



Port Ludlow Yacht Club

JIB SHEET

"There is one word which may serve as a rule for all one's life — reciprocity." - Confucius

Commodore's Column

by Ken Emmes



It's nearing the end of February 2024 and we've had a second cold snap and snow. Hope you all survived the weather okay, we did, mostly because it rarely snows in Palm Desert. My being out of town has not slowed the progress and planning for the spring and summer activities.

Cathy Anderson and Doug Fett have gotten the summer cruise plans organized. The first cruise is the always a popular, Wake-Up Cruise, a trip down the Hood Canal to Pleasant Harbor and Alderbrook Resort with golf and wine tasting events planned. This year is no exception with a sold-out cruise. I'm looking forward to it as it should be a fun trip. Please note: There is always an option for "land-cruisers to join in on the fun as well.

The Wake-Up Cruise trip will be rapidly followed by Opening Day in early May. Martin De Young and the board have been busy planning Opening Day. We're hoping to have guests and community members join us at the flagpole this year with all the usual pomp and circumstance and flag raising. Martin is working with Kory to have hot coffee and bakery items available to kick start the day. We're also hoping there will be members with boats that wish to have them christened. Following that is a parade of decorated boats on the bay. Martin is working on having lunch at the Wreck Room and plans to have a band for live music and dancing later for those inclined to "cut a rug".

March 16 is the scheduled PLYC Annual meeting, to be held this year in the Wreck Room, to save the expense of renting the Bay Club facilities. The event will be a good time to introduce this year's officers and board of directors, share the financial information of the club, talk about the Wreck Room, the reciprocal dock space, Watch Captain's duties, cruising opportunities and answer questions any

Coming Events!

Member Chef Meal,
Sat 3/2 @ 1700, WR

Annual Spring Cleaning,
Wed 3/6 @ 1200, WR

Golf,
Wed 3/6 @ 1400, PLYC Golf Course

Burgers & Dogs,
Wed, 3/6 @ 1700, WR

Women on the Water,
Sat 3/9 @ 1300, WR

Oscar Party,
Sun 3/10 @ 1530, WR

Board Meeting,
Wed 3/13 @ 1430, WR

Happy Hour w / Appetizers,
Wed 3/13 @ 1700, WR

Annual Business meeting,
Sat 3/16 @ 15:30, WR

St Patty's Day Dinner,
Sat 3/16 @ 1700, WR

Member Chef Meal,
Wed 3/20 @ 1700, WR

Women on the Water,
Sat 3/23 @ 1430, WR

Member Chef Meal,
Sat 3/23 @ 1700, WR

Pizza & Birthdays,
Wed 3/27 @ 1700, WR

Women on the Water,
Sat 3/30 @ 1430

Member Chef Meal,
Sat 3/30 @ 1700

member has about PLYC and the boards plans.

SHOW YOUR COLORS!

Thanks to Peter Joseph for sharing this memory:

"I swear I was not standing in a hole. The cadet on my left could be used as mainmast on most sailing vessels. This was taken in New London, CT, Valentine's Day, 2011. Home of the current NCAA single handed dinghy champion."



Vice Commodore's Column

by Dale Blackburn



Members are enjoying the Wreck Room in greater numbers! Attendance at our January 2024 events totaled 294, a 37 percent increase over last January. Both months featured eight events. We had ten events scheduled this January, but the winter weather and a broken water pipe forced us to cancel two of them. Thank you for making the Wreck Room a hub for your social activities!

February attendance is even stronger with several popular events selling out. When Member Chefs provide lobster mac and cheese, pulled pork, butternut squash soup with Dungeness crab, and a build-your-own taco bar, who can resist? These are delicious meals for only \$12 and you will not go home hungry. In many cases there are leftovers for members to take with them. The Club man-

ages the meals with a goal of breaking even on the cost. Wreck Room meals are a great benefit of PLYC membership! Many events also include a fun activity, whether it's a competitive game of Mexican Train, or a Trivia Contest like the one planned and hosted by Marion Concepcion. The teams of four competed in five rounds seeking answers to obscure questions. Small prizes were given to winners of each round and to the overall winning team. Erik Leonard and Doug Pulling emerged as the trivia junkies on their winning team. Thanks go to all the Member Chefs and volunteers that make these events delicious and enjoyable.



