

The Beacon



Saanich Peninsula Squadron



July/August 2005



P.O. Box 2122, Sidney, BC V8L 3S6
A Unit of Canadian Power & Sail Squadrons — Vancouver Island South District

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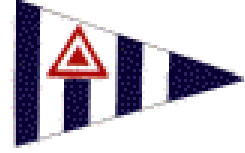
There are three religious truths: (1) Jews do not recognize Jesus as the Messiah (2) Protestants do not recognize the Pope as the leader of the Christian faith and (3) Baptists do not recognize each other in the liquor store or at Hooters.

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PO Box 2122
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The Beacon



Volume 35 Number 5 July/August, 2005

The Official Newsletter of the Saanich Peninsula Squadron

A Unit of Canadian Power and Sail Squadrons

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Meetings of the Squadron Executive Committee (the Bridge) are normally held on the **third THURSDAY** of each month at 1900 in the Sidney North Saanich Yacht Club, except in July and December. All members of the Squadron are welcome to attend.

The Beacon is our official newsletter. Members with articles or information should send material to the Editor before the 15th of each month. We also maintain a website www.saanichpeninsulasquadron.org. We suggest you check the site regularly for notices of upcoming events, classified ads, etc.

The contents of this magazine reflect the opinions of the writers and are not necessarily those of the Editor, Canadian Power Squadron or Saanich Peninsula Squadron.

COMMANDER'S CORNER

Wow.....what a party!! As you will read elsewhere in this issue, we had a great sail past on Saturday June 18th, followed by a wonderful fun-filled evening together at the Sidney North Saanich Yacht Club. Several members have commented that it was the most enjoyable party the squadron has had in a long time! I want to express my sincere thanks to those members who made the effort to get out and participate in both events. My special thanks go to **Bill and Gay**



Miller who cut short their attendance at the Chris Craft rendezvous to return home for the sail past, and to **Ron Harris, Janice Hayward** and **Winston** who brought their boat all the way around from Victoria for the event. I also wish to thank those boat owners who took other members out with them to enjoy the sail past. I hope that members who missed it all will now wish they had come, and will join us at our next squadron social function in the fall.

Our Bridge team has been working hard and is functioning very smoothly! It will take a well-deserved summer break. Please take note that we will *not* be having either a July or August Bridge Meeting. All business in preparation for our 'fall startup' will be conducted by the Training Department with the assistance of other members as necessary. We will resume our regular monthly Bridge Meetings on Thursday September 15th at 1900. Members are always welcome to attend.

It is with regret that I advise you of the recent death of CPS Chief Commander **Howard Peck** SN in Ottawa, after a battle with cancer. The National Executive Officer, Vice Commander **Serge St-Martin**, has assumed the Chief Commander's duties.

National Safe Boating Awareness Week occurred in the latter part of May. Our new Public Relations Officer, **Cynthia Funnell** did a great job of contacting all the local TV, radio and print media with special information and a press release. This resulted in TV news segments being filmed by The New VI, and a live radio interview with CBC in Victoria. Our efforts were aimed at increasing public awareness of 'Boating Safety' as an issue requiring much greater attention of recreational boaters. I think the key points we were able to make were that many if not most 'incidents' on the water are preventable with proper planning and preparation. And, if such incidents still occur, their effect can often be minimized when boaters *know what to do*. The first requirement of a recreational boater is *basic* knowledge – the type of knowledge we provide in our *Boating Course*. We used the occasion to tell the public where they could look for information on fall boating courses.

The second requirement is a subsequent accumulation of on-the-water experience which can then build on and enhance that basic knowledge. The July issue of *Pacific Yachting* contains a timely article entitled 'Keeping Afloat - How to Prevent Leaks and Catastrophes at Sea'. It deals with preventive maintenance, equipment and preparedness, all in the interest of safe boating.

The District Commander has advised me that our squadron's rewrite of a Notice of Motion for the National Governing Board meeting in June was accepted with minor editorial change. We are grateful for the support of both Vancouver Island North and South Districts in this matter, and it is refreshing to see that we 'in the field' can actually make our voices heard at the top!

