

# BELLVIEWS

The Monthly News Magazine of the  
Bellevue Sail and Power Squadron

November 2005, Vol. 44 No. 04

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## Sea Belles Board Meeting

9 November 2005, 1900-2100

Home of Pres. Karl Lang

Dessert will be served

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## Monthly Dinner Meeting – 02 November 2005 The Early Exploration of Washington Waters 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 November is **Blue Blazer**.

### Program

Join us for an evening with local author Dick Blumenthal as he takes us back to the earliest days of European exploration of the Pacific Northwest. Learn about the first descriptions of Puget Sound; its people; the history surrounding the naming of several locations by Captain Vancouver and others. Dick recently published a book that looks into the logs of the first European explorers. A long time boater, Dick started boating at the age of five on the shores of Lake Washington.

## From the Commander

Commander Jean Miller, AP



Rain drizzled down at Port Orchard Marina, merrily splashing off the lids on rows of crock pots as a herd of damp people crowded around, clutching their soup spoons. It was the Soup Pot Rendezvous! Yes, rain is a requirement, yes, too much soup is necessary, yes, plumbing breakdowns are an integral and expected part of the rendezvous.

This year Bremerton squadron joined Bellevue in celebrating this cherished rite of fall. Over 21 boats came, with at least 55 people in attendance. Three years ago, at the first Soup Pot, two boats showed up with a total of 6 people. Interestingly enough, this is the least organized, most unstructured rendezvous we have. The Bremerton folks, who added greatly to the classiness of the event, fell in love with this cheerful laid-back approach and threw together a continental breakfast for Sunday.

The 27 soups ranged from cozy comfort food to exotic cuisine. Joe Saromines lugged a huge pot over to *Loon Song*, which must have weighed at least 14 pounds according to the Prince of Frowns, who obligingly made room on the stove top. Joe's creation was called "Sailor's Stew" and was sort of a cross between Spanish rice, one of my favorite comfort foods, and a benign chili. Ooooh, it was so good! I ate about 2.5 pounds of it before it finished heating up, which took at least an hour and a half. Margaret Anderson, wife of Bremerton commander Bob Anderson, made a chicken noodle soup which vanished...just disappeared, only a few shreds of chicken and a scrap of soggy noodle remaining at the bottom of the pot.

At the exotic end of the spectrum was Paula Seeger's Pistachio dessert soup, a favorite from last year, and Sherri Kennamer's African peanut soup which I think was called something like, "Zambian Surprise." Many of the men poked at it suspiciously, asking each other if they smelled coconut, but other more worldly and adventurous consumers (the women and the better trained men) adored it. Eventually, the gents found their way back to the various vats of chili and clam chowder, which were excellent. Rendezvous hosts Karl and Dortha Lang made an attempt to take a vote on the crowd favorite, but finally gave up, proclaiming all the soups the best. We decided to produce a small cookbook with everyone's soup recipe so that members in both squadrons may share in the exuberance.

Meanwhile, the plumbing crises evolved, and this year the usually good natured *Loonie* petulantly popped out her water heater drain plug, leaving us without any water at all. Word circulated, the drums began to beat and a male coven gathered to work the problem. Karl Lang, Steve Erickson, Bob Anderson and several others (the testosterone level made me a bit dizzy so I didn't see everyone) arrived, bearing their favorite tools as offerings.

"Look," said Steve, after fishing around in his "special" bag and pulling out a little Y-shaped gadget to show Karl. "I use this to retweak my twitter wires." (Or some-

(Continued on page 19)

# 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



I just gotta tell you about the October 5 “Bake Off”. Talk about a rout—the Sea Belles won it hands down. Net receipts for the sale were \$463.50—best ever I believe. Of course, I’ve started to hear all the excuses from certain squadron members: the Challenge wasn’t advertised well enough; we took advantage of dual memberships (dealer takes all ties rule); and other lame comments not worth mentioning. The winner of “Dinner for 2” goes to LD Brown who led sales with \$50 for his famous pies. Barbara Erickson, Lucy Worl and Dortha Lang were close with about \$45 each. Ruby Ann bought my pumpkin—Bless her heart! There was a lot of variety and wonderful participation. My thanks to everyone who donated, helped, purchased, or just came for the fun of it. Speaking of “the fun of it”, the Soup Pot Rendezvous at Port Orchard was just three days later. Read all about it next month. (Our editor says that this month’s magazine is full, even though I wrote a lovely article.)

