



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 7

July 2005

Commander's Report Jim Jones

Another busy month! We "floated our boat" in the annual Sequim Irrigation Festival Parade on May 14th (see photo on page 11) – thanks much to member, Will Woods and his boat and truck! We featured Popeye and Olive Oil, Vessel Safety Check mascots and the National Safe Boating Week campaign. This campaign was "Proclaimed" officially by Sequim Mayor Walt Schubert, with our story and picture in the Peninsula Daily News. We also exhibited safe boating fliers and info on our VSC program and America's Boating Course at Wal-Mart, Safeway and Swain stores in PA and Sequim and QFC in Sequim the week of May 21-27. Thanks to members, Joel Magisos, Del Copeland, Bob Stearns, Mark Lewis, Carol Brown, Duke Sparks and Dodie Sparks for helping to work our "booth" Our publicity Chairman, Bob Stearns did a great job of getting these breaking stories into the local paper (PDN) which covers both Clallam and Jefferson Counties.

District 16 had their annual Educational Seminar in Des Moines, hosted by Poverty Bay Squadron. Mark Lewis attended as our SEO representative and Jan and I attended as squadron members. We learned that the Seamanship course is being revised by early 2006 and they gave us the new USPS GPS course on disc, which we have and now will work GPS into our up coming course schedule. They are also coming out with new Guides covering – "How to Buy a Boat", "Knots, Bends, Hitches", "Marine Radio", "Global Maritime Distress & Safety" and USPS is soon coming out with a "Paddle Smart" course, for Kayakers.

All of this adds value to our membership – including the USPS national discount on boat insurance and discounts on Dell computers and discounts at various marine supply stores!

Continued on page 11

Executive Officer's Report Tom Chandler

A Short History of the Squadron Part 3

In 1976, Bill Holloway and Bill Greene attended a meeting with Everett's Executive Board. The purpose was to request Port Angeles be granted the official status of a Division of Everett Squadron. Along with our request, a list was presented of 33 members of the P. A. group, which included 10 Seamen, 5 AP's, and 1 Navigator. The proposed bridge included:

Commander	William Greene
Executive Officer	Tom Beard
Education Officer	William Holloway
Secretary-Treasurer	Jack Williams

The request was approved and Floyd Day was named Liaison Officer with Port Angeles. The plan was that the P.A. group would function as a division of Everett for one year, at the end of which, consideration would be given to applying to District and National for a New Squadron Kit. Following this meeting with the Everett Executive Board, The Everett Commander was to notify the District Cdr. Dave Foley of the action taken and it was expected that the District Commander would notify the National Executive Officer V/C Harold Spoelstra, N

"SOMEONE BLEW IT". National was never informed about the Everett Division Status of the P. A. group, and as a result when P.A. in January 1977 requested a Squadron Kit (a preliminary step in the establishment of a new Squadron), the prior breakdown in procedure became readily apparent. It was found that the District had never endorsed our application. Squadron records contain no explanation for the failure of the District to process our application for a Squadron Kit. However, the documents do refer to a requirement of a starting membership of 35.

Needless to say, there was considerable disappointment within the Division over the failure to

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BRIDGE OFFICERS

Commander

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

Executive Officer

Tom Chandler, N 457-0684
433 Herrick Rd.
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

William & Gloria Sparks, P 681-4089
63 E. Nelson Rd.

Sequim, WA 98382

Secretary

Sydeny Copeland, S 681-8876
250 North St.
Sequim, WA 98382

Assistant Treasurer

Carol Brown, AP 582-0409
202 Kirner Road
Sequim, WA 98382

Treasurer

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

Past Commander

P/C Ron Jones, N 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 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. Jim Jones Phone: 360-582-9134.

