



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 5

June 2005

Commander's Report Jim Jones

What a busy first month-after our Change of Watch! Thanks to everyone once again for helping with our meeting set up, membership, course instructors and vessel safety examiners, who I think have done over 33 boat inspections so far this year. Support and enthusiasm for the overall job that the Squadron does comes only by the work done by our members. This is an organization whose success depends on all members chipping in and doing their share during the year. However if you look around, you see the same people giving the support we talk about. We shouldn't rely on a few to carry all of the responsibility – if all members did one job, any job, during the year, we would lighten the load for everyone. Involvement by members is important to the success of the organization as a whole, but also to individual members, as it builds understanding of USPS and helps members to get to know each other as well.

Someone asked me the other day how USPS compares with other boating organizations. The United States Power Squadrons is the world's largest boating educational organization. We have over 450 squadrons and more than 60,000 members. Besides our public boating courses, we offer 11 advanced courses and several specialty seminars – all boating related; our Vessel Safety Check program is a community service that helps boaters meet state and federal safety standards. Think about it – it takes member involvement by every member to get the job done – for us all. **Get involved**-ask one of our Bridge members or a committee chair, what you can do to help out. Thanks, and let's get out on the water – safely!

Executive Officer's Report Tom Chandler

A Short History of the Squadron Part 2 THE EDUCATIONAL PROGRAM BEGINS

In response to the District 16 Education Officer's inquiry about the potential for a Boating Class, population, number of boats, etc., Carlton Nau, S, surveyed 20 people who had an interest in boating including Port Commissioners and employees, Port Angeles Yacht Club members and Coast Guard Officers stationed at Ediz Hook.

The results of Nau's survey indicated mixed results.

- | | |
|----------------------------------|-----|
| 1. Number of boats in the marina | 435 |
| 2. Pleasure craft portion | 253 |
| 3. Yacht Club membership | 150 |

Port and Yacht Club interviews indicated a need and desire for instructions of a broader and more advanced character than that provided in the USPS Basic Boating Course and the USCG Auxiliary's similar Basic Boating Course.

Not all was sweetness and light, however - - "AUXILIARY OPPOSITION" The year was 1972, the Coast Guard Auxiliary had just completed their Small Boat Handling Course at Peninsula College, with 85 students registered. The number passing the course is unknown but we do know their program as usual was highly successful. The Flotilla is very proud of their program and their accomplishments, as they have every right to be, but the prospect of a "Johnny Come Lately" Power Squadron unit arriving as a competitive factor was quite unpalatable, but definitely understandable.

Continued on page 8

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

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

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Joe Richerts, P
Gene Haugen, JN

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Bob Stearns, AP

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Joel Magisos, AP
Bob Stearns, AP

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"Open"

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

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Bob Stearns, AP

Historian

"Open"

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P/C Peyton Greenough, AP ASEO
Mark Lewis, JN 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

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"

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Radio/Technical Officer

Hank David, P

Telephone

Carol Brown, AP

Safety Committee

"Open"

Straitlines Editor

P/C Ron Jones, N

Supply Officer

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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
On May 12, 2005 OF
NORTH OLYMPIC SAIL AND POWER
SQUADRON**

Held at "The Secret Garden" Restaurant in Port Angeles

Commander Jim Jones opened the meeting with the flag salute. He welcomed Kenneth Wilcox and presented him with a 25 year pin. Ken has been a member of Power Squadrons here and California for the past 25 years. Ken and Lillian currently do not have a boat but have some good tales.

New Member, Rowland Lohner was duly inducted and welcomed.

Jim Jones made the following announcements: There will be a Public Boating Course put on by Ted and Judy Shanks at the John Wayne Marina May 28th and 29th. National Safe Boating Week is May 21 – 27. NOSPS will have tables at stores during the week manned by members (please call Jim and volunteer) who will pass out literature about safe boating, Power Squadron, boating classes available to the public (Safe Boating) and classes available to members.

We will be represented in the Irrigation Festival Parade by Will Woods with his boat and trailer.

The District 16 Rendezvous "La Fiesta Dos" will be held at Port Orchard June 24-26. Come prepared with Fiesta outfits and enjoy the barbeque Saturday night and the Pancake Feed Sunday morning

Ted has volunteered to be Cruise Master if he can garner some help. (He took the class and would be a fantastic cruise master). We have been invited to cruise with Sequim Bay Yacht Club in July. Contact Jim for details.

There will be a dinner meeting on the Second Monday in June at The Secret Garden – regular time. July and August will be off.

