



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 1

January 2006

Commander's Report Jim Jones, P

What a great NOSPS Christmas Party! Thanks to Duke and Dodie for organizing this annual event. The PA Student Choir and their Christmas program really set the tone for the Holidays. We just finished our December Board Meeting – and we have a lot of Education going on now with more that will begin in January and February of 2006. Please see the roster of our classes in this issue. Last weekend, Richard Michels, Ron Jones and I drove to Forks on Saturday to put on a one day (8 hr) ABC course. As we move into 2006, with the Washington State Boater Education Card being made available, January 1st, we will look to putting on an ABC course every other month. Our next one is scheduled for January 28/29 at John Wayne Marina. Spread the word to friends and neighbors about these classes as an opportunity to qualify for the new Boater Education Card.

As we head into the end of the year, Jan and I want to wish all the members of our North Olympic Sail and Power Squadron a very Merry Christmas and Happy New Year.

We will be heading to the National USPS meeting in Orlando the first week of 2006, and will be back just in time for our January meeting at the Secret Garden. Please mark, Monday January 9th on your calendar as we have a great program in store for you! The details can be found in the Administrative Officer's article.

Regards and Happy New Year, Jim.

Executive Officer's Report Tom Chandler, SN Early Navigation

A medieval sailor's most valuable tool, beside his lead line, was his magnetic compass. At first, mariners rigged compasses only in emergencies, when cloudy skies hid the sun or the North Star. The ship's pilot would rub an iron needle against a lodestone, a chunk of iron ore with the ability to magnetize other bits of the same metal. Then he skewered the magnetized needle through a wisp of straw and floated it in a bowl of water, where the needle would point in the general direction of north. Eventually compasses became permanent fixtures, much as they are today, with the needle swinging freely on a pivot. And by the time of Columbus, a calibrated card had been added to the compass for reading direction.

Columbus certainly used such a compass to find his way to America in 1492. He also carried a rough chart, drawn on sheepskin, on which he marked each day's passage across the ocean. His principal method for determining his position was a basic piloting technique called dead (short for deduced) reckoning. By referring to his compass to get his heading, and by measuring his speed and the time sailed, Columbus could calculate his position, at least theoretically, at any given moment.

But the Admiral badly misjudged his progress. His principal timing device was a sandglass, which the helmsman turned every half hour, and his sole method for judging speed was to watch bubbles or patches of seaweed flowing past his hull. Relying on this system, when Columbus reached the West Indies he figured he had sailed 3,466 miles; he thus overestimated the true distance by about 9 per cent.

Dead reckoning became a lot more precise a century later when English navigators came up with the first oceangoing speedometer. The

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BRIDGE OFFICERS

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433 Herrick Rd.
Port Angeles, WA 98363

Education Officer

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153 E. Diane Dr.
Sequim, WA 98382

Asst. Education Officer

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388 Dungeness Meadows
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63 E. Nelson Rd.

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

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Duke Sparks, P

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P/C Ron Jones, SN
Harvey Smith, JN

**MINUTES OF NORTH OLYMPIC SAIL AND POWER SQUADRON REGULAR MEETING
December 12, 2005 Port Angeles Yacht Club ,
Port Angeles, WA**

Commander Jim Jones, P, opened the meeting with the flag salute. The minutes from the November regular meeting were accepted as printed in the STRAITLINES. Guests attending from California were introduced.

SEO Richard Michels, AP, reported the starting dates for elective classes were:

January 10-Weather, at John Wayne Marina, P/C Ron Jones, SN, Instructor.

January 12-Advanced Piloting; , Edward Jones offices, Mark Lewis, SN, & P/C Peyton Greenough, AP, Instructors.

February 4-Membership Orientation; P/C Nancy Magisos, AP; Instructor. Location to be announced.

March 7-Engine Maintenance; Roland Lohner Instructor.

P/C Ted Shanks, P, reported a tentative schedule for the cruises planned for 2006. NOSPS will sponsor 5 cruises. The Sequim Bay Yacht Club and the Port Angeles Yacht Club will also sponsor cruises. Any member of these three organizations is welcome to participate in any of the cruises with the knowledge that the responsible group will be given first choice of available spaces on any one cruise. The cruise schedule will be available on the internet, www.calmseas.org.

January 7, is NOSPS's next regular meeting at the Secret Garden Buffet, starting at 1730. Two Canadian guest speakers will talk about their experiences going around the world in a 40 ft. sloop.

P/C Paul Mowry, AP, introduced the Maritime Heritage plans for the new Washington State license plate. The cost is \$40 over the regular license fee the first year and \$30 extra in subsequent years. \$28 of the extra fees will go to the Heritage Fund to help support and restore Washington State Lighthouses and is tax deductible. The plates will be available in January, 2006.

