



HARBOR LIGHTS

FRIDAY HARBOR POWER SQUADRON

A UNIT OF UNITED STATES POWER SQUADRONS

FRIDAY HARBOR, WASHINGTON

May 84

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Commander's Message

...By Gordon Steele AP, Commander

The CHANGE OF WATCH was again a great success. I would like to particularly thank Frank Hudson and Jack Gordon for planning and executing the event. I am pleased to welcome our new Administrative Officer, Bill Otto to the ranks of the 'movers and shakers'. Let that in no way diminish my appreciation of those experienced members returning to the Bridge. Also, I would be remiss if I failed to mention that we have a HARBOR LIGHTS Editor who not only tickles me, but is a 'creative force' - one Fred Popham. I feel good about the whole crew and am looking forward to an achieving year.

The primary goals for the FRIDAY HARBOR POWER SQUADRON this year are GROWTH and INVOLVEMENT. Last year at this time I proposed a goal of 80 members by the end of that administration. Since that point in time, prospective members must now pass the Public Boating Course. I feel that this condition restrained our growth such that we actually grew to only 60 members. We must find means to publicly promote USPS awareness to attract students to that Course. We will continue to do that in those ways that we interface with the public, such as Safe Boating Week and the Fair Booth, but we need some other creative and as yet undefined year-round means to be effective. Let the Bridge have your suggestions. Whether or not growth is achieved, we can have a 'small but mighty' Squadron. This means involvement. By that I do not mean more effort from those already involved, but rather contriving to include all members in our activities. Last year 37 members earned Merit Marks. My goal this year is that all members do so. I believe that can be done but we must approach it in a task-force manner; such as make a special effort to make new members feel welcome, invite them to our Executive sessions, and combine social outings with the Marker Preservation Program. I ask your help to achieve these goals. Next year at the District CHANGE OF WATCH, I want to hear Friday Harbor mentioned a lot.

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EXECUTIVE DEPARTMENT

...By Jack Gordon S

"Safe Boating Is No Accident"

SAFE BOATING WEEK

JUNE 3 - 9

"THINK BEFORE YOU DRINK"....

"50% of all drowning victims are intoxicated"

...Sy Finley, Safety Officer

(Editor's comment: Didn't Fred Hoepner just recently tell us that..."87.6% of male bodies recovered as a result of an overboard situation..had their trouser flies open"....Certainly putting the two statistics together leads one to make up some great slogans.)

COUNTY FAIR BOOTH

We will again have a display booth at the County Fair....3rd week of August. Those of you who have suggestions to improve our presentation, including anyone who would like to assist in the construction of said booth, please get on the horn and give me a call.

This is a great opportunity to fill up our Public Boating Course and can also produce new members for the Squadron. It is worth our time to make it a good show, and if you can help, your efforts will be appreciated.

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EDUCATION DEPARTMENT

...By Frank Woodward AP

Seamanship Examination:

The Seamanship Examination NAV I will be held at Maurice Edwards home on Monday, May 7th. Those planning to participate should contact Maurice Edwards at 378-2867.

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Educational Seminar:

The District 16 Educational Seminar will be held at Burlington, Washington on June 2nd. Highlights of the Seminar will be a lecture by Robert P. Murray, N of Deception Pass Squadron on the solution of the navigation triangle by use of a hand calculator; and a lecture by Steve Rinard of NOAA on the latest developments in Weather forecasting.

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Skipper Saver Course.....By Peg Hoepfner

The SKIPPER SAVER COURSE has just been completed. This is the first time this course has been offered by our Squadron. There was an enthusiastic response with 15 completing the course and several more to finish by the end of this month. It was held at the Hoepfner home on May 1st and 2nd. The Coordinators were Mildred Freytag, Betty Carlberg and Peg Hoepfner.

Skippers who assisted with 'on hands' boat experience in Mitchell Bay were Ed Carlberg, Jack Gordon, Fred Hoepfner, Igor Kosin and John Freytag.

One outcome was a request for Betty Carlberg to teach a complete CPR Course. A date has been set for the middle of May and 12 have already signed up.

If you need more information, give me a call.

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ADMINISTRATIVE DEPT.

...By Bill Otto

"SHAKE-DOWN CRUISE"

...By Jan Otto

At the Rendezvous, April 13-14, there were seven boats, power and sail which RON'd at Roche Harbor.... with free moorage. We didn't count the cars on Friday night and Saturday but a goodly crowd turned up, at least 26 of us had dinner the first night. Pleasant weather and friendly get-togethers made it a most enjoyable outing. Saturday, Peg and Fred Hoepfner gave us an educational and fascinating demonstration with a survival suit....in the water. Even the Commander gave it a try and ended up complaining of a wet leg. Peg and Fred showed all their own safety measures they use on their sailboat adding suggestions for power boat owners. Especially of interest was their "man-overboard" pole with bobbing flag and light. Man-overboard/pickup drills and predicted Log Races are planned for future rendezvous.

