

# Point Wilson Sail & Power Squadron

The Point

A unit of District 16 United States Power Squadrons



October, 2010

## FROM THE BRIDGE

Commander Natalie is on vacation and unable to submit a column for this month- but she passes on a “hello” to all from the road. Should you have any concerns in the meantime, please contact Executive Officer Bill Beezley.

## General Meeting

Tuesday, October 19, 6PM

At the October 19th general meeting of the Point Wilson Sail and Power Squadron (6 pm Port Townsend Yacht Club for the potluck, 7:15 pm for the program) designer – builder Kees Prins and new boat owners Chelcie and Kathy Liu will tell us about the design and building of the Liu's beautiful, locally built, trailerable, new sailboat, *Townsend Tern*.

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# Point Wilson Sail and Power Squadron Calendar 2010

## October

- 11 Executive Bd. Mtg., 7 pm Skookum
- 16 ABC Boating Course, 9 am – 5 pm, NW Maritime Center, Instructor Linda Newland
- 19 October meeting & potluck. 6 pm @ PTYC; 7:15 program: Chelcie and Kathy Liu and Kees Prins on the building of the Townsend Tern.
- 20 Seamanship Class begins (8 wks.), Wed. 5:30 – 7:30, NW School of Wooden Boat Building, Port Hadlock, Instructor Bob Miller

## November

- 4 Weather Course, Thursday nights thru Jan. Open to members (\$55 + \$10 for spouse) or the public (\$55 + membership fee). Linda Newland.
- 8 Executive Committee Meeting, 7 pm @ Skookum
- 16 November meeting & potluck, 6 pm @ PTYC; Program: Jefferson County Ham Radio/Local Marine Nets.

## December

- 6 Executive Committee Meeting, 7 pm @ Skookum (first Monday!)
- 21 Christmas Dinner & Party, 6 pm @ PTYC

## January 2011

- 5 \*Piloting Class begins (10 wks.), Wed. 5:30 – 7:30, NW School of Wooden Boat Building, Port Hadlock, Instructor Bob Miller
- 10 Executive Bd. Mtg., 7 pm Skookum
- 18 January meeting & potluck, 6 pm PTYC, Program: Bob & Molly Miller's River Trip in France

## February

- 7 Executive Bd. Mtg., 7 pm Skookum
- 15 February Meeting, 6 pm dinner & ceremonies @ PTYC; Program: Change of Watch/Installation of Officers

(\* Advanced Piloting begins April 6 (10 wks.), Wed. 5:30 – 7:30, NW School of Wooden Boat Building, Port Hadlock, Instructor Bob Miller)

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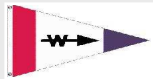


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## Your 2010-2011 Bridge Officers



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Closing date for articles  
**25th day of each month**



*Thank you to Linda Newland for the beautiful photos from a summer  
cruise*

*Above: The gang at Jones  
Island*



*Above:  
Full moon rise at Ducia*



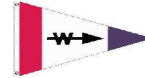
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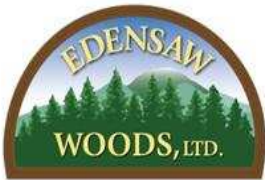


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# SEO Report

## By: Linda Newland, AP

With October upon us, it's almost time to say goodbye to our good weather boating season. I hope everyone had an opportunity to enjoy our wonderful boating area this season and put your class lessons to work on the water.

Dan and I had so much fun going to the Reid Harbor Rendezvous that we headed back over to the San Juans for another week in late August and found beautiful weather this time (no navigating in a fog bank across the Straits). Dan also turned Peggy into a cruising boat taking on two crab pots along with Albert and Bridget's dinghy (Thank you for your generosity). We found great anchoring, non-crowded moorings and unforgettable full moon nights with calm seas. Oh and the crabs were just waiting to climb into our pots. We'll share our secret bait and our crabbing grounds upon request.

Maybe we should add "Cruising Etiquette" to our power squadron Seamanship course. We had front row seats to a bad tempered cruiser who barged in and tried to anchor next to us and another boat tied to moorings at Jones Island. He was in a 45 foot Beneteau with probably less rode out than his length and within a boat length of us. When the other couple kindly asked him to anchor farther away, he got the attention of everyone in the anchorage with a loud display of foul language and personal threats. Not wanting to become the recipient of his anger ourselves if he came in contact with us during the night, Dan called the Coast Guard on VHF Ch.16 who then notified the San Juan Sheriff. The deputies responded by motoring over from Friday Harbor to have a heart to heart talk with the offending cruiser who became very tranquil and quiet.