As this edition of *The Beacon* goes to press, we have renewed our advertisers for the 2005/2006 season. On behalf of all squadron members I extend our sincere thanks to our advertisers for their continuing support. It goes a long way towards enabling us to publish our newsletter *The Beacon*. I also encourage members to support our advertisers!

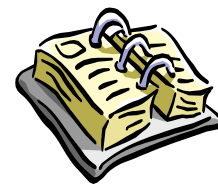
Many of us are preparing to get underway for some summer cruising. Whether you are heading off in your boats, your 'prairie schooner' campers or just relaxing at home, I wish you all, on behalf of your Bridge, a safe, healthy and enjoyable summer. Just remember the old adage that an ounce of prevention is worth a pound of cure. (I'm not yet metric!) As I said in the last *Beacon*, I am hoping we can gather for another squadron social early in the fall and regale each other with tales of summer adventures!

Yours aye,

Doug Mitchell
Commander



CALENDAR OF EVENTS



Aug 5-7 **VISD Rendezvous:** Otter Bay Marina, North Pender Island

Aug 26-28 **VIND Rendezvous:** Pages Marina, Gabriola Island

Sept 6 **Basic Boating** course starts at North Saanich Middle School MacDonald Park Road. **Registration** commences at 1830 hours

Sept 7 **Piloting** course starts at North Saanich Middle School MacDonald Park Road. **Registration** commences at 1830 hours

Sept 15 **Bridge Meeting**—1900 hours SNSYC. All are welcome.

AND WHAT IS A SAIL PAST???

By Bob and Val Stewart

I checked the Squadron's Website about the Sail-past and there were no details. Where do we do the sail past, do we actually sail past something and how are we supposed to know what to sail past. Do we sail past the *Forest Ranger*, and if so, how do we know where it will be so that we can sail past it. Why are we sailing past it? There are so many things I need to know and so many things I don't know I need to know. How fast do we sail past it? What side do we sail past it on, port or starboard? Do I toot my hooter, or hoot my tooter, when I sail past, and how many toots or hoots do I give? Will the Commander be on the *Forest Ranger* when we sail past it? Will he ask me to sniff my blower? Will he ask me my POSITION and my ETA, or any other tricky question that wasn't in my homework book? Will he not get mad if I sail past him and my wash rocks his boat? Will he think I am a show-off? I have not slept for the past 3 nights worrying about it. If I wanted a promotion in the squadron is it just knowing whose blower to sniff or is the sail-past my big chance? I think I liked boating better before joining Power Squadron, when you just went out in the boat and ignored everything and everyoneand only waved if they waved.

SAILPAST - 2005 *By P/Cdr Gay Miller*



The annual sailpast was held on Saturday, June 18th off the Sidney waterfront. When Bill and I arrived back from Maple Bay to the Sidney area to dress our boat, *Charlotte Time*, in her signal flags, the breeze was picking up, so we ducked into Tsehum Harbour to get ready. Then off we headed to Graham Rock to watch for other committed members. We knew of only 4 other boats, but one by one, others started to arrive. At 1555 hours our Executive Officer, **John Hudson**, suggested we start heading down to Port Sidney. We had watched as *Forest Ranger II* motored past us a few minutes earlier, and set her position at anchor to seaward of the 2 navigation aids off the Port Sidney Wharf. As we started off at slow speed, following John in single file, along came *Dawna 2* - just in time.

The following boats participated in saluting our new Commander, **Doug Mitchell** in *Forest Ranger II*

<i>Stealth</i>	John Hudson, Carolyn Hole, Kathy McDougall and Ken Reeves aboard
<i>Silver Bar II</i>	Clive and Georgina Farmer
<i>Et Tu</i>	Bill and Joyce Morrow
<i>Linger</i>	Dave and Irene Campbell
<i>Cynthia's Canoe</i>	Richard and Cynthia Funnell and guests Brian and Lee
<i>Figment too</i>	Ron Harris, Janice Hayward and Winston-the-spaniel
<i>Dawna 2</i>	Len and Dawna Burton, George McClure and Tony Kluge
<i>Miscamel</i>	Roger, Shirley and Michael Hind
<i>All I need</i>	Bob and Val Stewart
<i>Charlotte Time</i>	Bill and Gay Miller and George-the-dog

John Knappett and his family arrived in his new boat as Doug was weighing anchor, so did a hasty salute before heading to Sidney Spit.