Jim stated that the Board had recommended that the Standing Orders be changed as follows:

1. Update the cost of educational courses to COST PLUS 25% PLUS \$10.00.
2. Make the raffle split 50/50.
3. Hold a regular dinner meeting in June.

Joel Magisos moved to adopt the three changes, Del Copeland seconded, and it was unanimously

approved.

Jim announced that Richard Michels and committee had purchased a Box Light Projector for \$900.00 and a Dell 2200 Computer for \$932.00, and had gotten them before the deadline for the \$1000.00 State donation deadline of May 20, 2005. This will allow us to have two classes going at the same time. Jim Fitzpatrick said that the Mandatory Boater Education Bill has been signed into law to take effect as of 2008 so we will, no doubt, be giving more boater education education courses.

Bob Brummett will give his quiz explanation at the next meeting, and Sven won the first 50/50 pot. Capt. Edward Ness C.M.M.S., a marine survey our for 35 years gave a very interesting talk.

Recorded by Sydney Copeland, Secretary

**MINUTES OF EXECUTIVE BOARD
MEETING
NORTH OLYMPIC SAIL AND POWER
SQUADRON
May 16, 2005**

Commander Jim Jones opened the meeting and described the float we had had in the Irrigation Festival. Jim and Jan, wearing their PFD's, rode in Will Wood's boat which was decorated from head to foot with Squadron banners, flags, even a Squadron blanket, with the two Popeye sandwich boards fixed so they could be seen from both sides. Popeye was the hit of the parade. Jim remarked that all kids, and even a number of adults, identify with Popeye. Thanks to Will for providing his boat and pickup. Jim is currently looking for new signs which include the word "Sail", as in North Olympic Sail and Power Squadron, as all of the ones we have are old and incorrect.

Immediate Past Commander Ron Jones announced we have had 33 Vessel Safety checks so far. Ted Shanks is in the lead with 14, although 4 are joint with Harvey Smith. Ron remarked we were getting close to the challenge number District 16 asked for.

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June 2005 Navigation Exercise:

You are on your way to James island where you are meeting friends later in the day. You are just south of Bird Rocks and have a good view of Tide Pt. Light on Cypress Island.

Last week you replaced 2 fir boards from under your compass with teak requiring the removal of the compass and then replacing it in the same spot, but on the new wood. Your compass had recently been adjusted to 0° deviation and you did not move any electronic equipment or other metal objects in the general area of the compass. All fasteners you used were bronze. Because of this, you believe you should not have changed the compass deviation.

Despite your great care in moving the compass, this seems like a great time to check to make sure your compass stilt has 0° deviation as you have a clear view of a charted object over 5 nautical miles away, the tidal current was slack, there is no wind and you have a 2 -hour wait before your friends are expected.

From your GPS fix you obtain a 010° True bearing to Tide Point Light and a variation of 18°E from your chart. The magnetic bearing is::

- T 010°
- V 18°E
- M 352°

You swing the boat while your spouse uses the peloris to obtain relative bearings on the light for each compass heading. Your teen age son keeps watch for any danger approaching your position.

You obtain the following data:

<i>Compass Heading</i>	<i>Relative Bearing</i>	<i>Compass Bearing</i>	<i>Magnetic Bearing</i>	<i>Deviation</i>
000° N	355°		352°	
045° NE	310°		352°	
090° E	265°		352°	
135° SE	220°		352°	
180° S	175°		352°	
225° SW	130°		352°	
270° N	085°		352°	
315° NW	040°		352°	

What is your compass deviation? After checking your math, you check your GPS plot and true and magnetic bearings and found no errors. In addition, not needed for a correct answer, what is the

next most likely problem and what could you do to correct it?

Send your answer with all calculations to:

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

Solution for May Navigation Quiz:

For starters this is a time, distance, speed problem so we start by writing the following formula down and fill in the information you know. Because your boat speed of 8.0 knots will be increased by 0.25 knots by the current your speed over the ground will be 8.25 knots.

$$60 \times D = S \times T \quad 60 \times 27.3 = 8.25 \times T$$

You multiply the two numbers next each other and divide the resulting number with the lone number on the other side of the equation to obtain the answer for the letter.

T = 198.545 minutes or 3 hours and 18.545 minutes. Therefore our estimated time of travel is 3 hours and 19 minutes.

1325 departure time at A "2".

319 calculated travel time.