In last month’s issue I mentioned the upcoming National Cruise where we expected 21 Sea Belles. Actual count was 11 Sea Belles out of some 47 boats and 200 or so folks—still not a bad showing. We hosted an out-of-district couple on the *Silhouette*, Wade and Joan Faircloth, from Anaheim. They are great folks and it’s really nice to spend time with members from other boating areas and expose them to cruising in our great Northwest waters. I won’t say much more about this great event because others more qualified will report. They will not however, cover the Co-Op charting activity at Deer Harbor because, despite appropriate billing and solicitation for this “scavenger hunt”, only yours truly and two other Sea Belles (Paul and Sherry) stepped up to the challenge. We spent four hours, expended a whole tank of fuel on the tender, braved several ferry wakes, recovered eight geodetic markers and had an absolute ball. As a bonus, we got back too late to help lug the ice chests full of beer (we were the beer boat) over to the dock party. See—good guyz get rewarded!

Christmas is coming and so is the annual Sea Belles Dinner Dance—the most elegant, most delicious, and most beautiful affair of the year. It’s really a ball (excuse the pun). It is on Saturday, December 3 and is still only \$30 per person. All the details are covered on pages 7 and 21 in this issue. This is not a fund raiser event. It is subsidized by the Sea Belles as necessary to keep the price below all potential competition for any such event anywhere by anyone at anytime during the holiday season. Please take advantage of our gift to YOU! Phone in your name and dinner selection right now!

As a reminder, final planning for the dinner dance as well as other business will be covered at the next Executive meeting, November 9, at my home. No buffet dinner this time but I will have dessert available both before and after the meeting to make up for that small oversight at the last meeting. Meeting will convene at 1900—come early if you believe life is uncertain and one should “Eat Dessert First”. ❖

## Reservation and Cancellation Policy for Monthly Dinner Meetings

Lt/C J. Christopher Brown, JN

**T**he Executive Committee reminds members of BSPS of the long-standing dinner policy explained below:

### Reservations

Reservations are required for the monthly dinner meetings. The Meydenbauer Bay Yacht Club chef prepares the exact number of meals that have been reserved and charges the Bellevue Sail and Power Squadron for each dinner prepared.

Reservations can be made by phone or e-mail each month or members can request to be put on a permanent reservation list.

Reservations need to be made before noon on the Saturday prior to the dinner meeting for those who phone or e-mail each month.

The Permanent Reservation List is carried forward each year.

### Cancellations

If you make a reservation or have your name on the permanent reservation list, you must cancel your reservation if you are unable to attend.

Cancellations must be received before noon on the Saturday prior to the dinner meeting.

Members with reservations who are unable to attend **and who do not cancel will be billed for their reserved dinner**. If you are unable to attend and have a reservation, **please cancel to avoid receiving a bill**.

### Presenters

BSPS will pay for the presenter and his or her spouse/partner. The presenter is responsible for paying for any other guest he or she brings. The cancellation policy applies to presenter's guests if they cancel after the deadline. ❖



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January Dinner Meeting  
Date Change!

January's Dinner Meeting will be  
held on 11 January 2006.



**SEA BELLES CHRISTMAS GALA**  
**Saturday Dec 3, 2005**

**Meydenbauer Bay Yacht Club**

**Social Hour 1830**  
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## Upcoming Norvan Functions

BSPS members have an open invitation to the social functions of our Canadian sister-squadron in North Vancouver, BC. For more details on these upcoming functions, contact Gus Decock, Liaison, at [GusDecock@msn.com](mailto:GusDecock@msn.com) or visit the Norvan web site at [www.norvan-cps.org/homeindex.htm](http://www.norvan-cps.org/homeindex.htm). Generally some discounted hotel rooms are reserved at a nearby waterfront hotel. The functions are lively and a good sense of humour (notice the spelling) is often of great use.