Mail: 1363 Doe Run Rd., Sequim, WA 98382

Email: jajjones8@msn.com

Executive Committee

Del Copeland, S
Svein Seljeseth
P/C Ron Jones, N

Nominating Committee

P/C Ted Shanks, P
P/C Ron Jones, N
Bob Stearns, AP
P/C Hank David, P

Audit Committee

Joe Richerts, P
Gene Haugen, JN

Rules Committee

Peyton Greenough, AP
Bob Stearns, AP

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Joel Magisos, AP
Bob Stearns, AP

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"Open"

Cruise Planning

P/C Ted Shanks, P
Joel Magisos AP
P/C Peyton Greenough, AP
Duke Sparks, P

Public Relations

Bob Stearns, AP

Historian

"Open"

Education Committee

Richard Michels, AP SEO
P/C Peyton Greenough, AP ASEO
Mark Lewis, N Advanced Grades
P/C Ted Shanks, AP Electives
Judy Shanks, P Basic Boating
Linda Yaruss, P Youth Safety

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Gloria Fitzpatrick

Merit Mark Coordinator

P/C Ted Shanks, P

Operations Training

P/R/C Bob Brummett, SN

Planning Committee

P/C Paul Mowery, P
Robert Stearns, P
Mary Stearns, S
Duke Sparks, P
Dodie Sparks, P
Joel Magisos, AP

Port Captains

Sequim: P/C Ted Shanks, P
Port Angeles "Open"

Property Officer

"Open"

Radio/Technical Officer

P/C Hank David, P

Telephone

Carol Brown, AP

Safety Committee

"Open"

Straitlines Editor

P/C Ron Jones, N

Supply Officer

"Open"

Vessel Safety Checks

P/R/C Bob Brummett, SN
P/C Ted Shanks, P
Bob Thompson, P
P/C Ron Jones, N
Harvey Smith, JN

**MINUTES OF REGULAR MEETING
NORTH OLYMPIC SAIL & POWER SQUADRON
HELD AT THE SECRET GARDEN IN P.A.
JUNE 13, 2005**

Commander Jim Jones opened the meeting with several announcements. The Mandatory Boat Registration bill passed the Legislature. In the fall of 2005, the State will start promoting this and that in 2008 boaters will need to have passed a safe boating course to get the card that is needed to: be a boat operator. Our Public Safe Boating course is officially O K'd to get the card.

Jim, filling in for Richard Michels, announced that we are going to have a new Seamanship Course, and new GPS Seminar, and a Kayaking Course.

A motion was made, to be made part of the Standing Orders, that a \$10.00 discount certificate be given to new members to be applied to the first advanced course they take. It was duly seconded and unanimously passed.

A second motion was made, also to be made part of the Standing Orders, that a person who is a member in good standing of another power squadron and wishes to join ours as an associate member, be charged \$10.00 per year for said membership. It was duly seconded and passed unanimously

District 16 squadrons spent \$54,000.00 this spring for new educational equipment and our \$1,000.00 reimbursement will soon be in the checking account.

July 16 & 17 Ted and Judy Shanks will be teaching another Public Boating Class.

Before the meeting, the new power point set up was set up for "show and tell" but the old projector was going to be used for familiarities sake. The bulb was burned out and a new one was not to be had. This gave Bob Brummett an excellent chance to say "SEE" – as in always have a spare, a non electronic back up such as a pen, paper, map etc. Of course, Bob had to admit that a non electronic back up would not have worked in this case, but he said "See" again anyway. Point taken Bob. Bob had typed up transparencies for the explanations of the last two problems. The bulb was out; fortunately, he had brought his back up board. Tom Chandler won the first one and Jim Jones won the second. Ted Shanks won the 50-50 pot and gave all but 5 back!!

New members Dave and Christine Hill were introduced.

A very interesting film on the New Dungeness Light House was presented by Hal Gilmore.

Recorded by Sydney Copeland, Secretary

**MINUTES OF BOARD MEETING
NORTH OLYMPIC SAIL & POWER SQUADRON
At JOSHUA'S IN P.A.
JUNE 20, 2005**

The meeting was called to order by Commander Jim Jones. The minutes of the past meeting were approved.

Jim announced that we had gained 3-4 new students for the boating class thanks to the weekend Jim and various board members manned information tables at various stores. There may be an additional 4-5 that Ted knows of now. The next ABC class is July 16 & 17 at John Wayne Marina 10:00 a.m.

We currently have 73 paid members (9 of which are new). Talk it up, it only costs \$98.25 for a couple for a year's membership.

We need someone to take Safety Officer ; Chris Muir resigned. It was reported that there have been 36 Vessel Safety Checks so far this year. We do have a candidate for Co-op Charting. Bob Ketelsen has said he would be interested. Anyone else that is interested, please let Jim Jones know and a group can be formed.

Hank and Ann David are hanging burgies in their new store. The secretary moved that we give them one of ours. The motion was duly seconded and unanimously passed.

