



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 11

November 2005

Commander's Report Jim Jones, P

Our District's Fall Conference was held in Federal Way last weekend and North Olympic had 9 members in attendance! Besides yours truly, we had P/C Nancy Magisos AP, P/C Ron Jones SN, XO Tom Chandler SN, SEO Richard Michels AP, P/R/C Bob Brummett SN, treasurer Jan Jones P, Naomi Brummett S, and Norma Michels. Thank you all for being there for one of the better turn outs of members for this conference.

We all split up and attended different work shops on Operations, Weather, Coop -Charting, DB2000, and Membership. The Saturday night dinner featured our District's award ceremony for excellence during the 2004-2005 year. Bob Brummett receiving the District Chapman Award nomination for excellence in teaching boating and navigation skills over time. Bob is a Senior Navigator, meaning that he has taken all of the USPS courses and has taught and promoted many of them. Bob's monthly navigation problem is featured in each issue of the Straitlines and now is also featured in the District quarterly newsletter - Cardinal Points. Bob took a rather tall and heavy traveling trophy home with him and a trophy/award that he can keep as well. Bob will be District 16's nomination to USPS for the National Chapman Award, which will be made at the Annual USPS Meeting in Orlando, January 2006.

XO Tom Chandler also received his award/plaque for his Senior Navigator achievement, which is a hard earned honor! We should point out that Ron Jones and Mark Lewis just received notification that they have passed their SN just recently and will receive their awards at the Spring Conference in March, 2006. P/C Ted Shanks P, entered a teaching aid into the teaching aid judging and won a 2nd place ribbon out of a

Continued on page 8

Executive Officer's Report Tom Chandler, SN Painting the Bottom

Fiberglass is largely immune to the destructive effects of marine borers and this is one of its great advantages over wood. Many a wooden ship has been sent to the bottom by the teredo, the gribble, and the Spaeroma, or "putty bug." Fortunately, none of these fellows cares to chew fiberglass; but this does not mean that you can get away without antifouling. Marine algae, bryozoans like tube-worms, as well as barnacles, attach themselves to fiber-glass quite happily. Once attached, they grow into large colonies that accumulate shells and disfigure the hull streamlining to such an extent that fuel consumption, speed, and performance under sail are adversely affected.

The traditional method to prevent this is to protect the surface with a poison suspended in the bottom paint. This toxin slowly exfoliates or leaches its poison into the water environment, killing or discouraging the free-swimming larvae of these organisms. The thin paint film on the bottom is the vehicle that carries the suspended toxin; how well that film serves to repel fouling is a function of how well the paint sticks to the hull.

Many different compounds work as antifouling. The older ones contain a metallic toxicant such as copper or mercury. For many years now we have also seen paints containing an organo-tin antifoulant such as tri-butyl-tin fluoride (TBTF).

The organo-tin paints received a good reception and worked quite well for a long time but as of 2003 the use of tin based paint has been outlawed for boats less than 82 feet in length. TBT was very effective but the toxicant remained in the environment and affected non-targeted species.

There are two types of antifoulants suitable for fiber-glass — semi-soft or hard. The semi soft turn porous and allow the toxicants to

Continued on page 9

BRIDGE OFFICERS

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Sequim, WA 98382

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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

Executive Committee

Del Copeland, S
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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P/C Peyton Greenough, AP ASEO
Mark Lewis, SN Advanced Grades
P/C Ted Shanks, AP Electives
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P/C Ted Shanks, P
Bob Thompson, P
P/C Ron Jones, SN
Harvey Smith, JN

**MINUTES OF NORTH OLYMPIC SAIL AND POWER SQUADRON REGULAR MEETING
October 10, 2005 Secret Gardens Restaurant,
Port Angeles, WA**

Commander Jim Jones, P, opened the meeting with the flag salute. He welcomed members to get the newly updated NOSPS Handbook which Administrative Officers, Duke and Dodie Sparks, P, have recently completed. The Commander introduced our member, George Schoenfeldt and his wife, Ellen. Mr. Schoenfeldt was the guest speaker for the evening. Commander Jones, P, introduced and led the Pledge for new members Bill and Diane Head and Jim and Clarice Wright. All attending members joined in repeating the pledge.

