25	Poulsbo	D16 Rendezvous	N/A	Closed	No Limit	Avail	0

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The three survivors of the shipwreck were being driven mad by hunger. The Irishman, an expert navigator, told the others that if they could row the lifeboat for three more days they could make landfall. The Pole, the ship's doctor, said that they could not possibly last that long, that there was only one solution to the problem and that one of them would have to sacrifice themselves for the good of the others. The captain, an Englishman, said that he quite understood and that he would volunteer as he should have gone down with the ship anyway. After saying an emotional farewell to his crewmen, the captain jumped overboard and sank without a trace.

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## WANTED !!

We need persons interested in helping with table decorations for dinner meetings.

Please call Duke and Dodie Sparks at 681-4089 if you are interested.

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**XO's Report continued from page 1**

strongly resists a boat's efforts to plow through it. Designing a hull that will best overcome this resistance is one of the naval architect's most vexing problems.

Among the many factors the designer must cope with is the frictional drag between the water and the hull's submerged, or wetted, surface. The more wetted surface a hull has, the more power is needed to drive it along. But the parts that increase the hull's wetted surface, such as a keel or a rudder, are necessary to steady the boat in the water, providing steering control and preventing sideslip.

Thus the designer's dilemma includes the need to keep wetted surface to a minimum while ensuring a hull shape that will remain stable and under control. The solution, as in so much of yacht design, lies in realistic compromise.

A less critical but still a measurable factor of frictional resistance is the turbulence caused by any protuberances or roughness on the hull's underwater surface, such as pipe outlets. Even if such protuberances are small, each one takes its toll in speed.

Finally, no normal displacement hull can escape the tyranny of the ultimate source of aquatic resistance: wave making. The water displaced by a hull in motion piles up into a wave system that moves with the hull, increasing in size as the hull picks up speed until there is a wave crest at the bow and at the stern, with a trough in between. At this point the displacement hull becomes captive of its own wave system. For it is a physical property of water that a wave of a certain size travels at a certain speed—the longer the wave, the faster the speed and vice versa. Thus a boat, generating its own wave, ultimately is trapped between crests. The wave can be no longer than the boat's waterline length, and the boat can travel only as fast as a wave of that length can move. This velocity is called hull speed. The hydrodynamic principle that limits a displacement boat top speed is calculated by the formula  $S=1.3X$  square root of the hull at the waterline. A 25-foot waterline, is theoretically confined to the speed a 25-foot wave moves, about 6.5 knots. A 36 foot hull can move up to 7.8 knots.

The only way to exceed this naturally imposed speed limit is to make hulls light enough and sufficiently flat-bottomed so that instead of pushing through the water they plane on top of it. When a planing hull breaks the bondage of wave resistance this way, its top speed is determined less by its waterline length than by the amount of power— whether from engine or wind—that push-es it. Planing so effectively

beats water resistance that it is key to the design of most modern powerboats and a growing number of sailboats.

The Danger of High-Speed Towing: If a displacement hull is towed by another boat at a velocity much beyond its hull speed, the results can be disastrous. The hull, moving faster, produces a longer wave, so that the stern crest moves back; the stern drops into the trough and the hull is forced to breast the water in an awkward, tilted-up position. Under such unnatural strain the hull might suffer structural damage; at the least it will slew around wildly, and at worst it might swamp.

**LWL** is the length of the waterline and is measured at the water level. The distance from this to the bottom of the keel is the boat's draft and equals the least depth of water the boat can operate in, i.e., the amount it draws. **Beam** is the maximum breadth. **LOA** is the length overall, and is the boat's greatest length, not counting protrusions like bowsprits or rudders.

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A young wife, her boorish husband and a young good-looking sailor were shipwrecked on an island. One morning, the sailor climbed a tall coconut tree and yelled, "Stop making love down there!" "What's the matter with you?" the husband said when the sailor climbed down. "We weren't making love." "Sorry," said the sailor, "From up there it looked like you were." Every morning thereafter, the sailor scaled the same tree and yelled the same thing. Finally the husband decided to climb the tree and see for himself. With great difficulty, he made his way to the top. The husband says to himself, "By golly he's right! It DOES look like they're making love down there!"