The Wreck Room was also the site of a fabulous Mardi Gras extravaganza planned and flawlessly executed by members Geoff and Cindy Charlton and six member volunteers. Complete with New Orleans jazz playing in the background, feathered and beaded attendees enjoyed Bayou cuisine, King cake and other desserts, and a special Category 5 Hurricane cocktail. The mystical Madame Cincha was also on hand to reveal the futures of those who dared to know!

A short week later, members Corey Wilkerson and Thomas Stahl, along with six member volunteers, took the Wreck Room to heights never achieved before with "A Night to Remember!". And what a success it was! Delicious appetizers while we mingled, a wonderful dinner brought to our tables, and live musical entertainment ensured the event lived up to its billing for the 62 attendees.



PLYC Officers

Commodore

Ken Emmes [Send Email](#)

Vice Commodore

Dale Blackburn [Send Email](#)

Rear Commodore

Rob Hamilton [Send Email](#)

Past Commodore

Andi Pistay [Send Email](#)

Secretary

Erik Leonard [Send Email](#)

Treasurer

Robin King [Send Email](#)

Communication Manager

Greg Buscher [Send Email](#)

Risk Management

John Reynolds [Send Email](#)

Fleet Captain

Cathy Anderson [Send Email](#)

Sail Captain

Doug Fett [Send Email](#)

Port Captain

Martin DeYoung [Send Email](#)

Property Officer

Lynn Buscher [Send Email](#)

Scheduler

Mary Beth Butkovic [Send Email](#)

Bar Manager

Bob Pistay [Send Email](#)

Still to come in February as of this writing are the sold-out build-your-own taco bar, a celebration of the Chinese New Year, a Zero-Proof Cocktail (mocktails) tasting event, and the monthly birthday celebration with pizza and cake. Coming in March, the Wreck Room will feature Wines of the Month, starting off with wines from the Rhone Valley of France. We are very excited and fortunate to have Geoff and Cindy Charlton introduce this new program to our members and trust that we will enjoy the experience of discovering new and different wines.

Cathleen and I hope to see you there!





Rear Commodore's Column

by Rob Hamilton



Again, continuing with the Education theme of last month's column:

ABC3 Class: We have a full class for our March presentations: 19 people have signed up with the great majority being PLYC members! If we find that there is enough additional interest, we can hold another class this spring as well. Stay tuned...

USPS Classes: One class each in spring and fall (usually 8 - 10 weeks/one class per week). The classes will be held at the Wreck Room on weekday evenings. We will conduct a survey with class descriptions and costs after Training Day.

Training Day: Scheduled for Saturday, April 6th. We are changing the format this year based on suggestions from members. It will be held in the Wreck Room instead of the Beach Club and meals will not be provided. Coffee, tea, and pastries will be provided in the morning, however. It is open to the public as in the past. We will be holding a practice flare shoot and fire extinguisher training starting at 1:30 PM as well.

Training Day Auction: I've had wonderful support from the various Marine vendors and local restaurants I approached for this year's donations. I will finalize the list and publish it in mid-March for your perusal and (hopefully) high level of interest. The auction will open on Friday, March 29th at 8:00 AM and close on Thursday, April 4th at 8:00 PM. I'll announce the winners during Training Day and publish the list to Members on Saturday April 6th. Prizes will be available for pick up on Sunday, April 7th at the Wreck Room.



Property Officer

by Lynn Buscher

Ship Store continues to sell out the remaining stock at huge, discounted pricing through the end of February.

If you have personal items, I can add the PLYC logo for \$10.00. To have the PLYC logo added to your personal garments message the Property Officer at Propcurr1@plyc.us.



Secretary's Column

by Erik Leonard



We had our February board meeting on February 14th at 2:30 at the Wreck Room and over Zoom. We read one new application:

Terry Kincer and Susan Pifari

Terry and Susan moved to Port Ludlow and have been fixing up their house. Terry is a retired navy submariner and has been doing consulting for the past several years. Susan also ran a business. They have been to a number of club events. Please say hello and introduce yourselves when you get a chance.