There will be a new roster passed out at the picnic as usual. It was suggested that the by-laws be included in the back of the booklet. The picnic will be September 10th at the Port Angeles Yacht Club.

Richard Michels presented the check he had received for our share of the matching funds for educational equipment to the treasurer. It is always nice to see promises come true. He is putting Bob Brummett up for the Chapman Award again this year. If anyone thinks of something additional Bob has done that we might not be aware of, please let Richard know. Hank David has promised to teach the 8 week boating course starting Sept. 17th. Ted Shanks said he would be unavailable to teach the Oct 15 & 16th ABC course. As of January 2006, all instructors must have gone through an instructor development course. Ron Jones suggested that Instructor Shirts for all instructors would be a nice incentive. Jim will research the shirt issue at Port Orchard this weekend.

Sponsoring Sea Scouts was brought up. Richard says he has two possible liaison people. National would like all squadrons to do this since it would bring in more new adult people also. Since our plates are already rather full, the discussion was tabled.

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July 2005 Navigation Exercise:

You are heading north for your annual extended summer cruise. You jot down the time of 13-21-06 as you pass Johnstone Reef buoy abeam to port and a time of 13-39-26 when Zero Rock light is abeam to port. The charted distance between the two points is 2.75 nautical miles. What is your boat's speed over the ground?

Your plotted course is the same as your GPS course and agrees with your compass course. The GPS indicated the same speed as you calculated. You can now relax a bit as your electronic "gear" appears to be working properly, at this time anyway.

Send your answer with all calculations to:

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

Solution for June Navigation Quiz

To obtain the compass bearing of Tide Point light you need to add the compass heading of the boat to the relative bearing of the light. For example. **000° compass heading of boat (CH).**
+355° relative bearing of light (RB).
355° compass bearing of light (CB).

045° compass heading of boat (CH).
+310° relative bearing of light (RB).
355° compass bearing of light (CB).

You continue this procedure for all compass headings:

CH	RB	CB	MB	Deviation
000° N	355°	355°	352°	3° W
045° NE	310°	355°	352°	3° W
090° E	265°	355°	352°	3° W
135° SE	220°	355°	352°	3° W
180° S	175°	355°	352°	3° W
225° SW	130°	355°	352°	3° W
270° W	085°	355°	352°	3° W
315° NW	040°	355°	352°	3° W

After you have all 8 compass bearings you determine the deviation by **T. V. M. D. C.**

T Not used.
V Not used.
M 352° From the chart.
D 3° W Calculated as the difference between M & C following the rule to add W or subtract E when going from true to compass.
C 355° Calculated by adding the relative bearing to the boat's compass heading.

It seems strange to have the same deviation at all compass headings of the boat because as the boat turns the center of magnetism of the boat moves around the compass and would cause both East and West deviation. Remember, your compass had no deviation before you started your boat repair job and it probably still has none. The most likely cause for this result is that when you replaced the compass you did not get the compass lubber line parallel to the boats lubber line. You need to remove the mounting screws, and rotate the compass case so that the compass indicates a heading 3° less than what it currently indicates and remount it in this position. Remember, the lubber line of the compass is attached to the case and moves around the stationary compass card as the boat changes direction. The compass card, the swings freely, is always aligned in the magnetic field where it is placed. It is the boat and the attached compass case that rotate around the compass card.

P/R/C Bob Brummett, SN

Have you had your FREE VESSEL SAFETY CHECK for 2005?

**If not what are you waiting for?
Contact any Vessel Safety Check Examiner listed on page 2 for an appointment.**

A Modern Boaters Blessing

May your outdrive be saved after hitting that rock.
May your bow be rebuilt after ramming the dock.
May you find your new watch that fell overboard.
May your neighbor quit stealing your slips power cord.
May Lysol mask that musty smell under your berth
May you someday owe less than the damn boat is worth.

The Beaufort Wind Force Scale

The Beaufort wind force scale is one of those simple things that seems to have always been around. We think we know what it is meant to tell us -- a simple numerical relationship to wind speed based on an observation of the effects of the wind. But read on!