Laura Parker and **Thomas Teuwen** were watching from the Sidney Wharf, preparing to answer questions and hand out brochures about our courses. Their sailboat was on the hard.

After the sailpast, we headed back to Sidney-North Saanich Yacht Club for libation and dinner. At the clubhouse, we were joined by other members and spouses who could not be on the water including: **Ralph and Joyce Hodd, Mary Reeves and Laura Parker and Thomas Teuwen.** The **Knappetts** were not able to attend the dinner

Although the wind calmed during the salute our sailboats were able to go by under mainsail. The little bit of moisture that fell was not enough to dampen our spirits. 12 boats and 33 for dinner made for a fine evening of fun, camaraderie and a good meal together. What a nice way to show our support to our new commander!

SAIL PAST PROTOCOL - IMPORTANT!

Principal Source: *The Oxford Companion To Ships & The Sea*

Flotsam Any part of the wreckage of a ship/vessel or her cargo which is found floating on the surface of the sea. **(This should be avoided during a sail past)**

Jetsam The legal term for goods or equipment thrown overboard from a ship/vessel at sea, differing from flotsam in that the goods are deliberately thrown overboard from a ship/vessel, for instance to lighten her if she is in danger, while flotsam covers goods accidentally lost overboard or which may float up from the hull of a wrecked ship/vessel. In the strict and original legal sense, jetsam is the place where such goods are thrown overboard, and not necessarily the goods themselves, and also implies total abandonment of such goods to a later finder.

(Not considered in good taste while partaking in a sail past - save it for later)

Scuppers Draining holes cut through the bulwarks of a vessel on the waterways to allow any water on deck to drain away down the vessel's side. Scupper shutters are flaps fitted over the outboard side of the scuppers and hinged on the top so that the pressure of water inboard will swing them open while water pressure outside the vessel will keep them firmly closed. **(Please...nice people don't discuss such things during a sail past)**

Founder, to The act of a vessel that sinks at sea, generally understood to be by flooding of her hull either through springing a leak, capsizing or through striking a rock. Other causes of a vessel sinking, such as an explosion or fire etc., are not usually associated with the word. **(Only allowed by the "honour" boat whom everyone is sailing past. Very rude to do this yourself.)**

HEADING TO THE U S OF EH?

By: Janice Hayward AP - SV Figment Too

Ron and I, being the sailors we are, enjoy the freedom to go where we want, when we want. Let me explain.... We live at West Bay Marine Village in Esquimalt. In our backyard (so to speak) we have destinations galore.



When we exit Victoria Harbour on *Figment Too* to starboard, heading west, we can sail to Race Rocks, Neah Bay and out to the great Pacific Ocean. If we turn to port, heading east, we can sail to Oak Bay, San Juan Island, Lopez Island and the incredible Puget Sound. If we sail straight out of the harbour, heading due south we are in Port Angeles and a slight deviation will get us to Port Townsend. The common thread in our sailing directions is the United States of America.

The rules for those of us who like to cross the line have changed. Yes (sigh), again. Previous years allowed us to sail to Roche Harbour or Friday Harbour with no prior phone call. Once we arrived, if Customs was closed, you would then pick up the telephone and call in. If you had not purchased your decal (pronounced dee-cal) you could do so over the phone using a major credit card. Not so this year.

To ensure I was receiving consistent information, I phoned two US Custom offices. I called Port Angeles and I called Blaine, both in Washington State. The Custom Officers at both locations were very informative, courteous and concise with the information. More importantly, it was consistent. Here is what I learned.

It is chancy to purchase a decal by telephone or over the Internet. The reason is that you may not receive it in time for your visit to the US. I was told that it could take up to 8 weeks for delivery and the delivery costs are expensive. I can validate this information because this happened to us last year... our decal did not arrive and we assumed (you know ass u me) that they would have a record of it in their 'system'. NOT! We had to purchase another one or go home. Not only did we need to purchase another, we were told there would be NO refund for the decal purchased via the Internet. So this year, needless to say, we made the decision to purchase our decal in person and this can only be done in the US.

