

# HARBOR LIGHTS



**FRIDAY HARBOR POWER SQUADRON**

A UNIT OF UNITED STATES POWER SQUADRONS

FRIDAY HARBOR, WASHINGTON

**January 1985**



# Harbor Lights

Vol. 7      JANUARY 1985      NO. 1

\* C A L E N D A R \*

**TUESDAY**

EXECUTIVE COMMITTEE MEETING  
HECTOR'S @ NOON

**8**

**THURSDAY**

REGULAR SQUADRON MEETING  
FIRESIDE ROOM @ 7:30 PM

**10**

JAN. 1985

- 
- Commander..... Gordon Steele AP  
Business: 378-4137  
Home: 378-5547
  - Executive Officer..... Jack Gordon S 378-5456
  - Educational Officer.... Frank Woodward AP 378-2302
  - Asst. Ed. Officer..... Edward Leche AP 378-2282
  - Administrative Officer..... Lance Crosby 378-2946
  - Secretary..... Walter Earp AP 378-4925
  - Treasurer..... Vic Dauer S 378-2297
  - Editor..... Fred Popham AP 378-2526
- Mail: 641 Peter Place, Friday Harbor, WA

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*Commander's Message*

It warms my heart to know that the future of our Squadron will be in capable and experienced hands in the coming year. I call your attention to the slate of nominations presented herein, and to be voted on at our Annual Meeting in February. For this we should be grateful not only to the candidates themselves, but most particularly to the efforts of two men who took on the task of the Nominating Committee; namely Don Madsen and Frank Hudson.

If nominating and electing good men is the seed of a well run Squadron, support by the membership is the blossoming of it. Some help is needed. A fully manned (personed) Squadron requires the filling of about 45 positions. In a Squadron of 52 regular members a high percentage of you must shoulder some of the work. Failing this, someone must take on more than one job.

The Nominating Committee has done a splendid job; now can the rest of us do less in good conscience? In these past two years with many pleasant moments, none was quite as sweet as to hear, "I volunteer."

**EXECUTIVE DEPARTMENT**

...By Jack Gordon S

There maybe others that come along down the road but this might catch your fancy:

'The SCHOONER COVE YACHT CLUB is organizing a package tour in the winter/spring of 86/87 to visit Perth, Australia, to witness the competition for the AMERICA'S CUP.

Our plan calls for air transportation to and from Perth, two weeks accommodation there and a variety of entertainment and sightseeing attractions. We will obtain the best available cost structure, which will depend on the number of participants and the air fares current at the time. We expect the cost per person (double occupancy) to work out a little over Can \$3000.

Our immediate objective is to obtain some idea of the number of yachting enthusiasts in the Pacific Northwest who might participate. Those persons who would like their names placed on our mailing list for detailed information as and when it becomes available should send a refundable deposit of Can \$100 per person or couple to:

Schooner Cove Yacht Club  
C/O J.H. & L. Allix  
Site 118-C8, RR #1  
Parksville, B.C. Canada  
VOR 2S0

Checks should be made out in favour of SCYC Travel Trust Fund.

The deposit will be refundable up to the time when firm commitments to airlines and hotels have to be made., at which time, one-third of the cost will have to be paid. The balance will be due 90 days before departure, this will include cancellation insurance for medical reasons.'

How about a Friday Harbor Power Squadron and Yacht Club group led by Sunny & June Vynne ?

## HARD WORK CALLED COOP CHARTING:

For a few years, the Squadron has been exhorting its members to participate in our Cooperative Charting Program. You have been told that it is not hard to do, a lot of fun and a worthwhile effort towards Boating Safety.

WELL TIME HAS COME TO TELL IT LIKE IT IS !

