



STRAITLINES



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

Volume 14 Issue 2

JFebruary 2007

Commander's Report Cdr. Jim Jones, AP

We just had our cruise meeting today which was open to all members interested in attending to give their opinions and ideas about the draft cruise plan that the joint committee of NOSPS, PAYC and SBYC came up with after several meetings – we had about 8 members of NOSPS at today's meeting and were able to flesh out some of the cruises and got a few more volunteer cruise captains as well. If you didn't bother to attend the meeting, we hope that all your wishes for destinations, length and dates of cruises listed in the draft plan for 2007 meet with your approval. April will be the month for the Shake Down cruises and we're all looking forward to getting on our way to a great cruising season this year. See Richard Michel's cruise article for the details.

Congrats to Duke and Dodie Sparks for a Super PDN front page story about their boating experiences and about NOSPS! The article was fun to read and told a positive story about the value of the education we offer to members. Apparently it sparked (no pun intended) several calls asking about the Power Squadron and we hope that we can continue gaining some traction from non members from the article.

The other bit of news comes from national USPS on our CD about Engine Compartment fires which is the program that we showed members who attended our January dinner meeting. The contents of the CD in its entirety will be incorporated into the new Squadron Boating course as part of Chapter 14 where boat fires are covered. The instructor will be able to show students our CD as part of the curriculum. I spoke with a representative of the USPS Educational Committee this afternoon and they are thrilled with this program – NOSPS will get the credit as well. We will show it

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Executive Officer's Report Lt/C Del Copeland, P

Navigation: Now and Then ---I am sitting here thinking of all the systems we have available to us to enable us to go from one place to another over water where there are no roads to follow. The simplest of which is our compass. Of course, the compass we use is installed in our boat in such a way that that it is not affected by all the possible stray magnetic fields that might be present. All of this came to mind when I was rereading tales of some of our earliest explorers. I don't know how accurate the information about their cruises is but some of our scholars claim to know what they had to navigate with and how they used them.

At the time Columbus sailed from Spain to the "New World", he would have had a compass. The early explorers apparently weren't aware of the effect of variation on a compass so they could be several degrees off of a magnetic course they were trying to steer. Also their compasses were not divided into 360 degrees, as they now are, but in 32 compass points making accuracy even harder.

We know from our charts and other sources that a compass will not give us the correct magnetic north. We call this variation and adjust for it. To make following courses easier, some of us have installed auto pilots to do our steering. Also there are many very complete and accurate charts available for where ever we want to go – all showing the area to which we wish to go with all the dangers clearly shown and all the aids to our navigation laid out.

Columbus, on the other hand, had not many charts available to him; the ones there were showed the area that the mariners were familiar with. This was generally the coastal area of what we know now as Europe, the shores of the Mediterranean, and to some extent the coast of Africa. By staying

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MEETINGS, DEADLINES and CONTACTS

General Meetings:

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

Web Master: Richard Michels, JN
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, AP Phone: 360-582-9134. Mail: 1363 Doe Run Rd., Sequim, WA 98382; Email: jajjones8@msn.com

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Christine Hill

NOSPS COURSE SCHEDULE

Course	Dates	Time	Location	Contact
Squadron Boating Course	January 2007	TBD	TBD	Richard Michels
Radar	TBD	TBD	TBD	Richard Michels
GPS	TBD	TBD	TBD	Richard Michels
Seamanship	October 3	TBD	TBD	Mark Lewis
Piloting	January 9, 2007	TBD	TBD	Mark Lewis
Advanced Piloting	January 10, 2007	TBD	TBD	Mark Lewis
Junior Navigation	October 24, 2006	1900-2100	Rainbow RV Park	Mark Lewis
Navigation	In Session	1900-2100	JWM	Mark Lewis
Engine Maintenance	TBD	TBD	TBD	Jack Luenow
Marine Electronics	October 4	TBD	TBD	Jack Luenow
Weather	TBD	TBD	TBD	Jack Luenow
Cruise Planning	TBD	TBD	TBD	Jack Luenow
Sailing	TBD	TBD	TBD	Jack Luenow
Member Orientation	February, 2007	TBD	TBD	Jack Luenow
Instructor Development	February 2007	TBD	TBD	Jack Luenow

Get your FREE 2007 Vessel Safety Check

Before you head out on your boat this Spring get your FREE Boat Safety Check.

