



STRAITLINES



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

Volume 13 Issue 2

February 2006

Commander's Report Jim Jones, P

Our Winter educational program is in full swing – hope all of you are taking advantage of the classes that our SEO, Richard Michels has put together for us! Marine Electronics is finishing up, meanwhile Advanced Piloting is in it's second session with 15 members; Weather is just starting and Engine Maintenance is around the corner with Cruise Planning to follow; P/C Nancy Magisos will be heading up our Member Involvement seminar in late February. Speaking of seminars – 9 of us attended Richard's Mapttech Seminar the other day – all of our Laptops were humming away, learning how to use the Mapttech software and electronic charts to plan routes before transferring them to our GPS units – very powerful stuff. Also, we are planning to put on a similar seminar on Radar. No one has told me yet were one would go to get this kind of boating education – not Peninsula College; not the USCG Auxiliary; our yacht clubs don't do education and I never see these types of courses advertised in any of the various boating magazines that are on our newsstands or in our marine supply stores.

Our Jan 28/29 ABC class has 15 students signed up so far...not a bad start! Don't forget to come to **SARC on Wednesday, Feb 15, 6:30 pm** and bring your PDF to test it out in the pool as well as learn and try for yourself – life saving techniques!! Also, the District Spring Conference and District Change of Watch – March 17-19.

See you at our regular meeting at the Secret Garden Buffet on Monday Feb.13th!

Regards,
Jim.

Executive Officer's Report Tom Chandler, SN Radio Direction Finding

I once knew a man that flew airfreight from Los Angeles to New Zealand during the 1950's. He said that for navigation they only used a compass, a dead reckoning chart, and a radio direction finder. When they figured they were almost there, they would use the radio direction finder to locate a radio station in the town to which they were flying. With all the new navigation devices used today, the radio direction finder has almost faded from sight.

The one-sided, peculiar reception characteristic of the loop antenna is the basis for the operation of all radio direction finders. A loop antenna receives signals very well from one direction and almost not at all from another. Because of this idiosyncrasy, the hand-held transistor radio is pointed toward the broadcast station and the direction finder above the pilothouse is aimed at a radio beacon. The radio direction finder gives the skipper a "line of position".

At its inception, the loop antenna was a loop or coil of wire. Many skippers can remember the loop, a foot or more in diameter, that fed early "antenna-less" radio sets; it was mounted in a bearing so that it could be rotated for best reception. The advent of powdered-iron cores changed all that. The loop in a radio became a coil only an inch or two long wound on a powdered-iron core. Moderate-priced marine radio direction finders use a slightly larger version of this same coil. Professional equipment for large vessels employs a coil of wire encased in a protective ring, which projects above the wheelhouse.

When the loop is pointed (edgewise) toward the transmitter, the arriving radio waves "cut" first one side and then, after an interval, the other. The induced voltages in the two sides are in phase and can add to form a strong signal. When the loop is pointed so that its plane, or flat side faces the transmitter, the arriving waves strike both sides at exactly the same in-stant. The induced voltages in the two sides are now equal but opposite in phase

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51 Horizon Hills Rd.
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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:

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**MINUTES of REGULAR MEETING
NORTH OLYMPIC SAIL & POWER
SQUADRON**

**January 9, 2006, at The Secret Garden, Port
Angeles, WA**

The Meeting was called to order by Commander Jim Jones. After the flag salute, guests from California, Washington, and Canada were introduced. The minutes of the last meeting as published in the Straitlines were approved.

Jim and Jan Jones, Commander and Treasurer respectively, attended the Annual National Power Squadron Meeting in Orlando and came back with The National determination that we may teach ABC courses to the public; other courses can only be taught to members. Other states backed us up but apparently to no avail.

