



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 2

February 2005

Commander's Report

Ron Jones, N

As we head into the new year our education program is well under way.

The all new Piloting class has just started at JWM and is being taught by Frank Benson, JN. The all new Advanced Piloting class will be scheduled to start after the completing of the Piloting class, and will be taught by P/C Peyton Greenough, AP. These two classes have been extensively revised to emphasize electronic means of costal piloting.

The instructor development class with nine students has finished two of the five class room sessions, and is being taught by Joel Magisos, AP. The Marine Electronics class will start on the 8th of February, and will be taught by P/C Hank David, P. The JN class that I am teaching has four students and has completed twelve of the fifteen class room sessions. We should have enough new JNs for a N class to be scheduled to start in the Fall.

The USPS District 16 Spring Conference is scheduled for March 18th & 19th and will be held at the Port of Everett Conference Center. Registration forms can be downloaded from the D16 web site at www.usps.org/localusps/d16/ , or contact Jim Bonner at 360 653 3932 to register. All NOSPS members are welcome to attend .

The Nominating Committee will present the names of the candidates for the 2005-2006 NOSPS Bridge at the February general membership meeting, and the new Bridge Members will be elected at our March general membership meeting.

Tom Chandler – Executive Officer

A Strait Crossing

We all know the Strait of Juan de Fuca can be as placid as a millpond or a real killer when adverse conditions exist. A local natural phenomenon is that the strait waters are quite often calm in the early morning, rising to gale force in the afternoon. This presents a sort of window that often allows a smooth passage if you get under way early in the morning. So if the forecast is for afternoon winds, it is quite probable that you can make it safely across with this early start.

A smooth passage is possible if you do a few things right.

- Watch the weather report on television or read the newspaper marine forecast.
- Go to www.nws.noaa.gov/marine and click on the appropriate red dots. This is the forecast that is broadcast on VHF.
- Listen to and understand the continuous Weather re-ports given on VHF radio channels 2, 3, or 4.
- Learn basic weather forecasting, and its relation-ship to the VHF report. Take the USPS Weather Course.
- Apply local knowledge to the items above.

Now let's listen to the VHF Weather Report. Pick a channel that comes in clearly and spend a lot of time listening. You'll soon recognize the sequence of reports so well, you'll know what's coming next. All broadcasts are composed of a synopsis of weather in the area, a forecast of weather ahead, and station reports from 20 or more locations in the waters from Cape Mudge to and including the Strait of Juan de Fuca. They tell the direction & velocity, visibility in miles, the wave and sea conditions.

Broadcasts are updated at 3-hour intervals, meaning that the broadcast heard at 0530 is the same as the one you will hear at 0830. The information is assembled at 0500, 0800, 1100, etc. It takes 30 minutes to prepare and start broadcasting the update. How is this information used? It is 0810, you are about to leave Port Angeles bound for Victoria. The Station report says that Trial Island has wind NW at 4k, visibility 20mi, sea smooth. Race Rocks 12 miles West, is also favorable. With Victoria harbor entrance about midway between, it looks good but this report is over 3 hours old and not dependable. Better wait until 0830 for the update.

(Continued on page 3)

BRIDGE OFFICERS

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Sequim, WA 98382

Executive Officer

Tom Chandler, N 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
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Eric Mell 928-3736
106 Seagull Dr.
Port Angeles, WA 98363

Past Commander

P/C Ted Shanks, P 582-0253
450 North St.
Port Angeles, WA 98362

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

Executive Committee

Del Copeland, S
George Schoenfeldt

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Bob Stearns, P
P/C Hank David, P

Audit Committee

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David Mattingly, AP
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P/C Peyton Greenough, AP ASEO
Mark Lewis, JN Advanced Grades
P/C Ted Shanks, AP Electives
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Hank David, P

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Carol Brown, AP

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P/C Ted Shanks, P
P/C Nancy Magisos, AP
Bob Thompson, P
Crd. Ron Jones, N

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The alternative might have been to start out, monitoring the weather channel until the update is broadcast. You can also get an idea of possible conditions later in the day by checking the up stations such as Carmanah and Sheringham Points if wind is NW, or Discovery Island if wind is East. Sea conditions often follow wind direction in the Strait.

