

BELLVIEWS

The Monthly News Magazine of the
Bellevue Sail and Power Squadron

March 2005, Vol. 43 No. 08

Table of Contents

AP Fall Cruise	09
AP Spring Class is Scheduled.....	21
Auction News	04
Boating Safety —New Season Tips..	11
Boomerang Log Race Observers	14
Calendar.....	end cover
Classified Ads.....	24
Cruising Log—Return to Grenada....	12
Dinner Meeting Information.....	02
Educational Honor Roll	06
From The Commander.....	03
Good-bye from the Exec.....	07
Rendezvous: Agate Pass SPS Safety	10
Sea Belles Corner	05
Slate of Officers for 2005-2006.....	15
Stuff at Sea —Small Locks Closed....	15
Signals From The Editor.....	23
Welcome New Members	08
Who's Who Updates.....	08

Advertiser Index

Armchair Sailor	07
Badgley and Badgley.....	22
Barrett Enclosures	18
Boat Electric	17
Broadband Xpress	14
Captain's Nautical Supplies.....	20
Custom Boat Rails.....	05
Gallery Marine Services	16
L&T Canvas and Upholstery	19
Lighthouse Uniform Company	03
Mercer Marine.....	16
Olympic Boat Centers	17
Seattle Yacht Service.....	18
West Marine	24
Yarrow Bay Marina.....	19

New Meeting Place for Executive Committee

Due to the sudden demise of the local Coco's Restaurants, the Executive Committee has moved its meeting location to Denny's Restaurant, 2233 148th Ave NE, Bellevue, just north of the Fred Meyer's store in the Overlake district of Bellevue.

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. Once again, all members are welcome.

Published by Bellevue Sail and Power Squadron, a unit of the United States Power Squadrons®, BELLVIEWS® is the official publication of the Bellevue Sail and Power Squadron and is published monthly except for July and August. Articles, opinions, and advertisements do not necessarily reflect USPS® policy or endorsement unless so designated. Copyright by the Bellevue Sail and Power Squadron, P.O. Box 233, Bellevue, WA. 98009.

Monthly Dinner Meeting – 2 March 2005

Annual General Meeting

Prime Rib or Salmon

The cost of the monthly dinner is **\$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) and specify your entree as “Fish” or “Meat” 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 March is **Uniform A**-black pants; blue jacket; white shirt, long sleeves; black tie.

Program— “Advances in Marine Electronics”

Are you thinking about new electronics, but don't know which kind to use? Fred Fink is just the person to bring clarity to your confusion. As an expert in marine electronic systems, Fred will identify and compare the types of systems available, and discuss with us the standards they employ. He will share the experiences of his customers with these new systems, and give us an idea of just how reliable (or unreliable) they have been. He'll also give us a peek at the latest industry offerings, and the future of integrated navigation, control, and management systems.

From the Commander

Commander Jean Miller, AP



Consider the word “hubris”. It means “overbearing pride or presumption; arrogance.” The Ancient Greeks, a contemplative, chatty group with far too much time on their hands, created the word and the concept. Apparently there were lots of Greeks who thought themselves ever so smart or attractive, and as good as their gods. This presumption offended their primary deity, Zorba (“the Greek God”) who would then reduce these people to quivering, blubbing wrecks for their effrontery.

Here’s an example: the Prince of Frowns and I circumnavigated Vancouver Island a couple of summers ago. At the start of our trip, we had lots of opportunity to preen around a bit. “Yes, we’re going out on the ocean! Yes, we know what we’re doing...we’re experienced boaters!”

We left the dock in Nanaimo under the approving and admiring gaze of lots of folks, our chests puffed out in manly (in Bob’s case) pride. Two minutes down the water way, WHOOMP! We hit a log the size of Greece. With one of our props fluttering like a worn out burgee, we limped back to the same dock. A guy who had waved bye-bye and who was still standing in the same spot, said, “How was the trip?”

Hubris. Bragging about your boat or boating skills is a certain way to court retaliation from the marine gods. “These engines have never given me any problems!” Or, “I haven’t hit a rock yet, and don’t intend to! Ha ha!” That’s like saying, “I want trouble and I want lots of it. And make it expensive, okay?”

This past weekend, the skipper and I took the boat to the District 16 council at Friday Harbor. The weather was perfect; cold and clear and the water was as flat and still as the opened tonic water I found in the boat’s refrigerator. Again, the preening and yes, yes, we’re really avid boaters because we go out in February!