Rear-Admiral, Sir Francis Beaufort, Knight Commander of the Bath, was born in Ireland in 1774. He entered the Royal Navy at the age of 13 and was a midshipman aboard the *Aquilon*. Beaufort is said to have had an illustrious career on the seas and by 1800 had risen to the rank of Commander. In the summer of 1805 Commander Beaufort was appointed to the command of the *Woolwich*, a 44 gun man-of-war. It was at this time that he devised his wind force scale. *An early surviving form the scale is replicated on page 9*. By 1838 the Beaufort wind force scale was made mandatory for log entries in all ships of the Royal Navy. Beaufort last served as Hydrographer to the Admiralty. He died in 1857 two years after his retirement.

In examining Beaufort's scale, it catches one's attention that the scale is a **force scale**. There is no mention of wind speed! Given the current applications of the scale and the fact that meteorologists are generally unfamiliar with sailing ships underway, it is easy to see that Beaufort's intentions in creating the scale may be mistaken. Beaufort's specification is essentially an association of a set of integers (0 to 12) with a description of the state and behavior of a "well-conditioned man-of-war." While the choice of numbers is quite arbitrary, as a sailor Beaufort apparently felt there were 13 levels of behavior that he could recognize in a man-of-war. Although he describes them in terms that may be vague to a modern sailor, his descriptions would certainly convey the full meaning of the force of the wind to men who shared years of sailing in ships with characteristics similar to the *Woolwich*.

The effect of the wind on an 18th-century fighting ship is at the heart of Beaufort's scale. Note that Beaufort intends that you look at the ship not at the wind! The scale was devised for a group of men who shared the same experience -- years of unremitting blockade of Europe in sailing ships which were all quite similar in characteristics. His

descriptions are couched in terms of the ship's characteristics under sail. The descriptions for Beaufort numbers 0 through 4 describe the wind in terms of the speed that it may propel the ship; those for 5 through 9 in terms of her mission and her sail carrying ability; and those for 10 through 12 in terms of her survival. So how then did Beaufort's wind force scale ever make the jump to a wind speed scale?

Special wind scales had been routinely suggested through the years but their lives were usually as short as mayflies'. What happened after 1838, when the Royal Navy made Beaufort's scale mandatory, helps to explain its incredible longevity. In one sense the story is a tale of the triumph of technology over rational thought. It begins with a couple of gadgets -- in 1837 Samuel Morse demonstrated the first practical telegraph and in 1846 T. R. Robinson invented the cup anemometer. Neither of these inventions would have saved Beaufort's scale, however, if it weren't for a catastrophe.

In 1854 the English and French were entrenched in fighting at Sevastopol. The fleets carrying almost all their winter supplies was struck by an intense, early winter storm on the morning of November 14. In 12 hours the English and French suffered losses (no less than 21 supply ships by the British alone) that exceed the most savage fleet action that had ever been fought. In response to the losses and with the hope that there might be some way to forecast future storms, the British Admiralty and the French Marine jointly sponsored a weather network -- the ancestor of the World Meteorological Organization -- to provide storm warnings. And here then is when Sir Beaufort's scale begins its protean growth.

Since the task of forecasting storms was commissioned partly by the Royal Navy for use by mariners and they had made the use of Beaufort numbers mandatory, it "naturally" developed that Beaufort numbers would be used for a meteorological purpose. At the same time, meteorologists of the time were excited about the possibilities of the new weather net and the deployment of anemometers everywhere. And how better to

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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	Cost	Contact
Squadron Boating	17 Sept 05	TBD	Marine Center	Nominal	Hank David
Seamanship	Fall 2005	TBD	TBD	\$29.00	Ted Shanks
Advanced Piloting	12 Jan 06	7-9PM	JWM	\$40.00	Mark Lewis
Navigation	Fall 2005	TBD	TBD	\$79.00	Mark Lewis
Engine Maintenance	Winter 2006	TBD	TBD	\$41.50	Ted Shanks
Marine Electronics	5 Oct 05	7-9PM	JWM	\$41.50	Ted Shanks
Weather	10 Jan 06	7-9PM	JWM	\$62.50	Ted Shanks
Cruise Planning	Winter 2006	TBD	TBD	\$41.50	Ted Shanks
Sailing	6 Sept 05	7-9PM	JWM	\$41.50	Ted Shanks

www.calmseas.org has been updated with the updated Standing Orders and has photos taken with the mayor/Jim Jones signing the Safe Boating Week paperwork. There is also an update on the mandatory boating legislation and new dates for the ABC course.

