



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 1

January 2005

Commander's Report

Ron Jones, N

As time passes each year we see many of the same events re-occurring. For example, on April 15th of each year we need to file our tax returns, and each April the North Olympic Sail and Power Squadron installs a new set of bridge officers. But before the new bridge officers can be installed they have to be nominated and elected. Now is the time to nominate the officers for the 2005-2006 watch so that they can be voted on by each of you at either our February or March meeting.

Our nominating committee consists of P/C Hank David, P, P/C Ted Shanks, P and Bob Stearns, P.

It takes a lot of effort by many volunteers to make NOSPS successful and you get more satisfaction and benefit from your membership when you participate in one of the various committees that perform the work of your squadron. Please consider volunteering to fill one the positions on the bridge or as a committee chair for the coming year when contacted by your nominating committee.

We had a very good turn out for our Christmas Dinner Party at the PAYC on 13 December. I hope everyone enjoyed it as much as I did. Thanks to Lois Benson, P and Linda Yaruss, P for the table decorations and to Carol Brown, AP for calling each member and for collecting the money for the dinner. Also thanks to our Administrative Officer Jim Jones for the excellent choice of caterer, the food was great!

Hofstadter's Law:

"It always takes longer than you expect, even when you take into account Hofstadter's Law"

From GÖDEL, ESCHER, BACH: an Eternal Golden Braid by Douglas R. Hofstadter. Published by Basic Books, ISBN 0-465-02656-7.

Tom Chandler – Executive Officer

Piloting Equipment

There are various methods open to the recreational boater to assist in making a safe passage on the water. Each has its place and is to be preferred under certain conditions. The capabilities and limitations of each method must be understood to be able to use it with confidence.

The radio direction finder (RDF), for example, serves well in off shore coastal cruising and "homing in" on inlet beacons. However, inaccuracies may be introduced by the standing rigging of sailboats, by the radio propagation characteristics called "skip", by certain equipment limitations and by human error.

Loran, an all-electronic system, boasts the ability to return you to about 50 feet from a position that you have occupied in the past. This is a great system for relocating that offshore fishing spot or feeling your way back to port in bad weather.

The newer Global Positioning System (GPS) has even better accuracy than Loran. This system makes use of satellites for triangulation on your position. Radar serves a very useful purpose in establishing your position relative to other boats and landmasses and thus avoiding collisions or running aground in poor visibility. Unlike Loran or GPS, however, it will not determine your exact geographic position unless you are able to identify the landmasses shown on the radar screen.

Depth finders or sounders can frequently help to determine your position by correlating depth readings with charted depth markings. Sources of error include the age of the last charted soundings, probability of shoaling, and the condition of the tide.

(Continued on page 3)

BRIDGE OFFICERS

Commander

Ron Jones, N 681-0193
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Sequim, WA 98382

Executive Officer

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

Education Officer

Richard Michels, AP 683-4762
153 E. Diane Dr.
Sequim, WA 98382

Asst. Education Officer

P/C Peyton Greenough, AP 683-6506
388 Dungeness Meadows
Sequim, WA 98382

Administrative Officer

Jim Jones 582-9134
1363 Doe Run Rd.
Sequim, WA 98382

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Carol Brown AP 582-0409
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Sequim, Wa. 98382

Treasurer

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

Nominating Committee

P/C Ted Shanks, P
Bob Stearns, P
P/C Hank David, P

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Judy Shanks, P Basic Boating
Linda Yaruss, P Youth Safety

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Gloria Fitzpatrick

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Telephone

Carol Brown, AP
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Chris Muir, P

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Cdr. Ron Jones, N

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Vessel Safety Checks

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

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The sextant is a useful instrument to determine your position by triangulation on landmark sightings and by observations of the sun, moon and stars. The sextant's main application is for use on ocean crossings where no visual land references are available. The ship's position should be fixed once or twice a day by sighting celestial bodies—weather permitting.

Last, but far from least, is the compass. This instrument finds use in fair weather or foul, is relatively inexpensive, and is a valuable instrument for piloting channels, bays and offshore passages. It also serves well on ocean passages, but here it needs the back up of an instrument such as the sextant to obtain an occasional position fix, especially when searching for a landfall. A run of several hours on a planned compass heading may look good when plotted on a chart, but even if the compass is properly compensated, human steering error, currents and wind can result in considerable error if these factors are not estimated and checked from time to time.

All of these piloting and navigational tools have their errors and their limitations. Knowledge of the conditions under which these errors and limitations prevail will help you decide when your confidence should be high for a particular instrument and when it may be prudent to rely more heavily on some other approach.

All of these piloting and navigational tools have their errors and their limitations. Knowledge of the conditions under which these errors and limitations prevail will help you decide when your confidence should be high for a particular instrument and when it may be prudent to rely more heavily on some other approach.

