

BELLVIEWS

The Monthly News Magazine of the
Bellevue Sail and Power Squadron
April 2005, Vol. 43 No. 09

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New New Meeting Place for Executive Committee

The Executive Committee will meet in the library at Bellevue High School on 30 March 2005. After the meeting, many of the members go out for coffee and ice cream sundaes. Please join us.

The Executive Committee meets on the last Wednesday of each month (except for June, July, and December) at 19:00 and the meetings are open to all members of the squadron. This is the place where the real business of the squadron is conducted.

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Monthly Dinner Meeting – 6 April 2005
Auction Fund Raiser
Pasta Feast

The cost of this *special* monthly dinner is **\$13**, including carafes of wine on each table.

Reservations (or cancellations of permanent reservations) are **still** required and need to be confirmed **before Noon Saturday** prior to the dinner meeting. **Please bring friends (with money)**. Make your reservations (or cancellations) with:

Catherine Keating
206-275-4493, *catherinek@bbxpress.net*

- √ There are **NO** extra meals. Do not expect to dine if you have not made a reservation.
- √ People with reservations who don't cancel by Saturday will be billed for their meals.
- √ **Get on the permanent reservation list and avoid the hassle of phoning each month. Tell Catherine, "Put us on the List."**
- √ We accept Visa and MasterCard, as well as cash and local checks. The check-in table closes at 1900; no late arrivals, please.

Location & Time

Meydenbauer Bay Yacht Club, 9927 Meydenbauer Way SE, Bellevue. The Silent Auction and social hour start at 18:00. Dinner is served at 1900, followed by the Live Auction at 19:30. *Guests are very welcome.*

Dress Code

The Auction is a time for **NO UNIFORMS**. The dress code for the auction is "Yacht Club Casual" In the past, we had many members in colorful tropical shirts. "Funny hats will be tolerated," sez the Admin Officer.

Program– "Auction"

When checking in, get your auction paddle number. During the Social Hour, the silent auction will have three different closing times. Write down your paddle number with your price on the silent auction form for those items you treasure. Remember to return often to make sure that you have the high bid. The live auction, called by Mark Stevens, will take place after dinner. Bid often and bid high to impress the rest of us.

From the Commander

Commander Jean Miller, AP



The smaller granddaughter, Chloe, was sitting on my lap as we worked one of the word search puzzles on www.usps4kids.org. We were looking for different kinds of boats spelled backwards, forwards, diagonally, and up and down on one of those letter matrixes. The words included canoe, tug, sail, house, cruiser, jon, kayak, yacht, trawler, sloop and pontoon. I was not doing well. Chloe, marginally seven, was having me for lunch.

“Grandma, look! I just found ‘pontoon’! And it was spelled backwards!”

“Quiet, sweetie,” I said irritably. “Grandma is looking for ‘tug’.” She glanced at me sideways, made a quick assessment of my abilities, and then decided she loved me anyway. We sat companionably, leaving little smeary trails as we moved our fingertips across Bob’s computer screen, trying to find more words on the list. Then her kitten curiosity perked up.

“Grandma, what’s a pontoon boat? And what’s a ‘jon’ boat?” She watched me with alert interest as I fumbled futilely for an explanation, cursing the East Coast residents who had created the puzzle.

“Ah, well, I don’t know what a ‘jon’ boat is, but a pontoon boat floats on ...er, pontoons, which are rubber things, I think...Bob, can you help us out here?” I sought a bailout from the Prince of Frowns, sometimes called (only in the most loving way, of course) Mr. Science by members of his immediate family. Unfortunately, he and the older granddaughter, “the Princess,” were upstairs, happily mucking out the house network router and wifi system.

“Um...” I finished lamely. Chloe efficiently nailed the word “trawler,” earning another round of tinny sounding little cheers from the game, and then turned her sweet understanding gaze on me.

“Grandma,” she said kindly, “you may not know much about boats, but you really like ‘em, don’t you? And that’s all that matters.” I could only nod humbly.