Judy Coman, a Marine Surveyer, is seeking reinstatement of her membership in USPS and will then become a member of NOSPS.

P/C James MccCartney, JN. a member of NOSPS, will be honored at the District 16 Conference, Oct. 15, 2005, as a 25year member of USPS. He resides in Laguna Hills, CA.

SEO Richard Michels, AP, reported that the Seamanship, Sailing and Marine Electronics classes have begun. The ABC Boating Course will soon begin. Piloting, Advanced Piloting, Engine Maintenance, Weather and Cruise Planning will begin in 2006.

The Sequim Bay Yacht Club, Port Angeles Yacht Club and North Olympic are meeting this fall to plan the cruises for summer, 2006. The schedule will be decided by January, 2006. Commander Jones stated that Cruise Captains are needed. North Olympic has arranged for 10 slips at Bell Harbor Marina, July 4th, 2006. Interested members should contact Cruise Chm., Richard Michels, AP, if they would like to be on the waiting list.

Any member interested in joining the Port Angeles Yacht Club for the Christmas Parade of Lights should contact Commodore Hal Gilmour. PAYC.

Bob Ketelsen, P, is the Squadron Co-Op Charting Chairman. Any observed problems on any chart should be reported to Bob.

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Gilmour.

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District 16 Fall Conference is in Tacoma, Oct. 14, 15, 2005. Any member interested in attending should contact Commander Jones. District 16 issued a call for members to submit suggested designs for a district 16 flag . NOSPS has two members who each designed a flag. The decision will be announced at this conference.

P/C Peyton Greenough has designed and created a wooden stand to hold charts for any presentation by a member. It is a gift to NOSPS.

P/C Bob Brummett, SN, explained the October cruising problem as described in the Straitlines. The winner for October was Mark Lewis, N.

Guest Speaker George Schoenfeldt described the activities of the Port of Port Angeles.

The Raffle Drawing revealed Bill and Diane Head the winners of \$40.

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

**MINUTES OF EXECUTIVE BOARD MEETING
NORTH OLYMPIC SAIL AND POWER
SQUADRON**

**October 17, 2005, at Jean's Deli
Sequim, Washington**

Seven members were in attendance. Commander Jim Jones, P, reported that NOSPS had nine members that attended the District 16 Fall Conference , sponsored by the Tacoma Power Squadron, October 14, 15, 2005. Members of NOSPS attended various breakout meetings scheduled during that day and reported their findings to the Board. It was announced that P/R/C Bob Brummett, SN, was the District winner of the Chapman Education Award. His application will be sent to USPS to be considered for the National Education Award. NOSPS entered Executive Officer Tom Chandler's suggested design for the District 16 flag Contest. P/C Ted Shanks, P, and P/R/C Bob

Continued on page 5

November 2005 Navigation Exercise:

You spent last night "on the hook" in Gillies Bay on Texada Island and are on your way to Nanaimo. While crossing the Strait of Georgia you notice that your GPS generated magnetic course over the ground does not agree with your compass heading. You see the light FI 12 Sec 68 ft (U) on Flora Island ahead to starboard, When it is abeam to starboard (relative bearing (090°) you slow your boat and turn it to the light and get a compass bearing of 256°. After making a simple calculation on your note pad you resume your original compass course and pick up speed, satisfied that your compass is working properly and the discrepancy between the compass and GPS was probably due to a cross current. Your compass has no deviation. What is your original and current compass course?

Send your answer with all calculations to:

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

CHAPMAN AWARD NOMINEE

Congratulations to Bob Brummett, who has won this year's D16 nomination for the Chapman Award. "The Charles F. Chapman Award for Excellence in Teaching recognizes outstanding USPS instructors. Every year, each squadron can nominate one outstanding instructor to its district. Then, District Educational Officers form a committee to select one nominee within their district for national judging. At the national level, the Chapman Selection Group of the Instructor Development Committee chooses the five winners who represent the organization's most effective volunteer instructors.

Way to go Bob!!

Also congratulations to Mark Lewis and Ron Jones for completing all of the requirements for the Advanced Grade of Senior Navigator.

Way to go Mark & Ron.