Abused and misunderstood, however, it could prove less reliable than seat-of-the-pants instinct. To get the best out of your compass, an understanding of the environment that influences its behavior and schooling yourself on its proper use should rate high on your boating accomplishments.

Little Known Naval History

(It makes a fine yarn)

The U.S.S. Constitution (Old Ironsides) as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea.

She carried no evaporators (fresh water distillers).

However, let it be noted that according to her log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 November.

She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, and though unarmed, she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whiskey distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, NO rum, NO wine, NO whiskey and 38,600 gallons of stagnant water.

GO NAVY

Minutes of the NOSPS Executive Board Meeting held at Joshua's on 20 December 2004

Commander Ron Jones called the meeting to order at 0905. Minutes of the December Board meeting were approved as published in the December issue of the Straitlines.

Bob Sterns, AP reported on the notices that he had put in the local newspapers. These notices had included information on our Piloting and Cruise Planning classes in addition to the Public Boating class. Since our Advanced Grade and Elective classes are restricted to members only it was decided not to include these in future notices, but to only advertise the Public Boating Class.

The Nominating Committee was asked to identify the candidates for the 2005-2006 Bridge.

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

The board meeting was adjourned at 1030.

January 2005 Navigation Exercise:

You are on your way to Port Angeles from your moorage at John Wayne Marina. As you pass the east range marking the measured nautical mile on Dungeness Spit you record a time of 09-19-21 when it is abeam to port. Your GPS indicates a boat speed of 11.1 knots. Your true course is 255°, there is little wind and the tide is ebbing. At your cruising RPM your boat speed is usually 10.0 knots. As the west range of the measured nautical mile is abeam to port you record a time of 09-24-46. A quick calculation gives you a boat speed of ???? knots. Should you be surprised?

Send your answer along with your calculations to:

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

Solution for December Navigation Quiz:

This is a direction problem, so the first thing to do is write down **T, V, M, D, C** vertically and fill in the information you know:

- T = 294°** From the GPS position to the tank using your chart and course plotter.
- V = 18° E** From the compass rose on your chart.
- M = 276°** Calculated by applying V to T. (Add West, subtract East when going down)
- D = 2° W** Calculated as the difference between M and C with the same rule as for M.
- C = 278°** As Measured using your hand bearing compass.

It seems to me that most people assume that the usual boat electronics are not mounted close to the hand held compass that deviation is not a problem when using a hand held compass. This is generally true, but you cannot assume that is always true. For example, metal piling used for docks can exert a tremendous effect on a compass used from the dock. Boat electronics such as radio speakers, TV and radio sets as well as boat wiring and standing rigging can effect the magnetic field on your boat. You need to find a place where deviation is not a problem and produce reliable readings and then **ONLY** use that position on your boat to take bearings with your hand held compass. According to our survey 14 of 19 boats had a hand held compass.

P/R/C Bob Brummett, SN

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Administrative Officer's Report

Jim Jones

January 2005 DINNER MEETING

Please join us for our January dinner meeting! Start your New Year with boating friends and sharing your sailing and cruising stories from the past year. Talk about upcoming plans for 2005 boating season. Our program will be presented by Mrs. Melissa Goggeshall, who has been to Antarctica several times

Where: Secret Garden

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

When: Monday, January 10, 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.

Richard Michels, AP

Upcoming Operations Training Course

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

Instructor: Bob Brummett

When: Tuesday, January 11, 2005

Time: 10am – 3pm

Place: JWM

Things you won't hear a true fisherman say...

"I feel pretty guilty not washing those breakfast dishes before coming out here to fish!"

"Hey somebody come land this 20" rainbow for me. I need to straighten up the camp."

"C'mon, man-we can watch bass fishing anytime! Figure skating is on!"

"I can't participate in National Hunting and Fishing Day cause my neighbor is throwing a Tupperware party and I need a new mixing bowl."

Treasurer's Report

Rick Mell

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

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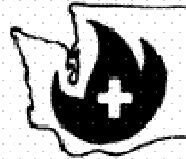
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	2004	2005	2005	2005	2006	2006	2006
	Fall	Wntr	Spr	Fall	Wntr	Spr	Fall
Seamanship		X			X		
Piloting		X		X			X
Adv Piloting		X			X		
JN	X						X
Navigation				X			
Engine Maint					X		
Marine Electronics		X					X
Weather					X		
Instructor Development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

Schedule subject to change without notice

**Chairman for Advanced Grades
Mark Lewis, JN
USPS Piloting Course**

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

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

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

it is good practice to have backup in personnel in all aspects of boating.

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

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North Olympic Sail and Power Squadron General Membership Meeting

Monday 10 January 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