And she was right. I really like boats and I kinda feel that they sense that, and like me in return. If you also have a special relationship with a certain boat, or would like to have one in your life, please come to our dinner meetings and we’ll talk... about boats. The only rule is to share time; after we talk about your boat (or the one you want,) we talk about mine, okay? Just call the pleasant-voiced Catherine Keating mentioned on page 2 of **BELLVIEWS**, and make a reservation.

If you want to have a very good time, come to the squadron auction on April 6. The beauty of attending the auction is that you don’t have to buy anything, just come to observe the antics.

You will see: a) the Prince turn his most exasperated gaze on me as I excitedly bid for that large, mysterious greasy gadget which some retired Boeing guy dug out of

(Continued on page 21)

Pasta Feed and Auction

6 April 2005

Partial List of Auction Items

- ✓ **Overnight in the harbor view Crows Nest suite of the Anchorage Inn B&B in Coupeville, \$150 value.**
- ✓ **Haul-out and Power Wash up to \$225, donated by Mercer Marine.**
- ✓ **Two nights lodging at Alderbrook Resort and Spa, with moorage, \$500 value.**
- ✓ **Five nights lodging at Torres Mazatlan, space available outside of Feb 1-April 17, July 10-31, Aug 1-13, and holiday periods, \$900 value donated by Vacation Internationale.**
- ✓ **Wine Basket of special Santa Cruz, CA, wines, personally selected by our Commander.**
- ✓ **Ten hours of Computer and Networking Consulting and \$250 of Microsoft products from Bob Miller**
- ✓ **High-power WiFi card and antenna and 100 days of high-speed internet service in many marinas, donated by Broadband Xpress.**
- ✓ **Private tour through a large aircraft company's wide body airplane assembly facility.**
- ✓ **\$250 of boating-related labor, provided by Seattle Yacht Service.**
- ✓ **Coastal Explorer navigation software, signed by the author (and owner), donated by Rose Point Systems.**

Sea Belles Corner

President Laurel J. Redecker, AP



Our revised slate of nominees was voted in unanimously at the March 2nd dinner meeting. Barbara Burdick had announced at our February Board Meeting that she couldn't accept the nomination for Sea Belles President, due to her nomination to a Bridge position for District 16. The Nominating Committee came up with the following revised slate of officers:

President	Karl Lang
Vice President	Dorthea Varney
Secretary	Barbara Burdick
Treasurer	Pat Dorratcague
Membership	Laurel Redecker

Executive Committee:	Laurel Redecker Lucy Worl John Worl
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Nominating Committee:	Dortha Lang Kym Terwilliger Thomas Shepard
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Congratulations to all. It will be a good year!

Our Change of Watch is scheduled for Thursday, 26 May 2005, at the Bellevue Ramada Inn. Please save the date. We hope you'll all join us. More details will be in the May **BELLVIEWS**.

We will be presenting the squadron with a gift of two Infocus projectors this year, due to our very successful fund-raisers. We launched our Fuel and Oil-absorbent Cloths Fund-raiser at the March dinner meeting. We will have them available at the 22-24 April Boating Safety Rendezvous with Agate Pass Squadron at Browns-ville Marina, as well as at subsequent dinner meetings. Price: Bag of 6/\$5.00; Two bags for \$8.00.

Marion Cartwright is still taking orders for *By Land or By Sea*, the cookbook put together by the National Auxiliary Advisory Committee. It sells for \$25.00. If interested, contact Marion Cartwright at 360-588-0127.

Our next Board Meeting will be Saturday, April 16th, at the home of Dorthea and Mark Varney. I will e-mail driving instructions to Sea Belle members. Everyone is welcome. If you'd like to attend, call me at 425-427-8058 or the Varneys at 425-277-8824. ❖

