

# BELLVIEWS

The Monthly News Magazine of the  
Bellevue Sail and Power Squadron

January 2006, Vol. 44 No. 06

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## Props and Hops

11 February 2006, 1900-2200 — Museum of Flight, Seattle

Save this date for our first "Outside Activity" of 2006. Join us at the world-famous Museum of Flight and take part in Seattle's specialty beer brewing completion.

A private tour of the Museum of Flight will be given. More details are on page 4.

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## Monthly Dinner Meeting – 11 January 2006

### NOTE CHANGE OF DATE

#### Tsunami Effects on the Seattle Area Steak or Salmon at \$16.

Reservations (or cancellations of permanent reservations) are required and need to be confirmed **before Noon Saturday** prior to the dinner meeting. 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. Members and guests meet from 1800 for a social hour on the Top Deck. Dinner is served at 1900 and the meeting will be adjourned by 2100.

#### Dress Code

While the Bridge members often wear uniforms to the dinner meetings, the general membership wears appropriate mufti attire or business casual at the dinner meetings. For the Bridge, the uniform for January is **Blue Blazer**.

#### Program

Captain Mark Koehn, US NOAA Corps (ret), is now the Deputy Director of the NOAA Pacific Marine Environmental Laboratory in Seattle and will discuss the cause and effects of tsunamis and how they have shaped the Pacific Northwest. He will also describe the on-going process to build better early warning systems. His talk has been well received by local boating organizations and is quite instructive.

## From the Commander

Commander Jean Miller, AP



Winter is the season when cherished clichés blossom. “It’s hard to believe another year is upon us,” and/or “has flown by.” Indeed, we are struck by “how time flies!” Why, it just seems like yesterday that we were at the beginning of 2005 and all was fresh and new then.

Okay, so some of us are now jaded and tired, but we’re still hanging tough, dutifully writing out the clichés and pitching squadron activities. That last bit should alert you that a gaggle of forthcoming events are now going to be described in cheerful and upbeat tones designed to make one of us (me) feel we’re doing our job. Also, you will be exhorted to “Mark your calendars!” Because of operator error and fat fingers, this usually is shortened to “Mark *you* calendars!” which has a kind of Shakespearian feel to it. “Heed me well, and mark you, calendars!”

Here’s the list:

**Founders’ Day**, 1 February dinner meeting. This is when we gather up all the past commanders, dust them off, and make them stand up when their names are called. It’s a challenge, but most P/Cs rise to meet it. P/C Bernie Conrad is in charge and has arranged an excellent program on cruising by our own Jennifer and James Hamilton, avid boaters and writers extraordinaire.

**“Props and Hops”**, 11 February at the Seattle Museum of Flight. Basically, beer and airplanes, which sounds like a real guy thing, but many ladies also partake of both, I’m told. I know the Prince of Frowns and I will attend. Page 4 has a nice write up. Bobbi Jensen and Diane Greene worked hard on this, so be nice to them.

**The Annual Meeting**, 1 March dinner meeting. This is where you will see democracy in action as we vote for the incoming slate of officers. We also approve the budget, always an edgy and risk filled undertaking, as calculators are whipped out at some tables in the hopes of catching any arithmetic mistakes the budget committee may have made. To compensate, Program Chair Trudy Brown has scheduled a very nice program for us.

**The Auction**, 5 April dinner meeting. Okay, I’m not allowed to bid any more because some say I am overly competitive but I think it should be pointed out that both Dan Kellogg and Wayne Hill recovered nicely from last year’s ugliness when they bid against me. It is traditional to have spaghetti and wine at the auction which works well unless someone yells, “Food fight!” Co-chairs Sherry Macklin and Nick Marshall are hard at work and if you have something for the auction, please contact them. Let me know if it’s something I might like.

Finally, the **Change of Watch** is our 3 May dinner meeting. I have been told to present the awards (so many...) and then get out of the way, so this should be a good event. More later on this as the COW definitely deserves its own column.

Remember, Mark You Calendars! ❖

# Hops and Props

A BSPS Winter "Land Rendezvous"

Museum of Flight

9404 Marginal Way South, Seattle

Saturday, February 11, 2006

7-10 p.m.

Price \$42.50 per person (group rate)

Thirty craft breweries from throughout the Northwest will be there to share their specialties and their expertise.