12 Nov NORVAN Squadron Crab Feast/Auction, Lynn Valley Recreation Centre, North Vancouver, BC

04 Feb NORVAN Wine & Cheese Party, Lynn Valley Recreation Centre, North Vancouver, BC

06 May Norvan Squadron, Change of Watch, Cheers Restaurant, North Vancouver, BC



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## Who's Who Updates

Lt. Allen R. Cole, P – 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 >>



# Educational Department—On-line Registration

Lt/C David J. Greene, AP

**W**e started this educational year with a new web-based on-line registration process that was prepared by our webmasters Lts James and Jennifer Hamilton. Here are some observations on the effectiveness of the new web site registration process for internal and public classes.

## **Public Boating**

Web site registration for the Fall classes produced 42 registrants and made signup very easy. Prior to the beginning of classes, there were several pre-registered students who notified us by e-mail that they would not be able to attend due to schedule conflicts. We also had two students walk-in on registration night. Final class count is 34 students total.

## **America's Boating Course**

For some reason, we only had two registrants show up for ABC at West Marine, Bellevue. Because of the low turnout, the class was cancelled and the registrants were redirected to the Public Boating Class which started two days later. The next ABC offering is in November. Hopefully, we will have a full class.

## **Advanced Grades and Electives**

Our first run with web site registration was a mixed blessing. We had 67 pre-registrations (prior to registration night), which is tremendous. A missing element in that success was the un-emphasized requirement that the students still needed to show up on registration night to pay for the course, receive student materials, get a course syllabus and schedule, and meet the instructor. Web site registration allows the Educational Department to better plan for numbers of students, order student materials on a timely basis (lowers shipping costs), plan for classroom space, and secure instructors.

What it did do nicely was to eliminate the registration night tedious task of filling out of forms (by hand and sometimes unreadable), and helped to verify that those signing up were in fact members in good standing, and had taken the required pre-requisite courses.

We will be modifying the web site language to make attendance at registration night abundantly clear. Your SEO assumes full responsibility for this situation and is working hard to remedy it. Thanks to all for being patient while we move to automate one of the difficult education functions. Perhaps soon we can have a way to pay for the courses on-line, as we are looking into that very issue at this time.

## **Winter Classes**

Remember to look ahead to January 2006 for courses you would like to take. You can register anytime, but registration 30 days prior to the scheduled registration date of 09 January 2006 will earn you a discount on your course fees. ❖



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[www.briontoss.com](http://www.briontoss.com)

# Boating Safety

Lt Bob Evans, P, Boating Safety Officer

**A**s I take pen to paper (yeah, I know I still compose by hand and then transfer it to my computer), but let's continue. This morning's news reported two tragic boating accidents. One a chartered tour boat in clear, calm weather on Lake George in New York State in which 24 persons drowned and the other a small fishing boat off Marysville, Washington, which cost one life. The Lake George accident is being investigated as to whether it was caused by the wake of a larger boat or by overloading.

How many of us watch our wake when around smaller boats, in a marina or a no wake zone? As the owner of a 25 foot power boat, I have been known to let out a string of four letter words when some clown comes roaring by me in the Swinomish Channel in a 40 foot plus power boat kicking up a humongous wake. As to the small boat off Marysville, the two fishermen swam away from their overturned but still floating craft—duh!!! One man made it to a buoy; the other did not make it at all. I bet neither was wearing a PFD. Sad but all too common.

## Quiz Time

Being an old, i.e. former, college professor, I decided it was time for a quiz. So here goes (and the answers are at the end):

1. What percentage of all fatal boating victims drowned?
  - a. 90%
  - b. 80%
  - c. 70%
  - d. 60%
2. Capsizing and falling overboard are the two most common types of fatal accidents, i.e. 57%.
  - a. The majority were men with their flies open.
  - b. The majority had a blood alcohol content above 10%.
  - c. The majority were women sitting on a bucket.
  - d. None of the above.
3. Of all of the boating fatalities, 69.5% of the operators had received no boating instruction. Of the remaining 30.5%, which training programs had the lowest percentage of fatalities?
  - a. US. Coast Guard Auxiliary, US. Power Squadron, American Red Cross.
  - b. State sponsored courses.
  - c. All other organizations combined.
  - d. Two or more of the above. You pick.