We woke on Sunday to weather which long time member Dave Davis describes as “snotty.” We had commitments to meet, so the skipper started the engines and I crept down onto the icy dock to undo the lines. I was drenched and blinded by the time we pulled away from the dock and I started putting away fenders. The one at mid ship was curiously flat. That was because I had carefully hung it next to the heater exhaust the previous day and it had a large crisped hole in it. “Oh, fudge,” I

**LIGHTHOUSE UNIFORM
COMPANY**



Your
USPS Store
...and more

- USCG Auxiliary
- Yacht Club Uniforms
- Accessories

1532 - 15th Ave West
Seattle, WA 98119
206-282-5600

(Continued on page 19)

Spaghetti Feed and Auction

6 April 2005

News From The Head Honcho, Lt Nic Marshal, P, Auction Chair

The squadron's annual fundraiser is getting close! The excitement level in the membership of BPS is building! Experienced members are setting their sights on the vacation accommodations, dinner certificates, haul outs and various other wonderful items they have missed out in the past. But, we need more stuff, so annoy your friends, bug the store owners where you shop, use your imagination and collect reusable debris, book collections, tools and toys. Whether it goes in the white elephant sale, the silent auction or the live auction, everything has its place (and value to someone).

Gus Decock is serving as our "pickup and storage guy". Please call Nic Marshall, Auction Chairman, at 425-985-3584 to arrange for item collections or with amazing ideas or people to contact. We'd love to see a rip roaring auction to finish off our Spaghetti Feed. Even better — we will be serving WINE at the dinner table!!

Bring your friends, family members and the neighbors who drive you nuts so they can have a great time and leave some money behind. All of the profit goes directly into our Educational Fund.

Partial List of Auction Items

- ✓ 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.
- ✓ Copy of Coastal Explorer navigation software, signed by the author (and owner), donated by Rose Point Systems.

Sea Belles Corner

President Laurel J. Redecker, AP



After writing last month's column I was advised that our main fund-raiser, the Crab Feed, was even more successful than I had reported. We had 164 attendees, 36 of whom were Canadian. Thank you so much for coming down and helping to make this such a special event! A record profit of \$2,198.05 was realized, due in part to the decrease in this year's price for the crab, and a reduction in the cost for the rental facility. When this was reported to the squadron's Executive Committee, they wondered if we could hold a fund-raiser every month! This will contribute greatly towards our gift to the Education Department this year. I want to again thank everyone involved.

Membership

I personally feel that the Sea Belles are a very valuable asset to the squadron, and want to see us continue to grow and continue to contribute. Please consider this a personal invitation to join us and help us realize our goals. Membership is open to any and all interested persons over 16 years of age. You do not have to be a member of the squadron. If you would like to become a member of the Sea Belles, please contact our Membership Chair, Ann Williams, at 425-883-9379. We would love to have you! Dues are \$8.00 per year.

CUSTOM BOAT RAILS



Stainless Steel Fabrication
Railings—Electronic Arches—Masts

253-939-5477
OA93@aol.com

19229 SE Auburn-Black Diamond Rd
Auburn, WA 98092

National Auxiliary Cookbook

By Land or By Sea, the cookbook put together by the National Auxiliary Advisory Committee, is now available. This lovely hardcover book includes recipes from at least 17 members of our squadron and sells for \$25.00. A profit of \$7.00 per book sold by our squadron goes directly to the BSPS Education Fund. If you would like one of these cookbooks, contact Marion Cartwright at 360-588-0127. She will bring copies to the March dinner meeting.

Educational Proficiency Award

When I was taking the Piloting class, I commented that I didn't want to take all the courses offered to become a Senior Navigator. It was then I heard of the Educational Proficiency award which is earned by completing the first three of the Advanced Grades courses (Seamanship, Piloting and Advanced Piloting) as well as three Elective Courses. Since I had already finished the Sail and Weather electives, I decided this was a wonderful goal towards which to work. After I completed Advanced Piloting and Cruise Planning and received my certificate, I felt that I

(Continued on page 21)



EDUCATIONAL HONOR ROLL—Fall 2004

More than 60 squadron members continued achieving higher educational levels and boating skills. Congratulations to these successful students and to their instructors:

Seamanship—Lt Lonnie Butler, AP

Dianne C. Greene
Steve Marsh

Cathy L. Hayne
Michelle K. Robinson

Lon A. Hayne

Piloting—P/Lt/C Ralph Baum, JN, Lt Terry Parnell, AP

Mark. K Chierrett
Robert B. Cooper
Mike L. Heinrich

Peg Chierett
David J. Fehrenbacher
Richard F. Nichols

Allen R. Cole
Pat Harrington
James F. Reitan

Advanced Piloting—Lt Chris Brown, JN, P/C/C Lance J Jensen, SN

Dennis F. Dundas
Paul Snipes

Sharon L. Macklin
Steven M. Voit

Dawn M. Miller

Cruise Planning—Lt Robert J. Miller, AP

Thomas J. Connelly

Diane Heinrich

E. Jean Miller.

Engine Maintenance—Lt Carl Lang, AP

Reggie Asbra
Patricia Dorratcague
Kicki Lomax
Richard S. Piel
Sally N. Stuart

Henry P. Brown
David J. Greene
Sharon L. Macklin
Kathy J. Rall
Richard D. Watt

Dennis Dorratcague
Margaret Lewis
Richard F. Nichols
Joseph Saromines

Instructor Development—Lt Lucy Worl, S

J. Christopher Brown

David J. Greene

David W. Mowrer

Marine Electronics—Lt Jack Hensey, AP

Steven B. Krogh

Robert J. Miller

George G. Robinson

Weather—D/Lt Vern Redecker, JN

David Greene

Ruth Ann Lipscomb

Sail—Lt Dave Mowrer, P

Pat Harrington

Janet Monda

Michael J. Monda.

Good-bye from the Exec

Lt/C Pete Schuitemaker, JN, Executive Officer

Before Doreen and I take off for new horizons, I want to thank Lt Mike Heinrich, D/Lt Mark Varney, P/R/C Gus Decock, Lt Sid Rubin, Lt Gary Mohr, Lt Stephen McKain, and Lt Joe Saromines for their support and dedication during the past year. It was a privilege to have you in the Executive Department.

I also want to thank all of the members of the Bridge. It was a pleasure to work with you and especially with Commander Jean Miller. In the 20 years I have been a member of the Bellevue Sail and Power Squadron, I have not seen a more active and hard-working Bridge.

I would like to take this opportunity to congratulate all the members of the new Bridge and wish them success in meeting their goals.

My personal goal was to earn a Merit Mark for every year I was a member of the squadron and I am happy to have accomplished that.

Au revoir from Pete and Doreen.

Editor's Note: Long time squadron members and dear friends to all of us, Pete and Doreen Schuitemaker are moving to Puerto Montt, Chile. I have known these two lovely people for several years now and will miss them. Pete and Doreen are constructing a beautiful home overlooking a large lake and they can see several volcanoes in the distance. We hope that these magnificent mountains remind Pete and Doreen of their friends in the Seattle area. ❖



2110 Westlake Ave N.
Seattle WA 98109

(206) 283-0858
(800) 875-0852

ARMCHAIR SAILOR
Outfitting Northwest Boaters
For Over 16 Years

Charts
Cruising Guides
Galley Outfitting
Cabin Furnishings

www.ArmchairSailorSeattle.com

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.

<removed for privacy > ❖

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.

<removed for privacy>. ❖

Educational Department—Cruise of the U.S.S AP

Lt/C Chris Brown, JN

Well, the name of the boat was really *Tenacity*, owned by BSPS members Mark and Peg Chierette (if you want to read about *Tenacity*, a Nordhavn 46, check out the November 2004 *Sea Magazine*). Mark and Peg were gracious enough to host the fall Advanced Piloting training cruise. We had five students and one guest with us on *Tenacity*, along with Mark and Peg.

It was an overcast day in November, but thankfully it was the first morning without fog in several days. We met at Elliott Bay Marina at 1000 and began to plan our outing. The goal was to circumnavigate Bainbridge Island. So, first we had to calculate the various currents so we would know whether to go through Agate Pass N to S, or S to N. We chose N to S. Waypoints had already been entered into the primary GPS, but we went over the finer points of entering waypoints into the navigation computer and checked out the other equipment on the boat such as the depth sounder and radar.

Finally we were ready to cast off. Right away, students were plotting courses, checking radar and depth sounder readings and following the track on the computer. We did some radar routines and watched several ferries and other boats, large and small. We focused on the different level of detail with different radar ranges and different size vessels. We also kept an eye on the relative motion of all the boats we could see. In class we had covered Radar (now taught in the new AP course), but a real understanding of the equipment can't be taught in a classroom.