**Gourmet comestibles, music, a commemorative tasting glass, an educational tasting guide and access to the museum galleries are included.**

Depending on the size of our group, we might be able to have a guided tour of the Red Barn or the Personal Courage Wing before the event.

**Tickets at the November and January Meetings or mail checks made out to Bellevue Sail and Power Squadron to Dianne Greene at 14811 SE 58<sup>th</sup> St. Bellevue, WA 98006-4614 by January 11, 2006**

## Sea Belles Corner

President Karl E. Lang, SN

*(Editor's Note: In the absence of President Lang, Sea Belle Pat Dorratcague submitted this article.)*



I woke up this morning thinking of Clara at the end of the Nutcracker ballet, but I knew that last night wasn't a dream. I really did experience the magic of the season. Last night our Bellevue Sail and Power Squadron family and friends from near and Norvan enjoyed an elegant evening. Ladies were beautiful in lovely gowns, and men so handsome in their suits and tuxes. Their smiles were radiant. The Meydenbauer Bay Yacht Club was beautifully decorated with an exquisite musical tree, garlands, swags and Victorian scenes. Music softly surrounded us all evening. From the upstairs piano, Laurel Redecker led the caroling. I will treasure the comments I overheard by Chef Virginia Lowder's staff as they lit the table candles. They said it was such a pleasure to prepare our tables while listening to the Christmas music and caroling wafting from upstairs. And so they brought the dining room to sparkling readiness for the fine menu to follow. Santa and his helpers made sure every one received a candy cane. Santa knew who had been especially good at each table, and he made sure that special person received a nutcracker, a red poinsettia, a present and beads. Other guests who had also been good found a gift at their place. It pays to be good. Then Santa and Mrs. Claus went dancing and invited all the guests to join them. Soft music for dining and dancing was by Jack McDougall and his swing band. The real music was the joy filled conversation through the club all evening. Our generous photographers Paula Seeger and Steve Krogh captured the magic moments.

The Sea Belles appreciate all the folks who have shared their time, talent and treasure to make the Christmas Dinner and Dance such a beloved tradition. This year's volunteers include co-chairs Pat Dorratcague and Karl Lang, along with planners Lucy and John Worl, and Dorthea and Mark Varney. The Varneys also did all the publicity, reservations, seating plans and place cards. Gus Decock took care of the bar needs along with Ron and Joyce Honeyman, and Bernie and Willa Conrad. Willa also co-coordinated the hors d'oeuvre volunteers. We thank the Conrads, Stevens, Chins, Redeckers, Heinrichs, Ericksons, Greenes, Seeger/Kroghs, Patsy and Andy, Ivory and Chuck, Kym and Thomas, and Bobbie Jensen for their delicious contributions. Chef Virginia Lowder donated all the paper napkins and paper plates for the social hour. We also appreciate all the folks who came Saturday morning to set up the event. They are Thomas Shepard, Willa and Bernie Conrad, Steve and Barbara Erickson, Vern and Laurel Redecker, John and Lucy Worl, Gus Decock, Mike Heinrich, and Pat Dorratcague. The Redeckers also coordinated the food drive. Thank you for your donations to it. Dennis Dorratcague helped support one of the co-chairs tremendously. I hope I didn't overlook any one's generosity, but if I did, Santa knows who you are. Last night I discovered that generosity, kindness and good will are the true magic of the Season.

WE WILL SEE YOU AT THE CRAB FEED SATURDAY, JAN. 14, 2006. ❖

## February Dinner Meeting — 01 Feb 2006 Founders Day and Past Commanders Night “Adventures in the Pacific Northwest”

The Pacific Northwest is wonderful cruising territory. Each year thousands of boaters travel to the San Juan and Gulf Islands, Desolation Sound and, more so every season, to the Broughtons. But beyond these popular locales lie less-explored territory, where you might not share an anchorage, let alone see another boat, for days at a time. The scenery is grand and diverse, ranging from mile-high mountains to talcum-soft beaches. Some have fierce rapids to negotiate, such as the famous Nakwakto Rapids. Others require open-ocean crossings.