We also learned that there is a security procedure that has been re-instated. It is called I-68. For the most part, I-68 will allow you to phone ahead and you may be cleared via telephone. If you have guests aboard and they do not have completed and authorized I-68 forms then the boat, crew and guests must clear customs at an "Open-for-Business" Customs port.

The I-68 can be purchased in Victoria at the US Customs office, at the MV Coho dock. The office is outside and down below in the parking lot. To purchase your I-68 you will need to show up in person with \$16.00 US cash or a cheque in US funds – don't forget about taxes. Additionally, you are required to bring three passport photos, appropriate picture ID and proof of Canadian citizenship. Ron and I utilized our Canadian passports. You will be asked a series of questions; the Customs Officer will do a security search and you will have your right hand index finger inked for fingerprinting. Carry a tissue or two to wipe your freshly inked digit! Once all procedures have been completed and you have cleared the screening, will walk away with a copy of the I-68 to carry with your other vital documents as you travel between Canada and the US.

Next, I learned that when you are heading to the US, you need to phone ahead to ensure that someone will be / can be at your chosen destination for your arrival. For us, we had wanted to go to Port Townsend. Too bad! No Customs officers would be in Port Townsend on Saturday, the day of our arrival. We were forced to visit Port Angeles first in order to purchase our decal and clear Customs. I phoned Port Angeles the day before departure and they in turn asked that we phone when we were a half hour away. We were then asked to phone when we docked and were directed not to get off our vessel. We arrived at 1100 hrs. US Customs showed shortly after our arrival, we answered their questions and purchased our \$25.00 US decal. We left an hour later with our 'dee-cal' freshly stuck to the window and our US clearance number noted in the *Figment Too* logbook. We then sailed to Port Townsend for an overnight visit to a very interesting port. The next day we had a fantastic sail home.

Naturally, since we were out of Canada we were required to contact Canada Customs, upon our return. Since our homeport is near the Inner Harbour, we made use of the Customs dock at the foot of Fort Street in Victoria.



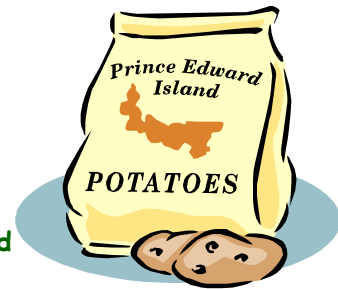
It just so happened that the very next weekend we were planning to head to Blaine, WA and with guests on board. I called Port of Blaine, this time the morning of departure. The US Customs agent asked if we had I-68. I had explained that my husband and I did but our guests did not. Again, we were instructed to call a half hour before arrival. Needless to say, we had a great sail across the Strait of Georgia. When we were a half hour from Blaine I called US Customs. While on the cell phone, the Customs officer collected names and birthdates of everyone on board. When we sailed into Blaine, two officers were ready and waiting. Once securely docked, they were invited on board. The Officers proceeded with the customary and obligatory routine of questions and paperwork in order to assign us a clearance number for this trip. Then, as one officer stayed topside, the other officer performed a cursory search, which included lifting the deck plates and inspecting a few drawers. After that we were cleared to have a good time!

Every traveler to the US needs to realize that it is prudent to review what food items that you can or cannot have on board when you enter the US. Recently, I discovered that beef is still an issue. Potatoes, and some fruits and veggies that are not grown in Canada or the US, may be confiscated. I also noted on the Internet that some cheese, such as Brie is a no-no.