Here are some suggestions for what to do with your winter down time. I have 5 already signed up for the Weather class. **Since I need to order texts, please let me know as soon as possible so I can have them when the class starts on November 4. Ditto for Bob's Seamanship class. All classes open to the public and to members.**

### 2010

October 16 ABC Boating Course, 9 am – 5 pm, NW Maritime Center, Open to the Public. Contact Lt/C Linda Newland, AP (360) 437-9350 \$35. Instructors: Linda, Chelcie and Albert.

October 20 \*Seamanship Class begins (8 wks.), Wed. 5:30 – 7:30, Northwest School of Wooden Boat Building, Port Hadlock, Instructor P/Lt/C Bob Miller, AP (360) 385 9585

November 4 Weather Course, Thursday nights thru Jan. 20. Off for Thanksgiving and Christmas week. Meet at Skookum Bldg.  
Open to the public (\$55 + membership fee) or to members (\$55 + \$10 for the spouse. Call Linda Newland, AP (360) 437-9350

### 2011

January 5 \*Piloting Class begins (10 wks.), Wed. 5:30 – 7:30, NW School of Wooden Boat Building, Port Hadlock, Instructor P/Lt/C Bob Miller, AP (360) 385 9585

April 6 \*Advanced Piloting begins (10 wks.) Wed. 5:30 – 7:30, NW School of Wooden Boat Building, Port Hadlock, Instructor P/Lt/C Bob Miller, AP (360) 385 9585  
(\*recommended sequence is Seamanship, Piloting, then Advanced Piloting)



**Point Wilson Sail and Power Squadron  
September 21, 2010 Membership Meeting Minutes  
Port Townsend Yacht Club**

Members gathered at 6:00 p.m. to enjoy a BBQ and potluck dinner. This was the first meeting after deciding to return to the previous practice of having our monthly membership meetings on the third Tuesday of the month and with a starting time of 6:00 p.m. We had a good turnout with approximately thirty members attending. Additionally we had two guests, Peter Guerra, a new Port Townsend resident and Kasey Olsen, the fiancée of member Erica Hutton.

**Business Meeting**

Commander Natalie Hutton called the business meeting to order and thanked Albert Foster for being our BBQ chef for the evening – he did a great job having some special BBQ sauce which he admits made him look good as a chef. Natalie also welcomed the two guests noted above.

Albert Foster then officially installed new member Max Richter. As is the PWS&PS custom, Max was joined by the rest of the membership in repeating the USPS pledge. Max is a recent graduate of the Northwest School of Wooden Boatbuilding in Port Hadlock.

The membership meeting minutes from the July 17 meeting at Mystery Bay, Marrowstone Island were then discussed by Secretary Denny Newland. No changes or additions were requested by the membership. Albert Foster made a motion to accept the minutes and Jim Hutton seconded that motion. The minutes were approved.

Treasurer Ron Hayes reported that the squadron has a cash balance of \$1,072.

Several Officers and members joined in a general discussion of the cruising and boating activities that had gone on over the summer. Bill Beezley and Ros Fettig along with Dan and Linda Newland and Dan's cousin Anne Rusch rendezvoused at Reid Harbor on Stewart Island in the San Juan Islands. The Newlands also spent an additional week cruising in the San Juan's later in the summer and reported that their top notch racing sailboat, Pegasus IV, could also catch crab. Jim, Natalie and Erica Hutton boated to our July meeting at Mystery Bay for an overnigher while Bob and Evie Monica boated in for the afternoon and evening. Several members had participated in the June District 16 Rendezvous including Jay and Mary Ann Merrill, Jim, Natalie and Erica Hutton, Andy and Cindy Okinczyc, Bob Monica who took his boat to participate in training, and Linda Newland who along with Bob Monica received some "on the water" training to be certified as instructors for the newly forming USPS Boat Operator's Certification program.

Linda Newland, Squadron Education Officer reported on upcoming classes. On October 16<sup>th</sup> there will be an 8 hour ABC course given at the Northwest Maritime Center. At the Northwest School of Wooden Boat Building a series of three courses taught by Bob Miller, begins the following week and Ending next Spring. These three courses are the fundamental USPS courses of Seamanship, Piloting and Advanced Piloting. Additionally an elective course, Weather, will be taught by Linda and begins on November 4<sup>th</sup> ending in January, 2011.

Vessel Safety Chairman Bob Monica led a brief discussion of his on the water training at the District 16 rendezvous and vessel safety inspection matters.



Meeting Minutes Continued on Page 7.

Meeting Minutes Continued from P.5.

Commander Natalie Hutton then discussed the following several topics with the membership;

The squadron could use more phone tree callers for reminding members of upcoming meetings.

As an incentive, members who successfully bring in new advertisers or new members are eligible for a free education class.

A new squadron advertising policy was adopted by the Executive Committee at their September meeting and will be published in the next newsletter. Costs to advertise a business for members of the squadron and the public are \$80 per year. Squadron members can advertise a “garage sale” type item such as a dinghy or an outboard motor for two months for free.