It's a worthwhile effort to be sure, BUT it is hard work and no fun for the few seasoned salts who do it alone. It could be fun if a few more of you would get your feet wet. For the Coop year ending this September we did have a few guys give up their fun and work hard enough to get sufficient geodetic markers and chart corrections submitted to do our bit for the District's Honor Roll. So Hats Off ! to those few who trudged the gloomy mile and kept our Squadron on an even Coop keel.

If there's any of you workaholics out there who have got an urge, there's still time to give the Chairman a call.

THE NEW YEAR BECKONS !

BOATING SAFETY ...By Cy Finley, Safety Officer

Think before you drink-Be a responsible boater

% Blood alcohol content	Behavioral effects
0.05	Dull & Dignified
0.10	Dashing & Debonair
0.20	Dangerous & Devilish
0.25	Disgusting & Disheveled
0.30	Delirious & disoriented
0.35	Dead Drunk

Lubber Line - two or more non-sailors waiting to get to shore.

Rhumb line - Two or more sailors waiting for a drunk.

## WE GOT THE INFLATION RATE DOWN-NOW THE FATALITY RATE

The fatality rate for 1983 have been published by the U.S. Coast Guard. Here is a recap of the fatality rates from 1961 to 1983.

<u>YEAR</u>	<u>FATALITIES</u>	<u>MILLION OF BOATS (est)</u>	<u>FATALITY RATE</u>
1961	1218	5.85	20.8/100M
1962	1114	5.95	18.7 "
1963	1167	6.05	19.3 "
1964	1192	6.20	19.2 "
1965	1360	6.35	21.4 "
1966	1318	6.50	20.3 "
1967	1312	6.65	19.7 "
1968	1342	6.85	19.6 "
1969	1350	7.10	19.0 "
1970	1418	7.40	19.2 "
1971	1582	7.85	20.2 "
1972	1437	8.50	16.9 "
1973	1754	9.60	18.3 "
1974	1446	10.75	13.5 "
1975	1466	11.80	12.4 "
1976	1264	12.75	9.9 "
1977	1312	13.15	10.0 "
1978	1321	13.50	9.8 "
1979	1400	13.90	10.1 "
1980	1360	14.30	9.5 "
1981	1208	14.60	8.3 "
1982	1178	14.90	7.9 "
1983	1241	15.30	8.1 "

BOATING SAFETY & BOATING EDUCATION can make a difference. Let's keep our Squadron members completely out of the above statistics FOREVER.

If it hadn't been for Edison we would be looking at our TV by candlelight.

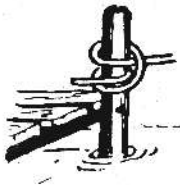
## EDUCATION DEPARTMENT

...By Frank Woodward AP

- Dec 4th: 14 students wrote the Public Boating Course examination. ALL PASSED!
- Dec 6th: 8 students wrote the Piloting Examination Results will be reported later.
- Dec 18th: 5 students will write the Seamanship examination. Results will be reported later
- ==
- Jan 8th: Advanced Piloting Course starts under the direction of Instructor Fred Hoepfner. All qualified members are encouraged to sign up.

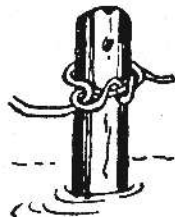
Special thanks are due to all those members who pitched in to help make these courses successful this year. All those instructing the Public Boating Course have been recognized in previous issues of the Harbor Lights. Special recognition is due Seamanship Instructor Maurice Edwards and his assistant Walt Earp, and to Piloting instructors Ed Carlberg, Frank Hudson, Frank Woodward and Dave Seaman.

### CLOVE HITCH



Used for mooring to bollard or piling; no good on a square post

### TIMBER HITCH



Used to secure line to a round object such as a spar for towing.