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WANTED !!

We need persons interested in helping with table decorations for dinner meetings.

Please call Duke and Dodie Sparks at 681-4089 if you are interested.

Continued from page 1
 approve and issue our Squadron Kit. In spite of this event the Education Program continued to progress. As of October 1977, we had completed six Boating Courses, four Seamanship, for AP Courses and one IT course, with JN just starting.

In the fall of 1977 we received word that our application for a new Squadron Kit was in the works. With that news we completed the required paperwork for National and applied for incorporation in the State of Washington. An organizational meeting was held in Port Angeles for the purpose of electing a new Bridge. The results are as follows:

- Commander - William Greene
- Exec Officer - Gary Bosanko
- Adm Officer - Pete Lochow
- Educ Officer - Bill Holloway
- Secretary - - - John Merscher
- Treasurer - - - Jack Williams

National was officially re-requested to issue a charter in the name of Port Angeles Power Squadron. The name "Straitlines" was adopted for our monthly bulletin and the first edition was dated April 1979. The by-laws were adopted and other officers in the Educational Department were named

On 11 November 1978 V/C James Bailey waved the requirement for initial membership of 35 and a Charter Party was scheduled for 13 April 1978 at the Dungeness Inn. Attending were 16 Squadron members and their wives, 21 USPS members from out of town and 40 guests. The charter was signed by 27 members at the monthly meeting 13 April 1978. The signers were:

- | | |
|---------------------|--------------------|
| Donald Anderson | Fredrick Baltzly |
| J.M. Barkley | Herbert L. Beebe |
| Gary Bosanko | William E. Bright |
| Joseph E. Collins | Robert W. Copeland |
| Darrel B. Davis | William R. Greene |
| Alien C. Hall | Edward C. Hill |
| William E. Holloway | James D. Jones |
| Gary D. Lange | Peter F. Lochow |
| Vernon V. Mantle | John H. Merscher |
| Robert C. McCormack | Carlton L. Nau |
| Paul E. Saxton | Larry A. Schuyler |
| Alien Steigerwald | Milton E. Troyer |

Charles W. Whidden John D. Williams

Membership Obligation - - Board policy established rules requiring that members must complete (and pass) Piloting or Seamanship or earn one Merit Mark within one full calendar year after the year in which he joined.

Awards - William Holloway, Honorary Membership, January 1981. Squadron, Prince Henry Award, May 1981 (Squadron having higher percent of membership passing advanced courses in the district.)

Next Month - Women's Activity

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

If you remember, last month you read the "Land-Lubbers Glossary - Nautical Terms for Her". This month we will continue with the "Skipper's Decalogue - or a Word to the Wives is Sufficient." According to the book, following these words will assure that you are a "First Rate First Mate."

1. I am the Skipper; thou shalt question not that which I do nor that which I say.
2. Thou shalt not expect me to be available for whatsoever hath not concern with boating, such as bridge, golf, movies, or car trips.
3. Thou shalt cease to expect fur coats, new furniture, rugs, and even more essential commodities, until the boating budget has a surplus ... if even never.
4. Thou shalt never question moneys spent on paint, chroming, canvas, equipment or anything pertaining to boating.
5. Thou shalt not expect thy Skipper to busy himself with mowing the lawn, plucking the weeds, repairing the house, nor any labor other than the maintenance of his boat.
6. Thou shalt prepare thyself to be a worthy mate aboard - to be a chef in the galley, a hostess in the lounge, and a deckhand on a cruise.
7. Thou shalt occupy uncomplainingly the hard bunk, I the soft one.
8. Thou shalt, before inviting guests aboard, beseech thy Skipper's permission, and invitest only those whom he approves; whereupon it becomes thy duty to see that they come aboard appropriately shod for treading on decks.

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code and telegraph this wealth of new wind information than Beaufort numbers!

Ah, but here the trouble begins. In central Europe a peasant who had never seen the ocean, let alone an 1805 man-of-war, observed 37 revolutions of his anemometer and, after looking up the equivalent in his conversion table, sent a Beaufort 7; his cohort in Kansas, who had never seen the ocean either, looked up the same 37 revolutions in his table and sent it as a Beaufort 5. The confusion only increased with the proliferation of more than 30 sets of wind speed equivalents by 1900 -- some disagreeing by more than 100 percent. It was no longer clear just what the old force scale meant (and few men survived who were competent to judge what the behavior of an 1805 man-of-war would be!).