1644 ETA (estimated time of arrival) would be the time you would tell your friend to meet you at Marrowstone Point.

Note, the time is 1644, not 1644 hours. By convention, the addition of the word hours is not needed. This is USPS policy (despite the new AP course material) nor is it the policy of "Bowditch" "The American Practical Navigator". "Bowditch" is generally considered to be the gold STANDARD for navigation. To me 1,644 hours is 68.5 days.

P/R/C Bob Brummett, SN

The Relationship Between Wave Steepness and Vessel Size by Troy Nicolini, Weather Forecast Office Eureka, California

The argument to change the criteria for **Small Craft Advisory for Hazardous Seas** is based on the assertion that wave steepness is preferable over wave height as an indicator of hazardous conditions for small craft. The difficulty lies in defining exactly what is a small craft and what constitutes hazardous conditions. The subjectivity of these two terms should not stop the National Weather Service from trying to improve the criteria for hazardous sea conditions in a way that is meaningful for the majority of craft using this product. Marine safety professionals were asked to first identify some common characteristics of small craft and second to correlate these characteristics with sea conditions that lead to hazardous conditions.

There is no legal definition of small craft but some general criteria have been proposed by Michael Carr, instructor at the Marine Institute of Technology & Graduate Studies. He suggests that a small craft is non self-bailing, non self-righting, potentially underpowered, and posses a relatively high center of gravity. These characteristics cause a craft to be particularly sensitive to the steepness of waves as shown by the following scenarios:

1. An open decked craft making headway directly into steep waves can be swamped by the wave crests breaking over the bow and/or by plunging the bow into the base of the wave after leaving the wave crest. Swamping frequently leads to capsize because of the loss of stability resulting from the boat being full of water.

2. An under powered craft making headway into steep waves can capsize by stalling out at the wave crest. When this happens, the craft can be pushed backwards into an end over end capsize known as pitch poling. Conversely, an adequately powered craft can become air born after leaving the crest of a steep wave and capsize in mid-air which causes the craft to land in the water upside down.

3. Any craft traveling in roughly the same direction as the waves tends to accelerate down the face of each overtaking wave. These accelerations can become great enough in steep waves to cause

the craft's bow to plunge into the base of the wave. When this happens, the craft may veer into a broadside orientation to the wave and capsize. This is known as broaching. Alternatively, when the bow plunges into the base of the wave, the craft can capsize end over end without veering. This is known as pitch poling (see 2 above). Both of these mechanisms are exacerbated by the high center of gravity typical of small craft.

4. A craft with a high center of gravity becomes progressively more unstable at severe angles of heel, leading ultimately to a point at which the buoyancy of the hull form actually induces capsize. Steep waves taken broadside can cause a craft to achieve this critical angle and result in capsize. It is important to note that the center of gravity of a craft tends to go up as the size of the craft goes down. This is because the weight of the occupants becomes proportionally greater for smaller craft, and unless they are laying in the bottom of the boat, their center of gravity is quite high.

5. Any craft, but particularly those with characteristics of small craft, can experience motion in steep waves that can cause occupants to fall overboard.

A small craft advisory is issued when sustained wind speed is in excess of 21 knots and / or seas are seven feet or grater.

NOSPS JUNE MEETING

Monday June 13th – Secret Garden Buffet

Join us for our regular monthly meeting – June 13th. . You don't want to miss this one!

- 1730 – Social Hour (BYOB)
- 1830 – Meeting and Buffet Supper
- 1900 – Program

The Secret Garden Buffet is located at 1936 E. First St, PA; it is in the Rite Aid, Joanne Fabric, Radio Shack parking lot, east of downtown PA.

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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
Seamanship	Fall 2005	TBD	TBD	\$29.00	Ted Shanks
Advanced Piloting	Winter 2006	TBD	TBD	\$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	October 5th	7-9pm	JWM	\$41.50	Ted Shanks
Weather	January 10th	TBD	TBD	\$62.50	Ted Shanks
Cruise Planning	Winter 2006	TBD	TBD	\$41.50	Ted Shanks
Sailing	Sept. 6th	TBD	TBD	\$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. Our next meeting is June 13th.

Continued from page 1

Their opposition was loud and clear even though many communities and the Coast Guard itself had found that cooperative competition resulted in better instruction and more successful Boating Courses.

Many attempts were made by the more enlightened members of both organizations to resolve our differences, but only in the last few years has any degree of success been achieved.

