

FROM THE BRIDGE

WELCOME BACK...COMMANDER! Commander Freytag and his wife, Mildred, should be back from their extensive trip to the Orient by the time this copy is in your hands.

The venerated institution known as UNITED STATES POWER SQUADRONS has long recognized that women, in increasing numbers, have become owners and "Skippers" of a wide range of boats. In its inception, before WW I, members of United States Power Squadrons would have been shocked, if not dumbfounded, to see a "little old lady", come into an anchorage, put a hook down, toss over a dingy, step into it, pull the cord of a trusty old outboard and putt over to the shore. Today, these ladies, smack docks, wheel into slips, back down on their own dingies just like the big boys and not an eyebrow is raised. Things have changed and so will USPS.

We are waiting for a decision to be handed down relating to this issue back East. Undoubtedly USPS, this coming year, will have to incorporate two changes, first a "family membership" will be created to include both husband and wife, second, membership for an individual woman will have to be extended on the same basis as that for a man. The delay comes from not knowing how broad an impact the decision will have on all private clubs. The USPS has a "ready-to-go" plan when the decision is handed down provided, of course, that implementation does not involve us in further controversy or litigation.

Fred Popham, Ex. Officer

FROM THE ADMINISTRATIVE DEPARTMENT

MEMBERSHIP:

The following individuals have been proposed for membership in the Friday Harbor Power Squadron.

If you have any comments, favorable or unfavorable, about any of these individual, please communicate in writing with Walter Earp, Membership Chairman before January 5, 1982. Walt's address is 2840 Straits View Drive, Friday Harbor.

Frank A. Woodward
Tom Bogardus
George L. Ritchie
Winston Sharp

Sponsors take note:

It is your responsibility to invite new members and applicants to Power Squadron functions, see that they attend, that they are introduced to the membership and made to feel that they are really welcome. Your obligation doesn't end with signing an application form!

Dues notices:

You all have received your dues billings for the coming year, and some have already paid them. For those who haven't, at the bottom of the billing form, you will find a section asking you to fill in your name, your wife's name, boat name, etc. PLEASE FILL OUT THIS PORTION CAREFULLY AND COMPLETELY. The Roster is made up from this information. Without such information, the Secretary will have to call each member to get it before the Roster can be published, resulting in delays and possible errors.

(Adm. Dept. Cont.)

OPERATIONS TRAINING SEMINAR

The response to our canvass to determine who is interested in attending the Operations Training Seminars has been most rewarding. The first class was over-subscribed and we are pleased to announce that a second one will be offered about February 1, 1982.

P/C Lew Garlick, Chairman of OTS will contact those members who are scheduled for the first class as soon as he has received the course material, (now expected the second week of December.) to establish an exact starting date.

These Seminars are ones which every member should eventually attend and we hope to keep them going until every one does. The information given is of special importance in informing the membership on the objectives and procedures of our Squadron and of the USPS in general, and participants will form a group from which to draw future committee members, Chairmen and officers.

If you have not signed up, please contact P/C Garlick and put your name on the list.

Dick Tutt Adm/Off.

ROSTER CHANGES AND SOME SHORT PROFILES

Please add to your 1980-81 Roster, the following 5 additions:

STEELE, Gordon & Beverly 415 Spruce Street	378-5547	ZEST Power
MANTEY, Doug & Deanna 1811 E. Roche Harbor Rd.	378-5550	MISS DEANNA LEE Power
SCHONBERGER, Howard & Ottley 997 Westside Rd., N.	378-5596	OTTLEY Power
GRAEF, "Dutch" & Connie 1821 Pear Point Rd.	378-2554	ORIENT VENTURE Power
JEFFERIES, Doug & Marjorie 302 Hillcrest Pl.	378-4165	ME-J Power

Gordon Steele is the President of Luxel Corporation, a local firm making all sorts of exotic and far out equipment. He is a physicist and has logged considerable time at Oak Ridge dealing in Nuclear mechanics. Presently has a 37' Puget Trawler and brings with him some 30 years of boating experience in Southern California waters.

Doug Mantey is the owner and operator of our local Chevron Station. He and his wife and son have been on the Island for about four years. His boating experience and love of the water comes from contact with that great naval institution, the U.S. Navy. They have a 28' Cruiser, on which they spend their spare time after running the station and taking the Piloting Course.