We crossed over to Bainbridge and then headed north along the shore. Here we were using the radar's EBL and VRM functions to determine various bearings to shore points. We simultaneously did the same with visual bearings and, of course, we continued the paper plot. All during the cruise we were plotting our course and bearings with radar and on paper, then comparing these with the computer plot.

As we turned south to enter Agate Pass and then passed under the bridge, there was a sense of accomplishment. Everyone was getting experience with the equipment, navigation techniques were being practiced, and we even remembered to eat lunch. Everything was going according to plan.

But we weren't done quite yet. As we left the pass we began a series of both radar and running fixes. It is much easier to teach relative bearings on a boat than in a classroom. As we did these running fixes, we continued south past Brownsville Marina and then started the slow turn around the southern tip of Bainbridge.

Now, as we started to cross Elliott Bay, it was time for the class to calculate and predict ferry crossings. We also practiced more radar reading. We arrived back at the slip at about 1500 and the entire class pitched in to clean the boat and make everything shipshape.

Real world practice is a great value to an AP class. We hope to be able to continue such cruises with future classes. Again our sincere thanks go out to Mark and Peg for providing the class with this wonderful opportunity on a truly beautiful boat. ❖



BELLEVUE—AGATE PASS Joint RENDEZVOUS
BROWNSVILLE MARINA

23 and 24 April 2005

SAFE BOATING SEMINARS
ANCHORING, DOCKING, BOATING ETIQUETTE,
SKIPPER SAVER, KNOT TYING, FIRST AID

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.

Boating Safety -- Time to Dust off the Life Preservers

Lt Stephen M. McKain, AP, Safety Officer

Okay, Spring is just around the corner. The days are getting longer, the weather is getting drier, and the water is getting somewhat warmer. It's time to inventory your safety equipment for your vessel to verify that all will be ready for the first day you put it in the water and/or take it out for its first run.

Some items of importance you should check:

- **Fire Extinguishers:** Make sure they haven't expired and tap the bottom of them with a rubber mallet to make sure the fire retardant hasn't settled on the bottom of the unit. You should have two or more extinguishers just in case of an electrical or petroleum fire.
- **Flares:** Make sure your flares have remained dry over the winter and will be ready to use when needed. It is always good to have multiple flares in case of an emergency. They cannot be older than 40 months and still count against the number your vessel is required to carry.
- **Lines:** You should investigate any lines you will use to tie down your boat or use to pull tubers or skiers for any frays or decay. You want your lines to be able to handle the load they were meant to carry.
- **Life Preservers:** Check all life preservers for tears and other forms of decay. Life preservers should be ready to use and be in primed condition. If your life preservers have a CO₂ cartridge for inflation, check to make sure the cartridge is still pressurized.
- **Flashlights:** You never know when you are going to be in your engine compartment in an emergency without effective lighting. A flashlight may get you out of a tight spot. (or into one...) Make sure you have fresh batteries.

We all know we don't really want to be caught in a situation in which these safety items are required. However, we sometimes don't get what we want. It is best to make sure that before you put your boat in the water (or de-winterize it) you have looked for any signs of problems so you are less likely to use your safety devices. You should inventory:

- All through hull fittings are leak free and in good condition.
- Engine belts have been tested for tensile strength and won't come loose.
- Oil is changed and free of debris.
- Water pump is clear and allows proper cooling to get to your engine.
- You have a sufficient amount of fuel with no signs of fuel leakages.
- No water pipes have burst in the head or galley.

Make your first experience on the water this year a safe start to a safe boating season. ❖

Cruising Log -- Return to Grenada

Ray and Eileen Huggins

photos by the authors

(Editor's Note: BSPS Members Ray and Eileen Huggins are cruising the Caribbean with their 35 foot sailboat, Boadicea. We last heard from them after they left their boat on the hard in Grenada before the hurricane season.)

After three months of uncertainty about the condition of our boat, *Boadicea*, after the eye of Hurricane Ivan passed over Grenada in September 2004, we returned to the island on December 15th to rejoin *Boadicea* and resume our trip. It was a nail biting month after Ivan struck before we knew that *Boadicea* had not suffered major damage. Only after seeing her again and going over her that we realized that we were extremely lucky and had no damage at all. In fact the condition of the boat was just as we might have expected if Ivan had never happened.