In this presentation, BSPS webmasters Jennifer and James Hamilton will share some of their more memorable trips in the Pacific Northwest, such as cruising 88-square mile Hakai, British Columbia's largest marine park, circumnavigating Vancouver Island, and breaking ice into Princess Louisa Inlet. The Hamiltons boat year round throughout the Pacific Northwest and are correspondents for the *Waggoner Cruising Guide* and regular contributors to *Pacific Yachting* magazine. Their work has also appeared in *Passagemaker* and *Nor'westing*. Besides managing the BSPS site, they also maintain a cruising web site at [www.mvdirona.com](http://www.mvdirona.com).

### Come visit me in Issaquah

Whether you're in the market for a new boat, looking to sell your current boat, or just looking for a motor for your dinghy, call or come visit me at the new Olympic Boat Centers store in Issaquah.



#### Chuck Leininger

Sales Consultant (fellow Squadron Member)

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## **EDUCATIONAL HONOR ROLL**

*Sept 2004—Nov 2005*

*Our squadron members continue achieving higher educational levels and boating skills. Congratulations to these successful students and to their instructors:*

### **Seamanship**

Bill Badgley  
Mark Brashem  
Cathy Hayne  
Nancy Kellogg  
Bolan Meek  
Paul O'Beirne  
Chris Spangler  
Mark Varney  
Richard West

Dana Barnes  
Tom Brophy  
Lon Hayne  
Dewey Lybecker  
Linda Meek  
Michelle Robinson  
Etta Spangler  
Dorthea Varney

Gary Beyer  
Dianne Greene  
Dan Kellogg  
Steve Marsh  
Stephen Morris  
Paul Snipes  
Royce Swank  
Brad Waters

### **Piloting**

Jerry Baker  
Mark Brashem  
Peg Cheirett  
Robert Cooper  
David Fehrenbacher  
Dianne Greene  
Mike Hurley  
Praful Kacholia  
Christine Merritt  
James Reitan  
Michelle Robinson  
Etta Spangler  
Dick West

Dana Barnes  
Tom Brophy  
Allen Cole  
Carolyn Daly  
Marc Fournier  
Pat Harrington  
Kirby Jacobsen  
Dan Kellogg  
Gary Merritt  
Bill Richards  
Paul Snipes  
John Stephanus  
Ted Wilder

Beth Blackburn  
Mark Cheirrett  
Jason Cook  
William Daly  
Bill Fritz  
Mike Heinrich  
Juvenal Jovet  
Steve Marsh  
Richard Nichols  
Rodger Ricks  
Chris Spangler  
Brad Waters  
Peter Wintermute

### **Advanced Piloting**

Allen Cole  
Marc Fournier  
Juvenal Jovet  
Dawn Miller  
Richard Piel  
Michelle Robinson

Dennis Dundas  
Dianne Greene  
Sharon Macklin  
Dave Mowrer  
James Reitan  
Paul Snipes

David Fehrenbacher  
Pat Harrington  
Steve Marsh  
Raye Newmen  
Rodger Ricks  
Steven Voit

### **Jr Navigation**

Bill Badgley Jr.

Sally Stuart

*(Continued on page 15)*

## Welcome, New Members

Lt Lonnie Butler, AP – Membership Chair

**T**he 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.

Removed for privacy



## Give us a hand at the Seattle Boat Show

We would appreciate a few members to help us at the Power Squadron booth on a Thursday. This involves being at the booth for two hours to answer any questions the public may have, especially about our public boating classes and how they can get boaters in compliance with the new Washington State Safe Boating law. The specific date will be determined by the Seahawks win record. You will get show passes for the day if you help us at the show. Contact Mike Heinrich at 425-885-1127 or [mikelheinrich@aol.com](mailto:mikelheinrich@aol.com). Thanks

## Ships Store is alive and ready for your business

Your Ships Store has been replenished recently and will be open for your purchases, ordering or just answering questions at our next Squadron Dinner Meeting on 11 January and at the Crab Feed on 14 January.

## Who's Who Updates

Lt. Allen R. Cole, AP – Secretary

**P**lease make these updates to *Who's Who 2005*. Send changes of mailing address, telephone numbers, e-mail address, and boat information to [allen.cole@comcast.net](mailto:allen.cole@comcast.net). 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 and not miss a valuable copy.