Chris Muir has prevailed upon SARC to let us have a safety demonstration February 15 at 7:00 p.m., \$6.50 for non members. Be there at 6:30 to register and get lockers to put dry clothes in. Wear clean clothes and your PFD's (if you wish to test them). The idea is to find out what you can and cannot do in the water. How hard do you think it is to get into a PFD once you and it are in the water and soaking wet? How good are you at treading water clothed, etc? Chris has 6-7 tests for you to try so come on time so we can get through in the time SARC has allotted us. Please let Chris know if you will be attending.

The 2006 Cruise schedule has been firmed up and most of them need at least a co-captain still. Put on your schedule the following dates: April 14-16, May 20-21, June 23-25, July 3-5 for those of you who had signed up before 2006!, August 22-27, and September 4-15.

Advanced Piloting is being taught now – bring your plotting tools. Thanks to Edward Jones for loaning us their office for the meetings. ABC class will be taught at John Wayne Marina Jan 28, Oct-24 and 29 and 1-4.

It was suggested that the names of the spouses – even if they are not members – be listed in the roster. The phone committees like to know to whom they are speaking. Tom Chandler said the rules state that rosters only list members.

Bob Brummett's quizzes for November and January were both won by Tom Chandler.

Our newest member "Steve", who was duly sworn in, won the 50-50 pot.

Sven introduced guests Anne E Brevig and Martin Vennesland who presented the program for the evening . Anne and Martin are former Canadian Power Squadron members who spent the better part of nine years going around the world in a sailing sloop!

**Recorded by
Sydney Copeland, S
Secretary**

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

**January 16, 2005 at Jean's Deli
Sequim, Washington**

Commander Jim Jones opened the meeting, passed out information from the Annual Meeting, and announced that District 16's flag has been approved. It has Mt. Rainier, blue water, a green side, and orca and an apple. Boater's World has fishing seminars every month and they offer their facility for meeting rooms for Power Squadron classes. East Bremerton is too far away for that to help us, but it is nice to know that they are in there trying to help Power Squadrons.

District Council is January 18 at Edmonds, Spring Conference is March 17-19 in Chelan, Chris Muir's "Can Your PFD Save Your Life" swim at SARC is February 15th (register before Feb.12 !!!)

ABC Class is January 28-29 with 6 signed up so far; there will be others, April 15-16, and August 5-6. The long Squadron Boating class has been cancelled. As you know, these classes lead to Washington State Boater's Registration Cards. 42 states already have registration cards. Washington State is so bogged down it is impossible to get one currently.

The Weather Course starts January 17, and Advanced Piloting started January 12th. Engine Maintenance has 3 sign ups and starts March 7th. P/C Nancy Magisos will hold a member orientation course on February 4th.

We currently have 86 paying members (89) actual members according to Gene Hagen. Since our

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February 2006 Navigation Exercise:

You are planning to meet a friend off Ediz Hook who is coming into Port Angeles from Neah Bay in his sail boat. He will be under sail so his speed will depend on the wind, so you arrive at the predicted rendezvous area well in advance of his expected arrival. There is a moderate west wind so he will be running downwind. You have been on his boat before and guess that his speed in this wind would be about 5 knots.

You watch the western horizon with your binoculars and after a few minutes spot what appears to be the top of a mast and the top of a sail bobbing in the waves. From where you are setting your eyes are about 9 feet above the water. You remember the top of his mast is 53 feet above the water and what you see of the top of the mast and head of the sail above the horizon is about 4 feet leaving 49 feet below the horizon. After making a few calculations on your scratch pad, you decide to anchor and put out a couple of crab traps to see if you can catch dinner. If it is your friend, how far away did you calculate him to be? If his speed over the ground is 5 knots, how long did you calculate it to be before he is at your position?

Send your answer with all calculations to:

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

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membership is less than we anticipated, our revenue is down and we currently are \$164.00 in the hole according to the treasurer. On the other hand, the C.D. is currently earning 3.75%. In 2-3 month's time, there will be credit cards coming out that will net the club money if you get one. Jan will keep us all advised.