Administrative Officers Sparks, P, reported that a larger (16x24) NOSPS burgee is available for boats over 40 feet. The cost is \$25. Please let the Ad Officers know if you would like one.

Joe Richerts, P, will be the NOSPS Supply Off-

icer for the year 2006.

Commander Jones awarded membership certificates to the following new members: Alan Swan, Diane and Bill Head, and Jim and Clarise Wright. Jim Fitzpatrick,P, received a commendation for achieving 100% in Seamanship and Gary Yaruss, P, received one for 100% in the Sailing Course.

The "Power of One" pin was awarded to Alan Swan for recruitment.

The raffle drawing awarded Carol Brown, AP, \$60.

A Port Angeles High School singing group, Vocal Unlimited, directed by Jolene Gailey, presented a Christmas music program.

The meeting was adjourned.

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

**MINUTES OF EXECUTIVE BOARD
MEETING NORTH OLYMPIC SAIL AND
POWER SQUADRON
December 19, 2005 at Jean's Deli
Sequim, Washington**

The meeting was called to order at 8:30 at Jean's Deli. The minutes of the previous meeting were approved as printed. Motion by Duke Sparks and second by Richard Michels.

Commander Jim Jones reported that he has received OD-2 forms from national to list officers for the roster, due Feb. 3, resulting in out of date data by April 1. He commented on the completed ABC class in Forks. He also mentioned the District Spring Conference for March 17-19 in Chelan at the Campbell Resort.

Bob Stearns has been putting out fliers for the ABC class to be taught by Jim and Richard on Jan 28-29. Peyton Greenough will be the contact man in the future for these classes. In April, Ron Jones will take over as SEO and Richard Michels will be ASEO. Richard Michels then enumerated the future classes to be held, all information available on the website. The Feb Boating Class may be delayed. He also said that his Maptech seminar for the week of Jan 16 has been filled. A Weather

Continued on page 5

January 2006 Navigation Exercise:

You and your spouse were both very good last year and Santa gave each of you 1/2 of a new radar for the boat. After having Hank David install it, you decide to give it a check. You pack a lunch of hot clam chowder in a thermos and a baggy of cheese and crackers and take the boat out on a rather nice winter day.

You pick up the New Dungeness light FI5s 67 ft 18 M HORN (BI30s) on the radar and it gives a relative bearing of 258° and a distance away of 3.2 nm. Your compass course is 010° and your compass has no deviation at this heading. The variation in the area is 18° E. At the same time you jot down your GPS position of 48° 09.998' N latitude and 123° 02.001 W longitude.

While your spouse continues to operate the boat you plot your Radar Fix on your chart and obtain a fix at 48° 10.0' N latitude and 123° 02.0' W longitude. This gives you much confidence that the radar is working properly and Hank did a good job installing it. What was the true bearing you used to plot your radar fix?

Send your answer with all calculations to:

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

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.



Solution for December Navigation Quiz

The first step is to calculate the elapsed time from your departure in Astoria to your arrival at Neah Bay.

0730	1 June arrive Neah Bay
+ 2400 hours	- 1 day needed to deal with apples
3130	and apples (day becomes 31 May)
-0445	31 May departure time from Astoria
2645	elapsed time or:

Divide the 45 minutes by 60 to get 0.75 hour and the elapsed time becomes 26.75 hours. You then divide the 12.2 gallons of fuel (diesel) by 26.75 hours and get 0.456 gallons per hour. This would round off to 0.5.

Information like this is very important to have for your boat. For example the tank on this boat holds 20 gallons. This would mean that you could cruise for 40 hours in theory. Not likely however. After 36 hours you would have 2 gallons left. Two gallons sloshing around the bottom of a diesel fuel tank would probably not be good as you could wash up any gunk in the bottom.

REMEMBER THE COAST GUARD WILL COME TO YOUR RESCUE IF YOU HAVE A PROBLEM. RUNNING OUT OF FUEL IS NOT CONSIDERED A PROBLEM - IT IS YOUR FAULT.

If you wonder about this quiz all of the numbers came from the log of our sail boat Morada when we took it up the coast.

P/R/C Bob Brummett, SN

Continued from page 3

Spotters class will be offered in Gardner of Jan 18. Details to be available in the newsletter.

Duke Sparks reported excellent turnout for the Christmas Party. He said that Danny would like to sponsor another prime rib dinner to those attending as he was disappointed in the cooking quality. Speakers have been arranged for the next two meetings and plans for the Change of Watch are under way.

