

# BELLVIEWS

The Monthly News Magazine of the  
Bellevue Sail and Power Squadron

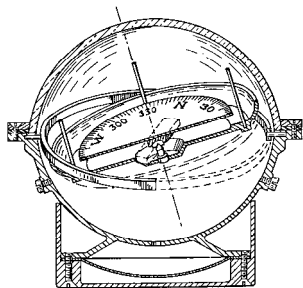
September 2006, Vol. 45 No. 2

## Table of Contents

“Almost Contained...”(Cruise Log) .08
Calendar..... end cover
Classified Ads..... 20
Dinner Meeting Information.....02
Editor’s Hail ..... 19
Fall Classes and Registration.....09
Float Plan Form ..... 05
From The Commander..... 03
“No Offer of Assistance”..... 14
Rendezvous: Arabella’s Landing..... 04
Rendezvous: Soup Pot, Pt Orchard... 15
“Sailing from Seattle to Chicago” .... 07
Sea Belles Bake Sale ..... 06
Sea Belles Soundings..... 05

## Advertiser Index

Armchair Sailor .....	07
Badgley and Badgley.....	18
Boat Electric .....	19
Brion Toss Yacht Riggers .....	10
Captain’s Nautical Supplies.....	17
Gallery Marine Services.....	16
L&T Canvas and Upholstery.....	12
Lighthouse Uniform Company.....	19
Mercer Marine.....	16
Orca Swim School.....	13
Seattle Yacht Service.....	14
YachtLease .....	06



### ADVERTISERS NEEDED

contact Lt Duncan Milloy, AP  
425-475-1131, [dmilloy@comcast.net](mailto:dmilloy@comcast.net)

**Is this your last issue of Bellviews? Check the notice on page 8.**

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 – 06 September 2006**  
**Guest Speaker: Thomas Fawthrop**  
**Commodore, Chief Counsel Sea Scouts**  
**Beef or Salmon, \$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:

**Lt Marge Dippie, S**  
**425-885-0754, *MarDip1@msn.com***

- √ 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. Miss two reservations and loose your spot.
- √ **Get on the permanent reservation list and avoid the hassle of phoning each month. Tell Marge, "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 September is *Blazer*.

**Commodore Fawthrop** will discuss the four cardinal points of a joint BSPS/Sea Scouting program: New Members, Educational Exchange, Vessel Safety Checks, and Winning Ventures.

Currently, there is only one Sea Scout ship (SSS Argo, a power vessel) on the Eastside. In an effort to remedy that situation and better serve the needs of the young people in this area, he will explain what is involved in sponsoring a Sea Scout sail unit. Sponsorship is neither difficult nor expensive, and could be quite rewarding for both organizations. It would enable the BPS to offer improved "value proposition" to attract new members with teenage children.

# From the Commander

Cdr Sally N. Stuart, JN



Autumn has always been my favorite season of the year and there are many reasons why. The main reason is the beauty of the changing colors from bright greens to tones of gold, orange, red, and burgundy. As the days get shorter and cooler, I look forward to cozying up with a good book in front of a fire.

Another reason I like autumn is that it brings the anticipation of a new beginning and a time to become involved. For many people, young and old, autumn marks the beginning of a new academic year. This fall, USPS University debuts its seminar series on topics that have not been offered before. Dave Greene, BSPS's Educational Officer, will talk about fall classes and introduce the instructors at the September dinner meeting. Please plan to attend this important meeting to hear about the classes and meet the instructors. Check September's Bellviews calendar for registration and starting dates.

Whether or not autumn is your favorite of the seasons, think seriously about volunteering for an activity that is meaningful to you. BSPS offers a variety of activities where your interests, knowledge and expertise are valued. Would you like to be a proctor or an instructor? Contact Dave Greene or Bill Badgley and let them know.

BSPS volunteers can also assist the National Ocean Service to keep nautical charts accurate by reporting chart corrections. If this is of interest to you, contact Mark Varney. Perhaps you would like to assist the U.S. Coast Guard by performing vessel safety checks on boats at their owners' requests. If so, contact Joseph Saromines and tell him you would like to learn how to become a Vessel Examiner.

