



**WEATHER WAVES TIDES CURRENTS and other good stuff**

**NOSPS website northolympicboaters.com CRUISING tab select Weather & Waves**

- **New Dungeness Lighthouse –current weather conditions**
- **John Wayne Marina – current weather**
- **Washington Marine Forecast**
- **National Buoy Center – NOAA website**
- **CURRENT ATLAS TABLES (Lookup tables (2019-2020))**
- **L-36 Weather & General Information**
- **Marine Forecast/Weather Underground**
- **Pacific Northwest Tides and Current Stations**
- **UW Atmospheric Sciences –Northwest Radar Loop**
- **Wind Observation Map –Northwest U.S.**
- **Seattle –Tacoma Radar/Weather Underground**

**PC and Smartphone Apps:**

- **PredictWind**
- **Windy**
- **NOAA Weather**
- **BoatUS app**
- **Barometer pro**
- **eWeather HD**
- **MarineTraffic**
- **U.S. Coast Guard**
- **SailFlow**
- **Anchor Lite**

## **LOCAL CONTACTS**

- **PA Boat Haven Harbor Master** (360-457-4505)
- **John Wayne Marina Harbor Master** (360-417-3440)
- **PA Customs Dock** (360-565-7300)
- **PA Yacht Club** (<https://payc.org>)
- **SB Yacht Club** (<https://sequimbayyacht.club>)

**Spill reporting information** (1-800-OILS-911 (1-800-645-7911  
<https://ecology.wa.gov/About-us/Get-involved/Report-an-environmental-issue>)

**TOWING** – One thing every experience boater agrees on is Towing Insurance beyond what is generally covered in your boat insurance. In case of a Life Threatening or Emergency Situation: Hail the Coast Guard on VHF Channel 16 or Dial 911. In most cases unless it is a life threatening situation they will direct you to BOATUS towing. Use the BoatUS app to call for a tow. The app also has many other valuable tools for boaters.

# VHF Marine Channels

## VHF Marine Channels for Pleasure Vessels in Washington

| Channel Number             | Purpose and Use   |
|----------------------------|---|
| 16                         | INTERNATIONAL DISTRESS AND CALLING. Used only for distress and urgency traffic, for safety calls and contacting other stations. Listen first to make sure no distress traffic is in progress; do not transmit if a SEELONCE MAYDAY or SEELONCE DISTRESS is declared. Keep all communications to a minimum. Do not repeat a call to the same station more than once every two minutes. After three attempts wait fifteen minutes before calling the same station. Pleasure vessels may also use Channel 9 for calling. |
| 6                          | INTERSHIP SAFETY. Only for ship-to-ship use for safety communications. For Search and Rescue (SAR) liaison with Coast Guard vessels and aircraft.   |
| 22A                        | COAST GUARD LIAISON. A government channel used for Safety and Liaison communications with the Coast Guard. Also known as Channel 22 US. The U.S. Coast Guard does not normally monitor 22A so you must first establish communications on Channel 16.  |
| 70                         | DIGITAL SELECTIVE CALLING ONLY (NO VOICE) FOR DISTRESS AND CALLING  |
| <b>WORKING FREQUENCIES</b> |   |
| 9                          | INTERSHIP & SHIP-SHORE ALL VESSELS and CALLING & REPLY FOR PLEASURE VESSELS (optional, U.S. only).  |
| 67                         | INTERSHIP ONLY FOR ALL VESSELS (U.S. only, Puget Sound).  |
| 68                         | INTERSHIP & SHIP-SHORE FOR PLEASURE VESSELS ONLY.   |
| 69                         | INTERSHIP & SHIP-SHORE FOR PLEASURE VESSELS ONLY.   |
| 71                         | INTERSHIP & SHIP-SHORE FOR PLEASURE VESSELS ONLY (Not available in Canada).   |
| 72                         | INTERSHIP ONLY FOR ALL VESSELS (U.S. only, South Puget Sound).  |
| 78A                        | INTERSHIP & SHIP-SHORE FOR PLEASURE VESSELS ONLY (Not available in Canada). All marinas in Puget Sound are being encouraged to use this as a secondary  |

working channel.

