



Harbor Lights

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No. 1

FRIDAY HARBOR POWER SQUADRON General Meeting

Wednesday Evening, January 13, 1982, 8:00 p.m.

No Host cocktails available 7:30 to 8:00 p.m.

General business meeting

Slide Presentation

"The Princendam Adventure"

by

Capt. Paul Russell, U. S. Coast Guard

The Holland American ocean liner sank in the Gulf of Alaska last year while on a round the world cruise. The \$27 million liner, built in 1973, was carrying 500 passengers and crew, and sank after a fire had burned aboard her for eight days.

Capt. Russell will relate the Coast Guard's role in the rescue of the 500 people, some of whom had waited 13 hours in the frigid Alaskan waters in 25-foot seas. Three cutters and the 1,000-foot supertanker Williamsburg participated in the rescue operation.

This should be a very interesting program.....

Let's have a big turnout !!!

Coffee and doughnuts will be served after the presentation.

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FROM THE BRIDGE

Happy New Year to our Power Squadron members and their loved ones. We have a brand new year ahead, so this is a time to look to our future, but not before we review our past year. We have accomplished much in 1981 and I'm sure we can do even better in 1982. In '81 we received the Prince Henry award; we increased our membership; we substantially increased our submittals to the cooperative charting program; over half of our members earned a merit mark; our education program has included a successful Public Boating Course as well as classes for our members; and our meetings have been interesting and enjoyable. The salmon barbeque was a huge success, and we hosted the Coast Guard officers from the U. S. and Canada who presented a boating safety program to the public. And who can forget the hilarious Valentine party and other get-togethers at the Moose Hall--also the outstanding talent at the Christmas party.

I know this is only a partial list, but a big "thanks" is due all those who worked hard to make these events successful. Now, let's renew our efforts in 1982 to the end that this squadron will be the best in District 16. To do this, we must increase our membership, increase our participation in the educational program (all you new Pilots and Seamen should be in Fred Hoepfner's Advanced Piloting Course) and we should all submit at least one chart correction to our cooperative charting chairman. In a few months you will have a new set of officers and from the past performance of the men who are proposed by your nominating committee, I know we will have outstanding leadership.

John Freytag, Commander

COMING EVENT

Pole Pass Power Squadron, our parent squadron, has invited us to a joint meeting on February 4. Your board has accepted their kind invitation and we hope that as many members and wives as possible will attend. Those of us who were in the Pole Pass Squadron remember the good fellowship we had before Friday Harbor Squadron was formed, so we can assure those of you who have joined here in Friday Harbor that you will meet some very friendly people whose interests are very similar to your own.

The potluck dinner meeting will be at the Orcas Island Yacht Club and transportation from and to the Orcas Island ferry dock will be provided by the Pole Pass members. We will have to leave on the ferry at 6:15, arriving at Orcas at 6:50. Happy Hour will start at 7:15, dinner at 8:00, program at 9:00, and we will be returned to the ferry dock in time for 10:10 departure for Friday Harbor, arriving at 10:45.

Our part of the dinner will be desserts and we must bring our own silverware. Drink cups can be used for coffee, and paper plates will be furnished.

Mark your calendars for February 4, and be prepared to have an enjoyable evening with our neighbors on Orcas!

FROM THE ADMINISTRATIVE DEPARTMENT

The Christmas party was a great success, and we want to compliment and thank...

our versatile and energetic Program Chairman, Gordon Steele, and his talented and equally versatile wife, Beverly, for their very entertaining skits;

Herb Gubelman for his fine reading of "How Come Christmas" by Roark Bradford;

The 85 members and guests who attended and brought such an abundance of good food;

Ken Tyler for his "Christmas Spirits";

The Special Events Committee:

Tracy and Phyllis Kaldor	Walter and Joyce Earp
Norman and Bea Sorenson	Steve and Yvonne Swanberg
Bill and Virginia Helmich	Bernice Tutt

who decorated the hall, tables and Christmas tree in a very festive fashion, and served the food so well. Wine with dinner was also a nice touch.