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(Continued on page 21)

# Cruising Log

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

Lt Robert J Miller, AP

**T**welve days at sea crossing the Atlantic from Antigua to Portsmouth, England, for only \$2,600, with airfare from New York to Antigua and from England back to New York, with no single passenger supplement.” The brochure said it all; here was my chance to cross the Atlantic on a reasonably small ship (300 feet, less than 100 passengers) for a low fare. The ship, *National Geographic Endeavour*, is an expedition-type vessel owned by Lindblad Explorations. The ship cruises the Antarctic from November through February and Northern Europe and the sub-arctic waters in May-September. I would be joining it on a “reposition” cruise from South America to England. The notes below are as I typed them.

### Technology Sidebar

While traveling to Antigua, I would be missing Commander Jean’s Change of Watch (boy, did I pay for that mistake), so I was being the concerned husband and helpmate by calling her at each stop during the trek to the ship. Best of all, I was playing with my technology toys. Instead of using the hotel phone or my cell phone, I used my latest toy, Skype’s internet telephony service. I plugged in my headset and “dialed” our home telephone number from my laptop and Skype connected my laptop to our home phone in a heartbeat. The sound quality was better than a regular land line. Best of all, I was paying about two cents a minute for the call and could have been calling from anywhere in the world that had a high-speed internet access.

### Getting There, 2-3 May 2005

The flight from New York to Antigua was full and I could tell the newbies on the Lindblad cruise since they were wearing their name tags and their carry-on luggage had the special tags which Lindblad hands out. The more experienced travelers weren’t wearing their name tag (yet), but were wearing their “jungle safari” clothes or their war correspondent jackets—you know the ones with lots of pockets and loops and straps to hang on equipment.

Ah, the tropics! My goodness, it is hot out here. Whereas the San Juan airport was nicely air-conditioned and was set up like a suburban shopping mall, the Antigua International Airport was open to the weather. Again it was easy to spot the newbies from the frequent travelers. If someone was rummaging around for a passport, a customs form, and a pencil, that person was a newbie. The experienced



travelers already sussed out where the forms were kept and had them filled in by the time they got into line for immigration and customs. I grabbed my trusty suitcase (the black turtle) from the conveyer belt, added the blue Lindblad cabin tag, and stuck my name tag onto my shirt and headed out into the heat and sun. I got checked again by a Lindblad person and was pointed to a white van where a (very) pregnant woman told me to get on, shoved a plastic foam box containing a sandwich and a fruit cup, and gave me a bottle of water. I had arrived in Antigua.

**Antigua, 4 May 2005**

I hate the trip already. The tour group assembled at the Antigua airport and we were herded onto a couple of tour buses with very high-energy level guides, but we are all tired and hot. Most of us got up at 5:00 am or earlier to make the morning flight and we won't be getting to the ship until 5:00 pm this afternoon. Lots of complaining.

I must be one of the youngest ones on the tour. Most of the passengers are much older than I am and I already am irritated with many of them. One lady on the bus is far too loud and we have three people with canes. Another lady was wheeled onto the airplane and can barely walk. I don't know how she will do on-board if we take any heavy seas. (Later I found out that she is a veteran traveler on this ship and the crew helps her move from area to area. )

**Drinking is Good**

After a hot tour to the high spots of Antigua (literally the mountain top), we are now tasting (the very good) free rum punches at Admiral's pub at the Nelson

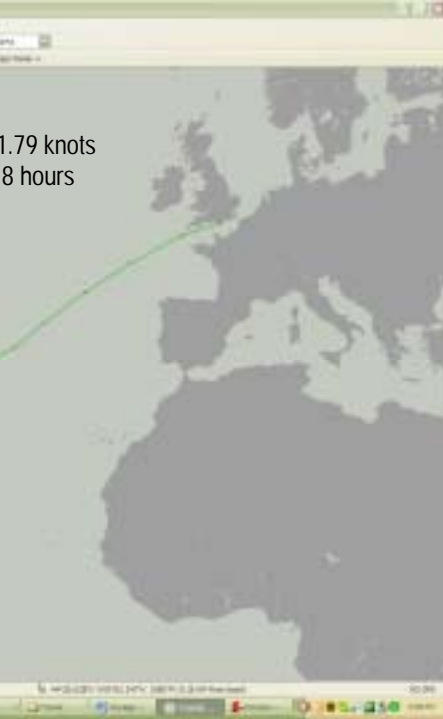
Dockyard. The group is clearly tired and cranky.