For additional opportunities to get involved, check the inside cover of your Bellviews and see if there is a committee of interest to you, or maybe you would like to serve on the Executive Committee. Please feel free to contact me or anyone on the Bridge or a Squadron member to let us know how you would like to get involved this new season. Our contact information can be found in either the Bellviews or the Who's Who.

Autumn is also a time for people to come together to establish new friendships or renew

*(Continued on page 15)*



**Autumn on the Elwha River**

near the fish hatchery,  
west of Port Angeles

## GIG HARBOR RENDEZVOUS

Celebrate the end of summer boating season  
with a rendezvous at  
Arabella's Landing Marina in Gig Harbor.  
8–10 September, 2006

Join us for a fun, relaxing weekend in the lovely, quaint town of Gig Harbor. There are many great shops and restaurants as well as interesting historical markers to read as you walk along the waterfront.

Arabella's Landing has facilities that BSPS has rented for Friday and Saturday night gatherings. On Friday evening, bring your favorite appetizer to share for an informal get-together in the Clubhouse. If you are still hungry, there are many restaurants in town. On Saturday, the Clubhouse is rented again for a potluck dinner. It will be a pasta and salad theme so bring either pasta or salad to share with the group. Each person is to bring their own plates and utensils. On Sunday morning, we'll have coffee and rolls.

Tides Tavern is a popular, fun place to eat on the waterfront. They won't take reservations on Fridays or Saturdays, but we are planning to eat there for lunch as a group on Saturday for all who are interested. There will be a wait, but it seems worth it!

Since the education program begins in September, there will be information available regarding classes and seminars, but the weekend is for socializing before the busy year begins.

To reserve your slip at the marina, call Arabella's Landing at (253) 851-1793. Rates will be posted on the website with additional information. There also will be a \$7.50 per person charge to help pay for the facility fees.



Contact Dianne Greene for more details at [dgreene99@aol.com](mailto:dgreene99@aol.com) or 425-746-7566, and register online from the BSPS website.

(Photo of the landscaped grounds at Arabella's Landing, Gig Harbor)

# Sea Belles Soundings

President Lucy B. Worl, S



What a beautiful summer! We had a little rain to water the plants in June, lots of sunshine, good cruising weather, a great Independence Day in July, and a smooth August that was over too soon! The bright spot is that we are all getting back together to tell tales and enjoy friendships. You've got to love the BSPS!

As promised, I am including a few fun facts about our Change of Watch. What a great way to start a "new" year! We were honored to have many Sea Belles, District 16 Officers, National Education Officers, Squadron COs, and friends with us. The guests just kept coming and coming, but we managed to feed all 68 of them, and even to provide everyone with a place to sit!

Jim McKay and two friends provided lively pre- and post-program music, and a few of the brave (who shall remain nameless to protect their courage) danced to the tunes.

A special address was given by USPS National AEO, Bob Sweet. We heard the late-breaking news about the very new "USPS University," an on-line boating education resource which is being developed as we read this article. Keep your eyes out for more information. It will become a powerful tool for safe boating education!

Following the address, President Karl presented service awards to the 36 Sea Belles on the Rose List. The next presentations were two newly created awards. The first, the Best Belle Award, went to our well-loved Willa Conrad for her generous and untiring efforts for the Sea Belles. The second, The Best Belle Supporter, went to Dave Greene, Squadron ASEO. Suffice it to say that he will now always know port from starboard when wearing this support article!

The bittersweet Change of Watch ceremony began with the Activity Report of our President, Karl Lang, SN. It made me proud to be a part of such an active auxiliary! NAO Frank Dvorak, SN, then did some swearing...in, of the new President, me, and D/C Pete Betlem, AP, installed the New Officers. We ended the formal part of the Ceremony by joining Jim McKay in singing "America The Beautiful".

To sum it up, the fellowship was warm, the food delicious, the wine was flowing, the music playing, and the Sea Belles decided, once again, that we have lots of fun! Come join us!❖

## PLAN AHEAD!!!

Before you head out for a cruise, fill out a float plan so someone will know where you are. Bob Miller found a nicely formatted float plan here: <http://www.uscgboating.org/safety/fedreqs/floatplan.pdf> Simply complete this handy form before your cruise and leave it with a reliable person who can be depended upon to notify the Coast Guard or other rescue organization, should you not return as scheduled.

