

# Harbor Lights

Vol. 2

May 1980

No. 5

## FROM THE BRIDGE: WHO-ME? WHY-ME?

SHIPMATES, AND FAIR LADIES (without whose support we function at less than optimum) the price of a healthy volunteer organization is involvement. I see one of the responsibilities of your Bridge and Committee Chairmen as making "involvement" a pleasant experience. Among Squadron membership certain of us share closer connections such a proximity of neighborhood, fishing buddies, bridge companions, other organizational ties. What I would like to see happen is Bridge and Committee Chairmen seek out these closer Squadron connections with the view of getting your friends involved. Discuss your tasks and responsibilities with them, get their ideas and especially get them in the frame of mind that they will feel comfortable in standing in for you at some crucial point when you are off island. It seems to me axiomatic that if you have to explain your job to someone else and answer his or her questions you will understand your job better yourself. Despite some of the griping we occasionally hear, I am convinced that most of the people who participate get more out of their experience than they give up. So, Bridge and Committeemen, think about asking a friend to share your Squadron duties with you; and friend, think about helping out and getting involved!

Frank Hudson, AP, Executive Officer

## EDUCATION DEPARTMENT:

Assistant Education Officer, Dave Seaman, did a fine job of carrying on the work of this department and I'd like to take this opportunity to thank him for a job well done. He not only scheduled exams, ordered materials, and wrote this column, but also continued his excellent job of teaching AP.

Speaking of exams, Past Commander Ralph Rich passed the Sail Course examination which completed his full circle of USPS courses. Congratulations Ralph! This award culminated many hours of study and when the recipient has still found time to serve the Squadron in so many other ways, it is indeed an achievement to be proud of. Others passing Sail are Don Prosser and Sally Hudson. Several members of the class were off island at exam time so we're hoping to give them an exam in the near future.

Jim Henshaw and Jim Martinson were away when the Engine Maintenance exam was given, so they took their exam late but passed with excellent grades. Congratulations to these successful students and thanks to their instructors, Nourdine Jensen for Engine Maintenance and Jim Henshaw for Sail.

Weather Course students are preparing for their exam on April 23, and the Advanced Piloting exam will be given May 22. The Junior Navigation Class is progressing and these students will be taking their sights over the Spring and Summer months.

No new classes are scheduled to start until Fall, but now is the time to let members of the Education Department know what classes you are interested in taking. We'll do our best to offer those most wanted.

John Freytag, SEO

## CALENDAR OF EVENTS:

14 MAY - Regular Squadron Meeting - Luncheon - Fireside Room - 1130  
23 JUL - Executive Committee Meeting  
13 AUG - Executive Committee Meeting  
23 AUG - Salmon Barbecue

## REGULAR SQUADRON MEETING:

14 May, 1130 at the Fireside Room. Ladies from the Presbyterian Church will serve the lunch as they have done in the past. GOOD CHOW! Even if you must leave early come for lunch and enjoy the fellowship and food.

## NO SUMMER MEETINGS:

As usual, there will be no meeting in June and July, the next one will be 23 Aug. Your Editor gets a vacation and the next issue of HARBOR LIGHTS will be 1 August.

## SALMON BARBECUE:

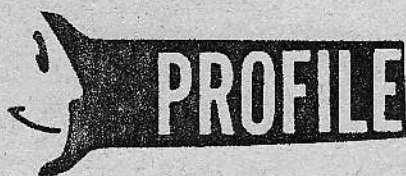
Committees are being formed and plans made for the annual event and if you are not contacted but wish to help, please volunteer as any extra help will be appreciated. Time, place, etc., will be in the August HARBOR LIGHTS.

## SQUADRON NEWS ITEMS:

George Martens has the name tags you ordered. Contact George at 378-2878 and arrange to pick them up and pay for same.

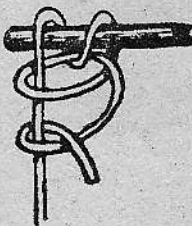
The Squadron does not stock ensigns, etc., - buy from your regular marine supplier. The Pennants have not arrived as yet from Hong Kong even though the cancelled check has been returned.

A new, up-to-date Roster is being prepared by the Secretary. If you have any change, now is the time to contact Chuck Anderson at 378-4782.