### **NAVIGATION (Use LOW POWER only)**

**13** Vessel BRIDGE to vessel BRIDGE, large vessels. May also be used to contact locks and bridges BUT use sound signals in the Seattle area to avoid dangerous interference to collision avoidance communications between large vessels.

**5A** VESSEL TRAFFIC SYSTEM-NORTH OF LAGOON POINT AND EAST OF WHIDBEY ISLAND. Vessels not required to participate are highly encouraged to maintain a listening watch. Contact with VTS is encouraged if essential to navigational safety.

**14** VESSEL TRAFFIC SYSTEM-SOUTH OF LAGOON POINT AND WEST OF WHIDBEY ISLAND. Vessels not required to participate are highly encouraged to maintain a listening watch. Contact with VTS is encouraged if essential to navigational safety.

### **Columbia and Willamette Rivers**

**12** Port Operations.

**14** Corps of Engineers operated locks.

*Even though you may use alternate communication means, such as cellular phone, MONITOR VHF 16. The safety of yourself, your family and your friends is enhanced by a watch on 16.*

### **REDUCE INTERFERENCE-USE LOW POWER**

---

Source: This information was published in the December 1999 issue of the Bellingham Yacht Club *Jib Sheet*. Original source is the Recreational Boating Association of Washington and the North Pacific Marine Radio Council. Although BYC believes this information to be correct, the prudent mariner will always check with official sources.

---

## VHF Channels for Pleasure Vessels in British Columbia, Canada

| Channel Number | Purpose and Use   |
|----------------|---|
| 16             | INTERNATIONAL DISTRESS AND CALLING. Used only for distress and urgency traffic, for safety calls and contacting other stations. Listen first to make sure no distress traffic is in progress; do not transmit if a SEELONCE MAYDAY or SEELONCE DISTRESS declared. Keep all communications to a minimum. Do not repeat a call to the same station more than once every two minutes. After three attempts wait fifteen minutes before calling the same station. |
| 6              | INTERSHIP SAFETY. Only for ship-to-ship use for safety communications. For Search and Rescue (SAR) liaison with Coast Guard vessels and aircraft.   |
| 22A            | COAST GUARD LIAISON. A government channel used for Safety and Liaison communications with the Coast Guard. Also known as Channel 22 US.   |
| 70             | DIGITAL SELECTIVE CALLING ONLY (NO VOICE) FOR DISTRESS AND CALLING  |

### WORKING FREQUENCIES

|    |   |
|----|---|
| 9  | INTERSHIP & SHIP-SHORE. All vessels.      |
| 67 | INTERSHIP & SHIP-SHORE. All vessels.      |
| 68 | INTERSHIP & SHIP-SHORE. Pleasure vessels. |
| 69 | INTERSHIP & SHIP-SHORE. Pleasure vessels. |
| 72 | INTERSHIP. All vessels.                   |
| 73 | INTERSHIP & SHIP-SHORE. All vessels.      |

### CANADIAN MARINAS

Do not call marinas in Canada on Channel 16—they are not authorized to use 16.  
All marinas monitor a common frequency, depending upon their location.

|    |                                   |
|----|-----------------------------------|
| 68 | Marinas south of Courtenay.       |
| 73 | Marinas Campbell River and north. |

## VESSEL TRAFFIC SERVICE

(Pleasure vessels less than 30 meters in length monitor only for vessel traffic.)

- 5A** SEATTLE-Strait of Juan de Fuca west of Victoria.
- 11** VICTORIA-Strait of Juan de Fuca east of Victoria; Haro Strait; Boundary Passage; Gulf Islands; Strait of Georgia.  
PRINCE RUPERT-Queen Charlotte Sound, Hecate Strait.
- 12** VANCOUVER-Vancouver and Howe Sound.
- 71** COMOX-Northern Strait of Georgia, Discovery Passage, Queen Charlotte Strait, Prince Rupert -Dixon Entrance, Prince Rupert Harbour, and southern Queen Charlotte Sound.
- 74** VICTORIA-Fraser River.  
TOFINO-West of Vancouver Island.

