



Harbor Lights

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No. 6

ANCHORAGES AHEAD

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- 29 - Aug - Salmon Barbecue
- 5 - Sept- Log Race and Rendezvous
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FROM THE BRIDGE

Many of you know that I have been incapacitated for some time but I am now beginning to resume my duties as commander. I want to thank all of you for your messages of concern and good wishes, especially I wish to thank and compliment your other officers and committeemen who have carried on the activities and planning so diligently while I was inactive. I am particularly indebted to Executive Officer Fred Popham who has taken over in my absence, and to Administration Officer Dick Tutt who has done a superb job of arranging for the upcoming barbeque and programs for the coming year. Thank you one and all for a job well done.

I hope that you are planning to attend the District 16 Rendezvous at Poulsbo on the 15th and 16th of August. These are always a lot of fun and it is a very good opportunity to get acquainted with members of the District Staff and members of other squadrons. I hope to see many of you there.

Our barbeque on the 29th of August at Archie Merrifield's home is a big event and requires either a lot of work by a few people or a little work by a lot of people. Let's do it the easy way. Volunteer your services or accept an assignment when asked to help.

John Freytag, N.

FROM THE EXECUTIVE DEPARTMENT

Reflections from a landlubber:

A fortnight or so ago, I was asked to go fishing. Happiness certainly is gliding through the water in a boat; and it did turn out to be "gliding through the water" rather than a fishing trip. BUT, as I reflect back on a wonderful day, with a grand boat and a great skipper, I wonder why a USPS Ensign was not flown while we were "gliding". I realize why it needed to be struck while we were preparing to haul in the salmon, cod and bass ...(you're correct, there was no starboard spreader)..but then isn't that why we fly our Squadron pennant up forward? The recognition of a fellow USPS member by a wave or a toot is of value, the Ensign is the common denominator. There should be a feeling of pride when swinging at anchor and someone asks, "What Squadron, Skipper?" The USPS is truly a great and historically significant organization. Whenever appropriate you should take a moment to properly fly the USPS Ensign and our Squadron pennant.

Fred Popham Ex. Officer

FRIDAY HARBOR POWER SQUADRON THIRD ANNUAL PREDICTED LOG RACE

O.K., all of you predicted log racers, sharpen your pencils and get ready for our annual predicted log race. This is an excellent opportunity to test and sharpen your skills learned in Power Squadron courses or by experience.

This rendezvous will be held 5th and 6th of September, 1981, at Reid Harbor. Ice will be furnished for a cocktail party on the dock, beginning at 1700 Sat. September 5. Bring light hors d'oeuvres. This will be followed with a potluck on shore. The log race will be Sunday and computed by each skipper so as to be at the finish line at 1400.

The race will begin near the mouth of Reid Harbor, proceed through Mosquito Pass to Smugglers Cove, and return along the outside of Henry Island. One of the legs will have a man-overboard drill. Observers will, at an unannounced time, throw over a life cushion or ring buoy. Skippers to retrieve cushion without hitting it. Observer or another crew member may assist in retrieving. Skipper to compute this delay and include in predicted time. The total distance of the race is approximately 15.6 miles and Chart 18425 will be used. Observers will be required, but it will not be necessary to exchange observers with other boats. Otherwise, all rules of past Friday Harbor Power Squadron races will be followed.

Please call Max Hayes (378-4985) for more information, rules, entry forms, etc., or pick them up at the salmon barbeque on August 29.

Max Hayes - Cruise & Rendezvous

FROM THE ADMINISTRATIVE DEPARTMENT

Note from the Adm. Officer

Max Hayes committee has laid out a most interesting program for the Predicted Log Race . . . even if you don't plan to actively participate in the race, join in the festivities on Sept. 5 and watch the start and finish of the race on the 6th...call Max and tell him you're coming!

By now, you will have received your invitation to the Salmon Barbecue being held at Archie Merrifield's on Aug. 29th. Mark your calendar and get your check to Vic Dauer early so that we have a better idea of how many to prepare for. We expect guests from Pole Pass and the District Bridge. Let's have a great turnout from our own Squadron!

Be sure to bring any prospective members you may have in mind.

Incidentally, the Invitation composition and art work was done by our own in-house invitation engraver, Frank Hudson... great job!

Dick Tutt, Adm. Officer

FROM THE EDUCATION DEPARTMENT

The following members or Certificate holders recently completed successfully the courses indicated:

- Charles F.(Frank) Hudson - J-N
- Virginia Lee Helmich - Sail
- David S. Seaman - Sail
- Robert B. Shaller - Sail & Seamanship & Piloting
- Igor L. Kosin - AP
- William H. Stone - AP
- Lynn J. Wetzler - AP
- Gale Carter - Piloting

Congratulations and keep up the good work!

The Public Boating Course is scheduled to start on 22 Sept. at 7:30 pm, in Friday Harbor High School - Room one (1). Richard Barnes will be the course chairman, and will be assisted by several instructors.

EDUCATION DEPARTMENT (Continued)

Refresh your Piloting Skills

A little more information on the subject of charts which we reviewed briefly in our last "Harbor Lights" Vol. 4, #4.

Every chart is drawn to a specific scale. Thus a small-scale chart (1:5,000,000) pictures a large area with very few details. On the other hand a large-scale chart (1:20,000) shows a small area with much more detail. There are six classifications of charts as follows:

- a. Sailing charts - for off shore work out of sight of land.
- b. General charts - for off shore navigation where positions can be established by landmarks, lights, buoys, & soundings.
- c. Coast charts - for close coastwise piloting, harbors & larger inland waterways.
- d. Harbor charts - for piloting & anchoring in harbors and smaller waterways.
- e. Small-craft charts - in folded or loose leaf format for ease of handling on small craft.
- f. Intra-coastal waterway charts.

DISTANCE

The unit of distance most commonly used in navigation is the nautical mile which is 6,076 feet (approx.) or 1852 meters long. Distance may be measured by using the chart scale or it may be measured on a meridian in units of arc. One degree of latitude is so nearly equal to 60 nautical miles that one minute of latitude is used as one nautical mile.

Never measure distance on the longitude scale.

Depth

Soundings are shown on charts in feet or fathoms and in meters on some new charts. These depths on the Pacific Coast charts are depths of water when the tide is at (MLLW) mean (or average) of the lower of the two low waters per day. Shallow areas are generally made more prominent by shading or blue tinting.

Heights

Shown on charts refer to the heights (of a bridge for instance) above mean high water.

Dating

The most recent edition of a chart should be used. Obsolete charts are dangerous and should be replaced with new editions.

In this connection - if you notice any apparent difference or change in the correctness of a chart compared to a certain area - bring it to the attention of your Squadron Chart Correction Program Chairman.

David S. Seaman J-N
S/EO

MEMBERSHIP

The following person has been proposed for membership in the Friday Harbor Power Squadron. If you have any comments either formally or unfavorable, please direct them in writing to Walt Earp, S, chairman of the membership committee.

Proposed Members

Howard Schonberger

Sponsor

Fred Popham

MEMBERSHIP (Continued)

Also, lets give a warm welcome to the following persons who have been recently accepted as members of the Friday Harbor Power Squadron:

Doug Mantey
1811-E Roche Harbor Road
Friday Harbor, Washington 98250

Gordon N. Steele
415 Spruce St.
Friday Harbor, Washington 98250