We then did a second reading and voted in the following new membership Chris and Dave McCammon. Please welcome them to the club when you have the

opportunity.

We approved extended leave of absences for the following memberships:

- Don and Leslie Layton
- Stephen Hall and Kathy Kubesh
- Ed and Carrie Arndt

We accepted the following resignations in good standing:

- Gary And Evelyn Bequette
- Franco and Sue Robba
- Joe and Doris Guillen

Our treasurer, Robin King, reports that we still have money and are in a fine financial position. In addition, she and Dale were able to work out how to keep our CDs at our bank without going over the FDIC protection limit, which is good in two ways. We have enough cash reserves to exceed the FDIC limit, and we have FDIC protection for our savings.

We had a presentation by Past Commodore Peter Joseph on some ways to enhance our opening day activities to make it more fun for the larger community and boost our profile. He suggests we offer small refreshments like donut holes at our ceremony and book a band to play after the boat parade. After a bit of discussion on the logistics of all this and how to make it work, without violating the constraints of our various licenses and agreements, we decided to take the discussion and decision it to a second meeting where the stakeholders could get together and work out the details. More details later as the plan emerges.

Our Commodore, Ken Emmes, reported via Zoom that California is lovely and not nearly as rainy as you think from listening to the news. He is working on the Commodore's Cruise planning and will start planning the Annual Business Meeting shortly.

Vice Commodore, Dale Blackburn, reported that Wreck Room numbers are up and event planning is going very well. We are likely to overshoot our supplies budget because we are doing more events. Members are encouraged to join in the fun with the activity committee and keep the Wednesday and Saturday theme ideas coming. Dale is researching a better value in digital streaming and connectivity than what we have now. The board approved a motion to seek a new package not to exceed \$150 a month. This would replace our existing DirecTV, and the slightly clunky internet link we use to run bar sales.

Rear Commodore, Rob Hamilton, reported his plans for Training Day on April 6th. We'll be focusing on

fire safety this year, but we will have a variety of stuff. Look to Rob for more information as plans come together. The auction this year will focus on external contributions, as opposed to member sponsored items, and we should have a very adequate number of things to bid on. Rob is also planning some Marine Exchanges and is waiting until we are finished with other training activities. One of these activities is the ABC3 class (America's Boating Course) through the power squadron that has been well received. Past Commodore, Andi Pistay, did not have a lot to report, and that's a good thing.

Communications Manager, Greg Buscher, has been out of town, but will be digging into things shortly.

No Updates from Risk Management.

Fleet and sail captains report that cruise directors are working on finishing their plans for the 2024 season.

Port Captain, Martin DeYoung, is working on Opening Day plans, flag raising protocols, volunteer allocation plans, and an operating budget. He is unsure about adding a band or extending the party, and would need assistance with any of those shenanigans, should they come to fruition.

Property Officer, Lynn Buscher, has been out of town, but is back and working to bring more items that are less expensive and arrive on time.

Finally, we had a presentation from the Women's Committee co-chair Allison Leonard, discussing their plans for women-oriented training classes. The board moved and approved a proposal to have them execute their well thought out plan.

That's all the news that's fit to print. Lots of good activities are going on at the club right now. I'd encourage people to join in and take advantage.

Fleet Captains' Column

by Cathy Anderson



Hello!

The 2024 cruise season is underway! The Wake-Up Cruise in late April has a wait list for boats as we have filled all 25 spaces. We still have plenty of room for more land cruisers so feel free to make your own reservations for accommodations and sign-up on the website as a land cruiser any days April 25-May 1.

Two more cruises are open for registration. Check your calendars and consider joining us in late May for the South Sound Cruise or in early September for the San Juan Islands Cruise.

We need a co-cruise director to help plan the activities for Commodore's Cruise in July. You don't have to attend the cruise to help with the planning in advance of the cruise. Please consider helping Ken and Christine and reach out to them so they can complete the cruise planning soon.