WANTED

NOSPS Safety Officer

Contact Tom Chandler, SN to apply for this important position.

Solution for October Navigation Quiz

The October exercise allowed you to practice using your GPS to check your compass deviation. Your GPS generated magnetic bearing to the lighthouse was 136° and the compass bearing generated by your boats compass was 138°. This is a compass problem so the first thing we do is write down T,V,M,D and C vertically and fill in the information we have.

- T 154°** True bearing generated by your GPS and given in the problem.
- V 18°** E Not needed. Calculated by apply applying +W and -E to difference between T and M.
- M 136°** Magnetic bearing generated by your GPS.
- D 02°W** Calculated by the difference between M and C and applying +W and-E.
- C 138°** Compass bearing generated by your boat's compass.

In this story, the variation agrees with that on the charts. However, I did the same exercise at home with my hand, held GPS and got a variation of 20°E. The local charts of my area give a variation of 18°E. I do not know how the GPS gets the information about what the local variation is. If it is stored in memory, the variation in this location at the time I bought this GPS was about 20° E, suggests we need to be very careful when we use a GPS generated magnetic bearing. I hope someone will be able to find out how GPS units get variation data and will let me know.

Our new wonderful electronic gadgets continue to amaze me. However they still seem to go on the BLINK as often as they ever did. I hope you all remember when the overhead projector failed just when needed at our monthly meeting a few months ago. It now seems that the electronic scanner used to read the monthly exercise into digital format does not recognize a capital D such as that found in Dog or 60 X D = S X T. Sorry about the confusion. I hope we all learn a lesson.

P/R/C Bob Brummett, SN

Continued from page 3

Brummett, SN, won awards in the Educational Aids Contest. It was announced that USPS will increase the 2007 dues by \$1.80. The District 16 Spring Conference will be March 17, 2006, at Lake Chelan.

P/C Ron Jones, SN, reported that 37 vessel safety checks have been completed this year. The goal for next year is checks to equal 50% of the squadron membership.

Public Relations Chm. Bob Stearns, AP, reported that the PDN, Sequim Gazette, and local radio station are advertising the ABC Boating Course. He received a letter from Dona Wolfe of the Washington State Safe Boating explaining that currently there is no money to help with advertising the beginning boating classes. She will contact the DEO when she has more information.

Cooperative Charting Chm. Bob Ketelsen, P, will report information at every regular meeting and plan a Cooperative Charting Program for one meeting in the new year.

SEO Richard Michels, AP, reported that he attended the Membership Retention meeting held during the conference but did not acquire any helpful information. He was also disappointed that the Educational Aids were displayed wrong and awarded for the wrong classes. He felt that the District needed to communicate more thoroughly with the Squadron Commanders so our membership could attend the conferences and personally receive their awards. Richard reported that the ABC class has 20 students signed up, Seamanship has 10 students, Marine Electronics has 8 students, Navigation, 1, and Sail is proceeding with 5 students. The SEO described NOSPS's situation concerning their laptop computers. The older IBM is unable to use the discs that are provided for the classes. Another Compaq laptop has become available for \$550. It is two years old and has additions that would be helpful to NOSPS. Ron Jones moved that the Compaq be purchased and the IBM be sold along with other

equipment that is not needed for the classes. The motion made, seconded, and passed. Richard will be responsible for making the change.

Administrative Officers, Duke and Dodie Sparks, S, said that 43 members attended the Oct. dinner meeting. The owner of the Victoria Express and the PA Bay Taxi service will be the November dinner speaker. A high school singing group, Vocal Unlimited, will perform for the Dec. Christmas meeting. It was moved, seconded and passed to pay the group \$50 for their performance.

NOSPS membership stands at 82 active members . Thirteen new members have joined since Jan. Forty-seven members dropped their membership this year. Commander Jim will send a letter to the past members explaining the new updated courses.

P/C Gene Haugen, JN, will mail rosters to the members who did not receive one at the Oct. meeting.

Cruising Chm. Richard Michels received a cruise survey response from 10 people at the general meeting..

The meeting was adjourned.

Acting Secretary, P/C Nancy Magisos, AP

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.

