



BELL SIGNALS

ALL-STAR PROMOTIONAL REVIEW

Bellingham Sail & Power Squadron



“KILLER ROCKS”

If only they had taken the squadron boating course

America's Boating ClubSM



BELLINGHAM SAIL & POWER SQUADRON
P.O. Box 30363
Bellingham, WA 98228

Dear Boating Enthusiast,

On behalf of over 200 members of the Bellingham Sail and Power Squadron, please consider supporting our organization with an inexpensive advertisement in our monthly newsletter, *Bell Signals*. We are the local chapter of the United States Power Squadrons, a national non-profit organization of over 30,000 people dedicated to boating education.

We offer boating safety courses, programs, and community events throughout the year at the Bellingham Technical College and other locations. Students of all ages are enrolled in our introductory through advanced boating courses.

In addition to your ad appearing in our monthly newsletter, it is also visible on our website (www.boatingisfun.org) where it is accessible to an even larger audience. By advertising with us you help accomplish our mission of teaching boating safety and you are recognized as a valued supporter of safe boating.

Please take a moment to review the options for placing an ad in our publication. We think you will find it is a great return for your dollars!

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Thank you for your support!

Stan Campbell, Advertising Coordinator
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Dedicated to Safe Boating Through Education



Bellingham Sail & Power Squadron is a non-profit boating club which has served our community for 54 years, teaching safer boating and organizing fun events. BSPS is a unit of the United States Power Squadrons, incorporated into District 16.

Bellingham is located 90 miles north of Seattle, WA. Our favorite nearby cruising areas are in the San Juan Islands and Canada's Gulf Islands. Squadron events are centered around monthly summer cruises to these locals, often with nearby sister USPS squadrons or with Canadian Power Squadrons from British Columbia.

Monthly dinner meetings are held during winter months and guests are always welcome. The squadron meets at the Squalicum Yacht Club the 2nd Thursday of the month for a social time, dinner, a short business meeting and a program.



UNITED STATES POWER SQUADRONS

Dedicated to safe boating through education

Boating is fun, we show you how.

KILLER ROCKS by Roger Van Dyken

The “Top Ten Killer Rocks” in the San Juan Islands are:

Inati Bay— the extended reef marked by a white buoy. *Solution: enter from the south and within two boat lengths of the north tip that marks the eastern edge of Inati, thus avoiding the reef to the north..*

Clark Island— The State Park buoyed bay on the east side of Clark is shaped like a reverse J. Just above the lower tip of the reverse J is a rock covered at high tide. *Solution: enter this bay only from the northeast .*

Sucia, Fossil Bay— the reef that extends SE out of Ev Henry Point at the south edge of the approach to Fossil. The cliff is precipitous but the reef extends out like the foot of an L. *Solution: keep to the north approaching Fossil; when departing toward Orcas, give Ev Henry Point a very wide berth.*

Little Sucia— the reef that stretches to the southwest is shallow and long. *Solution: when going south around Sucia to Shallow Bay, give Little Sucia a wide berth.*

Sucia, Echo Bay, Ewing Cove— Many rocks surround the approaches to Ewing Cove from Echo Bay and from the east. *Solution: avoid Ewing Cove? If you insist on entering, proceed very slowly from Echo Bay, favoring the port shore and post a bow watch.*

Jones Island, north— midway along the north shore, east of the north bay, lies a reef and rock frequently submerged. *Solution: pass north and east of the white daymark marking the reef.*

Jones Island, south— the two small bays on the south end have several rocks that cover at high tide. They are between the two buoys off one beach and the one buoy off the other beach. *Solution: at high tide, approach buoys from seaward only.*

Roche Harbor, Pearle Island, east side. The Roche Harbor false “entrance” on the east side of Pearle Island has many rocks and this short cut gives a big cut to repair yards. *Solution: always pass west of Pearle — note the approach buoys.*