As I said, our tour guide is very pregnant and needs to put her feet up for a while. She was born of an Italian father and an English mother, lived most of her life in Brussels, attended university in England, and has lived on Antigua for six years. She is a resident here and clearly likes the life style. She speaks with a very pronounced Mid-Counties English accent, probably acquired while at Warwick University, but her mannerisms and hand movements are totally Italian. In other words, very modern European woman.

**At Sea, Day 1, 5 May 2005, 08:00, 80°F, 19° 0.0'N, 59° 52.2'W**

We are heading North East towards the Azores Islands and have entered the NE trade winds area. That means that we have wind swells of 4-6 feet being blown onto the bow and it does get wet up there from time to time. The ship pitches quite a bit and everyone walks around hanging

*(Continued on page 15)*





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*(Continued from page 13)*

onto handholds and ropes stretched down the center of large spaces.

People are settling down to two weeks at sea by reading, sunning, and sleeping. I took two naps today, probably catching up from the two travel days. The cabin is comfortable and is located mid-ship. Motion in the berth is a bit strange, kind of a roll with an occasional drop. I find it soothing and sleep comes easily.

Not many people at the meals, the sea is pretty rough. One lady at my table for dinner took a look at the meal, and suddenly got up and ran (er, swayed) out and didn't come back. It does take a bit of time for some to get their sea legs. I see lots of Scop patches behind people's ears, but many more pseudo acupuncture wrist pressure bands. What ever works, it seems.

**At Sea, Day 3, 7 May 2005, 08:34, 72°F, 25° 18.22'N, 52° 28.76'W, heading 48°, 12.1 knots**

Still plowing along, seas have 2-4 foot swells every 15-20 seconds. A bit windy still, so some spray breaks over the bow. More people are out now that the seas are calmer and they have adjusted to the ship's motion. The daily lectures are better attended, particularly the ones on the life (or lack of it) in the Sargasso Sea. There isn't much out here, the water is too warm and there is no upwellings of colder nutrient-rich water. The birders have put their binoculars away. A couple of flying fish crashed onto deck yesterday, but that is about for sea life.

### **Class Room at Sea**

However, PowerPoint™ lives at sea. The ship has four large plasma displays scattered about in the lounge meeting room and we watch PowerPoint presentations to pass the time. The Expedition Leader, Jim Kelly, is quite skilled at animation and his presentations are a treat to watch. He is a very good teacher and his talks on oceanography are worthwhile. The naturalist, however, isn't as polished and his talk yesterday on sea birds was devoid of content. This afternoon the Welsh historian will present the African slave trade, since the slave ships crossed this area. I missed his talk yesterday on Charles Darwin because every expedition vessel has an obligation to talk about Darwin, often several times a voyage. Enough of Darwin, we are evolved, move on everybody.

### **Newbie Identification Continues**

During lunch today, I sat with a couple who proudly announced that they didn't have a television at home and "just don't pay attention to what is going on in the world." Immediately I knew that these two were new at this expedition voyage business since I had heard at least two other people say the same thing. Why new? Well, getting bragging rights and establishing position within the pecking order with the people on these cruises who have taken many voyages is hard. In this age of Tivo, not having a TV isn't a good qualifier. What is needed to have taken at least five voyages, one of them being Antarctica. I have seen the same ranking system in place with other expedition cruise lines.

The other item which marked them as newbies was their remark that they were

*(Continued on page 17)*

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(Continued from page 15)

happy with their cabin in the lower decks and really didn't see why you needed to spend "all that extra money" on cabins on the upper decks. Wrong! Having a cabin or, even better, a suite, on upper decks means that you spent more money for your trip and in this business, money is equated with status. With the average age of the passengers on this particular cruise being way above 70 years, we no longer gain status by "cheaping it out". Here it is totally acceptable to drop into the conversation that your suite isn't as nice as it used to be "before they renovated everything" or that you flew business class. Flying on airline mileage points is a mixed blessing. It is OK to use your points for upgrading to business class, but you don't brag if you used them to purchase economy seats. I kept my mouth shut on this one since I used the cheapest, most non-refundable Internet fare available.