\*\*\*\*\*

**WANTED**

**NOSPS Safety Officer**

**Contact Tom Chandler, SN to apply for this important position.**

of the people with an Oxygen Breathing Apparatus that continue to smoke).

5. Close all fittings and openings that could allow fuel vapors to enter the boat's enclosed spaces.

1. Remove all personnel from the boat except the person handling the fueling hose. Make sure any children keep their flotation gear on while transferring in and out of the boat.

#### **DURING FUELING**

1. Maintain nozzle contact with fill pipe.
2. Fuel filling nozzle must be attended at all times.
3. Wipe up fuel spills immediately.
4. Avoid overfilling.

#### **AFTER FUELING AND BEFORE STARTING ENGINE**

1. Inspect bilges for leakage or fuel odors. (For boats with enclosed engine and/or fuel compartments).
2. Ventilate until odors are removed.

According to an article in the Peninsula Daily News on Veteran's Day, "boating deaths are at a 45-year low." The U.S. Coast Guard reported that the number of deaths in 2004 resulting from recreational boating accidents declined to 676, the lowest on record since 1960. However, it goes on to say that 484 boaters drowned in 2004 and 90 percent of them were NOT wearing a PFD. Boating Safety organizations, like USPS and its squadrons, the Coast Guard Auxiliary and the National Safe Boating Council are making headway in educating boaters to become SAFETY conscious, and the new statistics do show a steady drop in boating deaths. Hopefully, through continued education the rate of boating deaths will continue to drop.

The rate of men that drown in boat related incidents is considerably higher than women. One reason is that men tend to be alone in boats more often. Many drown by falling overboard, or capsizing their boat. When a man is in a boat he usually stands up for one of two reasons. The first is to cast or retrieve a line during fishing. The other has to do with what is called "the call of nature."

It has been reported in various boating publications that a good 50% of men who drown are pulled out of the water with their fly unzipped. Here are a few tips to help complete a successful fishing trip, even if you don't catch a fish.

1. Never go fishing alone.
2. Tell someone where you plan to fish and when you plan to return.
3. Wear a Coast Guard approved PFD floating device for fishing while in the boat.
4. Know where you are at all times on the boat. Don't get so caught up in the fishing experience that you lose your place.
5. If you find yourself in the water, stay calm. When submerged, heavy clothing or waders CAN provide flotation. Bending the knees will trap air in waders, providing flotation. Air pockets in clothing can also help you stay afloat. Do not thrash about or try to remove clothing or footwear. Keep your knees bent, float on your back and paddle slowly to safety.
6. Do not drink alcohol while in the boat.
7. Carry an empty jug on board to be used "when nature calls". Besides being much safer, it is also more considerate and polite

We leave you this month with the wish for many years of safe, sane, happy and successful boating!

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#### **EDUCATION COMMITTEE**

The Education Committee plans to offer a seminar this winter on using the Maptech chart navigator software. Maptech is a digital program that comes on CD with digital charts enabling the user to define waypoints and routes and then automatically calculates bearings, etc. Once a route has been defined, the waypoints can be downloaded into a GPS. The result is a great savings of time performing a time consuming and error prone task. We are fortunate to have this program available through USPS, which includes the facility of downloading digital NOAA charts for our area free of charge. There are already (3) signups for this seminar. If you are interested in learning to use this program, email the SEO at [calmseashelp@yahoo.com](mailto:calmseashelp@yahoo.com)

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future courses. The next ABC boating course will be taught Jan 28 by Cdr Jim Jones. Richard Michels will set up a seminar on Map-tech Digital Software in the near future. Squadron Boating (8-10 week) Course is scheduled to start Feb. 5.

A booth for the USPS is scheduled at the Seattle Boat Show next January. Several members will take on some district positions in the near future: Richard Michels - Ensign Coordinator, Ron Jones - Education, Ted Shanks -Nomination.

The Treasurers Report was accepted as presented. Permission was given by motion and second to purchase an HP2610 for future printing of the Straitlines.