2024 Cruise Calendar

Dates	Cruise	Cruise Directors	Joint/Sail/Power
April 25-May 1	<u>Wake-Up Cruise</u> 25 boats. 2 nights at Pleasant Harbor, 3 nights at Alderbrook, 1 night in Pleasant Harbor on the way back.	Lori L, Allison L, Marion M, David A, Dave C.	Joint, Land
May 19-25 Opens 2/20 Closes 3/29	<u>South Sound Cruise</u> 6-day cruise beginning in Bell Harbor, 1 night then on to Gig Harb. For 2 nights and on to Dock Street in Tacoma for 2 nights. Last stop in Kingston for 1 night. Lots of fun social activities in planning stages	John Thornquist, George Williams	Joint, Land
May 25	<u>Jim Brannaman Commemorative Cruise</u> Day cruise to Useless Bay, followed by martinis at the Wreck Room. This is a fundraising event for the Port Townsend Northwest Maritime Service Center High School program.	James Boggs	Joint
June 4-9	<u>Sail / Race Cruise</u> Sail / race PL to Everett, 2 nights stay; Sail / race to Oak Harbor, 2 nights stay; Sail / race to Langley, 1 night stay; Sail / race to Port Ludlow	Morgan Hall	Sail
June 17-23	<u>Victoria BC Cruise</u> The cruise starts in Victoria for three days and then goes on to Butchart Cove, Brentwood marina for two days. Some may opt to stay in Sidney if more convenient.	Allison Leonard, Kim Afflerbach. Corey Wilkerson, Marion McCullough	Joint, Land
July 14-26	<u>Commodore's Cruise</u> 13-day cruise starting in Roche Harbor then on to Poet's Cove, Thetis Island, False Creek, Bowen Island, Gibson's Marina, Secret Cover Marina, and possibly Pender Harbor	Ken and Christine Emmes, Requests a co-cruise director partner	Joint, some Land
dates TBD	<u>Gamble Bay Raft Up Cruise</u> Pop up cruise to be determined by sunny weather, favorable tides, WIND, good friends, and tasty Rum. Activities may include kayaking, dinghy races, potlucks, happy hour, live music, and any other debauchery we can come up with.	Kat Boggs, Judi du Nann	Sail
August	August will be left for individuals to plan their own cruise activities. It was suggested a Barkley Sound cruise that tags onto the end of the Commodore's cruise may be fun.		
Sept. 5-14 Opens 2/23 Closes 7/30	<u>San Juan Islands</u> Starts in Friday Harbor, Roche Harbor, Deer Harbor, Rosario Resort and Hunter Bay, likely 2 nights at each destination.	Karen Scholz & Dave Carbaugh	Joint, Land
Sept. 11-12	<u>Jack and Jill races</u> These will be a pop-up activity based on member availability and weather. They will typically be a race to some destination, stay the night, and race home the next day.	Doug Fett	Sail
December 9-13	<u>Bell Harbor Cruise</u>	Marti Hands	Joint

Port Captain's Column

by Martin DeYoung



As the days get longer and warmer the sap (AKA varnish) begins to run. Close behind that the cruise planning begins, and I start thinking about the best route north (or south) to take advantage of the tidal currents. From my decades of racing sailboats through the PNW tidal waters I may be more attuned to avoiding adverse currents (especially during the springs) than many. I enjoy anytime I can gain several knots of “free” speed over ground from “posi” water. (It might have something to do with how thirsty *GRETA*’s twin V8 engines are.)

For those of you who have wondered where the old school terms spring and neap tides come from here are descriptions from, and thanks to, the NOAA and Wikipedia web sites:

A spring tide—refers to the ‘springing forth’ of the tide during new and full moon. It is not named after the season, but, like that word, derives from the meaning «jump, burst forth, rise», as in a natural spring. A neap tide—seven days after a spring tide—refers to a period of moderate tides when the sun and moon are at right angles to each other. «Neap» is an Anglo-Saxon word meaning «without the power». So, to tie together the search for “posi” water or the avoidance of adverse currents, along with avoiding strong tide rips, spring tides will create faster currents and bigger tide rips, neap tides give more flexibility to route planning.