Howard Schonberger brings with him a journalistic background and a very fine golf swing. This writer, knowing he is also an exceptional artist has struggled and failed to think of a way to apply the word "Scratch" to all three of his accomplishments but they are of that caliber. He is a member of the Golf and Art Clubs and does his water sports in his Bayline Cruiser.

(Roster Contd.)

Dutch Graef comes on board with 60 years of boating experience and a varied exposure to bridge (this refers to "cards" not "commands"). He is a Chemical Engineer graduate from the University of Wisconsin. They have a 36' Choy Lee Twin Diesel Trawler, we are very glad to obtain such experience in both fields.

Doug Jefferies is another one of those fine golfers, with a few more we'll have to have a Squadron Tournament over at Salt Spring Island. Doug is a Canadian by birth and is a retired accountant. (Cheeseborough Ponds, in Connecticut). He also has had contact with another great naval institution, the Canadian Navy. They have a 25' Glassply I.O.

You are all very welcome aboard!

FROM THE EDUCATION DEPARTMENT

The final exam for the Public Boating course will be given on Tuesday evening, December 1, at the High School.

The Piloting Course is progressing well. The students are burning lots of midnight oil. The exam date is undecided at this moment but will probably be set for early January. The students will then be in good form to start right in on the A-P course the following week!

We have no applicants yet for any of the elective courses.

REFRESH YOU PILOTING SKILLS

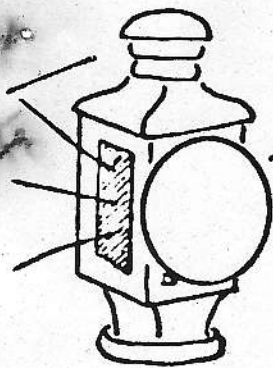
A fairly conversant knowledge of the Lateral System of buoyage is very necessary if one is to cruise around in Inland or Coastal waters. The system employs a simple arrangement of colors, shapes, numbers, and light characteristics to show the side on which a buoy should be passed when proceeding in a given direction. The characteristics are determined by the position of the buoy with respect to the navigable channels as the latter are entered from seaward toward the head of navigation. As all channels do not lead from seaward, arbitrary assumptions must at times be made in order that the system may be consistently applied. The characteristics of buoys are based on the assumption that moving in a southerly direction along the Atlantic Coast, in a Northerly and Westerly direction along the Gulf Coast, in a Northerly direction on the Pacific Coast, is proceeding from seaward.

The Light Lists, compiled by DOT, USCG tabulate all the Aids to Navigation (whether or not lighted) and a review of those five volumes is too much to attempt on this page; however, a study of one of the standard piloting texts such as CHAPMAN'S should be required if a good comprehension of the buoyage system is desired. The pictures and drawings of each type of buoy and how they are placed is very complete and understandable.

In very general terms:

When proceeding from seaward:

- (a) Black buoys mark the port (left) sides of channels.
- (b) Red buoys mark the starboard (right) sides of channels.
- (c) Red & Black horizontally banded buoys mark junctions or bifurcations in the channel or wrecks or obstructions which may be passed on either side. (Note: keep adequate clearance.) If the topmost band is black, the preferred channel will be followed by keeping the buoy on the port (left) hand. Red on the starboard hand.



Harbor Lights

Vol.6

December, 1981

No. 9

ANNUAL

!!! CHRISTMAS PARTY !!!

WHEN: Wednesday, December 9, 1981

WHERE: Moose Hall, Friday Harbor

TIME: Personality Adjustment Hour: 6:00 PM
Dinner 7:00 PM

COST: \$2.00 per person (Door dues to pay for the hall)

FOOD: POT-LUCK: Bring enough for eight, and
your own service. If bringing
guests, please provide additional
food and service.

NEW AND PROSPECTIVE MEMBERS SHOULD BE INVITED BY
THEIR SPONSORS. Have them bring food and service.

Each person should bring a Christmas Present (price
not to exceed \$2.50). Please mark gift for Captain
or Mate and deposit in the marked containers under
the Christmas tree. Santa will do the rest!

GUESTS OF MEMBERS ARE WELCOME

There will be a few words from the Bridge, and Santa
will then take over for an

EXCITING CHRISTMAS PROGRAM!

Wear Your Name Tags

!!! PLAN TO COME.....IT'S LOTS OF FUN !!!

(Piloting skills contd.)

- (d) Black and White vertically striped buoys mark the fairway or mid channel, and also to mark the separation of lanes in a traffic separation scheme in some large busy harbors.

Next month we will continue our review of buoys and their shapes and light characteristics.

David S. Seaman
J-N S/EO