As a result of the recommendations of the six organizers mentioned the District decided to proceed with a Boating Class under the sponsorship of Everett Power Squadron. The first class was held at Port Angeles High School on 12 September 1972 with 35 students enrolled. It was determined that the Port Angeles group would function as a division of Everett Power Squadron until such time as Port Angeles had recruited about 35 members. Consideration would then be given to the formation of an actual Squadron in the Port Angeles - Sequim area.

Interest continued to develop, and in January 1973 a Seamanship class with 15 members was started. By the spring of 1974 three piloting, two Seamanship and one Advanced Piloting had been completed. Nine members took the first A.P. Course with all nine passing. They were Milt Troyer, Les Perkins, Fran Perkins, Darrel Davis, Larry Schuler, Tom Beard, Gary Bosanko, Theodore Serr, and John Hanson.

Bill Holloway and Bruce Hanson were coordinating the Education Program and Carl Nau served as Treasurer, all under the auspices of the Everett Power Squadron.

Also Bill Holloway was appointed Education Officer of the Everett Squadron, which gave him the authority to properly conduct an Educational Program in Port Angeles.

For two years, until 1976, the P. A. group conducted an education program without assistance from Everett. The reasons were partly because of complicated ferry travel and the annual rotation of Bridge Officers in Everett. All supplies and any contact our group had with District or National had to be

conducted thru Everett. Needless to say, coordination between Port Angeles and Everett was weak at best.

Next Month – A SQUADRON IS BORN

Boats - in or out of them, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular, and when you've done it there's always something else to do, and you can if you like,

Administrative Officer's Report Duke & Dodie Sparks

When we first began boating in this area, a good friend found a book at a Garage Sale that she thought Dodie couldn't live without. The Title is "**How To Be A First-Rate First Mate**", written by Gloria Sloane and Phyllis Coe.

Being the "dedicated" Captain's helper that I am, I could hardly wait to delve into it. Of course "Captain Duke" suggested that I read every word. When opening the cover, I came across an article written for a Florida newspaper in 1976 for the Miami International Boat Show. The Title: "Nautical Terms For Her – Land-Lubbers Glossary'." This delayed my introduction to my informative book. With my Captains' permission, I share this informative glossary with each and every one --- Captains or First Mates. Read and allow yourself to smile!

Adrift – what boaters do when they want to be alone, or starve.

Anchor – a device designed to bring up mud samples from the bottom.

Anchor Light – a small light designed to discharge the battery by morning.

Boatswain – official lover on the boat.

Bottom paint – What you get when the cockpit seats have just been painted.

Continued on page 9

Sequim Mayor Walt Schubert (seated) signed a proclamation proclaiming the week of May 21-27, 2005 as Safe Boating Week in Sequim. Standing (left to right) are Commodore Harvey Smith of the Sequim Bay Yacht Club, Commander Peter Raiswell of the USCG Auxiliary, and Commander Jim Jones of the North Olympic Sail and Power Squadron.

With Washington State ranked seventh highest in boating fatalities, the emphasis of the annual Safe Boating Campaign during National Safe Boating Week will be on wearing life jackets. Raiswell said that of the 43 who died in Washington waters, 32 were not wearing personal floatation devices.

At John Wayne Marina, child-size life jackets are available for loan to any that are in need, whether going out in a boat or walking the docks with parents. These are located in an outdoor display at the top of the boat ramp.

The North Olympic Sail and Power Squadron will also present a Public Boating Class on the final weekend, May 28th and 29th at John Wayne Marina and will provide free, non-enforcement boat safety inspections.

For information call 582-0253.



- Dead reckoning** – a course leading directly to a shallow or rocky area.
- Emergency mooring lines** – old ropes too rotten to use regularly but too good to throw away.
- Heaving line** – a rope used to hold onto while being sick.
- Life Preserver** – a smelly, mildewed life ring or cushion usually stowed in an inaccessible place under the lines, anchors and fishing gear.
- Port** – a fine wine always stowed on the left side of the boat.
- Rhumb line** – two or more crewmembers waiting for a drink.
- Sextant** – a device for detecting the nighttime activity of guests.
- Spring Line** – a rope purchased at the beginning of the boating season.
- Stern** – what the skipper is when you do something wrong.
- Swell** – a wave that is great.

See, times haven't changed much since the seventies. Hope you had a good laugh and that you are all safely prepared for the current boating season.

Tune in next month for "The Skipper's Decalogue" – or a "Word to the Wives is sufficient." Ladies – follow along to become a First Rate First Mate.