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Wasp Islands, Yellow Island - Boats going from Jones to Friday Harbor often pass too close to Yellow Island. Reefs extend several hundred yards out. *Solution: make a wide sweeping turn west of Yellow Island. Avoid the Wasp Islands or you will get stung!*

Sinclair Island — a maze of rocks and reefs extend nearly one mile north of Sinclair. *Solution: when returning to Bellingham from Obstruction Pass, head between Cypress Reef RG buoy and tiny Toe head Island. Its safer and more scenic.*

Chuckanut Bay — Okay....one bonus rock, two of them actually. The rocks both north and south of Chuckanut Rock are submerged at high tide. *Solution: pass close to the north shore of Chuckanut Island or close to Clark's Pt.*

There are of course, many other “killer rocks” like the nasty approaching Fisherman Bay, or in Mosquito Pass, or just south of Point Francis. Other boaters may have tips on other menacing rocks that exact a high kill ratio on unwary boats. Let me hear from you.

The point is to get thinking about the many “speed bumps” below the surface. Let the location of these “killer rocks” seep slowly into our brains with the winter rains, so we automatically steer clear come spring? Happy...and safe... cruising.

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MEMBER AT LARGE

Lt Stan Campbell, P

A Multi-faceted Member

Joining BPS to increase his boating skills, Stan is a prime example of getting more from giving back. In addition to working on Slow Dancer, his Grand Banks 36, Stan is a Member at Large on the squadron Executive Committee, he serves as the squadron Flag Lieutenant and handles the Bell Signals advertising accounts. His energy and enthusiasm is what makes BPS a vibrant boating club.



MEMBERSHIP CHAIR

Lt Bob Kingsley, S

Welcome Aboard

Membership in the USPS brings an array of benefits that can be seen at the USPS website. Many of the benefit packages have been updated this year and new offerings have been added such as pet insurance with a discounted premium. But our advertisers in Bell Signals also offer members discounts such as the 20% discount on an item at LFS Marine. Please support our advertisers, because the revenue they provide pays for Bell Signals.

Four new members have joined BPS. Steve and Michelle Luke joined in July. Michelle is currently a candidate for County Council, and you will notice that their boat, Me Shell, which is berthed at Gate 3 in Squalicum Harbor, displays her candidacy.

Bob and Diane Trunek joined the squadron in August. Bob intends to take some of the courses in the coming year. Welcome aboard to the four of you.



COMMANDER

Cdr David Wright, P

What's the Benefit?

What benefits do members get from the Power Squadron? Lets examine that. First, you get to spend time with other like minded people talking about boats and boating. That seems to be a good place to start. We like to spend time with people that we have at least some things in common. We get recommendations on who to use for mechanics, canvas, electronics and general maintenance and repair.

Second, we get to meet these people, as well as others from similar boating groups, on cruises to exotic new ports. We just came back from a great weekend with the Friday Harbor Power Squadron in beautiful La Connor. We all had a great time, even though the weather wasn't as nice as it could have been. In May, we have the flare shoot in Blaine and a picnic with the Langley Sail & Power squadron in Peace Arch Park. That has always been a fun time.

Third, we get to show our community service by volunteering our time, and occasionally our boats, to assist in water activities such as the kayak leg of the Ski to Sea race and the upcoming "Paddle Race" sponsored by the Parks Department.

Fourth, we get some great deals. Check out the member section of the national web site for members only offers. Charts at cost, Weems and Plath instruments at 25% off, and insurance at reduced rates because of your Squadron membership and the education courses you have taken. Additionally, advertisers in Bell Signals offer discounts and excellent service.

Did I mention a price break at the Harbor Marine Fuel Dock? BSPS members can purchase fuel (gas and diesel) at a price normally given to vessels taking on 100 gallons or more— also a great benefit.

**EXECUTIVE OFFICER****Lt/C Michael Guelker-Cone, P****The Boat Show**

The Seattle Boat Show begins 25 January and runs through 03 February. The USPS booth this year will be on the mezzanine so that will be a busier location than in past years. The major emphasis will be our education opportunities and On-the-Water activities. As always, volunteers to staff the booth are needed. This year we need five people to staff the booth on Saturday, the 2nd of February. District would like those staffing the booth to wear a USPS polo shirt, preferably one of the new 100th Anniversary style.