Cdr Jim presented Ted Shanks with his ribbon from the Fall District meeting for second place in the teaching aid competition. YEAH TED.

The meeting was adjourned at 10:15.

**Respectfully submitted by  
Jan Jones, Acting Secretary**

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**CRUISE COMMITTEE**

Your Cruise Committee is now in high gear planning the cruises for 2006. The interest level for the various cruises was determined from a survey held at the last General Membership meeting on November 14th. These results will be presented at the joint NOSPS/SBYC/PAYC planning meeting to be held on November 22nd. A combined schedule will then be developed and presented at the NOSPS Christmas meeting in December and published in subsequent issues of The Straitlines. In January, work will begin fleshing out the cruise details and a call will be made for volunteers to serve as cruise captains.

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**NORTH OLYMPIC SAIL  
& POWER SQUADRON**

Invites you to attend our next general meeting on Monday, December 12<sup>th</sup>, from 1730 to 1900 at the Port Angeles Yacht Club (PAYC), Port Angeles. The Social Hour will begin at 1730 (5:30PM) and will feature a No Host Bar (Please do not BYOB). After our regular monthly meeting, we will have a sit-down dinner served at your table with a choice of Prime Rib Roast or Bar-B-Q Pork Ribs for \$20 per person. Dinner will be served at approximately 1900 (7PM). Following dinner will be our program.

Our Program for December will be the "Vocal Unlimited" Choral group from Port Angeles High School. They will be under the direction of Mrs.Gailey, the Choral Director for PAHS. We are sure you will enjoy them as they come highly recommended. We look forward to sharing this Holiday time with all of you.

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From Our Webmaster

To read up on the requirements and changes for small boat customs clearance in 2006, click on the RBAW (Recreational Boaters Association of Washington) link on the Associations floating menu under boating links on [www.calmseas.org](http://www.calmseas.org). A summary of the joint RBAW/CUSTOMS & BORDER PROTECTION meeting held on October 29th can be viewed off a link on the front page of our website. For those of you with a more technical bent, a link has been added to an excellent geomagnetism site off the educational info floating menu under boating links. You can also access sites with animated knot tying to show you how to tie that bowline.

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**FREE - Canadian Charts**

If you are in need of 2 Canadian charts for the Gulf Islands area (#3462 and 3463) contact Bob Thompson at 417-1152 or at [rht@tenforward.com](mailto:rht@tenforward.com)

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## NOSPS 2006 PROPOSED CRUISE SCHEDULE

Dates	<i>Length (Days)</i>	Destination	Theme	Sponsor Cruise Captain	Comments
Early April	2	Port Hadlock	Shake Down	NOSPS	Super Yummy brunch at Alcohol Plant/Dinner at Jakes
4/20 – 4/23	4	Sidney/Oak Harbor	PAYC Shake Down	PAYC	Open
Early May	??	Canada	Predicted Log	PAYC	Open
May	2	Mystery Bay	Learn to Anchor	NOSPS/PAYC/SBYC	
June	10	Gulf Islands & Chemainus		NOSPS/PAYC/SBYC	Attend theater performance in Chemainus taking ferry from Telegraph Harbor. BBQ/Dingy Races/Bocce Ball at Telegraph
6/23 – 6/25	3	Poulsbo	D16 Rendezvous	D16	NOSPS Only
7/3, 7/4, 7/5	3	Bell Harbor	Rockets Red Glare	NOSPS Richard Michels	Open cruise/full/with waitlist
July	3	LaConnor		NOSPS	
August	3 to 4	Victoria/Sooke & Pts east	Fish & Shop	NOSPS Willard Woods	Gals can shop while gents fish with Willard as guide.
Early September	10 to 12	Princess Louisa		NOSPS/PAYC/SBYC	
12/17-12/18	2	Port Angeles	Parade of Lights	PAYC Hal Gilmour	\$20 entry fee with \$300 prize

Notes: Destination does not necessarily include all the harbors to be visited; only the primary harbors  
 An 'Open' cruise means it is open to all (3) boating organizations NOSPS/PAYC/SBYC means the sponsor has not been decided

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*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 Ron Jones, SN for an appointment.

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