The use of natural and man-made phenomena in conjunction with this VHF information can be very wise. First, the general forecast and report of actual conditions on the strait are for the area near the entrance, about 60 miles west of Port Angeles. It may be blowing a 40 mph gale at entrance while it is flat calm adjacent to nearby Ediz Hook. Don't be fooled, it is most probable that the strong winds will be here within the hour.

There are man made indications of weather conditions you will find profitable to observe. If you are coming from Canada, give a look across the strait at the smoke from the smoke stacks on the Washington shore. When the smoke goes straight up, you can be sure the wind is calm and the sea is flat. If it is laying over at about a 45° angle it will be blowing at between 10 and 15 knots. If it is lying flat (horizontal) you can be sure that an attempted passage will result in a rough ride. If it drops down as it leaves the stack, it could be a 30-knot or more howler.

Another aid in determining future weather is learned in the USPS Weather Course. It consists of reading and interpreting what your barometer is saying. The important consideration is tendency. Once each day at the same time you should set the red or gold tendency hand over the black indicator hand and during the next 24 hours observe whether the barometer is rising, falling or holding. If falling, the weather will probably deteriorate. If rising, it will probably improve but may become windy. If holding, there should be very little change.

The new bride was very shy and on her honeymoon cruise. Before they checked into their deluxe honeymoon cabin, she asked her husband to please not tell anyone that they were newlyweds.

The next morning the couple were seated at the captain's table. She noticed that everyone was staring at her. She whispered to her husband, "I asked you to not tell anyone that we were newly weds!" The groom said, "I didn't, I told them that we were just good friends!"

Reflecting on Reflectors

P/C Hank David, P

Most recreational boaters are aware of the importance of having radar on their boat, and are very conscientious about the operation of the unit. If you observe the vessels in the local marinas, you will notice something interesting. A random check of boats with radar indicated to me that roughly 50% had a radar reflector installed, and about 25% of these were mounted incorrectly and thus were largely ineffective. The most common problem I saw was with the standard Octahedral, or eight section reflectors. They are either round or square and have been made by many different companies. Properly mounted, the reflective area of these units is about 10 square meters. For these reflectors to work properly, they have to be installed in what is referred to as the "Catchrain" position. If it is hoisted up by a corner it simply cannot reflect the radar signal back to the transmitting radar. Also, even if mounted correctly in the "Catchrain" position, it has blind spots that total about 120 degrees. If on a boat that is heeled to 15 degrees, the blind spots increase to about 180 degrees.

The stacked arrays, commonly called the Slim Jim or Mobri units are fairly small and have numerous reflectors in a clear tube. The reflective area of these arrays is about 32 square meters, but there are some drawbacks. For maximum effectiveness the reflector has to be mounted perfectly upright and maintain that position. The experts calculate that even with a minimal 1 degree heel the radar return drops off to practically nothing. If you see one mounted to a backstay on a sailboat you can safely conclude that it has no effectiveness whatsoever.

Whatever type or size of radar reflector you decide to install on your boat, make sure it is mounted according to the manufacturers' instructions. Even if you don't have radar, seriously consider mounting a reflector. The more signal you can reflect back to the vessels transmitting radar increases your chances of making it safely through that fog bank.

For more information, please sign up for the Marine Electronics class. It is scheduled to begin February 8th. Contact me at 417-7570 for the specifics. It is a brand new class, completely rewritten and will be able to answer a lot of your questions.

Minutes of the NOSPS Executive Board Meeting held at Joshua's on 17 January 2005

Commander Ron Jones called the meeting to order at 0900. Minutes of the December Board meeting were approved as published in the January issue of the Straitlines.