To contact the Canadian Coast Guard call the station nearest you: Comox, Prince Rupert, Tofino, Vancouver or Victoria.

*Even though you may use alternate communication means, such as cellular phone MONITOR VHF 16. The safety of yourself, your family and your friends is enhanced by a watch on 16 by all vessels.*

## REDUCE INTERFERENCE-USE LOW POWER

---

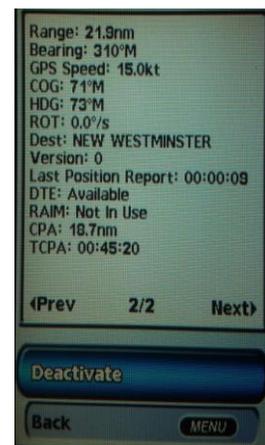
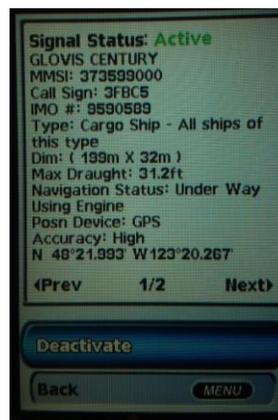
Source: This information was published in the December 1999 issue of the Bellingham Yacht Club *Jib Sheet*. Original source is the Recreational Boating Association of Washington and the North Pacific Marine Radio Council. Although BYC believes this information to be correct, the prudent mariner will always check with official sources.

---

## AIS (Automatic Identification System)

When we take our boats on the water for a day cruise or extended cruise having, using and knowing how to use VHF is required and essential. On a clear day you can see nearby boats to avoid collisions. However fast and large ships beyond your field of vision travel great distance in a very short time. Weather conditions of rain and fog will reduce or even totally eliminate you seeing any vessels that may be coming your way. Radar is standard tool that most boaters have, but often lack sufficient skills to interpret the information quickly. Also Radar is typically limited as to the range. A tool that can what vessels are beyond the Radar range, that provides vital information about vessels and alerts about possible collision, can target a vessel that you can continue to monitor and can also alert other vessels about your vessel is AIS.

- AIS is the Automatic Identification System that enable you to *identify* and *track* other vessels.
- The key points –AIS identifies and provides information about each AIS transmitting vessel including its name, location, speed and may include much more information and has an advantage over radar in that it can indentify vessels beyond the range of radar.



**NOSPS has offered a clinic on AIS.**

**Some valuable reading material about AIS BOATUS Magazine June/July 2017**

**The ENSIGN Winter 2018**

**The WEEKEND NAVIGATOR**

The United States Power Squadron (USPS) **DIGITAL MEDIA LIBRARY** is also a great source. It has a complete video collection covering the standard skills for basic powerboat operations. See DML content at [WWW.uspsdml.org](http://WWW.uspsdml.org)

## **EDUCATION**

**NOSPS** courses offer a natural progression, from beginner to advance. These courses are typically several weeks long, designed to promote safety, enjoyment and confidence on our North Pacific waters by advancing your know-how of seamanship & boat systems maintenance, weather, sailing, cruise planning and many more. See our website under EDUCATION for more information.

**ABC COURSE** -The state of Washington requires a Boater Education Card. The ABC Course offered by NOSPS is designed for the beginning boater in water safety, weather, waves, nautical rules, regulations, courtesies of the sea and when completed qualifies the student to receive the Boaters Education Card from the state.