BIRTHDAY CORNER

Gloria Fitzpatrick —	11/10
Charlie Brown ——	11/14
Ron Jones _____	11/16
David Hill _____	11/21
Mark Lewis _____	11/22
Ted Shanks _____	11/22
Naomi Brummett _____	11/30
Sandy Jones _____	11/30

Waypoint Electronics



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NOSPS COURSE PLANNER

Course	Dates	Time	Location	Cost	Contact
Squadron Boating	5 Feb. 06	TBD	Marine Center	\$43.00	Hank David
Seamanship	6 Oct. 05	TBD	Edward Jones	\$31.00	Ted Shanks
Advanced Piloting	12 Jan 06	7-9PM	JWM	\$60.00	Mark Lewis
Navigation	Fall 2005	TBD	JWM	\$86.00	Mark Lewis
Engine Maintenance	Winter 2006	TBD	TBD	\$45.00	Ted Shanks
Marine Electronics	5 Oct 05	7-9PM	JWM	\$45.00	Ted Shanks
Weather	10 Jan 06	7-9PM	JWM	\$65.00	Ted Shanks
Cruise Planning	Winter 2006	TBD	TBD	\$45.00	Ted Shanks
Sailing	6 Sept 05	7-9PM	JWM	\$45.00	Ted Shanks

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.

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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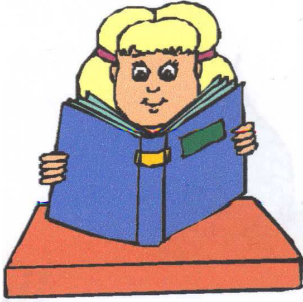
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WANTED !!

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.



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joemarion@aol.com

CRUISE COMMITTEE

The poll taken at October's General Membership Meeting was very successful. Members who responded suggested the following destinations for the 2006 cruise season: Princess Louisa Sound, Gulf Islands, Victoria/Sydney, South Sound, and LaConner. One responder wanted us to come up with some new destinations that haven't been visited previously. Kudos to all those members, who responded to the survey. The Cruise Committee will now begin to put together the cruise schedule and as results are developed, they will be published in the *Straitlines* and will appear under the *cruises* link on www.calmseas.org. Stay tuned for further developments.

Cdr. Report Continued from page 1

dozen different teaching aids in several categories.

All Power Squadron members are invited to these District Conferences and of course the District Rendezvous. Meeting members of other squadrons gives us opportunity to learn from them – how they might teach a course or what they do for their monthly meetings, or about their cruises. District officers are there to support the squadrons, so getting to know them as a resource can help us as well. Have a great November and Happy Thanksgiving! Cdr, Jim Jones, P

Administrative Officer's Report Duke and Dodie Sparks

It was great to see so many members at the October NOSPS meeting. Our tables were filled, and we think everyone enjoyed the meeting, Halloween décor, dinner and speaker. Our Program was an informative talk given by George Schoenfeldt, a NOSPS member and Dispatcher for the Longshoremen ILWU, Local 27, in Port Angeles. He brought us up to date on the workings and future plans of the Port of Port Angeles. George is a candidate for Port Commissioner.

Now that the cruising season is winding down, we hope to see each of you at our next meeting, November 14th at the Secret Garden Buffet. Our speaker will be Jack Harmon, or one of his staff, who will address the job of providing Water Taxi Service from shore to the large ships anchored in the various bays of the Puget Sound, including Port Angeles. Mr. Harmon is a former Ship Pilot and currently is the owner of Arrow Launch Water Taxi Service and the Victoria Express Taxi Service to Victoria, BC. This topic should be interesting; as we all have observed the "Taxi Boats" going to and from the large ships in Port Angeles Harbor. We have often wondered just exactly why they go back and forth, whom they serve, and why. Don't miss this informative talk.

There are still several committees and squadron positions that are seeking members. If you are interested in getting more involved, please contact one of the Bridge Officers or Committee Chairmen to find out more about the committee you would like to join. Please DON'T wait to be asked, as it is difficult to know your area of interest or expertise. Any and all members are more than welcome to share their ideas and talents, leg work, interest, etc.! Yes, we need you! Would you be interested in helping sell items, such as Burgees, Patches, Pins, Hats, or more from the NOSPS Store at the meetings? Are you interested in possibly having NOSPS or USPS shirts, sweatshirts, etc. available for purchase? If so, please let Duke or Dodie know that you would be willing to help. How about ideas for table decorations? If that is your interest, please lend us a hand.