Other boat owners and most people in Southern Grenada were not so lucky. We haven't seen actual numbers, but estimate that at least three hundred boats received damage ranging from being crushed, to sinking, to deep scratches on the top sides. In one marina where there were approximately two hundred boats closely spaced on the hard, all but two or three boats were knocked down (domino effect). In the marina where *Boadicea* was stored, we think there was more shelter and only thirty boats out of one hundred and eighty were blown down so we were lucky in choosing this particular marina. Boats anchored in bays and tied up at docks fared poorly due to the

high winds and the storm surge. At one marina, boats were pounded against very sturdy docks and many sank. At another marina, boats and docks were simply blown ashore. Boats left anchored dragged anchor and were washed ashore. The photograph to the right shows one yacht which had been anchored in the lagoon in Saint George's after it had been washed ashore by the surge.

Some boats have simply been written off. Many boats have been or are being repaired locally either by Grenadian yards or by their owners. About forty boats that were sufficiently seaworthy went in a convoy to boat yards in Trinidad escorted



by the Trinidad Coast Guard. Thirty-eight boats have been transported back to Europe in a heavy lift freighter, organized by several insurance companies. The picture to the right shows a 60ft Halberg Rassy being loaded into the hold of the freighter. Others have still to be moved. What a terrible way to end a cruising adventure. As we see all the damaged boats, we keep reminding ourselves that “There, but for the Grace of God go I.”



Grenada itself sustained a lot of damage. Some people are still in a state of shock, while others are making repairs and life is getting back to normal. Most people we talked to lost roofs of their houses or more. Repairs are slow in happening, partly due to lack of building materials and partly due to bureaucracy of clearing imported goods into Grenada by Customs. Tarpaulins still cover many houses. The old city of Saint George’s was in the direct path of the hurricane and was very badly damaged. Three old churches lost their roofs and some outer walls, and most of the older buildings lost their attractive red-tiled roofs. The photograph below shows the one hundred and seventy year old Presbyterian Church without roof and two walls. One wonders if it will ever be rebuilt. More than half the resorts were closed, leaving many people unemployed. Tree damage has been extensive. Hundred year old trees have been blown down and palm trees have lost their crowns. It’s heart breaking to see the damage after we saw the beauty of the city in June before we left for the hurricane season.

We are sorry that this report is so depressing but this is the way it is. Tomorrow, we will start our journey north up the Caribbean islands chain to Florida planning to arrive in June. We promise that our next report will be more cheerful. ❖





The Wireless Broadband Network

BroadbandXpress offers over 50 marine locations where you can access high speed Internet with our wireless service in marinas throughout Washington and British Columbia. Roam anywhere at speeds up to 50 times faster than dialup with a low monthly cost.

Visit the BBX website at **www.bbxpress.net** or call BSPS member Kevin Keating at 800-729-4603. We also provide specialized marine networking hardware on our online store as well as professional installation support in Seattle and Bellingham.



MBYC Boomerang Race Observers Needed!!

Meydenbauer Bay Yacht Club cordially invites the members of Bellevue Sail and Power Squadron to serve as race observers of the 44th Annual MBYC Boomerang Cruiser Navigation Contest to be held on 5 March 2005.

BSPS has a long tradition of providing observers for this prestigious predicted log race held on Lake Washington and sanctioned by the International Power Boat Association (IPBA). Observers enjoy a day on the water with some of the finest skippers and navigators in the Pacific Northwest. Observers are honored guests aboard the host vessels, ranging in size from 30 to 50 feet. Lunch will be provided to observers aboard their assigned vessels. Observers are invited to a steak dinner/dance at a discounted price of \$10.00 per person. RSVP for dinner to Shannon Underwood, 425-881-2113, shannon@underwood-gartland.com. Check MBYC's web site at www.mbycwa.org for more information.

There will be a short training session for observers at 0930 on race day in the MBYC clubhouse, followed by the race itself. To volunteer your services, contact John Murphy at kittenink@mindspring.com, 425-488-0160, and tell him you are "with BSPS." ❖



Slate of Officers for 2005-2006

Nominating Committee

In accordance with the Bellevue Sail and Power Squadron's by-laws, section 6.8, the Nominating Committee has selected the following candidates for elective offices and elective committee members for the squadron year 2005-2006. The election will be held during the squadron's Annual General Meeting, 2 March 2005 at the Meydenbauer Bay Yacht Club.