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Bow – a gesture from the helmsman as he crosses the finish line first.

Chart – a type of map, which shows exactly where you are aground. Some-times used to show you exactly where you are not.

News From NOSPS Webmaster

BIG NEWS! National has approved the new NOSPS website <http://www.calmseas.org>. There is now a plethora of information available to those adventurous enough to venture into the waters of calmseas. Among the information available on the website is the following:

Class schedules, planner, and prices — Links to National, District 16, and USCG District 13 — Information on the upcoming Bridge and general membership meetings — A picture gallery showing pictures of cruises and Change of Watch, including the USS Reagen — Twelve links to sites to check out local weather conditions — Tide Tables — Local Notices to Mariners for District 13 — Links to SBYC, PAYC, and RBAW — Customs bulletins and press releases — Safety alerts — Link to North Pacific Pilot Charts — Public boating classes and legislation — The NOSPS Standing Orders — The NOSPS membership roster — A printable float plan — Link to site which offers review questions for NOSPS courses.

Some of the above information is available only to NOSPS members. To gain access to those pages, you must first register by clicking on 'members only' and then click on 'register'. It is the mission of the website to provide a central location where members can navigate, in order to obtain all the information they need to safely enjoy local water activities. If you would like to see additional information made available on the website, please contact the webmaster by emailing calmseashelp@yahoo.com.

TRY IT, YOU'LL LIKE IT!

It was great seeing all of you that attended the May Dinner Meeting. We miss those of you who have not been attending. Remember, it takes all members to be active in order to have a successful squadron and accomplish our goals of promoting Safe Boating. — Duke and Dodie

Continued from page 3

An Educational Seminar focused on Power Squadron Education will be held June 11 at the Des Moines Yacht Club. Poverty Bay Squadron is sponsoring it.

Ted & Judy Shanks have rescheduled the Safe Boating course for May 28 & 29 at John Wayne Marina.

Dodie Sparks suggested again that the \$10.00 gift certificate to be used on the piloting course be put into the newcomers packet. Jim suggested that new members be given a list of committees and jobs and asked to sign up for one or more as a way to get them involved. Everyone agreed to both but no motions were made.

Standing Order change #4: A member of another Power Squadron seeking to gain an associate membership with NOSPS will be assessed \$10.00 per year. Said motion was made by Jim Jones and seconded by Dodie Sparks. It passed unanimously and will be brought up at the JUNE 13th MEETING at the Secret Garden.

Recorded by Sydney Copeland, Secretary

Now that Boating Season is starting, be sure that you are ready — have your **FREE VESSEL SAFETY CHECK NOW!**

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. Our next meeting is June 13th.

I-68

RBAW has received reports that the I-68 form now required for telephonic PIN small boat clearance, is reasonably easy to obtain in both Everett and Port Townsend. This is in addition to the Seattle information reported on the RBAW website.

Below are two e-mails received from boaters:

BOATER FROM EVERETT

We just obtained our I-68 registration documents at the Everett Customs office located on the eleventh floor (panoramic view of Navy base and harbor) of the Evertrust Building - 2707 Colby in downtown Everett. Commander Malang told us he is a staff of one at this point; he inspects marine landings about 25 hours a week, and issues documents in their office Tuesdays and Thursdays.

The Everett Customs phone number is (425) 259-0246, and an appointment is required to process the permit. They required the applicant's passport or birth certificate, three "passport" photos (which they attach to the application), and \$16 per person fee. In addition to us buying individual 2005 I-68 registrations, they suggested I purchase the \$25 permit so that boat can reenter in 2005 without visiting a customs station. \$57 total for the three permits.

BOATER FROM PORT TOWNSEND

If you live in the Port Townsend area thought you would like to know that you can get your I-68 in the local Customs office in the Post Office building in Port Townsend. They ask that you call (360-385-3777) for an appointment but other than that. you leave with \$57 less in your pocket but can get home without visiting a customs station. Originally we were told we had to go to Port Angeles so this was a real break.

**NORTH OLYMPIC SAIL and POWER SQUADRON
Invites you to attend our
June 13th Dinner Meeting at the Secret Garden Buffet**

Located at 1936 E. First St. in P.A. – in the Rite Aid, Joanne Fabrics Plaza.

MARK YOUR CALENDARS FOR

**1730 Reception and Social Hour
1830 Buffet Dinner
1900 Program
2030 Adjourn**

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
P/C Ronald T. Jones, N Editor
51 Horizon Hills Rd.
Sequim, WA. 98382