Members were asked to submit their hours spent on squadron activities to Natalie Hutton for applications to receive merit marks from the USPS.

It is time to begin consideration of the new slate of officers for 2011. Natalie talked about what an honor it is to serve the members of the squadron as an officer and urged anyone interested to make their interest known. She offered the mentorship of past officers to alleviate any concerns prospective officers might have regarding the duties of each officer position. Natalie also needs to appoint a nominating committee for the slate of 2011 officers who will take over next February.

During the Hutton’s upcoming trip back east, Bill Beezley will chair the October and November Executive Committee meetings as well as the October Membership meeting.

Commander Natalie Hutton adjourned the meeting.

### **Program**

Administrative Officer Albert Foster introduced Dan Newland who gave an excellent program on the building of his Whitehall 14 rowing and sailing dinghy. Dan’s Whitehall is based on a hull design from renowned boat builder Tito Romano and Dan has acquired the molds for the hull. Dan’s Whitehall has many features he has personally designed into it. It is ultra light (44 pounds out of the mold, ~ 80 pounds with finishing features added) and can easily be carried on a car top or hauled on the foredeck of a boat. Dan’s boat has large reserve buoyancy, he has put a sailing rig on it, it is easily driven by rowing or sailing, and it can carry a good amount of weight.

Dan had decided he needed to start off calendar year 2010 right by building and launching a new boat – he did it with the help of several squadron members who started on December 31<sup>st</sup>, 2009 and went boating on January 2<sup>nd</sup>, 2010. Squadron members who helped with the lay-up of the composite hull included Jim and James Hutton, Chelcie Liu and Klaus Butz. Also helping was Steve Tucker.

Dan’s presentation included many pictures of the team in action and an interesting set of materials to pass around to the membership which showed what was used for each layer. The team was working to a chemical time clock as once the resin and hardener were mixed they only had 2 to 4 hours to lay up the hull’s many layers, a peel off layer, the vacuum bag and get a good seal on the vacuum being applied by a ¾ HP vacuum pump – there were some on the crew who pointed out that the resin was hardening as they worked quickly – in the end the team was successful!

Dan brought along the beautifully built dagger board and rudder, properly contoured to appropriate NACA curvatures, which he had made in his shop for all to admire and they were indeed impressive – Dan implied we shouldn’t let the word get out that he has a complete set of planes for doing his woodwork!?

Dan plans to learn from this first prototype and incorporate any improvements into hull #2 and on and on further improving one of the best rowing and sailing dinghies available.

Denny Newland

## Point Wilson Sail and Power Squadron Newsletter Advertising Policy Statement

Point Wilson Sail and Power Squadron, a non-profit agency, generates a monthly newsletter (“*The Point*”) for its members and advertisers. Within the newsletter are articles regarding squadron events, boating safety and education and meeting minutes. *The Point* also includes advertisements from local and regional businesses, as well as from individuals with services to market or products to sell.

It has been the policy of PWS&PS to charge an annual fee of \$80 for business card-sized advertisements in ten (10) consecutive newsletters. This fee is charged both to help offset costs of producing the newsletter and to provide revenue for PWS&PS. It is the purpose of this policy to standardize circumstances in which an advertiser will be charged.

It is the policy of this organization to charge an annual \$80 fee to all who wish to advertise a for-profit product or service in *The Point*, regardless of membership status. An exception to this policy would be in the instance that a member wishes to sell a ‘garage sale’ type of item, i.e. an outboard motor, sailing gear, etc. A second exception to this policy would be if the Executive Committee determines the prospective advertiser is providing something of value to PWS&PS in which case all or part of the annual fee could be waived.

When advertising a ‘garage sale’ item, individuals are limited to advertisements in two (2) consecutive issues of *The Point*. At that time, their advertisements will be pulled, regardless of whether or not the item has been sold.

In instances of dispute, it is the prerogative of the PWS&PS Executive Committee to make a determination on whether an item to be listed in *The Point* will be deemed advertising for-profit or a ‘garage sale’ item.

### Members:



If you have any items that you wish to advertise for sale in the “Point”, please email the details to the Newsletter Editor at:  
[bethannross@yahoo.com](mailto:bethannross@yahoo.com).

If you desire to run an advertisement for your business, please email a business card size advertisement in .pdf format. Additionally, be sure to “spread the word” to local businesses that general business advertising space is available in the Point at a great deal! (see notice above for more information).