Commander	Cdr E. Jean Miller, AP
Executive Officer	Lt/C Sally N. Stuart, AP
Administrative Officer	Lt/C J. Christopher Brown, JN
Squadron Educational Officer	Lt David J. Greene, AP
Asst. Squadron Educational Officer	1/Lt William J. Badgeley, AP
Treasurer	Lt/C Dawn M. Miller, AP
Asst. Treasurer	Terry L. Parnell, AP
Secretary	Alan R. Cole, P

Executive Committee	Dennis E. Dorratcague, AP Raye Newmen, P Joseph Saromines, AP Thomas M. Shepard
---------------------	--

Rules Committee, 3 years	P/C Karl E. Lang, SN
Audit Committee, 3 years	D. Gregory Williams, S
Nominating Committee, 3 years	Andrejs Zamelis, AP

These candidates have been contacted and have agreed to serve if elected.

Respectfully submitted,

P/C Karl Lang, SN, Chair, D/Lt John Worl, S, P/C BJ Ursin, JN. ❖

"Stuff" at Sea—Small Locks Closed

Patricia A. Graesser, Public Affairs Officer, USACE

The small lock at the Hiram M. Chittenden Locks in Ballard will be closed from 7 a.m. March 1 through 4 p.m. March 31 for annual maintenance, according to the Seattle District, U.S. Army Corps of Engineers, which operates the Locks. The large lock will remain open for boat traffic throughout this period. Boaters should be prepared to use the large lock with appropriate equipment and crew.

The scheduled repairs to the small lock are part of an annual general maintenance program. While the small lock is drained for annual maintenance, the Locks staff will also change out the west end service gates' pintle bearings, which are at the end of their life cycle. For more information about the Locks or locking through, please check the website at: www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=lwsc&page=mainpage. ❖

GALLERYMARINE



On Seattle's Lake Union
Since 1983

We offer:

- Complete engine room service, gas or diesel engines
 - Haul-out, shaft and prop repair
 - Our dock or yours
 - Parts Monday to Friday 8am-5pm
 - Repower or rebuild
- Ford Lehman
- Cummins
- Westerbeke
- Universal
- Crusader
- Hino
- Yanmar
- Marine Power

717 N.E. Northlake Way
Seattle, WA 98105

206-547-2477
Fax: 206-547-2180

MERCER

MARINE inc.

BOAT and FIBERGLASS REPAIR

3911 Lake Washington Blvd SE, Bellevue, WA
425-641-2090 Toll free 1-800-423-1835 Fax 425-641-8579
www.mercermarine.com

Full Service Marine Repair
Shafts, struts, props, bottoms, and drive systems.
Paint bottoms, boat detail.

Chevron Fuel Dock Open Year Round

We haul boats up to
45 ft length,
14 ft beam, 35 tons

Six Factory Trained Technicians
The Most Complete Service
Shop Imaginable



Tech Tips - Water Safety Game For Kids

R/C Bruce Troth, AP, Chair, National Membership Committee

The long awaited computerized game for boating safety, fishing activities, and personal watercraft fun has been uploaded to the USPS4Kids web site. Go to www.usps4kids.org and click on Games and then select Boating Game to play the new game. Note that downloading this program may take a while for PCs without broadband internet access. While you are at the home page of the USPS4Kids web site, take a look at some of the other games and activities your future boaters can do while tied to the computer.



We are actively seeking squadrons who will work with Boy Scouts or after-school daycare groups and other kids groups to beta-test this game. Contact Drex Bradshaw at Woebe-gonedaze@wmconnect.com to receive the Beta-Testing instructions and CD-ROM. This is a great Member Involvement Program with Civic Service and Community Outreach benefits. The final components (teacher's manual and student workbook) of the WaterSmart Grant project are being developed and will be completed by July 2005.

Reach out USPS and educate the next generation so they can buy your boat! ❖

Bring Your Friends
to the Auction
6 April 2005

BAYLINER
MAXUM
Pacific Mariner

Open 7 Days • Trades Welcome
Financing • 7 Service Locations

Olympic
BOAT CENTERS

Everett • Fife • Bellevue • Lake Union
Olympia • Bellingham • Spokane

1-800-BOATNUT (262-8688)
www.boatnut.com

BOAT
ELECTRIC

System
Specialists
since 1968

Heating Galley
Electrical Audio
Refrigeration/Service

206-281-7570 fx 206-281-7511

boatelectric@boatelectric.com
www.boatelectric.com

2520 Westlake Ave. N
Seattle, WA 98109

Seattle

Yacht Service, Inc.

