

FEB. 1985

HARBOR LIGHTS



FRIDAY HARBOR POWER SQUADRON

A UNIT OF UNITED STATES POWER SQUADRONS

FRIDAY HARBOR, WASHINGTON



Harbor Lights

Vol. 7 FEBRUARY 1985 No. 1

-- CALENDAR --

TUESDAY

EXECUTIVE COMMITTEE

HECTOR'S @ NOON

12

THURSDAY

SQUADRON MEETING

MOOSE HALL @ 6:30

14

FEB. 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



Commander's Message

During the two years over which I have served as Commander I have felt that our Squadron has been existing in a state of tentative survival. This has not been due to a lack of excellent help or a strong educational program, but rather due to a failure to develop a stronger line of accession and experience at the helm.

This occurred because of a transition from administration by experienced charter members to recruits. I was the first. I was green. Although old hands were always about, filling in, shoring up, administration has been fractured and more importantly, accession poor. Whatever it was, I feel that it has been weathered and the future is promising.

The reason for this renewed confidence is the excellent slate of officers presented by the nominating Committee. It is excellent enough to have received a note of congratulations from a District Officer.

Our February meeting is our Annual Meeting at which we vote on this slate of nominations. I urge you to recognize a turn-of-events situation and come to vote at the election as a sign of support.

I think you will find the upcoming year to be a 'zinger' and you will want to be part of it.

EXECUTIVE DEPARTMENT

...By Jack Gordon S

Surely hope you didn't miss the Seattle Kingdome boat Show in January. While there, I hope you stopped at the Power Squadron Booth and gave 'em a howdy from Friday Harbor. Also hope you stopped at the Marine Center Booth and picked up a Flag-a-Snag. If so, put it on your boat and if you spot at deadhead, jam the flag into it ! You'll save your fellow-boater and his boat much grief. Just ask the SUNNY SUE !

Cy Finley, our Safety Officer, makes an excellent contribution by his articles in Harbor Lights. Safety can be a pretty dry subject, but Cy has a way a sugar-coating the message and lacing it with humor. Might be a good idea to quickly review some of Cy's messages before you go out in the boat the next time. We want you to return....and safely !

You can get a Blazer Patch with your personal grade and rank, complete with enameled Power Squadron insignia at a very competitive price. Just call the Lighthouse Uniform Co. (800-562-3838) Their prices on the good looking mens and ladies blazers are competitive.

Thanks to Frank Hudson and Fred Popham we are on the Co-op Charting District Honor Rool. A tip of the hat to you both for tackling one of the toughest jobs in the Squadron and making us look good. Now, more good news ! Knowing Fred Hoepner, those of you who are not contributing to our Squadron's success in Co-op Charting are going to hear a lot more on this subject in the coming months. And, I'll bet there will be some challenges made to encourage more corrections and recoveries by our members.

BOATING SAFETY

...By Cy Finley, Safety Officer

Here's a very informative article submitted by Fred Hoepfner that may be closer to 'maintenance' than 'Boating Safety' but if the bucket-of-bolts stops things can become 'unsafe' in a hurry !

FUEL CONTAMINATION: A diesel engine is a very special engine. It's designed to give you far greater fuel economy than a gasoline engine and to last up to four times as long with proper care. It has some unique problems, however, one of which is the requirement for clean fuel.

One problem that affects diesel fuel is microorganisms such as fungi and bacteria. These are living creatures, and literally billions of them actually live and multiply in your diesel fuel. These microorganisms and fungi colonies grow into long strings and form large masses of globules. They appear slimy, and are usually black, green or brown in color. This living contamination can be found throughout practically all diesel fuel.

The fungi and microorganisms utilize your diesel fuel as their main source of energy, and as they feed and multiply, they chemically alter your fuel, producing by-product acids and common sludge. Where they cling they hold these acids and other waste products against the metal and other surfaces of your fuel system.