Please, before you get there, do your homework. Visit their website for pleasure craft at: http://www.cbp.gov/xp/cgov/travel/pleasure_boats/
Or phone: US Customs - 360 457-4311
Customs & Immigration Dock Office - 360 457-1221
Customs After Hours - 800 562-5943

Weight exercise program

Just came across this exercise suggested for boaters to build muscle strength in the arms and shoulders. It seems so easy, so I thought I'd pass it on to you. The article suggested doing it three days a week. Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 5-lb. potato sack in each hand, extend your arms straight out from your sides, and hold them there as long as you can. Try to reach a full minute, then...relax. Each day, you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10-lb. potato sacks. Then 50-lb. potato sacks and eventually try to get to where you can lift a 100-lb. potato sack in each hand and hold your arms straight for more than a full minute. After you feel confident at that level, put a potato in each of the sacks.



MEET THE BRIDGE

LAURA PARKER COMMUNICATIONS OFFICER



I have always lived near the water, albeit fresh water, as I grew up on the shores of Lake Ontario. I moved to Sidney in 1995 and not a day goes by that I don't look out over the water and am thankful.

This was the best move ever! I am finally HOME! I have enjoyed kayaking, being as close to the water as possible, connecting with the starfish, the seals, the wind, and waves. I often tuck myself into small coves just to bask in the life-force of the elements!

I met my partner Thomas in 2000. He has "Serendipity", a 33' Hunter sailboat. He is an amazing skipper and teacher; I have learned so much from him! I decided to start taking courses to gain academic knowledge that I could apply to what I was learning practically, so I could be the best first-mate to him. He tells me that I am capable of more than I think I am, but I like to err on the side of caution. He took this picture of me hoisting him up in the bosun's chair last summer. We spend as much time as we can on the water together!

The two of us took the *Marine Radio Course* in Spring 2003. I then took the *Boating Course* in Fall 2004 and joined Saanich Peninsula Squadron at the same time, as I thought it would be a great way to meet new people with like interests! I wanted to get involved right away, so at the graduation ceremonies I let the up-and-coming Commander, Doug Mitchell, know of my interests. I was thrilled when he informed me that the position of Communications Officer was open, as that member was moving on to Membership. I then went on to take the *Piloting Course* Spring 2005. I am looking forward to taking more courses (we have such wonderful and knowledgeable instructors!) but first I need to put this learning into practical use on the water!

I am really enjoying my involvement with the Bridge, working as part of a team who is dedicated to the membership and smooth sailing of the Saanich Peninsula Squadron! I will continue the diligent work of my predecessor to keep members informed of our great events and maintain up-to-date membership information. I'm looking forward to meeting fellow members, participating in events, learning lots more, and having fun!!

To quote Mark Twain: "Twenty years from now, you will be more disappointed by the things you did not do than by the things you did do. So, throw off the bowlines. Sail away from the safe harbour. Catch the trade winds in your sails. Explore.....Dream....Discover."

FROM THE TRAINING DEPARTMENT

Last month we asked for your input with the question, "What advanced and elective courses would you be interested in taking?" And "you" have been amazingly quiet! We have not had anyone answer to our question. So are we asking the right question? Does the list of available courses not include anything that interests you? If not, what courses, seminars, workshops or on-the-water exercises interest you?

Yes we can continue with the status quo... but wouldn't it be great if we spread our wings a little and tried something new and got the grey cells working.

Give me a call at 656-1082 or e-mail me at training@saanichpeninsula.org to let me know so we can research your interests over the summer. Have a safe and fun summer, be it on water or on land.

Ted Meadley
Squadron Training Officer



BULLETIN From the Recreational Boating Association of Washington (RBAW)

DRAMATIC CHANGES COMING FOR U.S. CUSTOMS SMALL BOAT REPORTING

On March 8, 2005 RBAW held it's annual meeting in Bellingham with the Council of BC Yacht Clubs. At this meeting we had the opportunity of hearing first hand from an official from the U.S. Customs Small Boat Report Reporting Office. He apologized for the bad news as he announced DRAMATIC changes are forthcoming for boaters entering the USA. In the past we have had the privilege of using a very convenient regional P.I.N. number system that lets boaters clear by telephone.

Up until now, post 9/11 security efforts had put boaters on a lower priority scale. This is changing! U.S. Customs in Washington D.C. has decided they need to step up its enforcement of small boat reporting and soon will be requiring "advance passenger information" (i.e. pre-clearance authorization).