AND NOW A TAD MORE EDUCATION FROM P/C F. Hudson

Fath·om, *sb.* . . . 3. A measure of length. a. The length of the forearm; a Cubit. *Obs.* b. The length covered by the outstretched arms, including the hands to the tip of the longest finger; hence, a definite measure of 6 feet (formerly for some purposes less), now chiefly used in taking soundings. . . .  
"Full fadom five thy father lies." SHAKESPEARE, *Tempest*, i, ii, 396. "We could not find ground with sixty fathom of line." ANSON, *Voyage*, II, 219.  
"There are three kinds of fathoms. . . . The first, which is that of men of war, contains six feet; the middling, or that of merchant ships, five feet and a half; and the small fathom, used in fluyets, fly-boats, and other fishing vessels, only five feet."  
CHAMBERS *Cyclopedia*. (O.E.D.) A measure of six feet, used for a variety of purposes at sea; as to regulate the length of the rigging, cables, &c. and to divide the long lines, and sounding-lines. (Falconer.) Edward J. Lefkowitz, Inc. Catalogue Six.

## ADMINISTRATIVE DEPT.

...By Lance Crosby

JANUARY MEETING      7:30PM

On January 10, 1985 we'll hold our regular business meeting in the Fireside Room of the Presbyterian Church. In addition to business our Technical program is a command performance by Jim Fox. Members who have heard (and seen) his presentation on "Galvanic and Stray Current Corrosion"... "Electrolysis"--requested a repeat session.

What you'll learn could save you money or, at least, help your peace of mind. Electrolysis is a stealthy thief.....the more I learn about it, the more I realize the magnitude of the subject. Plan on being there...and bring a friend.

Coffee and Donuts as usual.

### MEMBERSHIP

Now is a good time to invite any boating acquaintance who might have an interest in the Power Squadron programs to consider joining us. New classes will be starting soon and another great summer of boating will be upon us before long.

While we're not primarily a social club, we do have some good times along with a feeling of contributing significantly to our fellow man's (person's) boating safety and consequently, to our own.

### BOATING SHOWS

The first of the year issue coming fast, here it's time for the boating shows again.

January 5-13: Coliseum

January 18-27: Kingdome

Those who would like to serve at the Power Squadron Display booth, at either of these events, contact our Executive Officer Jack Gordon who is coordinating

### REPORT OF THE NOMINATING COMMITTEE:

It is my pleasure to report the following members have been contacted and have agreed to having their names placed in nomination for the Squadron Bridge and Executive Committee for 1985:

Commander: Fred Hoepfner, AP  
Executive: Walter Earp, AP  
S. E. O. Lee Campbell, S  
Admin. Off: Lance Crosby  
Secretary: Fred Popham, AP  
Treasurer: Edwin Hillyard, S  
Assit SEO: Archie Merrifield, S

### EXECUTIVE COMMITTEE

Gordon Steele, P/C, AP  
Jim Henshaw, S  
Lewis Garlick, P/C, AP  
Robert Blanchard

Don Madsen  
Chairman, Nominating Committee

The above constitutes the announcement of nominees as required by Section 10.04 Friday Harbor Power Squadron By-Laws.

All members are advised that additional nominations maybe made by petition signed, in writing, by at least five active members and filed with the Secretary at least 15 days before the election date.

## Editor's Corner .....

... By Fred Popham



Do I hear a slight sigh of relief out there? Isn't it wonderful to have a Bridge and Executive Committee in place for 1985. Modesty forces me to except the Secretary, but other than him, that's a great bunch and should guide our Squadron to new highs of excellence.