## **Sea Belles Bake Sale**

**October 4, 2006**

**Attention all Squadron members and Sea Belles:  
Please bring baked goods, home canning, craft items,  
and cash to purchase goodies!**

**All items will be presented during the hospitality hour upstairs  
at the October dinner meeting at Meydenbauer Bay Yacht Club.**

Want to practice your knot-tying skills, or add a few new ones to your repertoire?

Visit **Animated Knots by Grog**

<http://www.animatedknots.com/>

75 knots are listed, including animated pictures and step-by-step tutorials  
as well as notes on the structure and use of each knot.

Do you want to own a boat...

Or

**JUST GO BOATING?**

(Psst. The FUN is in the boating!)

And it is more FUN the YachtLease way  
The Safe, Fiscally Responsible way

**Join the YachtLease® Program Today!**

2601 W.Marina Place, Suite E (Elliott Bay Marina)  
[www.yachtlease.com](http://www.yachtlease.com)  
Tel: 206-285-9499



# Sailing from Seattle to Chicago

by Ray (N) and Eileen Huggins

Fourteen months ago, we left Seattle in our 35-foot sailboat “Boadicea” destination Chicago via the Panama Canal. Our goal was to circumnavigate the North American continent, including Mexico, Central America, the Caribbean, the east coast of the US, Maine, Nova Scotia, up the Saint Lawrence, and through the Great Lakes to Chicago where we will truck the boat back to Seattle. The original schedule called for completing the cruise in two years. However, we spent more time in Central America (Guatemala, El Salvador, Nicaragua, and Costa Rica) than originally planned and a rule of thumb seems to be that wherever we go, we will stay at least twice the time you planned. As a result, we are now almost a year behind our original timetable, but who cares since we have retired. We also



Boadicea at the start of the 2002 Baja Ha Ha

had a diversion to Cartagena on the north east coast of Colombia where we now find ourselves.

Our cruise really started with the 2002 Baha Ha Ha cruiser rally organized by Latitude 38. The rally started in San Diego at the end of October, and finished 12 days later in Cabo San Lucas in Mexico. Over 100 boats started and it was a good opportunity to meet other cruising boats. Here, we had our first multi-day passages and we gained a lot of experience. A year later, we are still seeing some of the boats which took part in the 2002 Ha Ha. We spent about 5 months in Mexico spending time at La Paz, Mazatlan, Puerto Vallarta, Acapulco, and Hua

*(Continued on page 12)*



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](http://www.ArmchairSailorSeattle.com)

## Last Issue of BELLVIEWS?

Lt Robert J Miller, AP – Database Manager

Does your address label have the dreaded word “**LAST**” in the upper right hand corner? If it does, this means that your renewal payment for the USPS hasn’t been received and your name is being dropped from the mailing list. If you don’t want this to happen, immediately contact the Membership Chair, Lt Mike L Heinrich, P, 425-885-1127 or email him at [mikelheinrich@aol.com](mailto:mikelheinrich@aol.com). ❖

## Almost Contained by a Container Ship

by 1/Lt Bill Badgley, JN

Hapag-Lloyd. The name doesn’t roll off the tongue easily, nor does it have a ring of familiarity about it, but there it was, emblazoned on the side of the container ship that had been growing steadily off our stern for the last twenty minutes or so. The southbound container ship was probably bound for the Port of Seattle, or perhaps Tacoma and it was heavily loaded and riding low in the water, but still making excellent speed. In fact the speed of the container ships has always been a marvel to me. How can that much weight and mass be moved at the speed that these heavily loaded ships travel at?

Judi had been at the helm much of the week, as she was now, and we were southbound with Kingston as our destination for the day. A northeasterly wind had given us a wonderful ride for much of our passage from Port Townsend that afternoon, but it veered almost 120 degrees as we neared Point No Point and now we were forced to tack into a strong southerly as we worked our way downsound for Kingston.

We were on a starboard tack about three miles north of Apple Cove Point with Edmonds off slightly to starboard of the bow. We had been hugging the east side of the passage to try to stay out of the vessel traffic lane as much as possible but with our current tack, the traffic lane was unavoidable. My plan was to tack back to the southwest in just a couple of minutes, but I wanted to pick up a line that would give us a better shot at Kingston. By now the container ship was rapidly closing the north-south gap between us, but it was obviously headed well to the east of us as we were far enough abeam of it to easily read its name located about mid-ship.