Joe Rickert is our new supply officer and is busy ordering items from "ships stores" which should be available at the next meeting.

Bob Brummett wants to remind us all to turn in our answers to the quizzes. The Seattle Squadron has asked to publish Bob's quizzes!!

The Irrigation Festival Parade is May 13th – we will need to work on that.

Richard Michels has been working on a Hot

Solution for January Navigation Quiz

From your GPS position off New Dungeness light you get a relative bearing of 258° and distance off of 3.2 nautical miles using your new radar installed by Hank David. Your boat heading is 010°. To check your radar generated fix on your chart you make the following calculations:

Compass Heading 010°
Relative Bearing 258°
Compass Bearing 268°

You then write down vertically T, V, M, D and C.

- T 286° Calculated by applying V to M using rule + W or -E when going down.
- V 18° E From your chart.
- M 268° Calculated by applying D to C using the same rule.
- D 000° From your deviation table.
- C 268° Calculated above by applying relative bearing to compass heading.

Because your radar generated fix agreed with your GPS generated fix you decide Hank did a great Job and your radar is working as it should.

P/R/C Bob Brummett, SN

Map link on our calmseas web site. The Cruise Schedule is also listed on our calmseas website. Do use our web site – that is what it is there for. Richard says he may also add advertising (just a thought not yet set in concrete). Jeremy Johnson of Aero Marine will be the speaker at the February 13th meeting.

**Recorded by
Sydney Copeland, S
Secretary**

February Birthday Corner

Connie Landrum - 2/1
Bob Kettlesen - 2/2
Louise Hope - 2/7
Bob Brummitt - 2/11
Sydney Copeland - 2/15
Dodie Sparks - 2/15
Gary Yaruss - 2/18
Chris Zook - 2/19
Paul Mowery - 2/19
Tom Chandler - 2/20
Norma Michels - 2/21
John Lewis - 2/26
George Walker - 2/27

NOSPS February Dinner Meeting

Our next NOSPS meeting will be Monday, February 13th, 2006 at the Secret Garden Buffet, 1936 East First Street in Port Angeles. BYOB Social Hour will begin at 1730 (5:30). After our regular monthly meeting, we will have a buffet dinner at approximately 18:30 (6:45), followed by our Program Speaker.

Jeramey Johnson, Operations Manager for Arrow Launch, Arrow Marine and the Victoria Express will be our speaker. He will address the job of providing Water-Taxi Service from shore to large ships anchored in the bays of the Puget Sound, including Port Angeles. He also will inform us with details about the Arrow marine and Victoria Express.

We hope to see all of you at the Secret Garden Buffet on the 13th. Bring your Valentine and join us for an informative meeting and program.

For sale classic 1982 Honda Silver Wing with 32,800 original miles, liquid cooled 500cc engine, shaft drive, full dress, V2, new chrome, clutch, battery, upholstery, new Jensen marine radio, also new tires. Asking \$2500 OBO. Call Roland Lohner at 360 683 7595.

A Member Involvement Seminar will be conducted on the 18th of February, call Nancy Magisos at 683 9105 to sign up for this class.

ABC COURSE INSTRUCTOR'S SCHEDULE

<i>Year</i>	<i>Quarter</i>	<i>Primary</i>	<i>Secondary</i>	<i>Proctor</i>	
2005	Oct 28	Richard Michels	Jim Jones	Norma & Jan	
	Dec 8 Forks	Jim Jones	Richard Michels	Ron Jones	
2006	Jan 28	Jim Jones	Ron Jones	Peyton Greenough	
	Apr 15	Ron Jones	Peyton Greenough	Frank Benson	
	Aug 5	Peyton Greenough	Frank Benson	Joe Richerts	
2007	Oct 7	Frank Benson	Joe Richerts	Hank David	
	Winter	Joe Richerts	Hank David	Mark Lewis	
	Spring	Hank David	Mark Lewis	Harvey Smith	
	Summer	Mark Lewis	Harvey Smith	Sparks	
	Fall	Harvey Smith	Sparks	Jim Fitzpatrick	
	2008	Winter	Sparks	Jim Fitzpatrick	Ted Shanks
		Spring	Jim Fitzpatrick	Ted Shanks	Joel Magisos
Summer		Ted Shanks	Joel Magisos	Richard Michels	
Fall	Joel Magisos	Richard Michels	Jim Jones		