Here is an example of when my plan for making the most of the current went awry. Back in the early 2000’s we took our C&C43 sailboat, *CALYPSO*, up north through Desolation Sound heading for the Octopus Islands Marine Park (east side of Quadra Island BC). Our chosen route was through the rapids at the west end of “Hole in the Wall. I calculated slack and it seemed to me I timed it well enough that the rapids seemed tamer than expected.

After nearly a week anchored in Waiatt Bay, a truly awesome place where we watched an eagle and loon fight over who was buying lunch and walked the enchanting path across to the west side of Quadra Island reaching the head of Small Inlet. (It is a great bird watching area.) When it was time to head *CALYPSO* south, I calculated slack at Hole in the Wall and how long to weigh anchor and reach the west entrance.

As things sometimes go it took a little longer to clean and stow the anchor rode so we were a little late getting underway. By the time *CALYPSO* was ¼ mile from the west entrance of Hole in the Wall it was readily apparent that the current was running much faster than I expected. I added some throttle (it was flat calm) to urge *CALYPSO*’s faithful Perkins 4-108 auxiliary engine a little faster to gain some leverage on the current and set up for the turn into Hole in the Wall.

As *CALYPSO* entered the narrow channel a very large whirlpool opened up just ahead. The whirlpool was big enough it took a tree trunk the size of a telephone pole and use it as a swizzle stick. My 11-year-old son who was standing in the cockpit with me looked up and said, “I’m glad I’m not driving”. Fortunately, Judy was still below and was mostly unaware of the nautical entertainment up ahead. I added some more throttle and thought “Perkins don’t fail me now” as I pointed *CALYPSO*’s bow to the right of the whirlpool. For a moment I thought I was going to pull it off without attracting too much attention from below, then the outer wall of the whirlpool current took hold of *CALYPSO*’s keel causing her to heel about 10 degrees. This was quite noticeable below as it was still flat calm. We soon powered past the whirlpool and made a fast, uneventful trip through the rest of the Hole in the Wall channel.

So, that little sea story demonstrates the difference between neap and spring tides. When we went through the rapids west bound it was a “neap tide’ and therefore the current, slack, or not, had less power. After our pleasant stay in Waiatt Bay the tides had switched from neap to spring, and I didn’t allow for that hence stronger current, bigger, more powerful whirlpools.

(A note regarding whirlpools. Big ones often found in narrow passages are dangerous to small, open craft. The whirlpool could spin the open craft in a way that forces the stern down enough to allow water to flood in. Larger, offshore capable boats must respect the whirlpools but are mostly at risk of having “the furniture” rearranged a bit or damage to rudders/props from debris in the whirlpool.)

Here are some PLYC and Port Ludlow Marina events coming up:

March 6th, PLYC WR and parking lot Annual Spring Cleaning

April 6 Training Day

April 27th Port Ludlow Marina Marine Swap meet at the tent.

PLYC Opening Day, May 11th, plans are beginning to take shape. If you are a new member and interested in having your boat christened during an A dock ceremony, start making plans. Also, please mark your calendar if you are interested in participating in the boat parade or being a volunteer to assist with docking and marina exit timing.

There will be official announcements sent out as the Opening Day plans are finalized.

Quote: for March: Getting older is like being in a haunted house (or an old wooden boat). There are sounds and smells that cannot be explained.

Women's Group Launches Boating Training

By Liz Healy and Allison Leonard, Co-Chairs

The Women's Group is off to a rousing start for 2024 with a series of four Women on the Water boating training classes: February 24, Safety; March 9, Docking; March 23, Communications, and March 30, Electronics. All classes are open to all PLYC women, and your guests.

You register online and the classes are free taught by club women with a range of boating experience. We want the sessions to be informative and fun with the goal of helping us feel safe and comfortable when cruising.

Our first class on the 24th, Safety, was a smash hit with more than 20 attendees. Our excellent speakers, Kim Afflerbach, Jen Portz, and Lori Longo, bring years of professional and other high-level experience to the subject.

Kim is the daughter of a Coast Guard officer with years of boating experience. She shared the check off list she's designed with her husband, Dave, to cover everything they need to attend to before, during and after a cruise. Kim also explained why the items are so important. It's an excellent, extremely thorough list we can use as a guideline for our own checklists.