Support your Squadron at the Auction

Rendezvous Calendar for 2005

- April 23-25 **Joint Rendezvous with Agate Pass PS.**
Brownsville Marina. First joint rendezvous with this squadron, focus is on boating safety. BSPS Host: Sally Stuart.
- May 21-22 **Anacortes Waterfront Festival**
Cap Sante Marina, Anacortes. Official season opener for BSPS. Hosts: Jean and Bob Miller
- June 24-26 **La Fiesta II, District 16 Gathering**
Port Orchard Marina. Large rendezvous of 50-80 boats, Mexican theme, swap meet, lots of activities.
- July 8-10 **Salmon Bake**
Brownsville Marina. This is the big squadron event, normally held in June. Lots of fun, lots of boaters, lots of luscious plank-baked salmon. Hosts: Chris Brown and Co.
- July 30-Aug 1 **NorBell Joint Rendezvous with Norvan**
Maple Bay, BC. Meet up with our friends from North Vancouver, share in a great potluck and a BBQ and sweet desserts. Co-Host: Mike Heinrich.
- Aug 2-7 **Cruise Through BC Gulf Islands**
New this year. This is an informal cruise starting with the NorBell Joint Rendezvous and ending at Otter Bay on North Pender Island. Host: *perhaps you?*
- Aug 13-14 **Trailer Boat Anchor-out at Spencer Spit State Park**
New this year. Launch your boat at Washington Park in Anacortes and motor over to Spencer Spit on Lopez Island for a hang-out. Use the park facilities for camping or camp out on your boat. Hosts: Diane and Mike Heinrich.
- September xx **Steak Fry**
This traditional BBQ is being revamped this year. Stay tuned for more information in the September **BELLVIEWS**.
- Sept 11-17 **Nor'westing 2005. National Cruise**
FULL. A cruise through the San Juan Islands and Victoria sponsored by D16 for attendees of the Fall Governing Board meeting.
- Oct 8-9 **Soup Pot**
Port Orchard Marina. Finish the boating season with a soup and chili cook-off. Hosts: Dortha and Karl Lang.

Boating Activities Committee Report

Lt/C Sally N. Stuart, AP, Administrative Officer

The squadron's Boating Activities committee, ably chaired by Lt. Mike L. Heinrich, P, has developed the rendezvous calendar for this boating year. We have a couple of new rendezvous, including one oriented towards small boats and trailer boats in August, and are participating in a joint rendezvous with Agate Pass Power Squadron in April (see page 10 for more details on this one). Details on each rendezvous are published in **BELLYVIEWS** a couple of months before the date.

Attending rendezvous is a great way to meet and socialize with your fellow members. For newer members and new boaters, these weekend functions are an excellent way to build confidence in boating and to go to some new destinations. Having people you know (or will get to know quickly) to catch your lines and to assist docking at the rendezvous helps reduce that dreaded "docking fear." Also, more experienced boaters will travel with you as you navigate, perhaps for the first time, the lovely waters in Puget Sound. So, don't be afraid to ask for help, remember that all of the rest of us had to start at one time.

General Format of a Rendezvous

The following hints help explain what is expected of boaters attending a squadron rendezvous. If you have additional questions, please don't hesitate to contact me at [sstuart@nwlinc.com](mailto:ssstuart@nwlinc.com) or Mike at mikelheinrich@aol.com.

- Generally, boaters make their own reservation at the destination marina. However, do tell the harbormaster that you are with BSPS so he can group us together.
- Members pay for their moorage individually. For our newer boaters, squadron members who arrive before you will be more than happy to assist with your mooring lines. Just call for "BSPS Wharfinger" on channel 78 (low power, please).
- Friday evening is often an informal dock party for the early arrivers, with people bringing their own drinks and a plate of hors d'oeuvres to share (sometimes elaborate, often just cheese and crackers).
- Saturday usually has some type of event or planned activity, with Saturday evening being something special, like a pot-luck dinner (Nor/Bell) or a do-it-yourself cook-out (Steak Fry) or a special meal (Salmon Bake) or a themed prepared dinner (D16 Rendezvous). Some boaters arrive on Saturday morning.
- Sunday is usually the departure day for the fleet. Breakfast may be put on by members or a brunch could be planned, but this is not the norm. ❖

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Welcome, New Members

Lt Lonnie Butler, AP – Membership Chair

The Bellevue Sail and Power Squadron welcomes the following new members. Please take some time to introduce yourself to them and help get our new friends firmly and actively integrated into the squadron.