The 2005 lease agreement with the PAYC was presented, approved, and signed. The agreement gives NOSPS the right to use the PAYC for up to three general membership meetings per year. We also have unlimited use of the facility for USPS class instruction as long as the dates of use do not conflict with the PAYC schedule for their activities.

P/C Ted Shanks, P consented to become the chairman of the Cruise Committee. Ted also reported that we have six students for the February 5th & 6th Public Boating Class.

The Nominating Committee will present the candidates for the 2005-2006 Bridge at the February 14th membership meeting.

The board meeting was adjourned at 0950.

February 2005 Navigation Exercise:

You are out exploring Discovery Bay and are looking for a place to drop the "hook" for lunch. The charted depth is 62. Your depth sounder (calibrated to give water depth from the surface) indicates a depth of 40 feet. Assuming the charted depth and your depth sounder are correct, what is the height of the tide?

I know that most of you can do this in your head. However, please show the calculations on paper and send them with your answer to:

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

Solution for January Navigation Quiz:

The measured mile on Dungeness Spit has a course of 095° true according to the nautical chart. This is also the direction of the flood tide, and the ebb tide direction according to the Tidal Current Tables is 255° true. Therefore you are traveling along the measured mile with the ebb current. To determine your speed over the ground you recorded the following data:

09-24-46 as the time at west end (finish)
09-19-21 as the time at east end (start)
00-05-25 calculated as the elapsed time

The elapsed time of 5 minutes and 25 seconds becomes 5.42 minutes when you divide the 25 seconds by 60 to get decimal minutes.

Now we use the 60 D Street formula for time, speed and distance.

$60 \times D = S \times T$
 $60 \times 1 = S \times 5.2$

Multiply the two numbers next to each other (60 x 1) and divide the result by the number on the other side of the equation (5.2 minutes) results in an answer of 11.08 knots. Round to 11.1 knots, is the same speed over the ground as given by your GPS. This should not be surprising, as the GPS measures speed over the ground, the same as you just calculated. The discrepancy of 1.1 knots from your expected speed through the water of 10.0 knots at your current RPM is easily explained as the speed of the ebb current adding to your usual boat speed through the water.

P/R/C Bob Brummett, SN

Administrative Officer's Report

Jim Jones

February 2005 DINNER MEETING

Please join us for our February dinner meeting! Start visit with boating friends and share your sailing and cruising plans for this coming cursing season. Our program will be presented by our SEO, Richard Michels, AP. Richard will discuss our new web site **calmseas**.

Where: Secret Garden

Located at 1936 E. First St. in P.A.

When: Monday, February 14, 2005

1730 Social Hour – BYOB;

1815 Business Meeting & Navigation Quiz

1830 Buffet dinner

1900 Program

2000 Adjourn

The all you can eat dinner cost is \$8.75 w/tax for Seniors over 60 and \$9.90 w/tax for younger adults. BYO for the social hour; soft drinks may be purchased.

Attention All Cruisers New AP Class

The Advanced Piloting Course (AP) has been completely rewritten! It is heavy on navigation using electronic equipment, ordinary bearings, fixes, danger bearings, tides and currents.

The old academic geometry and algebra are GONE.

All you Pilots and soon to be Pilots get ready to sign-up. The course will be scheduled later this year, after the current Piloting class is finished. Keep watching for the start date of this all new AP course so you do not miss out on this great class.

P/C Peyton Greenough, AP

Treasurer's Report

Rick Mell

We are still operating in the black and should finish the year without having to dip into the reserve account.

The December dinner netted us approximately \$85.00, plus the \$ 140.00 in raffle tickets we shared with Will Woods. Great. Plus the food was excellent.

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.

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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

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North Olympic Sail and Power Squadron General Membership Meeting

Monday 14 February 2005

At the Secret Garden Buffet

Located at 1936 E. First St. in P.A. – in the Rite Aid, Joanne Fabrics Plaza.

1730 Social Hour – BYOB;
1815 Business Meeting & Navigation Quiz
1830 Buffet dinner
1900 Program
2000 Adjourn

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
51 Horizon Hills Rd.
Sequim, WA. 98382