Jen served as second mate on big ships, and described the fire prevention strategies they use. They are designed to avoid or deal with fires immediately. The crew undergo weekly training in all aspects of fires on board. Jen then brought the subject to smaller vessels, having owned several with her husband Harvey. She provided a range of invaluable information to avoid or deal with fires on board. I remember clearly what our captain on the Holland America Eurodam told us during a tour of the bridge. Someone asked him what's his worst nightmare at sea. He didn't hesitate for a second: fire.

Lori Longo has years of experience sailing in various places and was the perfect person to round out this dynamic trio of speakers. Lori discussed a range of safety gear we have available to be safe at sea. Lori and her husband Fred have an impressive range of PFDs, ditch bags for different purposes, DAN buoys, LifeSlings, jack lines, etc. She explained how they work, and then showed videos of each being used in real-life enactments including one done by the Coast Guard for MOB.

Attendees had various levels of experience from years of it, to virtually nothing. Everyone was engaged throughout this riveting session. Kudos to Kim, Jen, and Lori for providing such a terrific introduction to the Women's Group's Women on the Water.

Our next session will be March 9 dealing with docking, mooring, anchoring, and rafting. It'll be fun and informative!

PLYC Adventurer Guest Column

by Tim Rogers

CAVU Upgrades continued...

We added an electric windlass to *CAVU*, which precipitated an entire remodel of the stock C&C anchor locker. The original locker had a hatch that opened to the side to access the chain / anchor stowage area. That design had small openings (AKA water inlets) in the forward end of the V shaped hatch which allowed the Anchor chain and Anchor Line to be stowed below while the anchor was still attached and secured in the bow roller. These small openings also allowed sea/rainwater to collect in the anchor locker. There were no drains installed in the bottom of the locker to allow the water to depart. Of course, if the drains in the bottom of the locker have no way to be sealed off, the water can come in the drains when pounding into a big seaway, although, I try to avoid "pounding" whenever possible. I seem to have about a 50% failure rate in this regard. In any case, I dislike the idea of holes in the bow section to let seawater in. So in lieu of drains I added an automatic bilge pump at the bottom of the Anchor Locker to pump-out excess water while on my least favorite point of sail or during a down-pour. And this year in California there were many downpours.

In the words of the old Albert Hammond song...

"It never rains in California
But girl, don't they warn ya?
It pours, man, it pours"

There are already robust 220-amp hour batteries forward so electrical capacity for a small bilge pump is not an issue. The other Achilles Heel of most anchor lockers is that there is not enough vertical drop for the chain, so I have positioned the vertical capstan windlass far enough aft so the chain can drop about 2.5 feet before it hits the bottom of the locker. This prevents the chain from stacking up in a pyramid and fouling the chain being delivered to the anchor well. If the chain stacks up too high someone (me) must crawl down into the anchor locker, emit a few expletives, and kick the chain over, injuring their toe and rehearsing new cusswords at a loud volume. To the starboard side of the locker, I fabricated a line storage box which allows the line (AKA rope) anchor rode to be dropped in it to keep it separate from the chain rode. The box has drain holes in the bottom to let all the water on the line drain out and keep the line dry. The electric motor and all its electrical connections reside on the aft side of a waterproof bulkhead that separates the anchor locker from the Forward Vee Berth. A varnished, wooden box covers the electric components, so your Vee Berth Partner still believes they are on a Yacht, and not a fishing boat. Another addition needed is a bullet proof Sampson Post (4-inch x 4-inch Stainless Steel at a minimum) tied into the structure of the hull. This is available to secure the anchor line to take the strain off the Windlass. A bad night at anchor can shred the gears in a Windlass in no time. A bad night at anchor can "shred" a whole lot of great sailing days. This post should be forward of the Anchor Locker Hatch so the hatch can be opened when there is still a strain on the Anchor rode.

Hoping to head South soon and test all this remodeling in the real world. Will keep you informed.

Celebrating Chinese New Year 2024





PLYC Member Discounts

Get the most out of your PLYC membership by accessing the following discounts.