**At Sea, Day 4, 8 May 2005, 08:25, 28° 29.39'N, 48° 07.8'W, heading 52.8°, 13.2 knots**

At 11:00 today, the ship stopped just as we were passing over the Mid-Atlantic Ridge and we went swimming in the middle of the Atlantic Ocean. The water temperature is 72 degrees and the bottom of the "swimming pool" is 15,000 feet down. We put on our life vests (yes, you put on one to go out to the "swimming pool" and boarded the Zodiacs to move a few hundred yards from the ship. The sea is calm, no wind, but there is a slow 4-6 foot swell. A ten foot square swim platform was suspended between two Zodiacs and we boated over to the platform, took off our life vests, and jumped into the deep blue water. It was wonderful. We swam around for about thirty minutes, crawled back onto the swim platform like a bunch of fat pale white seals, put on our life vests, and motored back to the ship for lunch.

### Dinner with the Captain

Dinner tonight was a BBQ on the aft deck. It was pleasant sitting at the Captain's table listening to the waves and the captain's stories. Two of the ladies at the table were quite taken with our Swedish captain. He is quite handsome and charming (must be the good Swedish gene pool) and the ladies giggled along together. Too bad one was older than his mother.

One of the other people at the table was this grand old lady from Maine. She is 88 years old and is quite fit and rather outspoken. The guy across from me was hitting on her, but she said that she didn't want to marry at her age because she "would end up taking care of him." With that, I went to bed.



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(to be continued)

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(Continued from page 3)

thing like that.) Karl examined it closely. “Yes,” he said, thoughtfully. “I can see that would work.” Bob Anderson reverently displayed his favorite large-bladed bulkwhap (or something like that) which they admired.

From up on the sun deck where I had retreated, I could hear the murmurings and incantations as the shamans came and went, all carrying small metal objects. Eventually, after much consultation, the Prince chose Bob Anderson to accompany him into the hallowed area of the engine room to hand him the sacred instruments. The others gathered above, murmuring quietly and trying to hear what was occurring below.

A loud clank resounded. “What was that?” Steve asked, “What happened?” Karl, his hand cupped to his ear, said, “I think he dropped something.” Several others of the coven shushed them as the clinkings resumed.

And at last, it was accomplished and we had water! The coven congratulated one another, then girded up to do the annual rebuild of the forward head on *Silhouette*. If you recall, at last year’s rendezvous there was the incident of fossilized “matter” and the consequences there of. This year was just as gratifying to all those involved.

Ah, rendezvous...what fun.

By the way: our gracious chaplain, Ruby Ann Mahnken, is always thrilled to have happy news to announce at dinner meetings, as I am here. Congratulations go to Kim Terwilliger and Thomas Shepard who are engaged! And our very best wishes are extended to P/R/C Frank Devorak, SN, who has been nominated for Administrative officer on the national bridge.

See you at the Christmas Dinner Dance, reserve your table now. ❖

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# This and That – The Holiday Gala is Fun!

D/Lt Ruby Ann Mahnken, P

**H**oliday Festivities! It's getting to be that time of the year. Come join your friends in the Bellevue Sail and Power Squadron at our Holiday Gala. On 3 December the Sea Belles will host their annual Holiday Party at Meydenbauer Bay Yacht Club. It gives us an opportunity to gather together at the beginning of the holiday season with our squadron friends for a night of wonderful food, dancing to good music, and sharing holiday cheer.

If you have not had the good fortune to attend this event, now is the time to begin a new annual tradition. Once you have joined your friends in the squadron, it will become a *must* on your December calendar in the years to come. For the ladies, it is an opportunity to wear something special and festive, while the gentlemen can go all out and get their tuxedos out of mothballs. However, if the moths have found the tux, your best suit and holiday tie will work nicely; just remember to leave the uniforms home. We are fortunate in that the Meydenbauer Bay Yacht Club is always decorated beautifully. The Sea Belles go all out decorating tables and providing favors and everyone goes home full of the holiday spirit.

