



Harbor Lights

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FROM THE BRIDGE

A year ago I reluctantly became Commander of this squadron, knowing that health problems might interfere with a full year of service. At that time I didn't appreciate what an efficient bridge would be assisting me. Fred Popham has done an excellent job as Executive Officer, and Dick Tutt, as Administrative Officer, assisted by Program Chairman Gordon Steele, has presented outstanding programs and kept the other internal activities of the squadron functioning well. I cannot adequately thank these three men for their great performance this past year.

The Educational Department, under SEO Dave Seaman, has provided many educational opportunities. Fred Hoepfner has a fine AP class about to take their exams and Lou Garlick, assisted by Frank Hudson and Jim Henshaw, did such a fine job in their Operational Training course that Lou has been appointed District Chairman of this activity. Frank Hudson, as Co-Op Charting Chairman, led the squadron to third place honors in the District.

Special thanks go to Secretary Chuck Anderson and our efficient Treasurer, Vic Dauer. Dick Barnes conducted the Public Boating course and we are indebted to the many instructors and proctors who helped in the educational program.

You have elected a fine bridge and I know they will receive the same cooperation I have had this past year. Let's all be on hand April 23 to see them installed. Thank you for the opportunity of serving as your Commander.

John

FROM THE ADMINISTRATIVE DEPARTMENT

As the Change of Watch approaches, I want to thank the large number of members and their wives who contributed their time and effort to perform the tasks that made this year a successful one...those chairmen and committeemen who helped make the Salmon Bake so great, the Merrifields for their hospitality, Gordon and Bev Steele for the fine Christmas party, Alice Dauer and her telephone committee, the serving committee who ran the pot-lucks so efficiently, Chuck Anderson and Lee for always having the flags and stores at our meetings on time.....and last, but not least, Steve Swanberg for his valuable effort as Editor of the Harbor Lights. With such cooperation, the Friday Harbor Power Squadron will continue to grow and be of even more value to its members and the general boating public.

Again, many thanks

Dick Tutt

We now have three classes meeting weekly as follows:

AP - Class is on lesson ten and working hard on the 1210 cruise.

EM - Nordine Jensen is teaching the Engine Maintenance class on Tuesday nights.

Weather - Class started on 1 April being taught by Bob Roland (Bob is a Meteorologist, Ret.). We have room for one or two more students.

On the eve of my going out of office as S/EO I wish to thank all members and certificate holders for their cooperation and participation in our education program. I recall at this time my old school motto "Ex Scientia Tridens", from knowledge comes seapower.

REFRESH YOUR BOATING SKILLS

This month, let's talk about fog signals.

First of all, do all of you realize that we have no Inland waters anywhere around where we usually go cruising? On 24 December, 1981, the U.S. Coast Guard disestablished the demarcation lines in the Straits of Juan de Fuca and also in Haro Strait and Strait of Georgia. This means simply that we are in International waters from Vancouver BC to Olympia. The notice to this effect has been published in Seattle papers a number of times, and Lt. Comdr. Mills, USCG, phone #442-7355, will be happy to answer any questions on this subject.

Under International rules as printed in CG 169 dated 1 May, 1977, I will quote verbatim several pertinent paragraphs.

Rule 35 - Sound Signals in Restricted Visibility.

In or near an area of restricted visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:

(a) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast. (4 to 6 seconds duration).

(b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.

(c) A vessel not under command, a vessel restricted in her ability to maneuver, a vessel constrained by her draft, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraphs (a) or (b) of this Rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.

It must always be remembered that when vessels are in sight of one another, maneuvering or warning signals are used (Rule 34), one short blast to mean "I am altering my course to starboard"; - two short blasts to mean "I am altering my course to port"; three short blasts to mean "I am operating astern propulsion".

Fog signals (Rule 35) are never used between vessels when they are in sight of one another.

We have in our files a number of extra copies of CG - 169 dated 1977 (lastest issue) giving the current International Rules of the Road. When these free copies are gone the price will then be \$2.50 each.