It was obviously time to tack by now as I wanted to keep our distance so I gave Judi the command to tack and prepared the jib sheets for the maneuver. She handily brought the bow of the Beneteau First 32.5 around and I hurriedly secured the starboard jib sheet as we settled into a port tack on a southwesterly heading back towards Kingston. I was just beginning to relax and was cleaning up the loose lines in the cockpit when I heard Judi ask, “Bill, what about that freighter?” By

*(Continued on page 11)*

## STUDENTS NEEDED!

We have the classes. We have the instructors. We need the students. Boating season is in full swing, but it is time to plan for the fall classes. (You can also sign up on the web for classes through spring).

Our education department again plans to offer every USPS class available next year, as we did this past year, but to do so we need to hear from you. We need to know what you want. If you want the classes, we will teach them. Sign-ups for the fall classes will be on **Monday 11 Sept. at Bellevue High School at 1830 (6:30 pm if you are new to Power Squadron)**. Simply follow the signs posted at the north wing entrance.

Please **pre-register** on our web site for your classes (fall, winter, and spring) by using the web site. The URL is <http://www.bellevuepowersquadron.org>. Click on Education, and find Advanced Grades and Elective Courses. If you cannot register online, then please contact Lt. Dianne Greene, AP at [Dcgreene99@aol.com](mailto:Dcgreene99@aol.com) or call her at 425-746-7566. Pre-registration merely means we order books for you ahead (and you get a course discount), but you still need to come to registration night to:

Confirm registration

Pay for the course

Pick up course materials and assignments

Meet your instructor

The classes this fall should be very exciting. Many of the existing courses have been totally rewritten within the past two years and are now updated. Most classes are now presented using PowerPoint. The squadron received another gift from the SeaBelles which may allow us to buy two new InFocus projectors, so we are ready for the new material.

Fall Classes to be offered (if there is sufficient interest):

### Advanced Grades:

<u>Class</u>	<u>Start date</u>
Seamanship	30 Oct 2006
Piloting	6 Nov 2006
Junior Navigation	25 Sept 2006
Navigation	19 Sept 2006

(Continued on page 11)



design • consultation • installation • survey • equipment • workshops

## ***Is Your Boat Ready for Summer Sailing?***

### ***Rig Tuning Special***

*10% off for Bellevue Sail and Power Squadron  
Members! Just tell us you saw this ad!*

With a good rig tune, your boat will point better, sail faster, and with less heel. Tuning is a great labor saver!

Sail your boat to Port Townsend, enjoy a beautiful day in our Victorian Seaport, and get 10% off a rig tune by Brion Toss, Master Rigger.

*Total cost depends on condition of rig  
and how much time it takes to tune.  
Call us for details! 360-385-1080.*



313 Jackson Street, Port Townsend, WA 98368  
tel: 1.800.488.0855 or 360.385.1080; fax: 360.385.4538  
[www.briontoss.com](http://www.briontoss.com)

*(Continued from page 9)*

**Elective Courses:**

<u>Class</u>	<u>Start date</u>
Engine Maintenance	11 Sept 2006
Instructor Development	28 Sept 2006

**Seminars and other Public Classes:**

<u>Class</u>	<u>Start date</u>
Skipper Saver	12 Oct 2006
GPS	11 Oct 2006 and 6 Dec 2006

We look forward to seeing you this fall...in class!!! ❖

*(Continued from page 8)*

now the container ship couldn't be a factor as it should be passing well to the east of our current position.

My mind was lost in the thought of tying up for the night at Kingston and relaxing for the first time today when Judi asked for the second time, "Bill, isn't that freighter getting a bit close?" It had been a long pull this afternoon and we were both tired. I was just about done getting the cockpit cleaned up when I heard Judi call my name for the third time and this time it was with a noticeable air of concern in it. And this time I looked up. I looked up to see the bow of the container ship coming straight at us. In fact the ship was still healing from the huge turn it had just taken and we were dead centered in its current course. "Dead centered" seemed to be a poor choice of words at this moment, but I felt like I could almost count rivets on that ship by now and the word choice was quickly becoming quite accurate.