Removed for privacy ❖

## Sea Belles Family Crab Feed

*Come Join us for loads of Food.*

*Fun and Dancing*

**Saturday January 14, 2006**

**1800 - 2330 UFW HALL**

**1836 72nd Ave SE**

**Mercer Island, WA**



•Coffee, Beer and Pop will be provided•



**COST US DOLLARS:**

**\$ 22.00 ADULTS**

**\$ 10.00 CHILDREN 6-13 & ADULT NON CRAB EATERS**

**FREE 5 & UNDER**

**TABLE DECOR CONTEST  
(FIRST THROUGH BUFFET LINE)**

**For Reservations Please Contact  
Dorthea Varney 425-277-8824  
Reservation deadline Jan 10, 2006**



**DON'T FORGET YOUR CRAB CRACKERS**

### Tuesday Casual lunch

What was once called the P/C Lunch has evolved into a twice monthly casual lunch with all squadron ages and ranks. Join us at the Noble Court Restaurant.



design • consultation • installation • survey • equipment • workshops

### *Seattle Boat Show Special!*

If you haven't been to our loft in Port Townsend yet, you can come see us at the Seattle Boat Show, January 13-22. (*Or, January 6-13 if the SeaHawks go to the Playoffs!!*)

Brion will be there to answer your rigging questions, give splicing demos, and to present several talks throughout the week.



We'll be offering a special discount for rigging surveys, too. **Just \$300 for a complete inspection of your entire rigging.\*** That's a \$75 savings.

Come to our booth to sign up!

**Booth #40  
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Between Aisle I and J**

*\* For boats under 50' with one mast. Ask for further details.*

**313 Jackson Street, Port Townsend, WA 98368**

**tel: 1.800.488.0855 or 360.385.1080; fax: 360.385.4538**

## STUDENTS WANTED!

Winter/Spring Class Registration  
1900 — 09 January 2006  
Bellevue High School

### **We have classes. We have instructors. We want students!**

These are exciting times for your Educational Department. Many of the existing courses have been totally rewritten and are now computer based. Course material has been upgraded to include instruction on modern navigation equipment such as chart plotters and GPS.

### **If you want the classes, we will teach them.**

Our goal is to offer every USPS class each year. Many classes will be offered more than once. Advanced Piloting in the Spring will begin immediately following the Winter Piloting class. To plan and schedule these classes, we need to know NOW what you want to take. Please pre-register TODAY on our web site at:

<http://www.bellevuepowersquadron.org/MemberCourseSchedule.htm>

or by contacting Lt. Dianne Greene, AP, [dcgreene99@aol.com](mailto:dcgreene99@aol.com) (preferred) or call 425-746-7566. Pre-registering helps us in material ordering, class scheduling, and instructor availability, and gets you a **course discount**.

**REMEMBER..YOU STILL NEED TO COME TO REGISTRATION NIGHT** to get student materials, pay for the class, pick up the class syllabus and schedule, and meet your instructor. Registration starts at 1900 on 09 January at Bellevue High School. (7:00 pm if you are a newbie).

### *Winter Class Schedule and Times*

<b>Course</b>	<b>Register</b>	<b>1st Class</b>	<b>Time</b>	<b>Weekday</b>
Seamanship	9 Jan	9 Jan	1900	Mondays
Piloting	9 Jan	23 Jan	1900	Mondays
Cruise Planning	9 Jan	17 Jan	1900	Tuesdays
Marine Electronics	9 Jan	17 Jan	1900	Tuesdays
Sail	9 Jan	17 Jan	1900	Tuesdays
Instructor Development	12 Jan	12 Jan	1900	Thursdays

Unless otherwise requested by the instructor, please read the first two chapters before the first class. Also, check the web site nearer to the start date to get up-to-date information on classes !!

## Cruising Log

### My First (and Last) Voyage Across the Atlantic

Lt Robert J Miller, AP

*(We finish the sad saga of our esteemed editor as he crosses the Atlantic Ocean, each day getting more depressed.)*

At Sea, Day 12, 16 May 2005, 09:00, 49° 23.09'N, 08° 08.56'W, heading 66.6°, 14.0 knots, 53° F

Woke up this morning to much calmer seas, swell of 1-2 feet. We are within 50 mile of the English coastline and the radar shows lots of blips of nearby ships and boats. I saw a couple of freighters, a white passenger/car ferry pointed towards Spain, and several fishing boats. Their nets are out and ship has to dodge a bit to miss the floats and nets, just like boating in the Puget Sound.