Stroke Symptoms

Stroke is a medical emergency. Know these warning signs of stroke and teach them to others. Every second counts:

- Sudden numbness or weakness of the face, arm or leg, especially on one side of the body
- Sudden confusion, trouble speaking or understanding
- Sudden trouble seeing in one or both eyes
- Sudden trouble walking, dizziness, loss of balance or coordination
- Sudden, severe headache with no known cause

Call 9-1-1 immediately if you experience symptoms! Time lost is brain lost!

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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	15 Apr 06	1000-1600	TBD	Jim Jones
ABC Basic Boating	5 Aug 06	1000-1600	TBD	Jim Jones
Advanced Piloting	12 Jan 06	7-9PM	JWM	Mark Lewis
Engine Maintenance	07 Mar 06	TBD	TBD	Ted Shanks
Weather	17 Jan 06	7-9PM	JWM	Ted Shanks
Cruise Planning	16 Feb 06	TBD	TBD	Ted Shanks
Member Orientation	18 Feb 06	TBD	TBD	Ted Shanks

**Knowledge Dispenser
(Bring your own container)**

See if you can pick the right answers for the following quiz questions;

A good source of information for planning a long cruise is:

- a. your local travel agent
- b. the Corps of Engineers
- c. the Coast Guard
- d. a file of magazine and newspaper articles of the area

When planning to cruise in a powerboat one should generally:

- a. multiply the hours underway by cruising speed
- b. plan to travel as fast as possible
- c. divide total cruise distance by days available
- d. make allowance for sightseeing and navigational delays

Inboard/outboard drives (I/Os):

- a. are less efficient than inboard engine layouts.
- b. are not as maneuverable as inboard engine layouts.
- c. operate without a rotating seal (stuffing box).
- d. require little or no maintenance

What three basic things are required for an internal combustion engine to function?

- a. Air, fuel, lubrication.
- b. Air, fuel, source of ignition.
- c. Fuel, ignition, lubrication.
- d. Fuel, compression, ignition.

You *really* want to know the answers, **right?**

The first two questions are from chapter reviews from our Cruise Planning course and the second set are from our Engine Maintenance course. When you take these courses you will easily be able to pick the correct answers to the above questions and much more. If you know your boat's engine systems and are aware of your cruising needs you will have a much more enjoyable and safe boating experience.

Our Cruise Planning class begins Thursday, February 16th and the Engine Maintenance class begins on Tuesday, March 7th. These evening classes will run once a week for about eight weeks.

In addition, a one day Membership Orientation (O.T.) class is scheduled to be held on Saturday, February 18th at the Sequim Bay Yacht Club in John Wayne Marina from 1:00 p.m. to 3:00 p.m. This informative class is *free* and there will be *no* final exam. All Bridge Officers who have not taken this refresher and all new members are warmly invited.

Call (360-681-4762) or e-mail (rmichels47@yahoo.com) our Education Officer and sign up as soon as you can so that we may be able to provide books and class space for you.

**Administrative Officer's Report
Duke and Dodie Sparks**

What a wonderful January meeting we had at the Secret Garden Buffet! I'm sure all 49 of us thoroughly enjoyed the slide presentation and program given by Anne Brevig and Martin Venesland. Both were born in Norway and both dreamed of someday seeing the world and traveling to exotic and distant shores. Well, after several years of being the comptroller of a large Norwegian Shipping Company's Vancouver, Canada offices, Anne met Martin, who had immigrated to Canada and was a professional forester, and was head of one of Canada's largest forestry consulting firms.