Our current course was the only course that would take us out of danger, but there was absolutely no way that we would sail out of this danger in time. I kept Judi at the helm, fumbled to get the auxiliary engine going (and fortunately succeeded), pushed the throttle to the top of the green, and wondered if the skipper of the container ship was enjoying the sight of elbows and fannies frantically scrambling around the cockpit of this diminutive sailboat directly off its bow. With the engine at full crank and the knotmeter kicked all the way up to 6 knots, I had Judi bring the helm around a few more degrees to a course line that was as close to perpendicular to the container ship's course as I could eyeball. Ironically, if we had held the course that we were on just prior to our last tack, we would now be well inside the course line of the freighter and completely out of danger.

The next few minutes lasted about two years as we watched the separation angle slowly open between our two vessels. I felt like we were caught in a dream (maybe nightmare is more accurate) state where you know that you are in danger, but you are completely unable to move out of danger's way. After what seemed

*(Continued on page 20)*

(Continued from page 7)

tulco, as well as many beautiful anchorages, and were able to get to know the country at the grass roots level.

In the past, cruising boats have bypassed Guatemala, El Salvador, and Nicaragua, and have gone straight to Costa Rica because of the lack of cruising facilities, few anchorages, and security issues. Recently however, three marinas, two in El Salvador and one in Nicaragua, have opened. In all cases, the security is good and it is safe to leave boats there for extended periods of time. We

took advantage of this and made inland trips to the historical cities of Antigua in Guatemala, and Granada in Nicaragua. In El Salvador, we were a one and a half hour "chicken bus" ride from the capital San Salvador and came to know the city quite well. Costa Rica is more cruiser friendly with good anchorages and better marine facilities. Costa Rica has developed eco-tourism, and we made an inland trip leaving the boat at Puntarenas. We went to the national parks in Tortuguero, Monteverde, and Arenal and saw lots of wildlife.

The last country before the Panama Canal was Panama. Of all the countries on the west coast of Central America, we enjoyed the anchorages in Panama the most. After transiting the Canal, we found the anchorages in the Caribbean to be quite different, but equally enjoyable. Transiting the Canal in your own boat was the experience of a lifetime.



Ray and Eileen Huggins transiting the Panama Canal as Line Handlers for S/V Kuhela

## L & T Canvas & Upholstery

DOCK ON PREMISES

601-C Dunlap  
La Conner  
Marina



CUSTOM DESIGNED MARINE  
CANVAS & UPHOLSTERY  
360-466-3295

We now find ourselves in Cartagena which is probably the most interesting city from the historical point of view we have yet visited. We will be moving north next week to either Jamaica or the Dominican Republic depending upon the wind and sea conditions, because we have to take advantage of the seasonal window between the end of the hurricane season and onset of the winter trade winds.

You can follow our progress by going to the web site [winlink.org](http://winlink.org), clicking on "Position Reporter" and then entering my ham radio call sign, N2RH.

## Who's in Control in the Water?

by Cori Myka, co-founder, Orca Swim School

Community programs tell you to know your limits, wear a life-jacket, and be aware of your surroundings. But, is this enough?

No, it's not. The real question is: when you mix your body with a body of water, which is in control? You may say the water is in control since the water dictates temperature, tide, waves, current, depth, etc. But, while these things affect your body, who/what is in control of *your* body? Is it you or panic...or not sure?

To panic is to lose control of our body. When we panic, we leave our body, feel disconnected, paralyzed, or gone. It seems safer to mentally leave our body than to stay, so "we're out of here." This may keep us safe in some situations, but not in the water.

Sure, if you know how to swim, you may have some control of your body in the water. Many people, however, do not know how to remain in control while in the water. In my years of teaching swimming, people have said things like: "I can probably swim enough to save myself" or "I can swim, but not with comfort and ease." Others have said, "I can swim, but I can't wait to get to the other side" or "I might panic in deep water."

Most think the answer lies in taking swimming lessons – they believe if they learn to tread water or do the front crawl, then they'll be safe in the water. Unfortunately, it's not enough to keep you safe in all situations. Safety lies in being able to control yourself from panic and knowing how to bring yourself back into control when the unexpected happens. After all, no one plans on falling off their boat into the cold Puget Sound waters!