This all results in damage to your fuel system and the clogging of your fuel filters. The metal components of your fuel system, including the fuel tank itself, the expensive high pressure fuel pump, the injector tips and fuel lines, and connecting hardware can corrode to a point where they must be replaced.

The symptoms are easy to spot. Your fuel filters can clog, the engine will begin missing and making excessive noise. You'll notice rough idling, there may be a loss of power, the engine may stall, and you may notice a marked increase in heavy black exhaust smoke.

BOATING SAFETY Continued:

When these symptoms appear it may not be your engine at fault but it is most likely to be fuel contamination. Treatment is available by using one of the several fuel conditioners on the market. One is U.S. Borax's BIOBOR. Another is PETROSHIELD XL-650 available at Snug Harbor. Water in the fuel system seems to increase contamination; cool temperatures seem to decrease the rate of growth.

* * * * *

On these nice cold days when you have to get out of the house and can wander down to your boat, instead of just admiring it why don't you.....

CHECK YOUR PFD'S: Check to be sure there are not leaks in the heat-sealed plastic bags which contain the fiber fill. (Squeeze the ends of the bag and listen for any escaping air.) Obviously, if the cloth is rotten or the straps frayed, replace with new ones.

FIRE EXTINGUISHERS; Shake up dry chemical extinguishers and store them horizontally to prevent the powder from settling to the bottom. Remember, Halon Users, the Halon is not toxic but some of the products of the reaction are.....when used be sure to ventilate well before reentering the area.

AC WIRING: Every year several boats are damaged or lost by fires where their shore power systems are overloaded by heaters or appliance connections have corroded or worked loose and cause arcing. Check out all your wiring even if it means standing on your head for a few minutes.

NAVIGATION LIGHTS: Check cleanliness of bulbs, contacts and fuses. By the way, have you ever walked out on the water a couple of hundred yard in front of your boat and looked at your navigation lights at night? Be honest, are they bright enough to make you happy? Some of the pretty little trinkets don't show enough light to alert that other fellow bearing down on you. You know don't you, that it is impossible to read the size of a fuse in the dark. A nice trick is to tape a correct sized fuse right next to the fuse holder just in case the fuse blows after dark. Cuts down on the screaming too !

//////
EDUCATION DEPARTMENT

...By Frank Woodward AP

CONGRATULATIONS are being held in reserve for those who wrote the SEAMANSHIP examination. I am confident they passed with flying colors but National has not advised us of the results.

CONGRATULATIONS ARE GIVEN TO THOSE WHO WROTE AND PASSED
THE
PILOTING EXAMINATION

Don Madsen
Frank Hudson
Ed Hillyard
Virginia Hillyard
Lance Crosby
Len Burkoff
Win Sharp
Lee Campbell

And GOOD LUCK to the six who are currently enrolled in the ADVANCED PILOTING course presently underway.

The Education Department is very interested in conducting another SKIPPER SAVER Course. We need someone to chair it as well as a couple of assistants, I'm as near as the telephone if someone wishes to volunteer or would like to suggest someone.

Learn Boating Safety

//////
ADMINISTRATIVE DEPT.

...By Lance Crosby

FEBRUARY MEETING:

FEBRUARY 14th

6:30 pm COCKTAILS

7:30 pm POTLUCK DINNER

Our February Squadron meeting will be held at the Moose Hall, Thursday evening February 14th. This is an important meeting, as the business for the evening includes election of our 1985-86 Officers.

As a special feature, our program for the evening will be a most interesting presentation on the Yachting events in connection with this past summer's Olympics in Los Angeles. International Olympic competition is getting to be a really big show. Some 2400 people were involved in putting on the yachting events alone! Two of the officials were Wade & Robin Hill, who will discuss these events and, particularly, the role of Ham radio communications.

* * * * *

The sun is getting warmer and the threat of snow lessening; keep in mind the upcoming boating season. You will not want to miss the March Meeting !

* * * * *

WARNING !