*From Non'westing December 1984-Submitted by Cmdr Steele*

### SAFE PASSAGE ROUTE THROUGH RESTRICTED AREA IN GULF:

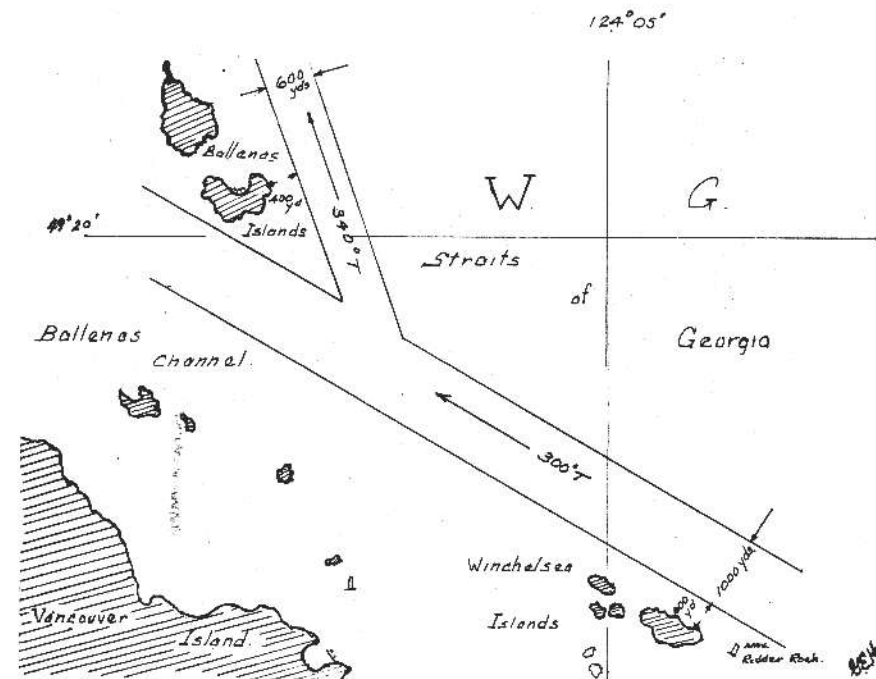
Boats running between Nanaimo and Smuggler's Cove or Pender Harbor on their way to Desolation Sound or Princess Louisa Inlet, must cross two slightly overlapped naval restricted areas, which seem to be in use almost constantly during the summer months. Both the Canadian Navy and, frequently the U.S Navy, use this area for weapons testing. When in use it is patrolled by aircraft and patrol boats.

Now the Canadian government has established a 'safe passage' zone through and past these restricted areas which can be used at all times by boats transiting the Strait of Georgia.

Boats leaving from Departure Bay or Nanaimo Harbor, once clear of Lagoon Head, may take a course of  $300^{\circ}$  True, which will take them about 400 yards to the right of Winchelsea Islands. This safe passage channel is 1,000 yards wide, and continues northwest to the left of the Ballenas Islands, which are the westernmost corner of the restricted zone. Alternatively, there is a narrower, 600 yd wide clear area on a course of  $340^{\circ}$  True that cuts to the east of the Ballenas Islands until clear of the restricted zone.

Although this new route is not the direct route across the Strait most Skippers would desire, it is a way to get around the restricted zones safely and legally during those times when ammunition is being used. It also has the secondary benefit of keeping the open water passage as short as possible, in case weather makes the trip uncomfortable.

SEE CHARTLET NEXT PAGE:



Boats crossing the Gulf of Georgia to and from Nanaimo can use the 'Y'-shaped 'safe zone' shown here.

*Submitted by P/C Frank Hudson, JN*

WASHINGTON AND BRITISH COLUMBIA - HARO STRAIT - Buoy  
Characteristic change-  
Center Reef Buoy has been renamed Spieden Channel  
Buoy 3 and the buoy color has been changed to green.

Roche Harbor Buoy 1 has been renamed Roche Harbor  
Junction Buoy and the color has been changed to red  
and green horizontal bands with the upper-most band  
red.

Charts 18433, 18423, 18421, and 18400

From LNM USCG Notice 49

WASHINGTON AND BRITISH COLUMBIA - HARO STRAIT - Buoy  
Characteristic change  
Danger Shoal Lighted Horn Buoy flash characteristic  
will be changed to show a composite group Flashing  
Green (2+1) light (Fl G (2+1)) and the color will be  
changed to green and red horizontal bands with the  
uppermost band green.