NOSPS committees are listed on the second page of the *Straitlines*. Read through them and decide how and where you could lend a hand. It will be greatly appreciated and all committees can always use more help.

Hope to see all of you at the November 14th meeting.

XO's Report Continued from page 1
work gradually toward the surface at a controlled rate. The binder of the hard antifoulants holds much more tenaciously than the binder of the soft ones

Vinyl-base antifouling paints are now widely in use, but like lacquer, vinyl needs a harsh solvent to keep pigment in suspension and there is a risk that it will lift off old non-vinyl paint that may be on the hull. Vinyl-on-vinyl will usually be compatible, but if there is any doubt, try a test patch in an inconspicuous place. If the paint does not wrinkle or lift off, the formulas will work together. The vehicle of vinyl paint is very long lasting, and sometimes paint will look good to the eye after a season's use. Don't be tempted to go another season, because the binder may look good but the toxins will have become exhausted and the antifouling effect will certainly be marginal. Make it a practice to renew bottom paint in accordance with custom in your port or in line with the manufacturer's recommendations.

Always remove old loose paint, dirt, grease and marine growth with a power washer, brush or scraper before beginning to paint. Sand with 80 grit paper without damaging the gelcoat of the hull

If there is heavy fouling in your boating area, it may be worthwhile to put on two coats of antifouling. This more than doubles the protection. Don't sand between coats; rely instead on good brushwork to keep the bottom smooth. It is preferable to use a wide brush to get the job over with as soon as possible and not spend more time than necessary under the hull. The toxins in the paint are metallic flakes, which will sink to the bottom of the can. Stir the paint constantly so they do not sink and thin out the mixture.

If radio ground plates or sacrificial zincs are painted over they will be ineffective, so be careful not to do so. Be sure the barrier coating is dried and thick before applying cuprous oxide paints to iron and steel underwater fittings or there will be galvanic corrosion. Intake screens must not be painted heavily enough to block the passage holes or slits which allow cooling water

to enter; at the same time, through-hull fittings, intakes and out-lets for sinks, engine cooling, and pump discharges are a favorite place for barnacles and algae to collect. Two barnacles can plug a drain or lower cooling water inlet sufficiently to overheat an engine dangerously. Wrap a cloth around a dowel stick and get some antifouling into these fittings.

Never thin antifouling paint. Just the opposite of topside paint—the thicker it goes on, the better. Do not go clear to the boot top when painting but stop about 1/2 inch short. After the bottom is finished, go back with a flexible, large, well-shaped brush and cut in the bottom to the waterline. Masking tape can be used to keep a straight line, though it is the devil itself to get on straight. Be sure to pull off the tape before the paint has set.

CRUISES - 2006

There is an effort underway to join forces with the Sequim Bay Yacht Club and Port Angeles Yacht Club to organize cruises for 2006. At the October General Membership meeting a form will be distributed asking you for your cruise preferences. These preferences will include length of cruise, cruise destination, and cruise theme. It would be very helpful if you could spend some time thinking about your cruising objectives, so the cruise committee can get some good input at the next meeting. This is your organization and the cruising committee would like to do everything possible to accommodate your cruising desires.



**P/C Hank David, P
Instructing the Marine Electronics Class**

NORTH OLYMPIC SAIL and POWER SQUADRON

**Invites you to attend our next general meeting on November 14th
From 1730 to 1900 at the Secret Garden 1936 East First Street in Port Angeles
Social Hour will begin at 1730 (5:30). After our regular monthly meeting, we will have a buffet
dinner at approximately 1830 (6:30) followed by our Program Speaker.**

Jack Harmon, owner of Arrow Launch Water Taxi Service and the Victoria Express, will be our speaker. He will address the job of providing Taxi Service from shore to large ships anchored in the various bays and harbors of the Puget Sound, including Port Angeles. We are sure that you will be interested in his presentation. Hope to see you there.

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, SN Editor
51 Horizon Hills Rd.
Sequim, WA. 98382