Complete Yacht Service & Repair

Haul Outs

Electrical

Outfitting

Refinishing

Fiberglass

Remodeling

Located at the Canal Boatyard
4330 11th Ave. NW · Seattle, WA · 98107

Ph: 206-782-2391
info@seattleyacht.com

Fx: 206-782-1687
www.seattleyacht.com

Barrett Enclosures Providing Quality You Can See



And See Through.

Fine Craftsmanship for Discerning Owners

- Rigid Enclosure Windows
- Quality Upholstery
- Biminis on 1-1/4" S.S.
- Luxurious Bedding
- Custom Covers
- Free Design Consultation



Barrett Enclosures, Inc.
206-285-8100 www.barrettenclosures.com

(Continued from page 3)

said to myself. (Or something like that.)

We chugged on toward Anacortes, cold and wet from the rain coming in through the little spaces where the zippers don't quite meet. Kari Black, our guest, and I huddled up on the flying bridge, wrapped in blankets. The temperature was in the 30's but we felt bound to keep the skipper company in misery. Three smaller boats followed closely in the smoothed vee of our wake all the way to Guemes Channel, causing the skipper to mutter something I didn't catch about tail pipes.

I am resigned to suffering the effects of hubris. Just about when my arm aches a bit from patting myself on the back, suddenly half the squadron is not talking to me and the other half is loudly explaining what's going wrong. I sigh, knowing full well that my hubris brought me down once again.

But I never learn, so here we go! The Boating Activities committee has planned some new rendezvous, two taking place in the near future. I predict that they will be fun, educational and that lots of newbies will come. The weather will be delightful, and we will all be glad we attended. (Check page 10 for details.) Nothing will prevent The Prince of (Exasperated) Sighs and me from attending, and Loony will be in tip top shape, with clean heads! Yeah!

And again! A twofer! The squadron auction takes place at our April dinner meeting. Dress is informal, because you need lots of pockets for your checkbook and credit cards. I predict that the auction items will be fabulous, that attendance will be higher than ever before, and we will have a good time! We will make so much at the auction and people will have so much fun that....well, it'll just be wonderful!

Okay, Zorba, bring it on. ❖

YARROW BAY MARINA

5207 LAKE WASHINGTON BLVD NE
KIRKLAND, WA 98033

425-822-6066

Fuel Dock	Fiberglass Repair
Yacht Brokerage	Towing and SalvageFull-
Service Marine	Moorage / Dry
Repair	Storage

OMC, Volvo Penta, MerCruiser

L & T Canvas & Upholstery

DOCK ON PREMISES

601-C Dunlap
La Conner
Marina



**CUSTOM DESIGNED MARINE
CANVAS & UPHOLSTERY
360-466-3295**

World Wide
Chart Coverage...



More Than 12,000
Charts In Stock!

World Class
Customer Service ...

-- SINCE 1897--

Weather Instruments Clocks Sextants
Electronic Charts Navigation Software
Marine Books & Videos Almanacs
Tide & Current Tables Light Lists
Plotting Tools
West Coasts Largest Selection of Quality
BINOCULARS & TELESCOPES



Captain's
Nautical Supplies

2500 15th Ave. West
Seattle, Washington 98119
Phone 1-800-448-2278
FAX 206-281-4921

Email sales@captains.yachtoutfitters.com
www.captainsnautical.com

Badgley & Badgley

Buyers and Sellers continue to choose the Badgley and Badgley Team because of their:

*Experience • Product Knowledge • Market Knowledge
Contract Knowledge • Ability to get the job done*



The Badgley and Badgley Team have consistently been recognized as being top Realtors in the Puget Sound area.

Whether selling or buying a home, Jim and Bill Badgley will put all their resources and talents to work for you.



Jim Badgley, CRS, GRI
Associate Broker
425/895-8833
jim@badgleyhomes.com



Bill Badgley
Realtor
206/999-5153
bill@badgleyhomes.com


Windermere

1.888.649.5462 • www.badgleyhomes.com

Signals From the Editor

Lt Robert J. Miller, AP

The Commander is right-on about the issues of hubris (or having too much of it) in her column this month (except for what she said about me). My experience with hubris (no, I wasn't the hubris-ee) occurred when we were on the way to Salt Spring Island. The Commander and I were cruising up Moresby Passage after passing Coal Island out of Sidney. Being a summer weekend, there was a fair amount of recreational boaters and the associated radio traffic.