Below is an article written by RBAW member Bob Hale and publisher of the popular Waggoner Cruising Guide. They have given us permission to share their interpretation of the upcoming procedures. We agree with Bob on the points he makes. The article below is from his excellent website: <http://www.waggonerguide.com>

U.S. CUSTOMS UPDATES

**The Latest Information to Help Speed your Trip
Upcoming 2005/2006 U.S. Customs/Immigration Procedures**
By Bob Hale

March 8, 2005. Last Saturday I attended a meeting at which a U.S. Customs agent from the small boat reporting office in Bellingham explained changes that will occur sometime between now and 2006. Basically, we boaters who cross the border from Canada to the U.S. will be required to have completed either I-68 or Nexus pre-clearance, or we will have to clear customs in person at a designated port of entry. Those requirements aren't in force yet, but they are coming.

For I-68 pre-clearance, we will have to visit a U.S. immigration office, complete paperwork, provide passport-style photos, and pay an annual fee. For Nexus pre-clearance we will have to submit an application in advance, then schedule an appointment at the Peace Arch border crossing in Blaine for an interview.

In other words, the PIN system that has worked so well will recognize only those with pre-clearance. According to the customs agent, we can expect the change to be effective by January, 2006 at the latest, and possibly sooner.

Worst case. Let me start with what I think is the worst-case scenario. If we don't have either I-68 or Nexus pre-clearance, you and I, no matter who we are or how many times we have entered the U.S. from Canada by boat, will be required -- I do mean, required -- to clear U.S. customs, in person. This can be done at Friday Harbor or Roche Harbor (if Roche Harbor is open) in the San Juan Islands, or at one of the other ports of entry in the Northwest. No whining, no excuses. Either we clear in person, or we get a \$5000 fine for not reporting in properly -- period.

Only Friday Harbor and Roche Harbor have designated customs docks for small craft. The other ports of entry will have to be contacted in advance to arrange for a customs agent to meet you at a dock of their choosing, at a time of their choosing.

That's the worst case, and it's a whole lot less convenient than the PIN system now in place.

Actually, clearing at Friday Harbor (possibly at Roche Harbor) doesn't sound so bad, except on a busy summer day with boats stacked up waiting to clear, and the officer leaves at the end of his shift because overtime isn't authorized.

We don't know what will happen then. That's the really worst case.

Since we don't know when the new system will be put into place, when returning from Canada by boat, allow an extra day if necessary to clear U.S. customs. A whole day.

I-68. The U.S. Immigration Service's dreaded I-68 pre-clearance form will be introduced in the Northwest. To get I-68 pre-clearance, each of us will have to visit a U.S. Immigration office, answer a lot of questions, give them two passport-style pictures, and pay an annual fee -- just to enter the U.S. from Canada by boat. This applies to our visiting Canadian friends and present, law-abiding U.S. citizens and residents. With I-68 pre-clearance, however, we will be able to clear by telephone.

Nexus. An alternative to I-68 is a Nexus pre-clearance. Nexus requires a more rigorous background check, and an interview at the Peace Arch border crossing in Blaine.

As I understand it, we will need documentation of everything that has happened to us since birth, including birth certificate, marriage certificates, divorce certificates, re-marriage certificate -- you get the idea. We will be asked a bunch of questions, pay a fee, and wait for everything to be verified. Eventually, the Nexus card will be issued. At this moment, I am told the delay between application and issuance is four months.

The advantages: As with I-68 pre-clearance, with Nexus we will be able to clear by phone. Nexus pre-clearance also allows us to use the Nexus lanes when we cross the border by car -- when the lanes are open.

The disadvantage, for both Nexus and I-68: Even if both husband and wife have their cards, if a guest on board doesn't have Nexus or I-68 pre-clearance, the boat is treated as if nobody has pre-clearance, and will be required to report in for physical inspection.

To begin the Nexus process, go to www.getnexus.com for the application. You still will have to be interviewed.

What to do today. At this moment (March 8, 2005) and until further notice, the existing PIN system is still in force. If you are entering the U.S. from Canada, do as you did last year.

According to the customs officer, however, the I-68/Nexus changes are coming, perhaps later in 2005 and for sure in 2006.