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Secretary

...By Walter Earp AP

Roster Corrections:

Please help me keep the Squadron's Roster up-to-date. If you have additions, corrections or deletions to our Roster, give me a call. This includes the change data pertaining to your boat.

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WELCOME ABOARD!

CROSBY, Lance and Audra. Lance is a retired Chemical Engineer from the Weyerhaeuser Corporation with 35 years of boating experience. Their first boat, which served them though most of the 35 years, was a

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SECRETARY (Continued)

60' diesel Classic Cruiser. On August 4th last year, they took delivery of their current 32' Cruiser, WYNSUM, designed and built by Nourdine Jensen. Again, good to have you both with us.

ROSTER Correction:

Add: Crosby, Lance and Audra
1243 Terrace Drive Boat Power WYNSUM
Friday Harbor, WA
Phone: 378-2946

MEMBERSHIP - The following individual has been proposed for membership in the FRIDAY HARBOR POWER SQUADRON. If you have any comment, favorable or unfavorable, please contact Doug Jefferies within 15 days.

<u>Proposed Member</u>	<u>Proposed by:</u>
Gordon Byrholdt, wife Jean	Jack Gordon

BY-LAWS:

The changes brought about by our new Membership Rules concerning ladies and family members requires us to change the Squadron's By-Laws.

We are in the process of doing that and it is an excellent time to change other portions of the By-Laws. Any suggestions which will result in improved operations will be appreciated. Please contact me if you have any recommendations along this line.

EDITOR'S CORNERBy Fred Popham AP

If Cy Finley had looked just a little more like Betty Grable, I would have hugged him. He was the first one to mention one of my many errors in the last HARBOR LIGHTS. Nothing, but nothing could be nicer, it means to me that, at lease, Cy read through it. So....here is his and a few other corrections.... Cy's name is spelt "Cy Finley", Neil Tarte's first name is not spelled "Neal"...that starting time at Dauer's on the 19th is 3:30PM not 2:00PM...Walter Earp is an "AP"...Berkoff and Dauer are both "S". MY current typewriter is a factory reject that I bought at a White Front Store in San Diego, so, I ask you to be tolerant. Enough of this sackcloth and ashes.... on to more interesting things.

I have not been overwhelmed by the quantity of submissions of noteworthy boating tidbits for my new boating column. I hope it's the recent spate of bad weather not lack interest wherein the reason can be found. If Fred Hoepfner looked just a little like Helen Twelvetrees, I would have hugged him, he submitted exactly the type of material I want. It appears in the offset under the title "CHAIN RODES".

Are you aware that our new members....Arnold and Joan Sheldon launched their new sailboat on May 12th? Arnold has created this beauty with his own hands... well, with a few tools and a little money, also. What a wonderful accomplishment!! Our best wishes for many hours of safe and fun boating.

I have a real interesting tidbit that I would just love to tell you but my information comes from a very highly placed Source at American Camp who has sworn me to secrecy....Keep your eye out for a new development there this month.

Jeremy, our County Librarian, would love to have your old copies of:

Cruising World	Sail
Practical Sailor	Nor'Westing
Wooden Boat	

After he reads them (he's an avid boater) they will be made available to all. There is a tremendous interest by many of our young people in these magazines.

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EDITOR'S CORNER (Continued)

The library is a great place to get rid of those treasured memorabilia.

Have a real good summer....please remember to collect a few gems for this column and DON'T YOU DARE FORGET TO BE ON THE LOOKOUT FOR MATERIAL TO SUBMIT TO JACK HORN FOR COOPERATIVE CHARTING.

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CHAIN RODES..... By Fred Hoepfner

Owners of boats with all chain anchor rodes should consider how they would slip their anchor should an emergency require them to do just that. The bitter end is normally secured to some substantial fitting or hull member....but, how does one get to the bitter end when it may be buried under fathoms of chain, or the vessel is pitching violently, or the end fittings are frozen, or any number of complicating situations, which according to *MURPHY'S LAW*, are almost bound to occur. One solution is to secure a piece of nylon line to the bitter end of the chain. The nylon line should reach from the securing point to about 2 to 3 feet clear of any topside rails or rigging. With this set-up, when the occasion arises, the anchor gear can be slipped by merely cutting the nylon line and the chain can fly clear of the hull. Make sure the knot securing the chain to the nylon will pass through the deck fitting. Another very worthwhile action is to paint the last two fathoms of chain red so that you have some warning that the bitter end is coming up. Naturally, if conditions give you time, attach a buoy line to the chain end before slipping in order to recover your gear after things calm down.

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