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Who's Who 2005

The new issue of *Who's Who*, the squadron roster, is being prepared for distribution in June. Please check your listing in the current version for accuracy and send any changes to Lt Robert J. Miller at bobmi@earthlink.net.

Of particular concern are updates to phone numbers and boat name, type, length, and home port.

Changes received after 15 May 2005 will not be included.

Who's Who Updates

Lt William H. Kilner, AP – Database Chair

Please make these updates to *Who's Who 2004*. Send changes of mailing address, telephone numbers, e-mail address, and boat information to b_kilner@out-of-chaos.com. The National database will be updated as well as the squadron's mailing list. Remember, because of our non-profit mailing rate, **BELLVIEWS** is not forward by the US Postal Service, so do send in your address changes.

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Design a Flag for District 16

D/Lt/C Dennis Morris, SN

District Executive Officer

This is your invitation to participate in a District-wide competition to design a District 16 flag. Here's how the process works.

1. Each squadron is invited to conduct an internal competition to design a District flag. Select one design proposal from each squadron to be presented to the 2005 Fall Council for judging and selection of a single design.
2. At Fall Council, all proposed designs will be posted for judging.
3. The ranking officer from each Squadron will have one vote on which design to select. P/C/C Lance Jensen, SN, will provide a "tie-breaker" vote, if needed.
4. A motion to approve the judging results will be passed at Fall Council.
5. At the Fall Conference banquet, the squadron proposing the winning design will be announced and awarded a Don Demer print to use as a fund raiser for their squadron.
6. The approved design will be forwarded to the National Flag and Etiquette Committee (FECOM) for preliminary approval and refinement, if needed.
7. The squadron originating the design will complete any FECOM recommended changes to the design.
8. The 2006 Spring Council will formally adopt the design, via a motion to approve.
9. Presentation copies will be prepared by the host squadron for presentation to the FECOM.
10. The adopted design will be forwarded to FECOM for their recommendation for approval by the Governing Board.

11. The Governing Board approves the design and authorizes its use.

12. We will celebrate our success!

Rules and Guidelines

Many districts of USPS have adopted a distinctive flag to identify themselves and their squadrons' members. A district flag is an "association flag", not a club burgee, and is not to be worn on a vessel without a squadron burgee. (See FECOM's Learning Guide *How To Fly Flags* for display information.) The flag must be rectangular

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23 and 24 April 2005

SAFE BOATING SEMINARS
ANCHORING, DOCKING, BOATING ETIQUETTE,
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Come and meet members from the Agate Pass Sail and Power Squadron and become a safer boater. Seminars will be held either in the Pavilion or the Brownsville Yacht Club clubhouse depending on the weather and start at 1300 and end about 1700 on Saturday.

Wine Tasting and hors d'oeuvres at 1800 in the Brownsville Yacht Club building. Wine will be furnished by the Brownsville Deli and will be available for purchase either by the bottle or case at a discount. Cost for the wine tasting has not been determined. Bring your favorite hors d'oeuvres to share.

Children are encouraged to attend. Seminars will include activities for children. Plans for breakfast on Sunday are being determined.

Come by boat or car. Motels are available in nearby Silverdale.

Register by emailing or calling Sally Stuart - ssstuart@nmlink.com or 425-455-2369.

Educational Department – Spring Classes Lt/C Chris Brown, JN

We are teaching every class this squadron year, and some of the more popular courses are again being offered this Spring. Contact Advanced Grades Chair Lt Dave Greene, AP, to reserve space in one of these classes (e-mail to jgreene99@aol.com or phone at 425-746-7566.)

Piloting

April 11 is the start date for the new Piloting course. The first night will be held in an alternative location (other than the normal Bellevue High School Room 303). Contact Dave Greene to learn where the class starts.

Instructor Development

Instructor Development starts on March 22. If you miss the first night of class you might still be allowed to start late, contact Dave Greene for information. The instructor, Lucy Worl, will schedule eight sessions through May 31.