In 1912 the International Commission for Weather Telegraphy sought some agreement on velocity equivalents for the Beaufort scale. A uniform set of equivalents was accepted in 1926 and revised slightly in 1946. By 1955, wind velocities in knots replaced Beaufort numbers on weather maps. But there were still a need for eyeball estimates by seamen to fill the gaps in the global observing network. Thus it became imperative to relate the seaman's guess logged in Beaufort numbers to the wind speed in knots. And so Beaufort's scale had transformed itself from a tool of the mariner to a means for the meteorologist!

Meteorologists set in motion the search to define a set of wind velocity equivalents for the Beaufort force numbers. That the numbers were ever used to transmit anemometer readings may well be one of those minor stories of history that has a much more significant affect than warranted. If 100 years ago there had been a way to extend weather observations across the oceans using only the science of meteorology, perhaps Admiral Beaufort's scale and numbers might have been buried long ago -- preferably at sea!

Get the complete story of the Beaufort Scale with photos at the following web site:

www.crh.noaa.gov/lot/webpage/beaufort/

Early Version of Beaufort Scale

0 Calm	Or insufficient to give steerage way.
1 Light Air	Or just sufficient to give steerage way.
2 Light Breeze	Or that in which a man-of-war with all sail set, and clean full would go in smooth water from.
3 Gentle Breeze	
4 Moderate Breeze	

5, 6, 7, 8, & 9

Or that to which a well-conditioned man-of-war could just carry in chase, full and by.

5 Fresh Breeze	Royals, & courses.
6 Strong Breeze	Single-reefed topsails and top-gal-sail.
7 Moderate Gale	Double-reefed topsails, jib & courses.
8 Fresh Gale	Treble-reefed topsails & courses.
9 Strong Gail	Close-reefed topsails & courses.
10 Whole Gail	Or that with which she could scarcely bear close-reefed main-topsail and reefed fore-sail.
11 Storm	Or that which would reduce her to storm staysails.
12 Hurricane	Or that which no canvas could withstand.

Learn more about the effect of wind and weather on your boating activities by enrolling in the USPS Elective Classes **Sail & Weather** that will be offered by NOSPS this Fall & Winter.

ARRL (American Radio Relay League) AND UNITED STATES POWER SQUADRONS JOIN FORCES IN EDUCATION

The ARRL and the United States Power Squadrons (USPS), a national boating and educational organization, will formally ratify a memorandum of understanding (MoU) on June 4. The MoU spells out areas where the two organizations can work together in educational activities of overlapping or mutual interest to their respective memberships.

"ARRL and USPS have long and distinguished histories, both dating back to 1914, but both organizations have their focus on the future," said ARRL CEO David Sumner, K1ZZ. "It is a pleasure to be working together." Sumner signed the MoU on behalf of the League, while Chief Commander G. Leslie Johnson signed for the USPS.

Among other things, the MoU calls for the League and USPS to assist each other in marketing, developing and promoting educational materials specific to the dual interests of the recreational boater and the Amateur Radio operator. In addition, the two organizations have agreed to collaborate in the development and distribution of promotional materials and to develop products to serve boaters who are also Amateur Radio licensees.

With a mission of promoting safe boating through education, USPS--"America's Boating Club"--has more than 50,000 members organized into 450 squadrons across the continental US, the Virgin Islands, Puerto Rico and Japan. Local squadrons offer public boating safety courses on a regular basis. Successfully completing a USPS boating course qualifies boaters to meet the educational requirement for boat licensing and operation in most states. It's also a requirement to become a local Power Squadron member.

Organized in 1914 as a non-profit boating organization, USPS is a world leader in speaking out for and promoting the needs of all recreational boaters. USPS teaches classes in seamanship and navigation to help our members improve their boating skills, confidence and performance on the water. In addition, through a cooperative

program with the US Coast Guard, squadron members conduct vessel safety checks to make sure boaters have all Coast Guard-required equipment aboard.

"This is a great way to introduce boating education to the thousands of ARRL members," said Don Stark, a ham radio operator and USPS member. "Many hams are also boaters and see the value of continuing boating education. The USPS advanced and elective courses are a natural for this kind of study."