Contact P/C Ted Shanks, AP for an appointment NOW!

USPS PLEDGE

I do solemnly pledge to: Abide by the bylaws of the United States Power Squadrons®; Promote high standards of navigation and seamanship; Maintain my boat and operate it legally; Render assistance whenever possible; and conduct myself in a manner that will add prestige, honor and respect to the United States Power Squadrons.®



Commander's Report Continued From Page 1

February 3 at our District Council meeting in Bremerton and provide all Squadrons in our District with a copy. We also will be showing it to our students in our Squadron Boating course scheduled to start on January 24th at Peninsula College.

Besides the Council meeting on February 3, don't forget our District Spring Conference will be held at Ocean Shores, WA, March 16-18. All members are invited and is an easy way to meet members from other Squadrons and to see what goes on with USPS outside of North Olympic. Info and registration information can be found on the District web site, and I will have these forms at our February 12th dinner meeting – See you there!

February 2007 Navigation Exercise:

You are staying a few days in Port Townsend when you get a "HOT" tip of the Latitude and Longitude coordinates of a great fishing spot off the West side of Whidbey Island. The night before you plan a fishing trip to the hot spot you plan your trip. The first leg from Point Wilson light to Fl G 4 sec "5" BELL off Point Partridge on Whidbey Island is 345° T. A check in your tidal current tables gives an estimated drift of 2.0 knots at a set of 285° during your anticipated time of travel. Your boat speed will be 8.0 knots and your compass has no deviation. The variation in the area according to your chart is 18° E. What should your compass course be to compensate for the current and what will be your boats speed over the ground as a result of the current?

Send your answer with all calculations to:
 P/R/C Robert E. Brummett, SN
 40590 N. U. S. Hwy. 101
 Lilliwaup, WA 98555

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Solution for January Navigation Quiz

This is a compass problem so we write down T,V,M,D,C vertically and fill in the information we have:

- T 128° True bearing calculated as the Zn of Sirius by one of our squadron JN's or N's.
- V 18° E From your nautical chart
- M 110° Calculated by applying V to T using the +W or -E rule.
- D 000° Calculated as the difference between M and C.
- C 110° Compass bearing you obtained on the star Sirius.

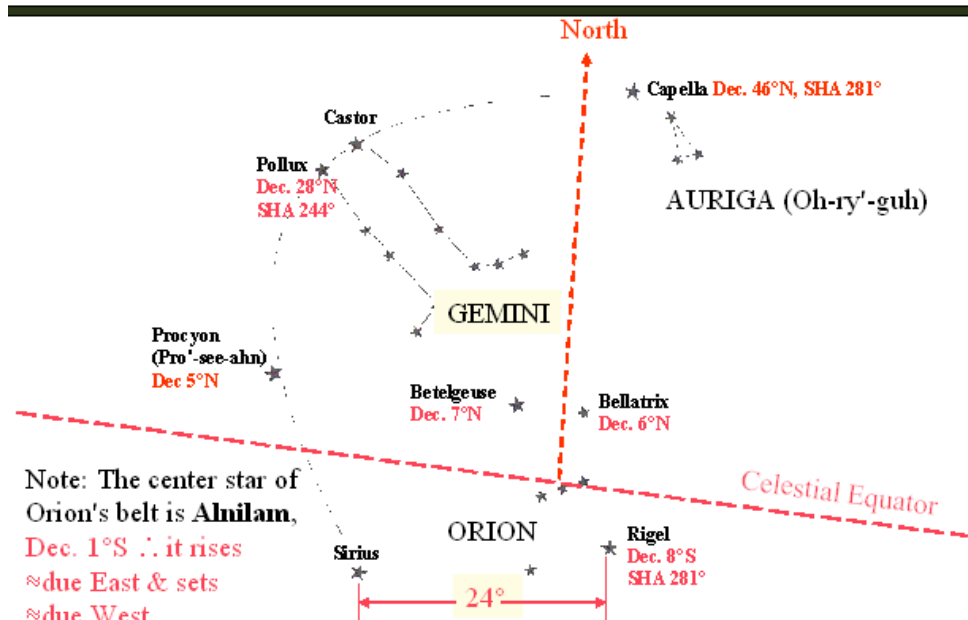
With a deviation of 0, even at only one heading, gives you confidence that the new compass is probably working and that the lubber line is aligned properly. I hope your wife was happy with the new compass.