The Sea Belles are taking reservations by phone up until 22 November. Phone Dortha Varney at 425-277-8824 and tell how many people are coming with you. Price is \$30.00 per person for Beef Wellington or Salmon Filet . If you have some special seating requests for your table, just let her know and we will accommodate you. Hurry, we expect to sell out this year. See you there! ❖



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## Worst Personal Violations

## Boating Safety

Last month I asked the members to send to me at [bob.r.evans@comcast.net](mailto:bob.r.evans@comcast.net) the worst safety violation they had ever seen or had committed. As I received only one response, I am forced to assume that all but one of the Bellevue Power Squadron members was born blind and with a 100 ton captain's license. That honest member described sailing off Cape Cod in the summer in a Sunfish. Who needs a PFD in the warm waters off the south of the Cape in the summer? Well the boat jibed, capsized and buried the mast in the mud with the center board pointing to the sky until some friendly power boater came by and towed it upright. Probably a Power Squadron Member. Be the first to identify this member and I will buy you lunch at a well known eatery on Lake Union. NOTE: the Plymptons are not eligible.

Answers: 1.-C, 2-A, 3-D (a and c at 4.8% each) ❖

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## Signals From the Editor

Lt Robert J. Miller, AP

**Y**es, the For Sale notice on the next page about the planned sale of our beloved *Loon Song* is true. The Commander and I have been thinking about a what it would be like to take a totally new boat and build it to our specifications for some time now. I have made runs at a couple of different boats and reved up some sales people a bit (one even made a down payment on a new Porsche). However, now when it comes to “put up or shut up” time, I couldn’t believe how hard it would be to type the first line of this paragraph.

Many of our friends have asked, “Why are you getting rid of *Loon Song*? She is perfect for you!” The answer is, unfortunately, “Yes, she is perfect and we have all of the electronic toys you can use and there isn’t anything new that can be put on her. But ...” It is the *but* that is the bitter truth. In reality, I don’t have enough to do and need a new project. Now that the National Nor’westing 2005 Cruise is over and I have announced that the **BELLVIEWS** Editor job is open for taking, Jean insists that I “get a new project or else!”

There, I said it. It all the Commander’s fault! In fact, a buddy whispered in my ear during the very successful Soup Pot Rendezvous last weekend, “Bob, you are so lucky. To have a wife who wants the same kind of new boat you want is every man’s dream.”

So, being a lucky man and one in need of a new project, Jean and I are off to the Ft Lauderdale Boat Show to look at boats and meet with the builder. I will report back from time to time on the (expected) set of trials and tribulations of building a new boat. In the mean time, can you help me place *Loonie* in a nice home? She deserves one.

*The deadline for the December issue is 4 November 2005.*

Calm seas and fair winds,  
Bob Miller ❖



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**FOR SALE LOON SONG, 1988 HSTAR 55' YACHT FISHERMAN**

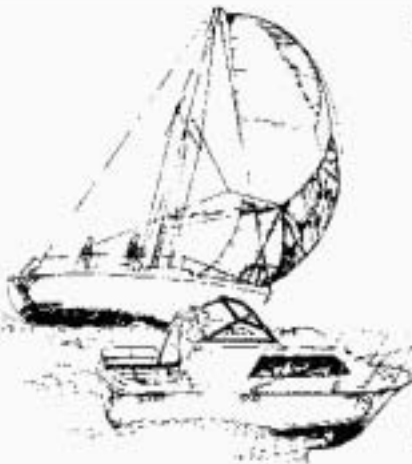
Our precious Loonie needs a new home and loving owner. We are building a new boat and must place *Loon Song* with her third owner. She is a very well maintained two stateroom, aft cabin, sundeck cockpit cruiser powered by twin CAT 3208TA diesels and is offered for private sale (without broker fees) before December 1. Recent surveys and full set of details available from Bob Miller, 360-588-9950 or [bobmi@earthlink.net](mailto:bobmi@earthlink.net).

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