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## Burn Baby Burn: Interesting Research Regarding Fuel Burn Rates -By: Dan Newland

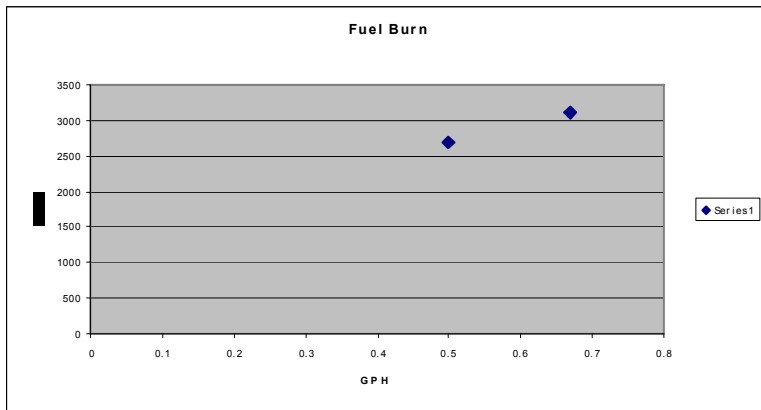
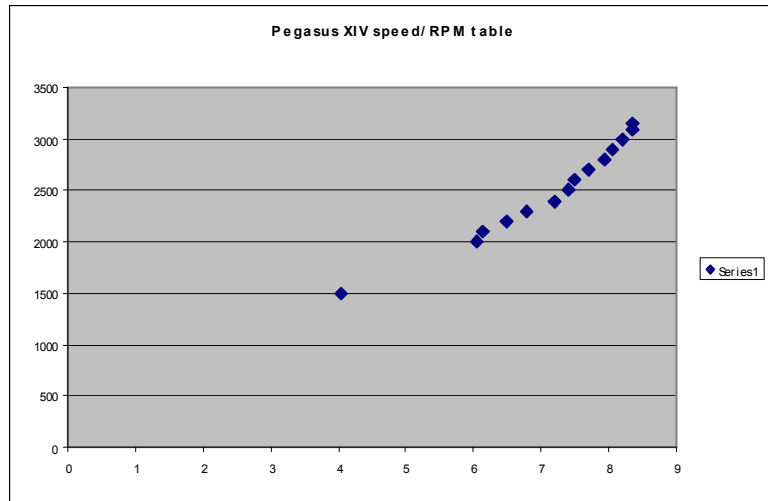
Here is something I thought might interest you and something you may want to do for yourself since it really helps on those long cruises where you may have to motor for days. Last month while Linda and I went cruising in the San Juan Islands, we had calm winds and no seas for almost the entire time so I decided to try and get some really accurate data on motoring the old cruising boat. Using this I get a pretty good idea of what the gallons per mile are and thus can figure pretty well what my cruising range is and optimum RPM. The accuracy is good but somewhat limited since I had to extrapolate between the fuel readings on the tank, however, the readings are over several hours and several gallons so the percentage it would be off is fairly small. I was forced to figure fuel use from the graduations in the tank I have since I don't have a fuel flow meter. The graduations I did myself when I installed the tank and poured a gallon of fuel in at a time and marked it so the accuracy there is quite good.

The engine is a Yanmar 2GM 20 rated at maximum 18 HP. The maximum continuous RPM it is rated for is 3600 but full power on the throttle will only get us 3150 RPM so we cannot achieve the maximum at any rate.

Conditions at the time of the speed tests were done entirely in calm water and visually averaged over 10 minutes or so. The autopilot was used to eliminate any drag induced from the rudder since once locked in, the rudder was virtually not moved. The knot log is calibrated and is very accurate at the speed we were running at since it is the range I also calibrated it. And I say "visually averaged" since I set the RPM as carefully as I could then watched the speed for a long time to get a feel for what the average was. What was very interesting was how much variation there was in speed when everything was "steady state" and nothing changing. It was typical to see speed variation of .5 kts. when nothing was changing. This is puzzling. Nobody moved, the rudder was not moved and the wind was virtually zero. Perhaps the wind was variable enough to cause the changes but it was as close to calm as I have ever seen.

### Speed/RPM table

Speed	RPM
4.05	1500
6.05	2000
6.15	2100
6.5	2200
6.8	2300
7.2	2400
7.4	2500
7.5	2600
7.7	2700
7.95	2800
8.05	2900
8.2	3000
8.35	3100
8.35	3150



### Fuel-Burn

Fuel burn,

GPH	RPM	Ga/mi
0.5	2700	0.065
0.67	3100	0.08

### SUMMARY:

2700 RPM is 23% more efficient in ga/NM than max RPM.

One other offshoot of this was watching how much the boat slowed when the rudder was used. It would take perhaps 2 minutes for the boat to get back to full speed after changing course. It took a LONG time and it was startling to watch the speed creep up over such a long time. It very much says that in light wind, you want to have VERY slow, smooth rudder movements.

I don't have any fuel burn data other than the 2700 and 3100 RPM but I may try and get that later. That would help a lot in getting a better plot of the burn.