Thanks, also, to Vic Dauer for his fine accompaniment for our volunteer singing group (during which we found out that Fred Hoepfner is understudying Pavoratti!), and for his success in getting prompt dues payments by the "raffle method".

Will all new members who have joined the Squadron since April, 1981, and who were not given a copy of the By-Laws please contact me at 378-2405. The membership is the real "boss" of the Squadron, and the By-Laws tell you how you participate in its management.

The first Operations Training Seminar was held on Dec. 15, and is off to a good start under the direction of P/C Lew Garlick, ably assisted by Frank Hudson and Jim Henshaw. This group of seminars should be concluded by Jan. 21, 1982. The second group will start early February, according to present plans. Those not attending the first series will be contacted the last of January to set up times and places for the second group. If you have not actually signed up, please call Lew Garlick and do so. These seminars are really worthwhile.

Also, to new (and old) members.....those of you who do not have the Squadron's black plastic name tags, you can get them by calling Dick Tutt, 378-2405, and placing your order. The cost: \$4.50. Be sure to get one for your wife also!! Those messy stick-on ones aren't becoming to the ladies, or us either, for that matter!

Are you saving the information contained in S/EO Dave Seaman's column entitled, "Refresh your Piloting Skills" published in the Harbor Lights each month? For most of us, it's a long time from the end of one boating season to the start of the next, and whether beginner or long-time boatsman, we all need "Refreshers". Cut 'em out, and paste 'em up. They make valuable references!

Dick Tutt, Administrative Officer

FROM THE EDUCATION DEPARTMENT

The Boating Course has been completed. Fifteen students passed the exam.

The Piloting Course is almost completed. The exam will be given on or about 12 January 1982.

The Advanced Piloting Course will start on or about 18 January. About 20 members and certificate holders have indicated that they will take the course.

REFRESH YOUR PILOTING SKILLS

Last month we discussed the colors that the various buoys are painted. Some students remember these colors by learning the 3 R's -- Red, Right, Returning-- and other phrases such as "NUN RED EVEN." We should mention that channel buoys are numbered from seaward, starting with a black buoy numbered 1, and therefore you should expect to find all the black buoys on your port hand with odd numbers, and all red buoys on your starboard hand with even numbers.

Light Color characteristics: Red lights on buoys are used only on red buoys or red and black horizontally-banded buoys with the topmost band red. Green lights on buoys are used only on the black buoys or black and red horizontally-banded buoys with the topmost band black. White lights on buoys are used on any color buoy. No special significance is attached to a white light on a buoy, the purpose of the buoy being indicated by its color, number, or its light characteristics. White is used in lieu of a color in many instances in order to be seen at greater distances.

Light Phase characteristics: Lights on red buoys or black buoys, if not fixed, will always be regularly flashing. For ordinary purposes, the frequency of flashes will be not more than 30 per minute (flashing). Lights having a distinct cautionary significance, as at sharp turns or sudden constrictions in the channel, or marking wrecks or dangerous obstructions, have a flash frequency of not less than 60 per minute (quick flashing). Lights on red and black horizontally-banded buoys will always show a series of quick flashes interrupted by eclipses about six times per minute (interrupted quick flashing). Lights on black and white vertically striped buoys will always show a white short-long flash (Morse Code "A"), this combination recurring at the rate of about eight times per minute.

Reflectors are placed or painted on certain unlighted buoys to assist the navigator, using a searchlight, to more readily locate them at night. The colors of the reflectors have the same significance as the colors of lights. Radar reflectors are installed on many buoys.

Buoys for special purposes which have no lateral significance may have other colors such as white, yellow, white with green top, white and black horizontally-banded, white and orange, etc. Their shape has no special significance, and they are not numbered but may be lettered. They may display any color light except red or green. Only fixed or flashing characteristics are used.

Buoys marking wrecks: Buoys are generally placed on the seaward or channel side of the wreck. Caution must be exercised because wrecks may shift due to sea action after the buoys are placed.

David S. Seaman, J-N S/E0