Tonight is the Captain's Dinner and many of the ladies are getting their outfits ready. Some of the guys are wondering about ties and shirts. I didn't bring any ties, but do have a nice blue blazer. I may wander by the gift shop to buy one of the birding ties on sale. Now that Lindblad has joined up with National Geographic, there is a fair amount of yellow National Geographic logos on some of the goods.

I spent some time on the bridge this morning talking the captain and ship's radio officer. They had some good stories of groundings in their lives and I told them about the time Jean and I grounded on the *Clipper Adventurer* in the Esquibo River in Guiana. Their favorite story is of some friends who tied up the ship's dinghy in the harbor in the Isle of Guernsey and were having a couple of beers in a pub when the port captain walked in and asked for the "idiots who tied up their dinghy outside." The tide drop there is 20 feet and the dinghy was hanging vertically off of the pier.

Portsmouth, England, Day 13, 17 May 2005, 06:20, 50° 48.68'N, 01° 05.776'W, 48°

We picked up the pilot at 6:00 am and headed into the busy Portsmouth harbor, followed by a couple of large overnight ferries arriving from France and Spain. The pilot picked his way through the channels to the public terminal, where the captain turned the ship around and



*Entering Portsmouth Harbour*

backed into our berth. We tied up at 6:30 am, UK time, having traveled 3,550 nautical miles in 12 days and 18 hours elapsed time. Taking into account the five hour stop in Horta, the average cruising speed was 11.8 knots for a total running time of 301 hours. I don't want to know how much fuel was used.

Bags were outside the cabins by 6:30 and we all gulped down an early breakfast and disembarked by 7:20 am. Customs was fast and the 31 of us returning to the US boarded a bus for the supposedly 90 minute ride to Heathrow airport. Unfortunately, one passenger left his carry-on bag on the shuttle bus and our scheduled departure from Portsmouth was 30 minutes late. The ride to Heathrow was a disaster, very heavy traffic in a couple of places and massive construction on the M-25 highway near the airport. So, instead arriving at 9:30 for a 11:55 flight, we arrived at 10:30, just in time to make a hurried check-in. Luckily the flight to New York on American Airlines was less than half full, so check-in and security were not jammed. I, typically, pushed forward and got through security fairly quickly and strolled to the gate. Some of the others had to run, but everyone made the flight and we boarded and headed to America. I am closing this journal midway through the flight home and have just finished my economy class meal, far below the high quality meal we had grown accustomed to on the *Endeavour*. Welcome home, Bob. ❖



National Geographic Endeavour at Horta, Azores Islands, Portugal



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*(Continued from page 7)***Cruise Planning**

Tom Connelly	Diane Heinrich	Sharon Macklin
Jean Miller	Paul Snipes	Sally Stuart

**Engine Maintenance**

Reggie Asbra	Henry Brown	Dennis Dorracague
Patricia Dorracague	David Greene	Margaret Lewis
Kikki Lomax	Sharon Macklin	Richard Nichols
Richard Piel	Joseph Saromines	Sally Stuart
Richard Watt		

**Instructor Development**

Chris Brown	Joe Cartwright	Allen Cole
David Greene	Sharon Macklin	Dawn Miller
Dave Mowrer	Joseph Saromines	

**Marine Electronics**

Chris Brown	Steve Krogh	Bob Miller
George Robertson		

**Sail**

Pat Harrington	Sandra Henry	Janet Monda
Mike Monda	Raye Newmen	

**Weather**

James Fedyshyn	Ed Jennerich	Steve Krogh
Bolan Meek	Linda Meek	Jim Reitan

**Operations Training**

Allen Cole	David Greene	Diane Heinrich
Mike Heinrich	Sharon Macklin	Bolan Meek
Linda Meek		

If we missed your name, please contact Dave Greene and we'll be sure and catch you in the next Honor Roll!!!

**Auction "Stuff" Needed**

Sherry Macklin, our new Auction Chair, is asking for donations of the "big ticket" items that make up the called part of the auction. She needs the 20+ items which will sell for \$25 or more and which comprise the majority of the income. Give her a call now do donate to the auction.

Mark your calendar for 5 April 2006.