Advanced Piloting

AP starts on March 21. If you missed the first night of class you might still be allowed to start late, contact Dave Greene for information. ❖

Partial List of Auction Items

- ✓ **Lovely 18” dolls of Popeye and Olive Oyl, left over from a USPS annual meeting, mint condition.**
- ✓ **Books, books, books. Bric-a-brac.**
- ✓ **Bunch of old (but working) computer stuff.**
- ✓ **Lots of serviceable boating stuff.**



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Tech Tips - Trouble Shooting

Cecil Merritt

(Editor's Note: Long time BSPS member (and now Associate Member) Cecil Merritt sent this story of the experiences he and Lily encountered during their Alaska trip last summer. There are some good lessons in this trip log.)

Hello, friends and acquaintances. I promised to tell all the mechanics who helped me on my trip from Vancouver to Sitka and back as to whether their solution was a lasting one! We have owned our boat, *Jupiter* — a 36' Uniflite with twin 454 gas Marine Power engines (new in 1995), for eleven years and what follows is a log of our mechanical and electrical problems during June and July 2004.

24 June: 1500 engine hours. Hot day in Chatham Strait. Engine running at 1700 RPM and drops to 800 RPM. It then returns to 1700 RPM. However, 15 minutes later, it drops to 800 RPM again, so I shut the engine down (just in case?). Checked fuel tank for water— nil. Replace fuel pump electrical connections suspecting electrical problem. My sixth sense suspects an electrical cut out!

25 June: Hot day. Start engines, run at 1500 RPM. It stumbles after one hour. Turn boat around and go back to Appleton Cove anchorage. Port engine drops to 800 RPM and recovers two more times before I shut it down. Now fuel filters or faulty fuel pump is suspect. Change all water separating fuel filters and install new Carter electric fuel pump. Fuel filters were clean! No water present. Cannot get engine started, so run to Sitka on starboard engine. Assume low oil pressure cut out switch (to fuel pump) is faulty.

26 /27 June: Go to Sitka. Replaced spark plugs, distributor cap and rotor. It is a breakerless ignition. 27 June is a Sunday and parts stores are closed.

28 June: Cooler weather. Just in case order a low engine oil pressure switch from Vancouver (none in Sitka). Check battery ground connections. Put gas in carb to start port engine and we fish for 5.6 hours. No problems.

29 June: Day off.

30 June: Go fishing again and port engine quits after 2.1 hours of operation. Talk to Chris Herman of Allen Marine, but they are too busy to help much. However Chris makes some suggestions (coil? fuel pick up?).

1 July: Talk to a mechanic, he is busy, so I buy a new coil and install it. The problem persists, swap coils on engines, problem still persists. Cannot be ignition coil problem.

2 July: Go fishing. Engine quits after 0.6 hours. Installed low oil pressure switch, but did not solve problem. Now I wonder if there is dirt in the carburetor. Go to Carquest in Sitka for carb kit. Ask which outfit buys most parts? Answer is Al's Automotive (Al is head mechanic for City of Sitka). Phone them and they rebuild carb.

3 July: Go fishing. Engine quits after 3.5 hours. Wonder if fuel pick up is plugged?

4 July: Al's Automotive returns to boat since engine still quitting. Decide to re-

move distributor. The distributor coil was suspect and rust present on electrical connections.

5 July: Cool and rainy weather. To make sure that the ignition switch is not faulty, I replaced it in the morning. Parts store closed. However Al gets distributor parts at noon and rebuilds distributor. Go off to Goddard afterward, fishing along the way. Engine runs 6.4 hours — no problems.

6 July: Rain and overcast. Port engine runs 3.0 hours without problems. Phone Al and say, “Must have been the distributor!”

7 July: Overcast. Had Al order a new a new distributor and install it in starboard engine to ensure a trouble free trip home (because if the port was faulty so must the starboard!) His man gets all spark plug leads mixed up. Finally leave at 1 PM for Peril Strait. Port engine runs 4.0 hours without problem. Port engine quits on restart later in day! Put gas in carb to start.

8 July: Foggy. Run port engine off starboard tank in case port fuel line plugged. Port engine runs 2.2 hours. Anchor and await for fog to lift. Now the weather turns hot! Start port engine, still on starboard tank, and runs 1.8 hours and quits! Cannot be port fuel tank pickup- but go to Angoon for fuel on other engine. Meet George Golden, a mechanic (George was head mechanic at the McMurdo Sound ice station in the Antarctic for 6 years) and he determines that the new fuel pump is faulty. The old pump was reinstalled and it pulled fuel when the new one would not! We then run boat 2.4 hours with no problems!