This is a fun activity if you can answer “Yes” to the following:

~are you cheerful, outgoing and willing to draw boat show visitors to the booth?

~Can you contribute 3 to 4 hours of booth time?

~Can you discuss most of the seminars and classes, including “On-the-Water” programs?

If you can answer “yes” to these question please send me your available times.

Boat show booth volunteers Randy & Joan Olson and Tom and Penny Dalgliesh offer information on USPS to the public.



**ADMINISTRATIVE OFFICER****Lt/C Jill Hummel****Boating Education Saves Lives**

According to information released by the U.S. Coast Guard, recreational boating accidents account for the second largest number of transportation fatalities in the nation. Although nationally, boating accidents have slightly declined, the 13th Coast Guard District (which includes Washington) has the highest accident and fatality rate in the country.

Statistics show that accidents and fatalities can be significantly reduced if boaters wear life jackets and refrain from drinking alcohol while boating. According to a survey, less than 4.5% of adults over age 18 wear life jackets. It was also noted in a recent report of annual fatalities that 67% were due to drowning and in 90% of those fatalities, life jackets were not worn. Alcohol was a factor in 21% of the fatalities and 40% of all accidents.

Much of what the BSPS advocates thought its boating classes, safety booths and vessel inspections make a big impact on boaters and the choices they make when on the water. We are all contributing in many ways both through formal classes and informal information we share to promote boating safety. All participants are to be commended. However, it appears in Washington state we have a long way to go. Please encourage boating safety for all of us by telling people about our classes and inviting them to attend some of our activities.

“The Right of Way often goes to the vessel with the least competent crew” Anonymous



EDUCATION OFFICER

Lt/C Andy Backus, SN

The Trouble With Rules

...is that very few people know them. I guess that's one reason in inland waters, at least, you must carry a copy of them on your boat if it is twelve meters or longer. Though in most situations where you need to know them there isn't time to look them up.

So what does one do? Know the most important ones, I guess.

Like who has the right of way in a crossing situation. "Right of way" is the wrong term, of course, for a good reason. The stand-on vessel actually is more constrained than the give-way vessel. It must maintain its course and speed, assuming (maybe against the odds) that the give-way vessel will make the necessary course changes to avoid a dangerous situation. That means it is actually illegal for one to magnanimously give away the "right of way." The give-way vessel, on the other hand, has more freedom, as long as it makes the necessary adjustments. If a dangerous situation does develop, however, everybody is responsible for doing what is necessary to avoid a collision. If it comes to that, turn to starboard if you can.

Well, then, just what is, and isn't, a "crossing situation?" It is when an approaching vessel is coming from anywhere less than 22 1/2 degrees abaft your starboard beam all the way around to the same on port—except when it is a "meeting situation," which is head-on or very close to head-on. In other words, you can be in a crossing situation with a vessel coming from behind you.



A rule like this one has to be second nature. Just remember to yield to the right. Do you think of that every time another vessel is moving near you, possibly on a collision course? Do you establish clearly in your mind early on, when you first see an approaching vessel, who is stand-on and who is give-way?

The Learning Never Stops

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TO GO OR NOT TO GO

P/Lt/C Graham Hunter, AP

In an earlier lifetime I was often faced with a number of the “Go or No-Go” decisions inherent in airline piloting. Mostly they were related to deficiencies in equipment, sometimes weather-related. In most cases the “rules” simply laid out the minimum requirements, and that made the decision a simple one.

In boating, there are fewer ‘rules’ and the decision is seldom simple. As I write, *Shearwater* waits in Bellingham for a weather window for me to bring her home to Blaine. She is a thirty-foot sloop, stable in winds less than 40 knots. However—this isn’t July.