Several times lately while out in the harbor, I've noticed large pieces of thin plastic floating near the surface. If you have salt water cooling, be aware that these can be sucked against your intake screens, overheating can result with the possibility of engine damage occurring if the plastic is not cleared from the intake. As in the case of flagging deadheads, take time out to fish such debris out of the water and never, never be guilty of letting such material get into the water from your boat!

There are, in the field of humorous writing, myriads of outstanding pieces. Each of us, thank goodness, has different likes and dislikes. That which follows was brought to my attention by our Safety Officer Cy Finley and I would like to share it with you.

From Dick Bradley's Book "ON BOARD WITH BRADLEY"

LET'S HEAR IT FOR NATURAL GAS !

DECEMBER 1978

"If I told you that you're sitting on a mother lode of cheap, unlimited, and readily available energy, you'd pooh-poo the whole idea. Yet it's true that you have within you the solution to the world's energy shortage. It's called methane gas, and it's formed by the decomposition of "epa" (in honor of the folks who brought us MSDs). Unfortunately, the EPA-crats are destroying this source, forcing us to macerate it, aerate it, separate it, and colorate it until it isn't worth a bean.

This is an outrage considering the advantages of methane power. It's easy to generate--just leave a holding tank to bake in the noonday sun. And it requires no regulation, except in crowded elevators. All that is required to achieve a state of total independence from the Arabs is to put a stop to the EPA's disastrous efforts to control the sanitary conditions in, on and around our boats.

What the EPA should do is supply each boat owner with a tiny converter that would change the supplies of epa into power for lighting, cooking, propulsion, and heating. After all, the government is subsidizing a Florida dairy farmer to the tune of a million dollars to perfect his system for turning cow flops into methane gas. What I want to know is, what makes cow epa better than people epa? If this guy's idea works, we'll just be kowtowing to dairy farmers instead of Arabs. Considering the price of milk and cheese, we'd be better off with the Arabs.

If one cow can produce enough methane to power a city of twelve thousand people, it stands to reason that a family

of four could produce enough power to power a fifty-two foot twin-screw cruiser on a circumnavigation at 17 knots.

The possibilities are endless, but first we must wrest control from those power-mad beaureaucrats in Washington. Then we have to change the attitude of people to epa. In others words, what's needed is a new program of Toilet training for adults. Overeating would be encouraged. Starchy foods would be sold at a discount, with special subsidies to bean farmers. Mothers would command children, "Eat already, so we can take the boat out for a spin." Chicago wouldn't be the only "windy City". What is now considered a faux pas would become a bravura performance.

If all this seems overblown, consider the alternative. With a single stroke of the pen, some yo-yo is Washington has decreed that your expensive boat will become a floating outhouse at worst, or a floating sewage plant at best. A crowded anchorage over the Fourth of July will be unbearable, if not downright dangerous. Holding tanks have been known to explode with considerable force, after all, accounting for the occasional blue body you see careening through the air.

Even if you're fortunate enough to escape an explosion, you still have the nightmare of disposing of blue epa. Nobody wants it. Can you blame them?

But just think what will happen when all of us say, "No more! Enough! We reject holding tanks, macerators, flow-through MSDs, and all the other insanities EPA has dreamed up. We demand miniature converters that can be easily fitted on boats. We demand that you subsidize epa conversion, and stop destroying the most natural gas of all!"

It's either that, or a return to the good old days of the wooden bucket. Don't laugh. There are designers working this very moment on yachts with no heads as we know them today. Instead of a cubby-hole stuck down in the bowels of the vessel, there will be a boomkin projecting off the stern with a plain and simple seat. Sports fisherman will have rodholders affixed to their thrones, a terrific advantage when fighting a marlin for hours on end. On a rough day, this device will have all the advantages of both a

head and a bidet, while providing invigorating fresh air and an inspiring view.

It simply proves that those old naval architects knew what they were doing when every vessel had a poop deck. And it holdsout hope that someday, we won't have MSDs or even an EPA. That, fellow yachtsmen is the straight poop."

* * * * *