In 1985 they ordered a 40-foot Gib'Sea sloop from the factory in France and it arrived in Vancouver on a freighter in October. They then sold their house and most of their belongings and their prized "Nor Siglar" ("Northern Sailor") became their home. For 6 years, they dreamed, planned and prepared for their adventure. During the next 9 years, they sailed 56,000 nautical miles, and visited 76 countries and island nations while circumnavigating the globe. The "Nor Siglar" was their home for 15 years.

Anne has written a book about these adventures – "9 years on the 7 Seas" in the hopes that their story will inspire others to pursue their dreams. Their experiences, stories, drama and pictures in this book are enchanting and exciting. We thank them profusely for coming to Port Angeles from Vancouver, B.C. to present this program for us.

We have never been that brave and marvel at people who are. However, this Pacific Northwest area is exciting for us and our years as members of the North Olympic Power Squadron have offered us many wonderful experiences, opportunities, friendships, good times and new adventures.

When we first found this area, we immediately "fell in love" with it and all the experiences we were able to be involved in, such as crabbing, fishing, clamming, shrimping, ferry travel, cruising and exploring new areas. Shortly after moving to Sequim, we were visiting Bainbridge Island and came across a poem written by J. Earn-

hart. This poem expressed our feelings, was framed and has hung on one of our walls ever since. Even though the Peninsula isn't an island, the description in this poem still fits. We would like to share it with you.

If ever you've lived on an island
if ever you've lived by the sea;
You'll never return to the mainland
once your spirit has been set free.

If ever you've smelled the ocean
or tasted the salt in the air;
You'll know you've discovered a haven
that is uncommon, precious and rare.
If ever you've seen the whales play
or watched the eagles in flight;
You'll remember, again, why you live here
and why it feels so right.

If ever you've seen the sunset
as the ferry passes the shore;
You've seen the beauty of the island
that will be with you forever more.

If ever you've heard the seagulls
the waves, a foghorn, the winds;
Then you've heard the song of the island
and the peaceful message it sends.

Indeed, if you live on an island
if you're lucky to live by the sea;
You'll never return to the mainland
as your spirit has been set free.

Hope to see all of you at the next NOSPS Dinner meeting at the Secret Garden Buffet, Port Angeles on Monday February 13th. Bring your "Valentine" and enjoy our squadron camaraderie.

See you there!

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XO Report Continued from Page 1

and cancel each other; the output is zero. These two loop positions represent the maximum and the null, respectively.

A further peculiarity of the loop is that the degree of maximizing and nulling are not equal for equal deflections from the best position. Simply stated, this means that the edgewise position can be varied considerably without apparently affecting the signal strength, whereas the flat side position is quite critical. A slight movement there brings a sharp transition from signal to null. Consequently, all radio direction finders use the null position for registering a bearing.

It could be inferred from the foregoing that a standard portable radio with its loop antenna could take the place of a direction finder and thus eliminate the need for the more expensive instrument. This is true only to a very rough and limited extent. The radio would give only a general idea of direction and certainly nothing that could be dignified by the term "bearing." This results because the loop in the radio is not balanced to ground, as is the direction finder antenna, and therefore does not hold strictly to the theory of maximum and null.

One characteristic failing of the loop is that it cannot distinguish from which side the radio wave is arriving and is therefore subject to an error of 180 degrees. It does not have "sense."

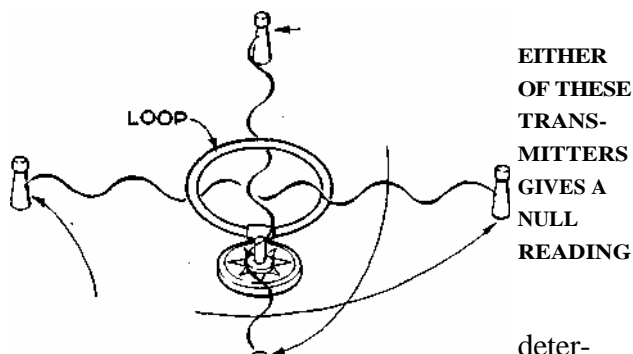
Radio direction finders acquire sense by adding a small whip antenna to the loop antenna. This whip is not permanently in the circuit but is under the control of a push button, which activates it after the null has been found. The whip then reinforces the voltage on one side of the loop and cancels that on the other, thus establishing sense.