At Orca Swim School, our unique instruction technique shows you how to remain in control and prevent panic in the water. You'll find yourself swimming freely, making choices in the water, and not going in directions you don't want to go. You'll be in control in the water...the only way to keep safe in the water!

As seen  
on the  
Today Show  
& on NPR.

Adult classes starting monthly in the Seattle area

Visit [www.orcaswimschool.com](http://www.orcaswimschool.com) for  
more info or to sign up



Phone: 425-793-9870

## No Offer of Assistance

By Lt Bob Evans, P

Becoming Safety Officer has increased my own awareness of boating safety and the ongoing need for boating education. This past April I personally observed what was the grossest safety violation and lack of human kindness on the water that I have ever witnessed.

While on vacation, Jane and I went kayaking with our friend Ruth Ann in Sarasota, Florida. (For comic relief you should see me getting in and out of a kayak these days!) We decided to tour the mangrove swamps and then beach the kayaks and hike across a small barrier island for a swim in the gulf. After the swim we returned to the kayaks. I left first and was about 300 yards away when I heard Jane scream my name. I quickly turned around and noticed that the power boat that was beached next to us had gone and that Ruth Ann was in about four feet of water struggling to right her kayak and drain it of water, when another fellow appeared and helped her.

Now for the horror part of this tale of near disaster: Ruth Ann had flipped her kayak getting in after it had started to float. She hollered at the people on the power boat for help, and the answer was "NOT US" with an accompanying hand gesture from a woman on board. In case you were wondering, there are alligators in these waters and Florida averages three or four attacks per year. We were all wearing our PFDs, which tend to let the legs hang down as a snack for the alligators. Anyway, all ended safely and my biggest regret was that no one got the registration number of the power boat.

After my anger subsided, I came to the conclusion that the U.S. Power Squadrons can not do enough to help educate the boating public. Also, I believe that individuals should be licensed before they can operate a boat. This may not help these individuals, but I like to think that most people are decent and, if not teachable, at least trainable.

*Seattle*  
Yacht Service, Inc.

Complete Yacht Service & Repair

**Haul Outs**

**Outfitting**

**Fiberglass**

**Electrical**

**Refinishing**

**Remodeling**

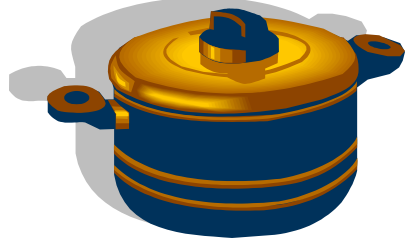
New and enlarged location next to the Locks  
5350 30th Ave. NW · Seattle, WA · 98107

(Continued from page 3)

established ones. BSPS members enjoy a variety of social events including the monthly dinner meetings, rendezvous, a dinner-dance and a crab feed. If you haven't attended a dinner meeting, please join us at September's dinner meeting. Come early for the social hour and share stories of your summer adventures. And what could be more autumn-like than the annual October Soup Rendezvous in Poulsbo? Check the Bellviews for details.

Whatever you decide to do this autumn, enjoy the camaraderie of BSPS members, the pleasures of the season, and have fun! ❖

# Soup Pot



## Rendezvous

### A Joint Affair with Bremerton Squadron

06-08 October 2006

Port Orchard Marina

Last year, this turned out to be one our best attended rendezvous!

If you want to (but are not required to), bring a favorite broth, soup, stew, or chili to share while we gather on the dock, boat hop, and swap tall tales, play liars dice, or whatever. Crackers and sourdough bread are provided.

This is a great casual and fun Autumn get-together, in spite of the rain showers.

**We have again challenged members of the Bremerton Squadron to bring their best creations to the event and we will have a real cook-off between the squadrons.**

If you can't come by boat, then drive over and join us for Saturday afternoon and evening. If you want to overnight, let us know and we will arrange accommodations on one of our squadron boats for FREE. What a deal!!!

If you might be coming, then a call would be appreciated (see how casual this is). Reservations for moorage are not being taken by the marina.

Come early and we will fit you in.