9 July: Warm. Port engine runs 6.4 hours — no problem. Phone George from Hoonah and tell him all is OK!

10 July: Cool and some rain. Run up to Juneau for 4.8 hours, no problem. But engine quits after restarting! Put fuel in carb after engine is cold

11 July: Engine runs 2.7 hours —no problems.

12 July: Engine runs 11.6 hours — no problems. We go up Tracy Arm and back.

13 July: Engine runs 0.5 hours —no problems.

14 July: engine runs 6.8 hours. Put fuel in port carb as it would not restart (it is the rebuilt one!). Wonder about my old fuel pump again!

15 July: Hot day. Engine quits after 5.0 hours of operation. Put gas in carb to restart after engine is cold.

16 July: Ketchikan, engine runs 3.7 hours. I shut it off however soon after restart it quits once more. Purchase a brand new fuel pump and install it as I guess that the old one may still be faulty?

17 July: Hot and sunny Engine runs 4.8 hours. No problems.

18 July: Hot day. Engine runs 5.7 hours and drops to 700 RPM- It recovers but quits two minutes later. Same problem I had on 24 June!! I order an electrical relay switch from a Chevy dealer in Prince Rupert and wait one day for delivery. I have been suspicious of this relay since 7 July. Chevy dealer tells me all GM en-

(Continued on page 14)



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Tech Tips

(Continued from page 13)

gines have electric fuel pumps and cut out switches!! Wiring diagram shows that relay can cut off electricity to coil and to low pressure oil switch (newly installed!) wiring leading to fuel pump. I talked to Brian Fensom, a mechanic in Vancouver, and he thought the carburetor was not the problem but I should rewire the fuel pump to eliminate wiring problems. We had new plug leads and manifolds installed before the trip started.

19 July: Hire Tony Katzel (mechanic) as he comes highly recommended by Jim Robertson of Hot Spot Charters in Rupert. Tony determines the choke plate on upper two barrels of Quadrajet not connected to lever (this is the carburetor rebuilt in Sitka —the one requiring me to put fuel in the carb). Sea trial for two hours in rain. Tony notices engines will not get over 3800 RPM. Lots of exhaust steam indicates that something is wrong! WOT is 4400 RPM. Could be tachs? Tachs are jumping all over the place (but did not before distributors replaced), too big a prop? or something else? Tony sets carburetors, but as soon as he leaves the port engine cuts out on way to fuel dock! Wow! Refuel and engine restarts.

20 July: Pick up electrical relay at Chevy dealer but leave Rupert without installing. 6.3 hours running time, all OK

21 July: 7.3 hours OK +3.4 hours OK

22 July: Hot near Klemtu. After 6.0 hours of running, the engine cuts out while

(Continued from page 14)

fishing. Replace electric relay (it has a diode within it). Put gas in carb. Engine runs fine at low RPMs!

We made it back to Vancouver and have run the engines another 100 hours each (WOT is 4400 RPM!), with no cut out problems at speeds never exceeding 1800 RPM! I did remove and re-install the ground wire on the engine block after running on the new relay for one hour, but it seemed OK

September Update

Once back in Vancouver, I had my local mechanic, Brian Fensom, go out on the boat with me to determine why the tachs jumped about and why I could not get to 4400 RPM (WOT). He got down in the engine room and determined that the rebuilt distributor on the port engine only advanced to 20 degrees rather than the specified 30. Idle spec is 12 degrees BTDC. The new distributor on the starboard engine had no advance at all. We finally bought a new distributor for the port engine plus a new electronic module for the starboard distributor. Now both distributors advance properly, the tachs do not jump around and the engines run smoothly at 4400 RPM. We had to reset the carbs because they were adjusted in Sitka and Rupert with incorrect advances.

Lessons Learned

I must have replaced everything on the port engine during the three weeks of intermittent problems! What did I learn?