Gene Haugen reminded members that mileage for squadron business is tax deductible because of the non-profit status. The website has the most recent changes to the 2006 cruise plans.

The Treasurers Report was accepted as submitted. Gene Haugen brought the new printer for all to see.

Under new business, Richard Michels commented on the need to keep more specific information on ABC students for future reports to the state. Gene Haugen asked for the information on new members so that roster updates can be issued periodically.

Ron Jones moved and Duke Sparks seconded that the meeting be adjourned at 9:45.

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

BIRTHDAY CORNER

LARRY DOUGLAS – 1/4
PETER WILLIAMS – 1/5
KEN WILCOX – 1/9
DUKE SPARKS – 1/15
BOB THOMPSON – 1/31

SAIL CLASS GRADUATES

**Congratulations to the following members
who recently passed the Sail course:**

Frank Benson
Gene Haugen
Jim Jones
Richard Michels
Gary Yaruss

Teaching Aid Awards

Bob Brummett received a First Place, a Second Place and a Third Place award for the Navigation Teaching Aids he submitted at the Fall District Conference which was held in Federal Way, October 14 & 15. We had announced in an earlier Straitlines that Ted Shanks received a Second Place award for his Seamanship Teaching Aid. Congratulations to Bob and Ted! Any member can submit their Teaching Aid for judging at the Fall Conference, the more, the better.

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
	Oct 7	Frank Benson	Joe Richerts	Hank David
2007	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

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COURSE INFORMATION NOW AVAILABLE ONLINE

Members can now access course information online at 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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this important position

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

XO's Report continued from Page 1

device, called a chip log, consisted of a light towline with a pie-shaped sliver of wood on one end to act as a drag in the water. The line was knotted at regular intervals. Stationed in the stern, the navigator would toss the chip log overboard and let its line pay out astern. As the log hit the water he would set up a 30 second glass and count the knots that slipped through his fingers while the sands ran out. He could then convert his knot count into the ship's hourly speed. And though the chip log has long since disappeared from the navigator's arsenal, the term "knots" survives as the proper designation of a ship's pace measured in nautical miles per hour.

Even with a fairly workable speed gauge, however, the pilots of the old sailing ships often had trouble telling exactly where they were. Unseen currents could carry a ship hundreds of leagues off course, with no one the wiser. Compass needles, too, showed an uncomfortable habit of wandering. So navigators in the past, like sailors today, would try to confirm their dead reckoned positions by other means. Near shore, they would take sights and make fixes on landmarks and buoys. On the high seas and in unmarked, uncharted areas, they used the techniques of celestial navigation.

As more and more ships sailed out to the far reaches of the earth, the tools and techniques of navigation were sharpened and refined. By the end of the 18th Century, a reliable ship's chronometer had replaced the sand-glass. The deviations and variations in readings of compasses were carefully worked out and tabulated. Mapmakers drew up charts with ever greater precision, defining water depths, land features and compass directions. Each reef and promontory was given its known position on the earth's surface.

The most celebrated contributor to these advances in the art of navigation was an 18th Century British sea captain named James Cook, who mapped out vast stretches of the South Pacific, and also piloted the first ship to go south of the Antarctic Circle. Unlike most seafarers of his day, Cook was a scientist and an accomplished land surveyor. In 1768, the Royal Society sent him to Tahiti, with orders then to sail west in search of a huge continent that many geographers felt lay undiscovered in the Southern Ocean. Cook paused in Tahiti

to take some astronomical observations. Then he sailed on to New Zealand and finally reached Australia, the missing continent.

Wherever he made a landfall, Cook surveyed and mapped the coastline. His maps were not the imprecise and often wildly imaginative sketches set down by most explorers before him, but were charts of painstaking exactness with each detail clearly marked and meticulously positioned. In fact, his chart data was so reliable that the British Admiralty was still using some of it during World War II.

Since Cook's time, the only real change in the navigator's techniques has come from the use of electronic devices. Today, besides his charts and compass, a boatman can outfit his craft with electronic depth finders, radar sets to warn of any hazards unseen in storm and fog, and very elaborate radio equipment that can establish his position within a few yards on almost any well-traveled waterway on earth.

Since their boss was an avid yachtsman, everyone in the office chipped in to buy him a sextant for a birthday present. Henderson volunteered to make the purchase, and when he learned the marine supply store was out of stock, he phoned the local sporting goods store. When he burst out laughing and hung up, a co-worker asked what was so funny. "They transferred my call," Henderson explained, "and when I asked the woman who answered if they had a sextant, she said they had all kind of tents and what I did in them was my business."