I’ve been reading the National Weather Service and Environment Canada forecasts carefully. There is a lot of good information available inside written prognoses, weather maps and satellite images. There is a series of ‘systems’ crossing the coast right now.

We had a ‘window’ yesterday. My crew member was delayed leaving home and I was faced with a noon departure, which would have resulted in spending some time in the dark, negotiating rising winds. All morning we could see more than the ‘occasional showers’ that had been predicted. With temperatures near freezing, we called it off.

Right now, the weather maps show the rather typical deep low in the Gulf of Alaska along with a High near northern California. The isobar chart shows a tight pattern of counterclockwise flow around the Low, associated with the inverted “y” shape of cold front, warm front, and occluded front linked at a central point, racing for the coastline.

We probably could have made the journey yesterday. But at what risk? Between low-risk and high-risk many questions must be asked—and answered. Past experiences and past courses are weighed to reach that decision. Good luck.

“Not all who wander are lost”

J.R.R. Tolkien





PUBLIC RELATIONS OFFICER

P/Lt Gary Cordrey, S

New Years Boating Resolutions

A new year brings opportunities to examine our boating practices, keep those that are working for us, revise those that should be refined and consider new ones that may provide greater efficiency. It's the opportunity to make New Year resolutions for our boating life.

What should be done that you have been putting off? Sit at home, by the fire, with pencil and pad in hand, and make a list. This can be a leisurely winter activity without the impetus of boating season's good weather that leaves us chomping a the bit to get out on the water.

Check your tools and maintenance supplies. Make sure everything is available and in good order. When you need anything, next spring, they will be readily available.

Go to a boat show. See new inventions, gawk at amazing possibilities and add to our wish list.

Schedule an early Vessel Safety Check (VSC)

Don't forget the requirements of the Washington boater's education card. Do you or any of your family or friends need one? For youthful boaters, based on chronological age and not state—of —mind, cards are required by 1 January 2008.

Take an advanced Power Squadron boating class. Our instructors are among the best. They are knowledgeable, skilled in boat handling, helpful and compassionate.

Vow to go on more cruises. The food will be scrumptious, the company grand!

(Continued on Page 16)

ANNUAL SEA SKILLS EVENT A SUCCESS

Boaters obtain excellent information on a wide variety of skills needed by todays mariner at the Sea Skills event held at the Blaine Marina each July. Dockside seminars and on-the-water demonstrations are offered by BSPS members with expertise in their subjects.



David Sitzenstock explains the intricacies of outboard engine repair and maintenance.

Joe Stefenelli teaches the mysteries of the multi-meter.



Merle Herrett reveals some of his “secret” spots on his fishing chart.

(Continued from page 15)

Take non-boating friends out on the water with you and introduce them to the thrill of boating, the serenity of quiet bays and the companionship of good people. You’ll strengthen your friendship bonds and maybe even recruit new Power Squadron members!

BELLINGHAM SAIL & POWER SQUADRON**BOATING EDUCATION COURSES OFFERED**

Public Boating Course-Americas Boating Course, 3rd Ed

Boat Operator Certification:

Inland Navigator
Coastal Navigator
Advanced Coastal Navigator

Advanced Grade Courses:

Seamanship Piloting Advanced Piloting
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Seminar Series:

Advanced Powerboat Handling; Anchoring; Basic Coastal Navigation; Basic Weather Forecasting; Boat Handling Under Power; Boating on Rivers, Locks and Lakes; Crossing Borders; Emergencies on Board; Fuel and Boating; How to Use a Chart; Hurricanes and Boats; Knots, Bends and Hitches; Man Overboard; Marine Radar; Mariners Compass; Rules of the Road; Paddle Smart; Partner in Command; Practical on the Water Training; Sail Trim; Tides and Currents; Trailer-ing; Using GPS; Using VHF and VHF/DSC Marine Radio.

A NEW PEACE OF MIND

Knowledge of all aspects of boating leads to greater peace of mind on the water.