I am VERY PLEASED to hear that we have two female members taking JN.

P/R/C Bob Brummett, SN

Editors Correction: The graphic that I included last month did not show the star Sirius in the correct relationship with Orion's belt. See the graphic below for the correct relationship.

ORION, GEMINI & AURIGA Stars of the Winter Skies



JOINT NOSPS/PAYC/SBYC CRUISE SCHEDULE – 2007
 Peter Bahnsen will act as SBYC liaison with other clubs so please
 direct queries to him, preferably by email.

To sign on to a cruise you may do so on line at <http://www.calmseas.org/>

<i>Dates</i>	<i># of Days</i>	<i>Destination</i>	<i>Theme</i>	<i>Sponsor Cruise Captain</i>	<i>Comments</i>
April 13-14	2	Local	NOSPS Shake Down	NOSPS Captain:	Open
April 16-20	5	Kingston, Bell Harbor, Edmonds, Port Ludlow	SBYC Shakedown	SBYC Captain:	Closed - SBYC Mem- bers only
April 19-22	4	Sidney BC, Oak Bay	PAYC Shake Down	PAYC Captain:	Open
May 4-6	3	Canada	PAYC Predicted Log	PAYC Captain:	Closed
April 30 – May 4	5	Port Ludlow, Pleasant Harbor, Alderwood Resort, Port Hudson	SBYC Hood Canal Cruise	SBYC Captain:	Open; Cruise the Canal; BBQ
May 24 - June 3	10	Gulf Islands, 4 Days at Telegraph Harbor	Memorial Day Cruise	PAYC Captain:	Open; BBQ/Dingy Races/Bocce Ball at Telegraph
June 22-24	3	Poulsbo	USPS D16 Rendezvous	NOSPS Captain:	NOSPS Only
July 3-6	4	Elliot Bay	NOSPS Rockets Red Glare	NOSPS Captain: Michels, Jones	Limited, First Come, First Served; Contact cruise captain to wait- list (limited to 10 boats)
July 23 -29	7	Garrison Bay, Roche Harbor, Sucia Is, Stuart Is, Deer Harbor, Friday Harbor,	SBYC San Juan West Islands	SBYC Captain:	Taste of the Islands
August 3-7	5	PT. Roberts	North Sound	NOSPS Captain:	Open
August 20-30	11	Desolation Sound, Campbell River, Princess Louisa	Explore	SBYC Captain:	Open
September 13-23	11	South Sound Cruise		PAYC	Open
October 8-10	3	Victoria	Maple Leaf	SBYC Captains: Coolures,Shanks	Open

HELP !
By Duke and Dodie

Help us help ourselves to a successful and active squadron!

If NOSPS is to accomplish our goals of “promoting safe boating through Education”, we need the help of each member. An organization is only as good as its members, and each one of us can help it grow and be successful.

By being a **PROUD** member of the largest boating organization in the United States, we can teach ourselves and others to be knowledgeable and safe boaters. The more knowledge we have regarding boating in these Northwest waters, the safer we become.

Think about the following questions:

1. Do you know the person in the slip next to you?
2. Do you know other boaters, want-to-be- boaters, or boaters new to the area?
3. Are these people aware of the forthcoming Washington State Boater Education card requirement for operating a boat?
4. Do you know anyone who might be interested in knowing more about safe boating?