"I finally snapped," the man said. "Last night while I was going over the bills, I discovered how much money my wife squanders and I hit the roof." "What did you do?" asked his friend. "I stormed into the bedroom and gave her a lecture on economy and thrift." "Did it help, asked the friend? I'll say, tomorrow we're selling my golf clubs and fishing equipment."

NOSPS JANUARY DINNER MEETING

Thanks to our own Sven Seljeseth, we will have an outstanding presentation at our January meeting. Our program will be Anne Brevig and Martin Vennesslan of British Columbia. Together they spent 9 years sailing 56,000 nautical miles around the world, visiting 76 Countries and Colonies. They were aboard their 40 foot French Sloop, "Norsiglar", meaning "Northern Sailor".

Be sure to attend our January Dinner Meeting in order to hear about this interesting and exciting 9 year adventure. Anne and Martin have published a book about this sensational experience, and will have copies for sale if anyone is interested.

Date: January 9, 2006

Time: Social Hour begins at 1730 (5:30), followed by our NOSPS meeting, dinner and this interesting program.

Place: Secret Garden Buffet, 1936 East First Street in Port Angeles.

WE HOPE TO SEE ALL OF YOU AT THE SECRET GARDEN BUFFET ON THE 9TH OF JANUARY.

ATTN: BOAT OWNERS OF 40 + FEET

If you r boat is of 40 or more feet, you may be interested in obtaining a larger NOSPS Burgee. Our regular Burgee is 12 X 18, and we sell them for \$20.00. We can order larger Burgées (16 X 24) and they will sell for \$25.00.

If you are interested in ordering the larger Burgee, please contact Joe Richerts, NOSPS Supply Officer and he will get them ordered

ADMINISTRATIVE OFFICER'S REPORT

Duke and Dodie Sparks

It was wonderful to see the Port Angeles Yacht Club filled with so many cheerful members for the December NOSPS Christmas Dinner Meeting. All 63 members seemed to enjoy the festive atmosphere, the visiting and camaraderie, the dinner, and listening to the "Vocal Unlimited" Choral Group from Port Angeles High School, directed by Jolene Gailey. Their presentation was wonderful and we commend PAHS, Mrs. Gailey, and the wonderful group of students.

We also commend the PAYC for their beautiful Christmas Tree and decorations.

Our attendance at meetings has been rising each month which shows that we members support the organization, are proud of our Squadron, and enjoy the socialization with each other.

We sincerely hope that all will attend the January meeting on the 9th, as our program regarding a 9 year sailing trip around the world aboard a 40 foot sailboat promises to be very interesting.

Thanks to Joe Richerts for volunteering for the position of Supply Officer. He will begin in January and will be responsible for our "NOSPS Store" among his other duties. As soon as Joe is able, he will let us know what items of NOSPS or USPS apparel and supplies will be available for purchase. It's a great way to help promote our intention to teach and promote Safe Boating. When you wear identifying apparel, people are apt to make a comment or ask about the apparel, and what better way is there to open the door to explain the USPS and NOSPS purpose, and encourage others to take the Basic Boating Class and learn more about safe boating.

Duke and Dodie hope everyone had a Merry Christmas and we wish all of you a very Happy, Peaceful and Healthy New Year. We look forward to the 2006-2007 year of NOSPS Involvement with all of you.

SKY WARN

WEATHER SPOTTER CLASS

Presented by: National Weather Service

Sponsored by:

Jefferson County Emergency Management

Wednesday, January 18 at the Gardiner Community Center, 980 Old Gardiner Road from 6:30 pm to 9:00 pm il jcdem@co.jefferson.wa.us or call 360.385.9368. Become a weather spotter
There is no charge for this class.

MAPTECH SEMINAR

The Maptech seminar will be taught on January 17th, from 1400 – 1600 hours in the small conference room at JWM. This seminar is currently fully booked with (7) signups. Attendees will learn how to download and work with digital charts as well as downloading waypoints and routes to their GPS. If you are interested in signing up for a future Maptech seminar, please send an email to calmseashelp.com or call Richard Michels at 360-681-4762.

For sale classic 1982 Honda Silver Wing with 3800 original miles, liquid cooled 500cc engine, shaft drive, full dress, U2, new chrome, clutch, battery, upholstery, new Jensen marine radio, also new tires. Asking \$2500 OBO. Call Roland Loner at 360 693 7595.



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, January 9th, 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 Anne Brevig and Martin Venneslan of British Columbia. Together they spent 9 years sailing 56,000 nautical miles around the world, visiting 76 Countries and Colonies. They were aboard their 40 foot French Sloop, "Norsiglar", meaning "Northern Sailor".

WE HOPE TO SEE ALL OF YOU AT THE SECRET GARDEN BUFFET ON THE 9TH OF JANUARY.

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