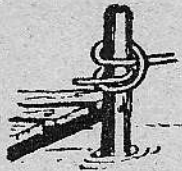
BILL and NADEYNE MAURER moved to the Island in July of 1978 from Olympia where Bill was in the insurance business. Bill was born in Colorado and went into sales work directly from college. Bill now has an insurance office here in Friday Harbor, stop by and say "Hello". Hobbies include travel, gardening, fishing and boating on their 27½' Bayliner Victoria.

### **FISHERMAN'S BEND**



For a more permanent securing. Serves same purpose as Clove Hitch.

### **CLOVE HITCH**



Used for mooring to bollard or piling; no good on a square post.

### **TIMBER HITCH**



Used to secure line to a round object such as a spar for towing.

FRIDAY HARBOR POWER SQUADRON  
SECOND ANNUAL PREDICTED LOG RACE

MAY 11, 1980

SPECIAL RULES

Entrance Fee \$2.00 *(To help defray expenses)*

Exchange Observers ARE REQUIRED. Invite a fellow Squadron Member and his wife to be a guest for this event.

Logs will be made out in duplicate. Original to be given to Committee at Jones Island between 1000-1100PDT May 11. Both copies to be in ink.

Charts with courses planned (*in pencil*) will be checked by committee.

This chart will be available to Observer at all times in Race.

Observers will be assigned (*exchanged*) at time of sign-in at Jones Island.

Calculate your own starting time so that you will finish at 1400PDT.

All watches to be in custody of Observer during Race. The boats official timepiece will be available to Skipper and Observer at the Start. At control points and finish it will not be available to Skipper until each control point is passed. Skipper is to furnish the Observer the timepiece he wishes to use during the Race.

NO RUBBER THROTTLES in this Race. RPM's to be held as shown except for emergencies and rules of the road problems.

Use 24-hour clock time, like 13:47:52 PDT.

Radios to be on standby only (VHF 16) for emergencies only.

START Abeam Rock Marker NE Corner Jones Island thence down Spring Passage rounding Steep Pt within 200 yds thence to within 200 yds of Issacson Dock (Lat 48 36' 30" Long 122 59' 30") thence South to

Control Pt 1 Abeam Pole Pass Lt thence rounding Caldwell Pt and Double Island within 200 yds to

Control Pt 2 Blue and White Range Markers at NE end of Victim Island thence Northward rounding Harbor Rock Beacon passing it on your starboard side thence Southward to abeam Oak Island within 200 yds thence to

Control Pt 3 Abeam Bell Is Lt within 200 yds to starboard thence through Wasp Passage turning Northwestward prior to Cliff Island to

Control Pt 4 Bird Rock Lt to starboard within 200 yds thence to

FINISH Abeam Rock Marker NE Corner Jones Island.

Total Distance approximately 11.75 miles.

Turn in completed Race Log at Jones Island by 1500PDT to Committee.

1976 IPBA Rules will govern in case of disputes. (*None expected*).

Trophy Awards and final results can be expected by 1600PDT. **GOOD LUCK!**

*(More information next page)*

SECOND ANNUAL PREDICTED LOG RACE: (More information)

Race Logs, Observer Rules and additional copies of Special Rules are available from Committee Chairman Archie Merrifield or Bill Stone for those that have not already been contacted.

Please do give the Committee a call if you plan to come and let us know what type of dish you plan to bring. You don't have to be a racer to join in the fun.

REMEMBER ! ! !

MAY 10 - 6:00 P.M. - Jones Island Pot Luck and Fire Pit ashore

MAY 11 - Sunday - SECOND ANNUAL PREDICTED LOG RACE for the Trophy, approx. 1230-1400

MAY 11 - 1600 Trophy Award at Jones Island

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## The Pledge

"I do solemnly pledge myself...to promote and perpetuate...high standards of navigation and seamanship;

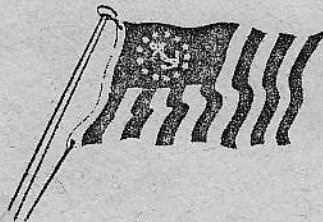
"To abide by the Constitution and By-Laws...of the United States Power Squadrons...and of any District or Squadron...of which I may be a member;

"To co-operate with agencies...of the United States of America and all governmental authority...charged with the enforcement of laws...and regulations relating to navigation;

"To maintain and operate my boat legally...and in a manner...that will not cause damage...or discomfort to others;

"To render assistance, whenever possible...to anyone afloat...who is disabled or in distress;

"And at all times to conduct myself...in a manner that will add prestige, honor and respect...to the organization whose Ensign...I am privileged to fly."



FLY YOUR ENSIGN PROUDLY!