I should have had a spare part for everything.

Each mechanic helped, but I never stayed in one area long enough to have the same fellow follow up.

It is hard to jumper out switches with multiple leads.

The relay only cost Cdn\$15, but I don't know how to check relays. It is cheaper to have the spare parts than try to rebuild most

My engine manual and wiring diagrams left a lot to be desired.

I recommend two engines!

I learned a lot and I spent some good greenbacks (Cdn\$2,000+) for the lessons! No one ever asked me for wiring diagrams or for distributor advance settings! Troubleshooting is tougher than ever before for owners and mechanics. Who knows how to measure electronic parts? Hope this story is of some benefit to all owners and mechanics contemplating future repairs! ❖

Help Wanted—Co-chair for BELLVIEWS Distribution

Two to three hours a month are needed to prepare this monthly magazine for mailing the ten issues per year. You will be assisted by Lt Sid Rubin (a really nice guy) and can trade off months. The work is normally during the third week of the month. Great job for new members. E-mail bobmi@earthlink.net.

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“Stuff” at Sea—Lake Washington Level

Patricia A. Graesser, Public Affairs Officer, USACE

Lake Washington is slowly rising to its spring level of 21.95 feet above sea level, according to the Seattle District, U.S. Army Corps of Engineers. Each year the Corps decides on a refill strategy based on watershed conditions and forecasts. To make the most efficient use of the water available now and throughout the refill period, the Corps is increasing the refill rate. This will provide water for the smolt passage flumes in April and should also allow Lake Washington to rise to 21.95 feet by the end of May. This target is necessary to provide water for navigation, upstream and downstream fish passage, and salinity control throughout the summer and fall.

The Corps regulates the level of Lakes Washington and Union through its operation of spillway gates at the Hiram M. Chittenden Locks in Ballard. The Corps holds the lakes at a winter elevation of 20 feet to reduce potential shoreline damage from winter storms. The Corps begins raising the level each spring to benefit fish and for summer recreation. The lake elevation begins to fall gradually by the end of June and reaches its low point again in the fall.

For a real-time look at the level of Lake Washington, try the webpage: <http://www.nwd-wc.usace.army.mil/nws/hh/basins/lkwash.html>. ❖



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(Continued from page 9)

and must display the district number prominently as either a number (e.g., "4", "D/4" or "IV") or as a graphic depiction (e.g., 4 stars.) Designs should be simple and bold so as to be distinguishable at a distance. It is preferable that the flag have a pattern that reads correctly from both sides. For maximum recognition, other wording should be held to a minimum.

In addition to design criteria noted above, a district flag should not contain a spelled name. Its motif should be based on the district's number, some local geographic or historic feature or in some other way reflect the district's area of operation. Color combinations should be selected from the standard basic colors red, orange, yellow, green, blue, white and black. Intricate designs and a multitude of colors should be avoided from the standpoint of costs of manufacturing and reproduction on printed matter. A proposed flag must not conflict with any other burgee or flag of a U.S. or Canadian squadron or district, or with a burgee or private signal already recorded in a recognized reference work such as the former Lloyd's Register of American yachts. Further, it should be remembered that arranging for manufacturing and supply of burgees is the sole responsibility of the individual district. ❖



Free Wine!!

See page 2



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(Continued from page 3)

his garage; b) the beautiful and talented Mark Stevens artfully perform the role of auctioneer; c) the sullen but debonair Sid Rubin bid against me for anything good, like a restaurant meal.

I have a World War II airplane sextant on my book case which fell into category (a) above. No one can figure out how to work it, even though it comes accompanied by 20 yellowing pages of single spaced, type-written instructions. I liked it when first I lay eyes on it as Nic Marshall waved it around some five years ago at an auction, and I have never, ever regretted buying it. The Prince frowns mightily whenever he lays eyes on it, however.

You will also see some lucky and carefree individuals purchase a stay in Mazatlan. Joe and Laurel Saromines usually successfully bid for one of those mini vacations, and then Joe comes back very tan and even more relaxed than he normally is.