If your answer is yes to any one of these questions, **YOU** can do a great service by mentioning the importance of safe boating, and of educating ourselves in the knowledge of boats, boat handling and boat maintenance.,

A simple way is to **BE PROUD** of your membership and to make an effort to mention NOSPS when discussing boats or boating. Encourage friends to enroll in a Boating Course. Don't hesitate to refer them or get permission to give their names to **Duke and Dodie Sparks**, so that we can get back to them to answer any questions they might have. This is at no obligation to them.

Being a member of NOSPS is your way of contributing to your community, playing a part in bettering the boating world, and possibly saving a life.

If each NOSPS member influenced one person to

take a boating course, think about how much safety information would be disseminated.

By the same token, if each NOSPS member brought in one new member, we could double our membership and our influence on the Boating World!!

LET'S GO FOR IT!

What is AIS?

**By P/C Hank David, P
NOSPS Radio officer**

What is the automatic identification system day AIS?

The AIS is a ship board broadcast system that acts like a transponder, operating in the VHF maritime band. Since it is in the VHF maritime band, the range of reception will be limited to perhaps twenty nautical miles. With the help of repeater stations, the coverage for both ship and VTS stations can be improved considerably.

Picture a ship board radar display, with overlaid electronic chart data, that includes a mark for every significant ship within radio range, each with a velocity vector indicating speed and heading. Each ship "mark" could reflect the actual size of the ship with the position to GPS or differential GPS accuracy. By clicking on a ship mark, you can learn the ship name, course and speed, classification, call sign, registration number, and MMSI, and other information. Maneuvering information, closest point of approach, (CPA), time to closest point of approach (TCPA), and other navigation information, more accurate and timely than information available from an automatic radar plotting aid, could also be available.

Information broadcast by the AIS, if available, is electronically obtained from shipboard equipment through standard marine data connections. Heading information and course and speed over ground would normally be provided by all AIS equipped ships. Other information, such as rate of turn, angle of heel, pitch and roll, destination and ETA can also be provided. Every two to ten seconds while under way, and every three minutes while an anchor the following information will be broadcast:

MMSI number, navigation status – for instance at anchor, underway using engine, rate of turn.- right left 0 to 720 degrees per minute. Also speed over ground, position accuracy, latitude and longitude, and course over ground relative to true north. The true heading and time stamp in universal time is also generated.

Every six minutes the following information is broadcast: MMSI number, IMO number- (which is related to the ship's construction), radio call sign, name of the ship, type of ship/cargo,

dimensions of ship, location on ship where reference point for position reports is located, the draft of the ship, the destination, and the ETA – month, day, hour, and minute in UTC.

Currently, AIS transponders are required mainly on large commercial vessels with regulations changing periodically. For a real time display of AIS, visit the Calm Seas web site, click on links, and then AIS locate freighters.

Administrative Officer's Report Lt/C Richard Michels, JN

The January General Membership Meeting was well attended despite the fact that there was an NFL playoff game that night. Duke and Dodie hosted some guests and the program presented the Fire Demo CD conceived and produced by our very own North Olympic Sail and Power Squadron. Apparently our work is making quite a splash at the District and National level. Although not fully confirmed, rumor has it that National is thinking about including the CD as part of the changes to the 8 week Squadron Boating Course scheduled for release in the future. Also, some of you may have seen Duke and Dodie on the front page of a recent issue of the PDN in an article on boating together with a sidebar informing the public of the upcoming Squadron Boating Course. At this rate of publicity, our members are going to have to start ducking the paparazzi!

Our February meeting will feature Alain Vilage, who will speak to us on boat surveying. Alain hails from Port Townsend and comes to us highly recommended by several members of NOSPS. Alain will attend with his wife Lorey and will host an informative presentation. The March meeting will spotlight the NOAA staff, who participated in the surprising discovery of coral reefs off the coast of Washington. April brings the Change of Watch dinner at John Wayne Marina, and May will see Bob Brummett on stage with an informative presentation on tides.

Don't forget to put the Seattle Boat Show on your calendar, which is scheduled to run from January 25th through February 3rd. The boat show is always a great opportunity to bring ourselves up to date on advances in technology and perhaps pick up some discounts.