In the basic concept, the loop rotates so that its directional receiving characteristics can be utilized to give a null. The examples cited have actually, physically, turned the loop.

The receiver in the RDF is standard. Often it is simply a counterpart of the radios built for broadcast and similar listening. The main addition is a meter for indicating the null more accurately than the ear can with the loud-speaker.

Radio direction finders are provided with an azimuth scale and a cursor for reading the bearings. These can be relative, magnetic, or true, as desired, and depend upon the cursor setting.

The loop antenna has a null and a maximum



determined by its position relative to the incoming radio wave. The loop antenna has a characteristic failing; It cannot distinguish by itself from which side a signal is arriving—and thus can be in error by 180 degrees.

A magician was working on a cruise ship in the Caribbean. The audience would be different each week, so the magician allowed himself to do the same tricks over and over again. There was only one problem: The captain's parrot saw the shows each week and began to understand how the magician did every trick. Once he understood he started shouting in the middle of the show: "Look, it's not the same hat."

"Look, he is hiding the flowers under the table."

"Hey, why are all the cards the Ace of Spades?"

The magician was furious but couldn't do anything; it was, after all, the captain's parrot.

One day the ship had an accident and sank. The magician found himself adrift on a piece of wood in the middle of the ocean with the parrot, of course. They stared at each other with hate, but did not utter a word. This went on for a day, then another, and another.

After a week the parrot said: "OK, I give up."

"Where is the boat?"

An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different color... green, red, orange, blue, and yellow.

After a while the young man noticed that the captain was staring at him. "What's the matter old timer, never done anything wild in your life?" The old captain replied, "Got drunk once and married a parrot. I was just wondering if you were my son!"

NOSPS Website

More useful links have been added to www.calmseas.org. To access these links, go to www.calmseas.org, click on *boating links*, and then click on the relevant floating menu tab. New links include the following:

ABC Course Info tab:

ABC Instructor Manual

Educational Info tab:

Free Maptech Digital Charts

GPS Time Information

World Facts

Local Variation

Associations tab:

Ensign

Hot, Hotmap

What's a hotmap? A hotmap is a map containing text, symbols, or demarcated regions, such that when you click on the text, symbol, or region, a hyperlink will be activated navigating you to another website or display. A hotmap is being implemented on www.calmseas.org, which will allow you to easily navigate to a harbor, such as Bedwell Harbor, and then display information concerning that harbor, such as the VHF Channel the harbor communicates on, harbor moorage rates, a live webcam of the harbor (if available), etc. To access the hotmap, go to www.calmseas.org and click on Hotmap. The first map displays an area from Olympia to an area north of Desolation Sound.. You then click on a region, such as the Gulf Islands to display a larger map of that region, which also displays the various harbors. Then, you click on the harbor of interest and relevant information concerning that harbor will be displayed. The hotmap is a great time saver in accessing basic information concerning many of our cruising destinations. The map is currently in development and more regions and harbors will be displayed over time. If there is other information you'd like to see displayed concerning a harbor, please contact the webmaster, Richard Michels, or send email to calmseashelp@yahoo.com .

Try it, you'll like it!