Because the auction is such a hoot (like the Change of Watch,) no other entertainment or program is thought to be necessary. Remember, you don't have to buy anything, but my feelings will be really hurt if you don't come. Do not, however, bid against me on that greasy gadget.

Oh, and there's free wine. ❖

Help Wanted—Squadron Jobs

The incoming Bridge members are forming their departments and are looking for warm bodies to fill the following squadron positions. Here is your chance to insure that you continue getting Merit Marks.

- **Budget Committee**—meet a few times during the year to develop the 2006 squadron budget.
- **Advertising Manager** — send invoices to the existing advertisers and sell a few more ads for the coming year. Most work in Fall 2005.
- **Who's Who Roster Editor**—Create and distribute the annual roster. Good computer skills with MS Publisher required. Two weeks intense work in May 2006.
- **Ensign Correspondent** — Submit information on rendezvous, schedules, and other events on a timely basis to The Ensign.
- **Rendezvous Hosts** — need people to plan and schedule low keyed rendezvous, including Steak Fry in September and BC Gulf Island Cruise in August.

For details, contact Commander Jean at Jean_Miller@msn.com.

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Signals From the Editor

Lt Robert J. Miller, AP

Let's go cruising! The Commander and I went out a couple times during February on short overnight cruises in the San Juans and really have to say that this time of the year is a great time to be out on the water. The anchorages are nearly empty, the transient docks are open, and there is no dumb radio traffic on the VHF. As I write this, we are getting Loonie ready to take to Seattle for her annual physical checkup at Seattle Yacht Service (plug—one of our advertisers). However, this year, much to John Whitcomb's dismay, we don't have any renovation projects. "Just change the oil and check the tires, please."

Cruising is the theme in this month's **BELLVIEWS** and we have the kick-off of the squadron's rendezvous season with the publication of the Squadron Rendezvous Calendar on page 6. I really like our rendezvous. This is a great opportunity to spend some serious social time with our friends, time that is hard to find during the hectic dinner meetings. As the Commander keeps saying, "Fraternity is one of the three sides of the Power Squadron Triangle." Even better, we have a new couple of new rendezvous this year, the April joint rendezvous with Agate Pass squadron and the small and trailer boat anchor-out on Spencer Spit in August. For more information on the April rendezvous in Brownsville, take a look at page 10 and join us there.

Following the April rendezvous, our squadron's own kickoff is the (now) traditional Anacortes rendezvous during 21-22 May. This one, hosted by the Commander and me, has taken a life of its own and keeps growing. I believe that the format will be pretty much the same as the past three (can't argue with success). We are looking for a riveting boating safety discussion to continue the tradition of great outside speakers. Stay tuned.

A new rendezvous is being hosted by Mike and Diane Heinrich. This is the trailer boat outing which launches boats in Anacortes and anchors-out at Spencer Spit on 13-14 August. This adds a short outing in August and will be geared for those who can't make the longer cruise to BC for the Joint Rendezvous at Maple Bay earlier in the month.

As you notice in Sally Stuart's article on the rendezvous, nearly all of them are hosted by fellow members. Being a rendezvous host is not hard work and gives these members a chance to share one of their favorite boating spots with their friends in the squadron. You too, can sponsor a rendezvous. Just give Sally a yell and get it posted in next year's rendezvous schedule.

Now that the new cruising season is starting, it time to get the boat cleaned up and ready to hit the water. Wave to us as you pass the *Loon Song* and fly the squadron burgee with pride.

The deadline for the May issue is 6 April 2005.

Calm seas and fair winds,
Bob Miller ❖

Classified Ads

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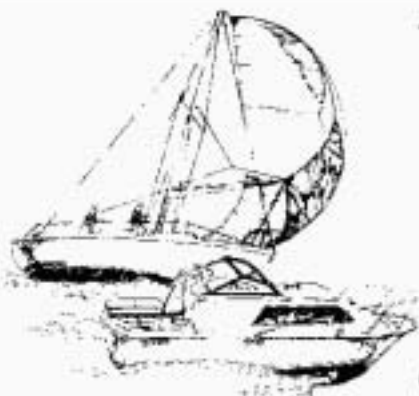
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