The I-68/Nexus pre-clearance requirements would be in place now, except that it's a little late in the year to implement them and train personnel. Local immigration offices don't even have I-68 forms to fill out.

How to clear by phone today. First, if you don't already have your PIN (Personal Identification Number), you must clear in person at a port of entry (probably Friday Harbor). That's how it's been all along.

If you already have your PIN, before leaving Canada, call the U.S. Customs toll-free telephone 1-800-562-5943, and try to clear by telephone. Collect all your information prior to making that call. This includes boat name and registration number; Canada Customs clearance number; passport numbers for all persons on board; names, birthdates and addresses of all persons on board; vessel processing fee number (if your boat is 30 feet long or longer).

Make the call from a land line or from a cell phone in a strong and stable signal area. Don't make the call when you're motoring along at cruise speed, because if for any reason you get cut off and have to call in again, they must start at the top of the list and ask all those questions a second time. Make sure all spellings are correct or at least consistent. Don't spell a name Ann one time, Anne a second time and Annie a third. Each spelling requires an entire new file, with all the attendant questions.

Second, plan your entry to the U.S. to allow time to clear customs at Friday Harbor or Roche Harbor (if open), or one of the other ports of entry if you are required to do so.

My view. If we are entering just once -- such as a charter -- plan to clear at Friday Harbor and be done with it. In fact, if we are entering just once or twice a year, we may prefer to enter at Friday Harbor and not go through the bother and expense of getting I-68 or Nexus pre-clearance. If we are going back and forth repeatedly, it will be worth the bother and expense to get pre-clearance.

NAUTICAL DATA INTERNATIONAL INC. (NDI) ELECTRONIC CHARTS

Some members use NDI electronic charts in their chart plotters. In an earlier edition of the Beacon, we advised that the Canadian Hydrographic Service (CHS) had cancelled its contract with NDI to be the sole authorized producer/sales agent of electronic versions of CHS charts. The situation has since *changed*. CHS has restored NDI's access to CHS data and has removed notice of its termination of its agreement with NDI from its website. CHS took these actions to comply with a court order issued by the Supreme Court of Newfoundland & Labrador. That court order restrains CHS from breaching and/or terminating its contract with NDI.



Inconspicuous

Two bees ran into each other. The first bee asked the other how things were going.

"Really bad," said the second bee. "The weather has been really wet and damp and there aren't any flowers or pollen, so I can't make any honey."

"No problem," said the first bee. "Just fly down five blocks and turn left. Keep going until you see all the cars. There's a Bar Mitzvah going on and there are all kinds of fresh flowers and fruit."

"Thanks for the tip," said the second bee, and he flew away.

A few hours later, the two bees ran into each other again. The first bee asked, "How'd it go?" "Great!" said the second bee. "It was everything you said it would be."

"Uh, what's that thing on your head?" asked the first bee.

"That's my yarmulke," said the second bee. "I didn't want them to think I was a wasp."

CLASSIFIED

**FOR SALE: Raytheon RL70 Radar 7" Monochrome LCD -
Raytheon RC520 Chartplotter 7" Monochrome LCD.**

Both items have sea-talk and can be connected together. **Will sell both for \$1,000.** Each item cost approximately \$1500 new.
Contact Ron Harris 384-6588 or h2hzoo@telus.net



FOR SALE: Regal Cutty 22' fully loaded \$2,500 OBO
If interested phone David for details 544-1333



FOR SALE: Windlass - never used \$400 OBO
Simpson-Lawrence (rope or chain)
Contact Ralph Hodd 652-1715 or ralphhodd@telus.net

FOR SALE: Pacific Yachting Magazines 1976-1996 - \$35.00
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FOR SALE: GOLD BAR 1986 32' Fairline \$85,000 OBO
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FOR SALE: Portable BBQ with small tank and fittings for bottle - \$25.
Contact Ken Clarke - 656-9251

FOR SALE: Anchor chain - 3/8 inch, BBB, galvanized, about 60 feet. \$2 / foot
Will cut to order.
Contact Ken Clarke - 656-9251



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