CALL FOR CRUISE CAPTAINS

The joint NOSPS/SBYC/PAYC 2006 cruising schedule is published in this issue of Straitlines and can also be viewed on www.calmseas.org, by clicking on the *cruises* link. NOSPS is responsible for organizing (6) cruises for 2006 and it is up to us to provide cruise captains and co-captains for those (6) cruises. Some of the positions have already been filled. However, we need a captain and co-captain for the Shake Down cruise to be held April 14-16th to Port Hadlock and captain/co-captain for the Mystery Bay Practice Anchoring cruise scheduled for May 20-21st. Both of these cruises are of short duration and consist of local destinations. If you are one of our cruisers, please consider volunteering for one of these open positions. This will help spread the load among more members and help prevent a cancellation of the cruise, which would be a disappointment to members of SBYC/PAYC, who may have signed up for the cruise. To volunteer, please call Richard Michels at 681-4762, or send an email to calmseashelp@yahoo.com. Thanks in advance for your help!

MAPTECH SEMINAR BIG SUCCESS

The Maptech seminar conducted by our SEO at JWM was a big success. In attendance were Bob Stearns, Duke Sparks, Ron Jones, Chris Muir, Mark Lewis, Joe Reicherts, Jack Luenow, and Jim Jones. The attendees brought their laptops and mimicked the presentation projected onto the whiteboard. The conference room looked like it was filled with a bunch of computer geeks with enough wires to light up Sequim. The attendees learned the fundamentals of conducting digital navigation on their laptops and witnessed a demonstration of how to download routes and waypoints into a GPS. The seminar ran an intense (2) hours and it was suggested that the seminar either be expanded to (3) hours, or split into (2) one and half hour sessions. It was also suggested that an abbreviated presentation be given to the Advanced Piloting class, currently in session.

CAN YOUR PFD SAVE YOUR LIFE?

Here is your chance to find out Swim in Sequim

What a person remembers best takes place while being involved in an activity. The Education Committee is sponsoring this water activity so you can evaluate your PFD for comfort and performance. If you feel comfortable in your life jacket and are familiar with what it can do, you will wear it and your chance of survival increases. Statistics show that most boating fatalities were due to drowning without a life jacket; however, when they drowned it is interesting that 10% were wearing the wrong one for the conditions. Is your PFD the proper one for our locality? Is it capable of lifting you sufficiently and turning you face-up if you lose consciousness? By testing your PFD for yourself, you will enjoy boating even more knowing that if the unlikely event should happen you are protected and can know what to expect.

Wear your normal boating clothes and bring the PFD you wear on board your boat and come to the Sequim Aquatic Recreational Center (SARC) on North 5th Ave., Wednesday, February 15--please arrive by 6:30 PM. because you must be registered and pay \$6.50. If you are a member, bring your card and there will be no charge, otherwise make checks payable to SARC. It is imperative you be at the pool side ready to go in the water by 7:00 PM sharp. We must finish by 8:30, and as you can see, we have a lot of exercises scheduled. You can leave your shoes and a dry change of clothes in a secure locker. There will be a key for you at the registration desk.

What we will accomplish:

- **You will find out what it's like to be in the water wearing your PFD and what position to be in.**
- **You will experience what it's like to be in the water without a PFD and then try to put one on.**
- **We will test the lifting capability of your PFD and you judge for yourself what adjustments need to be made.**
- **You will learn what to do, and not do when getting back on board a boat from the water.**

- **You will find out what it takes to bring a person onboard by helping Bob "Boy Over Board" our squadron rescue dummy.**
- **You can practice throwing a life ring to some one overboard**

There are 5 basic types of Coast Guard approved life preservers. The lower the number, the better they perform. The Coast Guard-prescribed identification also provides a clue. The offshore jacket (Type I) will provide more support and protection than the near-shore (Type II). A wearers flotation aid (Type III) provides the least security. Type I jackets will **turn most** unconscious face up. Type II jackets **will turn some** unconscious wearers face up, and **Type III jackets will not turn wearers face up.**

Some of the new inflatable models that are rated Type 5, will perform like a Type 2. There is some debate going on in the marine industry as to the current rating method of PFDs and whether it should be relied upon. For the whole story on this, see the safety section of the current West Marine catalog.