Dedicated to Safe Boating Through Education

BOATING SAFETY FOR KIDS

By Lt. Peter Willing, JN

On April 28, twenty-five eager five year olds at the Loving Space Pre-School participated in the Power Squadron Boating Safety for Kids class. They played “boat” in a plastic storage box, learned the importance of life vests., and blew whistles to show how to call for help, among other events.

The curriculum was developed by Chuck and Gretchen Hurter of the Bellevue Power Squadron in the mid ‘80’s. They taught it to over fifteen thousand school kids in collaboration with the Washington State Parks Department. By the end of that experience, the curriculum was pretty well de-bugged and is now one of the standard Power Squadron manuals.

The objective of the course is to help kids take care of themselves when a parent is not within arm’s reach (I saw a two-year-old outrunning his mom in the park the other day!) The course doesn’t try to substitute our info for family teaching, but tries to provide critical information that could save a child’s life when they are on the water. When dealing with young kids, one has to focus on the basics. For this group, the points were:

Life Jackets: “They float, you don’t”. Emphasis is on size, fit, color and condition. They tried on several styles and sizes, then tried to get out of them.

The Can: Don’t stand up in the boat for any reason, especially the call of nature. “If you’re a man, take a can.”

Cold Water: How cold is it, really? A bucket of ice water is about the same temperature as Bellingham Bay, and the kids dipped for pennies to feel how cold that really is.

How to move in a boat: Sit down, Hang on and Watch out for SNAKES! (that is, any “rope”, mooring line, or jib sheet).



PUBLIC RELATIONS OFFICER

Lt Mary Writer

A Social Conundrum

Recently I attended a social event at a lovely home on Lake Whatcom. About 75 people, including several families, attended. As the occasion was designed to showcase several restored wooden boats, much of the activity centered around taking speed boat rides around the lake. The main riders were young and older children, many of whom hung over the edges of the boat as they experienced the exhilaration of the fast paced boats.

I began to notice that throughout this gorgeous day no one ever wore a life jacket., nor was any mention made of doing so. My thoughts were 1)This is potentially dangerous; 2)Belonging to the BSPS has really increased my sensitivity to the PFD issue. My unease grew and I wondered if I dare say something to the kids or captains, especially when the host boating enthusiasts and parents appeared to be unconcerned. I understand about taking personal responsibility when safety is the issue, still it was a socially delicate situation.

This summer at the monthly ExCom meetings considerable discussion has been directed at small boat safety and the need to include this segment of the boating public in our courses and to encourage the participants to wear PFDs. The majority of drowning comes from this small boat group; often the victims were not wearing any safety gear.



The Lake Whatcom experience highlighted a related, perhaps even a greater problem: the general non-boating public. How can we as a squadron raise public awareness of the need to be responsible whenever we step on a craft in the water, both fresh and salt. Should we be taking out public service announcements, giving talks to school groups, plastering posters around the community, or giving free boat rides which include a talk and demonstration on life jacket wearing? (Continued on Page 21)



ON THE WATER —

P/C Jim West, AP

Sharing the Knowledge

One of the best additions to the U.S. Power Squadron training regimen in many years is the ability to offer on-the-water (OTW) training to our members and the general public. While the program is still fairly new, Bellingham Sail & Power Squadron is a leader in providing (OTW) training to students who take USPS courses.

Americas Boating Course, Seamanship, Piloting and Advanced Piloting all offer a voluntary OTW supplement. The supplement is not a course requirement, but is offered to complement the classroom instruction for students who want to participate. The OTW session follows a written syllabus covering many of the principles learned during classroom work. During class students are told of the OTW supplement and if they want to take advantage of the OTW supplement they can pick the type of boat (sail or power) and the marina location (Bellingham or Blaine). Participating students are matched as closely as possible with their preference of boat as well as location. The sessions are conducted in good weather and take about 3 1/2 hours.