**ADVANCED and ELECTIVE COURSES** – are generally held one a week and depending on the course may run from 4 -12 weeks. Most classes are usually about 2 hours long. There is a fee for these classes. (hint: Members of NOSPS pay half the price as non-members)

### **Advanced Courses:**

- **Boat Handling** - *is the recommended first course for those wanting to continue with boater training whether as power boaters or sailors. The training includes more about practical subjects such as navigation rules,*

*boat control, boat care, operating a boat under normal and more challenging conditions, what to do should an emergency arise or weather conditions change, nautical know-how and tips for increasing enjoyment while on the water. For those that want to learn even more, this course provides a strong foundation for follow-on navigation and fun-enhancing courses such as Cruise Planning and Sail.*

- **Piloting** *-inland navigation This is the first navigation course and introduces the fundamentals of inland and near-shore navigation. Topics included are descriptions of the different types of marine charts, US Coast Guard and other aids to navigation, the boat's compass, basic GPS and use of electronics for navigation, planning and monitoring courses, and back-up methods to use if your electronics stop working.*
- **Advanced Piloting** *–coastal navigation prepares you for cruising beyond the bay, building on what you learned in Piloting by adding skills for tides, currents, bearings, GPS, Chart plotters and Computer Navigation (OpenCPN).*
- **Junior Navigation** *Junior Navigation is the first of two courses that train boaters for offshore navigation – out of sight of land and with or without a working GPS unit. It is designed as a practical “how to” course. In this course you learn about boating beyond sight of a shore and what needs to be done to ensure enjoyment and successful trips of greater distances across open bodies of water. There is also the introduction to the back-up method of celestial navigation using a sextant and the sun to find your boat's position anywhere on Earth. Topics include: Precise time determination, Nautical Almanac use, sextant use, position calculation from sun sightings, special materials (charts and plotting sheets) needed for offshore navigation, and procedures and routines needed for navigating your recreational boat offshore.*
- **Advanced Navigation** *Once Junior Navigation has been mastered; this final navigation course continues the student's celestial navigation knowledge by teaching the inclusion of celestial bodies in addition to the sun. For example, the moon, other planets, and stars that are available for confident offshore*

*position finding. This course also deals with electronic software tools that can be used both to plan and execute an offshore voyage. Students learn to reduce celestial body sights by the Law of Cosines method and by the Nautical Almanac Sight Reduction (NASR) method. Planning for celestial-sight taking is an essential technique. The course includes a chapter on using software-based voyage planning tools and a complete navigation program.*

### **Electives:**

- Engine Maintenance
- Marine Electronics
- Cruise Planning
- Sail
- Weather
- Marine Communication

Advanced and Electives classes are held in the Fall/Winter and spring, normally commencing in September.

**CLINICS** During the Fall and Winter months free monthly clinics are offered to the public typically on the 1<sup>st</sup> Saturday. These clinics are usually 2 hours in length and vary from year to year, but may include such subjects as AIS, Navigating in the Fog, Propane Safety, Anchors, Essential Communication on the water, Crossing the Border.

**Seminars** NOSPS occasionally offer a seminar that requires more time than a clinic, such as Radar, First AID/CPR which may take a full day to complete.

**SOCIAL ACTIVITIES** the North Olympic Sail and Power Squadron (NOSPS) is the *America's Boating Club of the North Olympic Peninsula*. We have about 140 members who have a passion about everything boating. We excel in our education classes which our members volunteer to teach. We enjoy cruising with NOSPS members on scheduled cruises from short cruises of a few days to the San Juan Islands to extended cruises to Desolation Sound or Chatterbox Falls up Princess Louisa Inlet. Such cruises may take 3 weeks or longer (which of course always includes many pot-luck dinners and dock tails). Many of members enjoy other types of boating activities, fishing, day sailing, sail racing and even paddle boarding.

NOSPS has adopted John Wayne Marina and as friends we get together 3 or 4 times a year on a Saturday for a few hours cleaning up the leaves and hulling them away, followed by lunch.

We hold annual picnics when we provide members the opportunity to do Flare Shots and other activities.

Our most important time together is our monthly (Fall, Winter and Spring) catered dinners at Cedars where we start off with a social hour and then we take care of squadron business, recognize member accomplishments and after a great meal we have special speakers of a variety of topics.

See our website for more information about who we are and what we offer. If you are not a member just click on JOIN.