It was just about three years ago that another local pleasure boater drowned while wearing his personal flotation device. According to an eye witness who attempted to save him, the victim was within 100 feet of Ediz Hook but could not see land because of 6-8 foot waves. After approximately 12 minutes in the water holding onto a line from the boat he fell from, he lost consciousness, turned loose of the line and drowned. Tragically, that made three people who (according to the coroner's office) drowned within that 12-month period in our area.. The other two victims were in the Dungeness Spit area about 12 miles east of Ediz Hook.

For reservations please contact Chris Muir prior to Feb 12. Call 452-2828 or E-mail muir@olypen.com and find out what it is like to be a person overboard.

JOINT NOSPS/PAYC/SBYC CRUISE SCHEDULE – 2006

Dates	Length (Days)	Destination	Theme	Sponsor Cruise Captain	Comments	Interest Level
April 4-8	5	Port Hudson Port Hadlock Bell Harbor	SBYC Shakedown	SBYC		Medium
April 14-16	3	Port Hadlock	NOSPS Shake Down	NOSPS	Super yummy Sunday brunch at Alcohol Plant/dinner at Jakes	High 7
April 20-23	4	Sidney BC, Oak Bay	PAYC Shake Down	PAYC		High 6
May 5-7	3	Canada	Predicted Log	PAYC Captain: Al Gross	Van Isle-Race@ Haro-Victoria	Medium 4
May 20-21	2	Mystery Bay	Practice Anchoring	NOSPS Shallow water- Review Tide Tables	Potluck Picnic/ BBQ	Medium 5
May 25 - June 3	10	Gulf Islands, Chemainus, Telegraph Cove	Memorial Day Cruise	PAYC Captain: Hal Gilmour	BBQ/Dingy Races/Bocce Ball at Telegraph	Medium 6
June 23-25	3	Poulsbo	USPS D16 Rendezvous	NOSPS Captain: Jim Jones	NOSPS Only	High 6
July 3-5	3	Bell Harbor	Rockets Red Glare	NOSPS Captain: Richard Michels Co-Captain: Jim Jones	Contact cruise captain to waitlist	FULL
July 24-29	4 - 6	LaConnor, Anacortes, Oak Harbor	For the Ladies	SBYC	Quilt museum, shops	High 6
August 22-27	6	Victoria/Sooke, Brentwood & points east for fishing	Fish & Shop	NOSPS Captain: Willard Woods	Mates can shop while fisherper- sons follow Willard. Fireworks at Buchart. Requires Canadian fishing license.	High 7
September 4-15	12	Princess Louisa	Paradise Found	NOSPS		High 9
September 16	1	Local Sequim Bay	Hospice race Predicted Log?	SBYC		High
September 22-30	9	South Sound, Hood Canal	Port Orchard, Olympia, Tacoma, Bell Harbor	PAYC		Medium
October 8-10	3	Victoria	Maple Leaf	SBYC Captain: Co-captain: Ted Shanks		Not Polled

Notes:

“Destination” does not necessarily include all the harbors to be visited; only the primary harbors may show here
 All cruises are open to all three boating organizations, unless indicated otherwise
 To join a cruise, boats must coordinate with the Planning Captain

NORTH OLYMPIC SAIL and POWER SQUADRON

Invites you to attend our next general meeting on Monday, February 13th, from 1730 to 1900 at the Secret Garden Buffet, 1936 East First Street in Port Angeles. The BYOB Social Hour will begin at 1730 (5:30PM) . After our regular monthly meeting, we will our program.

Our program will be the Operations Manager of Arrow Launch, Arrow Marine and the Victoria Express, Jeramey Johnson. He will address the job of providing Water-Taxi Service from shore to large ships anchored in the bays of the Puget Sound, including Port Angeles.

WE HOPE TO SEE ALL OF YOU AT THE SECRET GARDEN BUFFET ON THE 13TH OF FEBRUARY.

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.

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