Reciprocal Privileges:

Guest moorage at reciprocal yacht club slips throughout the Puget Sound and western Canada.
Land Cruisers have access to reciprocal yacht club dining facilities.
See the PLYC Directory and Website for complete listings.
Show your membership card

Port Ludlow Marina:

10% discount on all store items
Discount on Fisheries Supply when ordered through PL Marina

Admiral Ship Supply in Port Townsend – show membership card

BoatUS:

Link to Boat US:

Boat US

Membership Application

Renewal Application

PLYC Group Membership #: GA84973B

\$25 annual membership when you enter the PLYC group # above

10% off unlimited towing membership

Fisheries Supply – variable discount – show membership card

Doc's Marina Grill

Port Townsend & Bainbridge

15% discount Sunday –Thursday. Food Only. Show your membership card

10% Discount on entrees on Friday & Saturday

Boater's Information Links

48 North - Winterizing Checklist

<https://48north.com/boats-and-gear/winterizing-checklist/>

Boats US

<https://www.waterwayguide.com/>

Canadian Hydrographic Service Tides & Currents: <https://charts.gc.ca/publications/tables-eng.html> I used Volume 5 and 6 for trips into Canadian waters, especially helpful for areas of rapids, Dodd Narrows and Malibu Rapids.

Cruisers & Sailing Forums (great resource for research on many boating topics)

<https://www.cruisersforum.com>

Maritime Force Protection Unit Bangor

[https://www.pacificarea.uscg.mil/Portals/8/District 13/lib/doc/factsheet/MFPU Bangor.pdf?ver=2018-10-05-161322-827](https://www.pacificarea.uscg.mil/Portals/8/District%2013/lib/doc/factsheet/MFPU%20Bangor.pdf?ver=2018-10-05-161322-827)

Mill Bay Marine Group: <https://www.mbmng.ca/>

A number of the marinas visited to and from Princess Louisa Inlet are members of this group. The website lists activities, lodging, dining, and boat repair services available.

NOAA Marine Weather Forecast

[https://www.wrh.noaa.gov/total forecast/getprod.php?prod=XXXCWFSEW&wfo=SEW](https://www.wrh.noaa.gov/total_forecast/getprod.php?prod=XXXCWFSEW&wfo=SEW)

Paper Charts: (as back up for circa 1990 Raymarine Chartplotter) Canadian Waters: Chart #'s 3477, 3512, 3513, & 3515. Purchased these at the Chandlery in Nanaimo, B.C. - was able to order over the phone for pickup at a later date. They list available charts on their website.

Ports and Passes: <https://portsandpasses.com/>

Coverage from Olympia WA to Glacier Bay AK, its good for U.S. waters and for double checking your math on pass current times.

Pump-out Nav App - locates closest pump-out stations. Check your app store for this free application.

Recreational Boaters: \$20 annual fee

<https://www.rbaw.org/>

Recreational Boating Association of Washington (RBAW)

Information on key 2022 Legislative and Regulatory Priorities

<https://rbaw.org/Legislative-issues>

Salish Sea Pilot

<https://salishseapilot.com/covid-19-closures/>

US Coast Guard Vessel Documentation Changes - Five Year Certification Plan

https://www.boatus.com/news-room/release/us-coast-guard-changes-certificate-of-document?utm_source=bmag&utm_medium=email&utm_campaign=magazine

US Power Squadron Flag Etiquette

https://www.usps.org/f_stuff/etiquett.html#y-c-burgee

VHF Radio Safety Checks

<https://gcaptain.com/marine-safety-alert-performing-a-vhf-marine-radio-check/>

Waggoner's Guide - Latest Information on Canada/US Borders, Marinas, Marine Parks & Other Destinations. Used to identify marinas in both U.S and Canadian Waters

<http://waggonerguide.com/>

Port Ludlow Yacht Club

JIB SHEET

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The Jib Sheet is published online monthly by volunteers from the Port Ludlow Yacht Club. The opinions expressed in the Jib Sheet represent the views of the contributors and are not to be construed as the official position of the Port Ludlow Yacht Club, the members, officers, or the editor.

Please email articles, photos, and other content by the 20th of the month to:
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