**Executive Officer's Report
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close to these coast lines, they could travel around quite well as long as they could make visual contact with outstanding landmarks on the shore.

We are not satisfied with visual contact alone. We want to go when there is fog or other impediments to our visibility, so we have radar that allows us to "see" through the fog. Using radar, in fog or clear weather, we can take bearings and ranges on objects, plot them so we can approach them or avoid them if that is our choice. We can plot our course on a chart plotter combining data from our radar, GPS, and depth finder. If we want to talk to someone we can talk on VHF for short range or single sideband for longer range. If you are going off shore, you need to learn celestial navigation and use of a sextant.

Now we are on Columbus' wave length. To make long voyages, as across the Atlantic. required more than visual landmarks on shore. Most of the mariners of this time knew something about Longitude and Latitude and how they could be used as guidelines. Latitude was fairly easy to use, at least North of the Equator. All they had to do was find the altitude of Polaris; that would equal the latitude they were on. So, if they knew the latitude to which they wish to sail, all they had to do was to sail north or south to reach the latitude of their destination, then sail east or west until they reach their destination. The main instrument used to determine the altitude of Polaris, at that time, was the quadrant. This was a simple device showing a 90 degree arc of a circle in place of one side of the triangle; a plumb bob was suspended from the corner of the triangle so that when the side of the triangle is pointed at Polaris the line of the plumb passes over the number that is the altitude of Polaris. A lot easier to say than to do, I am sure.

The task of determining Longitude is much greater. Of course, you could fairly easily find local apparent noon by observing the sun. Then, if you knew the difference between your time and the time at some fixed point such as Greenwich, you could calculate your Longitude. Of course, at this time our intrepid explorers were probably using a sand hour-glass to keep time so they probably wouldn't have the faintest idea of what

the time difference was. The most accurate determination of Longitude by a navigator on ship had to wait for the invention of an accurate clock that could be carried on a vessel and always show the time at a fixed reference point on the earth.

You can see that our navigation is much simpler than in the olden days. We do most of our voyaging in a fairly small area. It is well charted and most of the hazards are well marked and recorded. Our only real problem is that traffic is much heavier than in the times of the explorers. On the other hand, we do not have to watch out for pirates! So collect all the navigation tools you can get, learn now to use them and enjoy.



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CRUISE COMMITTEE

Lt/C Richard Michels, JN

The last joint cruise planning meeting was held Thursday, January 18th at the SBYC. The joint schedule was gone over in detail and captains, co-captains, were assigned for some of the cruises. Some cruise planning tools using www.calmseas.org were also presented and discussed. It was a lively meeting with many useful suggestions. The joint schedule, incorporating changes from the meeting, can be viewed by going to our website and clicking on *cruises*. We also plan to publish the cruise schedule in each monthly issue of the *Straitlines*. Future meetings will now be held for individual cruises in order to flesh out the details for each cruise.

Members can sign up for cruises themselves from the cruises link on www.calmseas.org. You may also delete yourself from a cruise from the same location.

The target destination for the Rockets Red Glare cruise will be Elliott Bay Marina for 2007. 14 slips have been reserved and we have 13 sign-ups. We already have reservations at Bell Harbor for this cruise in 2008.

This is a good time check on the status of your documentation to enter Canada and return to the US. Time has a way of getting away from us and you might start thinking about checking safety equipment and scheduling a VSC.

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NORTH OLYMPIC SAIL and POWER SQUADRON

Invites you to attend our

NOSPS GENERAL MEMBERSHIP MEETING

WHO: All NOSPS members, spouses, and guests

WHEN: Monday, February 12th, 1730 – 2000 hours

WHERE: Secret Garden Buffet, 1936 East First Street, Port Angeles

Visit the NOSPS Web Site at
<http://www.calmseas.org>

The District 16 Web Page is at
<http://www.usps.org/localusps/d16>

NOSPS TIPS

Before you head out on your boat this Spring, have your FREE Boat Safety Check. Contact P/C Ted Shanks, AP for an appointment NOW!.

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