Sharing knowledge requires squadron members to contribute a boat with a skilled handler and a certified instructor. USPS provides insurance while the boat is on the water, so the vessel must have a current Vessel Safety Check decal. The ideal volunteer is a certified instructor who owns a boat and is a skilled boat handler; however, until we build a core of “ideal volunteers” we can match skilled boat owners with certified instructors. If you are interested in participating in this exciting and fun opportunity, please contact Jim West.

BOATING IS FUN — WE SHOW YOU HOW

ON THE WATER TRAINING

P/C Jim West teaches docking techniques at an on-the-water session in Blaine Marina.

Later in the session, P/C/ West continues instructing students on the operation of the training vessel.



(Continued from Page 19)

There were 75 of us on the lake. No one made a move to prevent a possible drowning. What can be done to prevent this sadly common situation from happening with the regularity that it does? How can we fire the magic safety bullet?

THE LEARNING NEVER STOPS



SAFETY REPORT

Lt Merle Herrett, AP

We set up the booth at Yeager's Sporting Goods on 4 June. Tom Dalgliesh and I were the only VE's. We did six VSC's and had an interesting discussion with one boater about whether he needed to register his boat with the State of Washington. A vender for the DMV had told him he did not. From all the information I have gathered since I'm sure he does and the vender is wrong. I am pursuing ongoing discussions with several agencies.

All boaters need to familiarize themselves with the Adventures in Boating Washington handbook. I always have a good supply. There are some definitions in the book that may surprise you. One subject that surprised one member recently was the section on "tender". I will quote from the handbook:

"Some vessels have a 'tender'. This is a dinghy, small boat, or inflatable boat used only to provide transportation between its documented or registered 'parent' vessel and the shore. *The tender is considered a separate vessel and must be registered and display its registration number* and registration decals unless: 1) The engine on the tender is less than 10 hp (which explains all those 9.9 HP engines), AND 2) The tender has the parent vessel's registration numbers followed by the number '1' (e.g. WN 3717ZW 1) affixed to both sides of the bow, AND 3) the tender is used only for direct transportation from ship to shore and back".

All dinghies must have all the required safety equipment aboard, such as life jackets, flares, fire extinguishers, sound producing device, a flash light or navigational lights. Carrying these items in a small bag would do the trick. If you have questions or want your boat inspected, call me at 360-354-7026.



Free Vessel Safety Checks (VSC)

Please get your free VSC booked today—

Contact Merle Herrett 360-354-7026; Sandy Friedman 360-734-5051; Tom Dalgliesh 360-366-2228; Donna-Marie Cahill 360-647-1832 and Lisa Case 360-420-1161.



MEMBER PROFILE

Sylvia Holmstrom, JN

I'm married to P/C Dennis Holmstrom, JN, with two grown children. I have lived in Whatcom County almost all my life. I worked as a bookkeeper in our customs brokerage business for 32 years and also am a professional potter. I founded Cloudy Mountain Pottery in 1976 where I still work.

About 28 years ago, approaching what I thought was a big birthday, which in retrospect wasn't, I decided to start something that scared and challenged me. I learned to downhill ski and took sailing lessons and found I loved both.

Twenty-four years ago I was asked to help with the *Basic Boating* course with P/C Larry Guderian, SN. I was truly one of those people who would rather die than speak in public., so when Larry told me I would be teaching the 3rd night, it was panic time. I went home and memorized the whole chapter. As I taught the class, Larry sat in the back of the room making little tics after each point. Very Disconcerting. I must have done okay. Larry asked me to teach the next session.

I have taught either *Basic Boating* or *Seamanship* every year since. The USPS has given me an education, both in classes I have taken and taught.. If I can overcome my fear of public speaking, anyone can.

Fair winds and following seas — see you on the water.

DEDICATED TO SAFE BOATING THROUGH EDUCATION



**Bellingham Sail & Power Squadron
POB 30363, Bellingham, WA 98228**



VESSEL SAFETY CHECKS

**Contact Merle Herrett
for a safety inspection
at 360-354-7026 or at
m_e_h_@Comcast.net**