We were listening to a couple of Chatty Charlies who were enroute to somewhere in the Gulf Islands. It was clear that they didn't know where they were going (except for the destination) and the route was being discussed over the radio. One guy was saying, "Just follow me while I program a route into my GPS." The other guy responded, "Isn't Silva Bay over that way?" The first guy said over the radio, "Do you know how to use this machine? I think we should head North East." The other one responded, "I am just behind you and will catch up in a couple of minutes."

Then, "I got it figured out. Set your autopilot for 073 degrees. Silva Bay is just 15 miles away." The other boat responded, "Got it. We are on that heading now and the boat is running itself. Pretty neat, huh?" We had seen two boats ahead of us. They were proceeding close to shore south-east of Portland Island and were blissfully unaware of several pending problems.

First, their heading to Silva Bay should have been 314 degrees and Silva Bay is 30 miles away by sea gull, not 15. Second, putting their boats on autopilot to that heading meant running across four different islands before getting to Silva Bay. I looked at the two boats through the binocs and didn't see any wheels.

Finally, a call came over the VHF and a laconic voice said, "This is the BC ferry *Queen of Someplace*. We have you in sight and are informing you that you are heading into shoal water. Alter your course immediately!" Well, that was shocking since the BC ferries don't talk except for issuing the *Securite* warning as they race through Active Pass.

The local charts they weren't using clearly show lots of shoals in those waters and all of the other boats heading up and down nearby Moresby Passage were way off shore and passing to the east around the clearly marked green buoy off-shore. The two adventurous boaters were headed towards the rocks. The lead boat said, "Well, let me do a check on the GPS." The trailing boat waited about 15 seconds and then sharply veered away from Portland Island into the safety of deeper water. The lead boat (and GPS expert?) continued on the danger heading for another few seconds and then also turned away. We didn't hear anymore radio traffic from these guys and still wonder if they made it to far distant Silva Bay. Hubris—something boaters should not have in place of charts.

The deadline for the April issue is 4 March 2005.

Calm seas and fair winds,
Bob Miller ❖

Classified Ads

FOR SALE – 2000 BAYLINER CIERA SUNBRIDGE

Great boat for cruising! Comfortable cabin with roomy berths fore and aft; spacious cockpit; twin 250hp Mercruisers; GPS & radar; fully outfitted; freshly serviced and ready to cruise. \$69,900. Details at www.kennamer.com/ciera.htm. Call Sherri Kennamer at 425-557-1132 or e-mail sherri@kennamer.com.

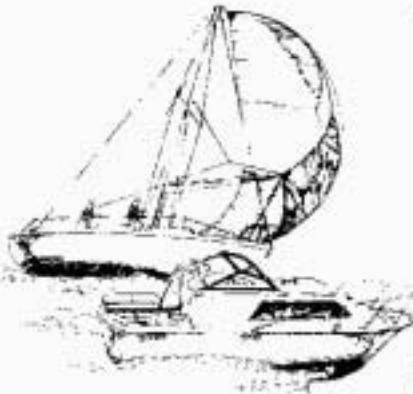
FOR SALE – 1978 SILVERTON 31 CONVERTIBLE

Super boat for cruising and fishing. This vessel sports a large cockpit with transom door and open design saloon with its 12' beam. Options include: Raytheon instrumentation (radar, loran, fishfinder), dual helm stations with full engine instrumentation, anchor windlass, upgraded interior design, twin Chrysler 318 engines (well maintained). \$49,995 (Cdn). For further info, contact Barb Hoffstrom (250) 390-6880, email to: nakalat@shaw.ca or visit the boat's web site at: www.members.shaw.ca/nakalat.

FOR SALE — 1979 TOLLYCRAFT 30 FLYBRIDGE SEDAN

Great Northwest boat with large saloon for those rainy days. Many options, including Red Dot heat, Coleman propane heat, hot water heater, 4-burner stove, genset, transom door, and more. Bimini/full flybridge enclosure and separate winter cover. Hauled and repainted September 2004. Twin Mercruiser 1400 hours. \$40,500. Karen Robinson, 360-886-1691.

 **West Marine**
We make boating more fun!



The **BEST SELECTION**
of quality products
for powerboats
and sailboats

**Discount prices
EVERY DAY!**

Friendly, knowledgeable people

We've got a store near you!
13211 Northup Way, Bellevue (425) 641-4065