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**FREE PARTY FREE PARTY FREE PARTY!!!!**  
**ATTENTION NEW, "USED", AND REINSTATED MEMBERS**

**M**ark your calendar for Saturday, 25 February 2006 for an informal welcoming gathering in the home of Chuck and Gretchen Hurter, 17 Columbia Key (Newport Shores area), Bellevue, WA. (Use Google Maps or Mapquest to get good driving directions.) This **no-charge** welcoming party begins at 1830 and ends around 2100. "New Members" means anyone who wants to get to know more people, whether you joined two months ago or five years ago, or just feel you want to know how to get involved in the squadron. We are inviting members, their spouses, girl/boyfriends, but the meeting is not conducive to small children.

The purpose for this event is to answer your "Who, what, where, when and why?" questions about the Bellevue Sail and Power Squadron. The informal setting allows the squadron's leaders more time to get to know you and your talents and to describe how you can participate more fully. Our objective is to make you feel like you belong. You will meet the officers, committee chairmen and other members who just like an excuse for a party, have fun and tell stories about boating, including yours, some real and some exaggerated, and yes, some members actually go aground! There will be no organized program, but we will have PowerPoint information to show you about most any activity. The squadron is much more than just teaching classes. New ideas are always welcome for on-the-water activities to practice and enjoy the confidence which is gained from the added education. Being around other boaters who have cruised our wonderful waters love to share their knowledge and stories to make your time on the water a memorable experience. You will find no pretences amongst this group of people. It makes no difference whether you have a 16' runabout or a 100' schooner, you are with friends. Do you have expertise in teaching methods, electronics, engine mechanics, organizational methods etc? You name it, we probably have a teaching spot for you. Just want to take classes and/or hang out at rendezvous, that's ok too.

There will be plenty of hors d'oeuvres to take care of your dinner hour, along with beer, wine and pop, so just come and relax and enjoy the fun. As in the past, we need "Used" members as well to help welcome the "New" members.

Please contact me, Mike Heinrich, 425 885 1127 ([mikelheinrich@aol.com](mailto:mikelheinrich@aol.com)), or Lonnie Butler, 425 827 3740 ([lonnie4@gte.net](mailto:lonnie4@gte.net)), so we can have an idea of how many to plan for. You can also email or call Gretchen Hurter, 425 746 3195, ([Hurtercw@earthlink.net](mailto:Hurtercw@earthlink.net)), but please copy me, too. ❖

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## Boating Safety

Lt Bob Evans, P, Boating Safety Officer

**M**y last attempt to locate a Bellevue Power Squadron member to acknowledge ever committing an unsafe boating practice forced me to be reduced to bribery. You may recall that in the October issue I offered a free lunch at a well known Seattle waterfront restaurant to any one that could identify the member that jibed a sail boat, and buried the mast in the mud all without a PFD in sight. As my wife Jane had a fish eye view of this fiasco she quickly told me I had to take her to lunch for ruining her hair some 40 odd years ago. So I bought her lunch at our son's restaurant, the Bluwater Bistro on Lake Union. Yeah, I know that this is free advertising. But just think if you had confessed to doing something stupid you could have had a free lunch, too. The offer still stands to anyone who feels a need to confess their sins to Father Bob.

Having come to the conclusion that I may never be able to identify another unsafe boater in our squadron, I took my search to Africa. Jane and I first checked out a ketch rigged schooner in Cape Town for a sunset champagne cruise. Prior to leaving the dock there were no unsafe practices noted as they carefully reviewed the location of PFDs and how to put them on. The bubbly started to flow freely and I do not remember much after that. We did not sink and no one drowned, that I was aware of, so I assume all was done safely. I did remember that South Africa uses System A settings for aids to navigation and thus did not embarrass myself by screaming out that we were going to hit the breakwater in the dark. So time for a quick review. (Answers at the end.)

1. What is System A?
2. What is System B?
3. What areas use System B?
4. What happens if you forget?

Next we checked out Saint Lucia, South Africa on the Indian Ocean and signed up for a river estuary cruise. All was safely handled as prior to leaving the Captain checked out the weather on the VHF and learned that there were 60 knot winds 30 miles away and headed our direction. He quickly cancelled the trip. So how many of us check the weather every time before we leave the dock and cancel the trip if the forecast looks too much for our vessel our own skill levels?