To help our planning, call or email us before 01 October:

Karl or Dortha Lang  
425-641-6905 64eldorado@msn.com

# 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](http://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



# *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](mailto:sales@captains.yachtoutfitters.com)  
[www.captainsnautical.com](http://www.captainsnautical.com)

# Badgley <sup>Windermere</sup> & Badgley

*Honesty, Integrity, Market Knowledge, Experience,  
Customer Service and Proven Results*



**Proven Results...** *"Bill and Jim are a dedicated real estate team. They were committed to meeting our satisfaction at all points of the deal. They took great photos of our home for sale and within six hours had offers coming in. They effectively managed the deal between three competing offers and got us more money than we expected for our home. They made the transaction painless and easy. They knew how to market the property effectively, a very impressive and knowledgeable team. Go with them, they are the best!"*

**Stephen & Noelle McKain**



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



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

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

## Editor's Hail

Lt Theodore R. Wilder, P

I hope you all had a wonderful summer, taking advantage of the many sunny days we've had recently. One of the highlights for me was discovering the Duck Dodge sailboat race held every Tuesday throughout the summer on Lake Union. My infatuation with this traditionally light-hearted race began with "Pirate Night" (perfectly appropriate for yours truly!). Sporting billowy shirts and eye patches, we made certain that all of our swashes were buckled before we set sail. The race itself was pure joy, since we started with the slower, cruising boats that were just as involved in a free-for-all water fight as they were in actually winning the race. Well-armed ourselves on a 36-foot sloop, we gave as well as we got and had a fabulous time. After the race, we rafted up with some thirty or more boats, broke out the barbeques and beers, and welcomed new friends aboard as the racers walked from deck to deck under the deep blue sky twinkling with the first stars of the night.

Unfortunately, all good things must come to an end, and the last Duck Dodge of the year took place on September 5th. If you have never taken part in one of these races, I highly recommend the experience. You can learn all about the Duck Dodge at <http://www.duckdodge.org>.

Sincerely,

Ted Wilder

**BOAT  
ELECTRIC**

System  
Specialists  
since 1968

Heating Galley  
Electrical Audio  
Refrigeration/Service

206-281-7570 fx 206-281-7511

[boatelectric@boatelectric.com](mailto:boatelectric@boatelectric.com)

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

2520 Westlake Ave. N  
Seattle, WA 98109



**LIGHTHOUSE UNIFORM  
COMPANY**

Your  
USPS Store  
...and more

- USCG Auxiliary
- Yacht Club Uniforms
- Accessories

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

## Classified Ads

### **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 2* 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 sale through a broker and is viewable on Lake Union. Price is \$359k. Recent surveys and full set of details available from Bob Miller, 360-588-9950 or [bobmi@earthlink.net](mailto:bobmi@earthlink.net).

**FOR SALE GARMIN GPSMAP 168 SOUNDER** chartplotting receiver & depth-finder (with transducer and A/C,PC adaptor), NEW IN BOX! Please see [http://www.dealtime.com/xPO-Garmin\\_GPSMAP\\_168\\_Sounder](http://www.dealtime.com/xPO-Garmin_GPSMAP_168_Sounder) for full description and reviews. Asking \$400. Contact Ted Wilder at 206-354-9453 or [thewild@microsoft.com](mailto:thewild@microsoft.com).

**FOR SALE 1990 17' BOSTON WHALER OUTRAGE** w/ 1991 115 HP Mercury Outboard w/120 hours. EZLoader trailer. \$14,500. 425-643-9090 wk or 425-643-7788 hm

### **SOLD HAVFRUEN**

Send condolences to: BJ & Mary Ursin [Scotch or rum, no flowers please]

### **BELLEVUE Classified Ad Policy**

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.

## “Fair winds and following seas”

*(Continued from page 11)*

like about 5 years, the rivets finally faded into the distance and the ship safely passed behind us. Once again I was able to read “Hapag-Lloyd” on the side of the ship, and that was a good thing.

Returning to the chart for a better understanding of what had just unfolded, I finally determined that we probably still had about four miles of separation between us when the container ship first began its southbound turn at the “SE” buoy just off of Point No Point, but it was closing that gap at about a mile every three minutes. My initial inattention to Judi’s concern probably cost us about two miles of separation, and the remaining two miles of separation were going to be used up in about another six minutes. I’m now paying a lot more attention to my wife and to the movement (and turning points) of the container ships. ❖