Stark says USPS on-the-water events often are coordinated using Amateur Radio, so the match of boating and Amateur Radio operations is a good fit.

"It's also a great way to introduce boaters to Amateur Radio," said ARRL Media and Public Relations Manager Allen Pitts, W1AGP. "Time and again hams have shown that Amateur Radio gets emergency messages through when other systems fail or are overloaded. The ability to have such a resource on board would make any skipper safer and better able to render aid if needed."

A new Amateur Radio Learning Guide for boaters--a cooperative effort by USPS and ARRL--has just been released. The publication will be available from USPS and ARRL as well as through major book retailers. "This new publication is a great reference for anyone interested in ham radio operation, ashore or on the water," said Darrell Allison of USPS. He cited GPS, APRS, radar and marine electronics among the common interests between hams and boaters.

US Power Squadrons representatives were a part of ARRL EXPO 2005 at Dayton Hamvention in May. A copy of the MoU is available on the ARRL Web site:

www.arrl.org/FandES/field/mouARRLmouUSPS.pdf

The USPS/CPS Amateur Radio Net meets Saturdays, 1700 UTC, on 14.287 MHz. A once-a-month 10-meter net takes place on the first Saturday of each month at 1800 UTC on 28.357 MHz.

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9. Thou shalt jump when I say "Jump" and sit when I say "Sit"; thy summers thou shalt devote to my bidding, and thy winters to tolerating a basement filled with boating gear around which thy laundry shalt thou hang (since thou canst afford a dryer).

10. Thou shalt expound forever the joys of boating, whilst casting adoring glances at thy Skipper, never uttering the sacrifices that it doth involve; and if thou do all these things thou shall be my Dearest First Mate for all my days.

Signed: *Your Skipper*

How many women would now rather be the Skipper? Aren't we glad we weren't boating in 1947, when this Skipper was expounding his virtues?

Boating is an exciting, different way of life. It brings adventure, freedom from crowds, and little traffic. In the earlier days, it was the man's prerogative to make every last decision connected with **HIS** boat. But we have come a long way and a Skipper needs his mate and knows that the extras are important!

The remainder of my book, "How To Be A First-Rate First Mate", by Gloria Sloane begins with preparation before casting off, and presents many ideas and shortcuts in step-by-step instructions for practical, simplified methods to achieve a happy, safe trip aboard your boat. It was worth reading and I have sent thanks to my friend for finding it at a garage sale.

**Happy Boating from Duke's First-Mate,
Dodie**

**Continuation of Commander's Report
from page 1**

Remember we do not have a member's meeting in July or August, but we will start up again in September with a picnic - stay tuned to the Straitlines for information. Meanwhile as we approach the summer boating season, we are getting ready to go to the District 16 Rendezvous, June 24-26 in Port Orchard. We have 5 boats going and 2-3 members driving over. It will be a lot of fun and a good chance to get out on the water and use our boats.

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Duke and Dodie reported that the Secret Garden was making a place for our banner on its wall and will have the tables set up for us as they were the last meeting. They also said that they could set up a buffet in the room for special occasions (like Valentines Day) for an additional fee. They think we will have the picnic at the PA Yacht Club in September; The Secret Garden Oct. Nov. Jan. Feb. March. The P.A. Yacht Club for the Dec. party. And the Sequim Bay Yacht Club for Change of Watch in April.

Richard Michels thought it would be nice to see the 4th fireworks from the Bell Harbor Marina. He called to make reservations and was informed that those reservations went before 10:00 a.m. on January 1st. So, if you would like to spend the 4th at Bell Harbor next year, let Richard know and he will go over there in person (no phone calls) at 7:00 a.m. January 1, 2006.

Bob Stearns was absent but sent an e-mail with the following prices for advertisements: PDN - \$12.00 for a 2" column, Gazette \$11.25 for the same. KNOP - \$8.00 for a spot ad during the day. We decided we could probably afford a few ads, although Bob has been getting us excellent coverage with pictures recently.

Recorded by Sydney Copeland, Secretary



**Sequim Irrigation Festival Parade
NOSPS "floating our boat"**

NORTH OLYMPIC SAIL and POWER SQUADRON
Invites you to attend our next general meeting on September 12th
Details will be in the August Straitlines

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, N for an appointment.

North Olympic Sail and Power Squadron
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