Next we checked out the ferry crossing the Zambezi River between Zambia and Botswana. The ferry was a flat bottom skiff about 25 feet long and powered by a 40 h.p. Honda outboard. Again all was properly done. We had sat on our PFDs as the seats in the aluminum boat were too hot to touch as the temperature was over

*(Continued on page 21)*

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(Continued from page 19)

100 degrees. Makes them easy to find.

I was about to give up my quest for an unsafe boater and return in shame and defeat, until we toured the Okavango Delta in a *mokoro*, i.e., a dugout canoe with six inches freeboard powered by our guide standing in the stern with a very long pole. At last success! No PFDs within 100 miles. When I thought about this though, it made sense in a macabre way as the waters were filled with crocodiles, elephants and hipos. I read once that drowning was an extremely painful way to die. So being eaten or stomped to death is probably quicker and better for business as it provides a sense of adventure to say they lost a guest to a crocodile as opposed to drowning one.

I thus concluded that African boaters are as safe as most US boaters. Please help me out by e-mailing me your dumbest mistakes. They should make fun reading and remind us that we are all human.

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ANSWERS

1. Aids to navigation are set green right returning.
2. Aids to navigation are set red right returning.
3. North and South America, Japan, Korea and the Philippines
4. You are in deep elephant dung with no dung beetles around to save you. ❖



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## Signals From the Editor

Lt Robert J. Miller, AP

**C**ruising along the Main River below Bamberg on a sunny, but chilly, December day is a good way to see the German countryside of Franconia. The boat is a 350 foot river cruise ship and is carrying 95 passengers, all from various universities in the US. The largest contingent is from my alma mater, the University of California at Berkeley. Right now 90 of them are tromping through Coburg looking at the sights in this Renaissance town, while I and a few other lazy people stay on the boat.

The Commander and I are taking our annual anniversary trip and are eating and drinking our way along the Main River while visiting the Christmas Markets in the towns of upper Bavaria. We started our boating adventures in Nuremberg and spent a couple of days on the Main-Donau Canal before entering the Main River. The canal is quite modern, having been completed in 1992. Its locks are great monsters when compared to the Ballard Locks. The first one we passed through had a drop of 60 feet. The canal passes over valleys on elevated sections and you can see complete six lane freeways pass under the canal in a few places.

The river boat is built to the specifications of the canal, where the locks are 190 meters long and are 12 meters wide. The ship is 11.4 meters wide, so there is about 16 inches of clearance on either side in the locks. The height restriction is interesting since many of the bridges over the canal were built before the canal and the ship must pass under some low ones. The sundeck railings are designed to swivel down for low bridges and the pilot house is like an elevator and can “squat” down a full six feet to pass under bridges.

This part of the river and canal system is primarily for commercial traffic and I saw no pleasure boats out. The captain said that pleasure boats can only transit the locks with commercial traffic and there are no small boat locks. Clearly the lock masters are disinclined to lock through a single 40 foot boat in the larger 300 meter locks. The captain was born on a canal barge and attended boarding school in Amsterdam while his parents ran their boat around the rivers of Europe. His social life revolved around the other barge people. Prospective girl friends were graded for suitability upon the tonnage of their parents’ boats. The school pecking order was based upon tonnage and type of cargo and mixing of cargo types was discouraged.

*The deadline for the February issue is 6 January 2006.*

Calm seas and fair winds,  
Bob Miller ❖



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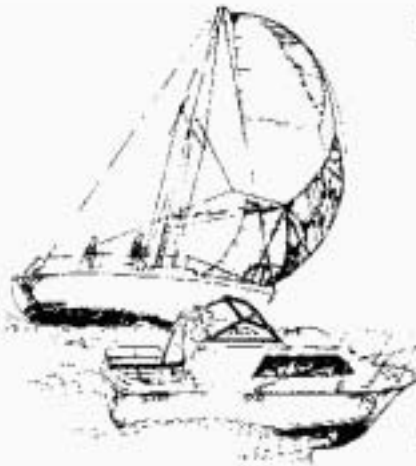
Free to Bellevue Sail and Power Squadron members, ads may appear for two consecutive months and are restricted to non-commercial boating and boating-related items. Ads may be edited for length. Deadline for submissions is the first Wednesday of the month. Ads must be delivered to the editor by mail or e-mail.

## Stuff at Sea—Google Those Marinas

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