

OCT. 1985

HARBOR LIGHTS



FRIDAY HARBOR POWER SQUADRON

A UNIT OF UNITED STATES POWER SQUADRONS

FRIDAY HARBOR, WASHINGTON

BRIDGE OFFICERS

Commander.....Fred Hoepner AP 378-4213
Executive.....Walter Earp AP 378-4925
Education.....Lee Campbell P 378-5237
Administrative..Lance Crosby AP 378-2946
Treasurer.....James Henshaw S 378-4720
Secretary/Editor.Fred Popham AP 378-2526

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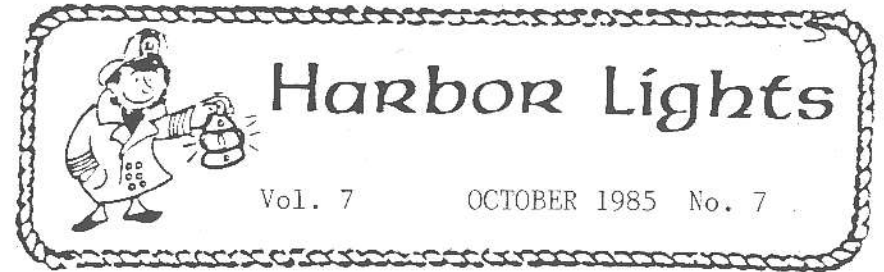
SQUADRON MAILING ADDRESS

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-- C A L E N D A R --

TUESDAY

EXECUTIVE COMMITTEE
MEETING

1

THURSDAY

REGULAR MEETING
AMERICAN LEGION HALL

3

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Commander's Message

By Fred Hoepfner AP

As I write this note the weather is slowly changing to that of our usual fall, i.e. rain with sun breaks. This reminds me that this is the beginning of our educational season too. A synopsis of our several courses was presented during the salmon barbecue so that you would know what each course contained and the required sequence. I hope you took advantage of the sign-up table. Classes to be offered and their dates will follow shortly based upon your desires.

Our thanks go to Jim Henshaw, S, for volunteering to assume the Treasurer's position. Subsequently our Executive Board has confirmed Jim as our new Treasurer.

Administrative Officer, Lance Crosby, AP, has planned a full schedule of fraternal and educational meetings for the coming year, so stay tuned to your Harbor Lights for details.

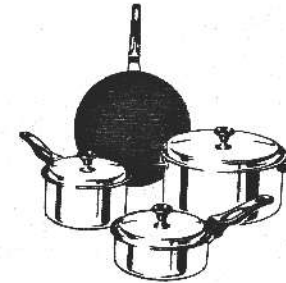
A special kudo to Secretary/Editor Fred Popham AP, for his efforts in producing the finest roster we have ever had. You will note some re-arrangement and one new feature - "Vessel Identification Code". Fred developed this code to provide a way to make available in quick order the capabilities of the vessels owned by our members. We are increasingly being requested to provide community or emergency services such as the recent "San Juan County Harbor Patrol", and this identifier code will provide the necessary information for planning purposes and quick reaction.

ADMINISTRATIVE DEPT.

...By Lance Crosby

OCTOBER'S

REGULAR MEETING



Type

LUCK

Where - American Legion Hall

When - October 3rd, Thursday Evening

Cocktails - 1800

Dinner - 1900

Feature Speaker: Mr. Leonard Shrock of CAPTAIN'S Nautical Supplies, Seattle. He is a Yachtsman and Compass Adjuster.

Topic - "Charts and Compasses"

Mrs. Shrock will be here too, so all you First Mates (who probably do the navigating anyway) turn out and we'll have a great evening.

Salmon

Corn on the Cob

COOKIES

Wines

Cakes

Coffee

Tomatoes

GRAPES

SALAD

Whiskey.

Snacks

WHAT A GREAT BARBEQUE !!!!!!!!!!!!!

I don't know who those two girls were in their bikinis but they could sure cook corn. Never tasted or looked at an array of food to top that on Saturday. Our most heartfelt thanks to the Steele's for their hospitality. The Commander's thanks extend to all who worked so hard to make the affair come off so well. That sort of a turnout, that much help, that much fun makes it all worth while. Let's do it again !

And I mustn't forget Archie, his expertise and his racks, Don Madsen and his great drinks, yes, and Charlie Nash and his help. Thanks all !!!

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EDUCATION DEPARTMENT

By Lee Campbell P.



PUBLIC BOATING COURSE

STARTS

SEPTEMBER 24th

7:30PM FHHS CAFETERIA

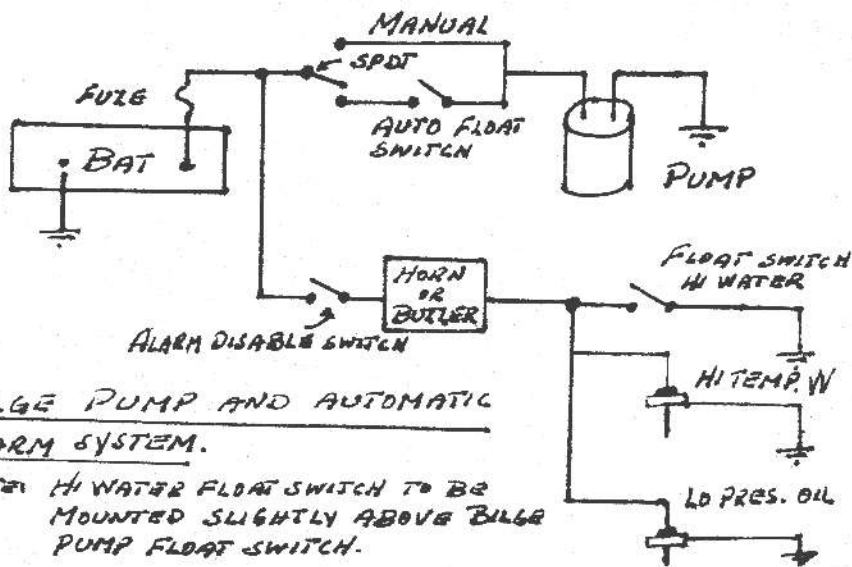
KEEPING AFLOAT

(Editor's comments): Well....I certainly wasn't overwhelmed by the material submitted in response to my request for bilge water alarms. Have we become so catalog-bound that the innovators and do-it-yourselfers are found only among the youngsters ?

Doesn't anyone have a ballcock from an old toilet tripping an alarm in their boat. What about a plastic tube mounted at the low point, with mouse-holes at the bottom and inside a plastic ball which rises with the water and pushes up on an alarm trigger ,

These are the kinds of alarms that are inexpensive, can be quickly checked and are practically fail-safe.

Here's a diagram submitted by our Commander for a simple alarm installation.



BILGE PUMP AND AUTOMATIC ALARM SYSTEM.

NOTE: HI WATER FLOAT SWITCH TO BE MOUNTED SLIGHTLY ABOVE BILGE PUMP FLOAT SWITCH.

I had a conversation with one of our members on this subject. His solution was to complete his installation and have a red light show on his console. This would alert him to the high water condition and he could take action. O.K. BUT I favor hot wiring the alarm to your horn, then if the boat took on water while your were resting, playing on shore or even in the unlikely event you were sipping on someone else's boat the horn would alert you. You might even get a call from an annoyed pal where you dock your boat.

Have you shaken your powder fire extinguishers this quarter ? Operated your thru-hull fittings ? Checked your mooring lines for chafe ?

COAST GUARD HOTLINE: The U.S. Coast Guard is conducting a trial, toll-free hotline for boaters. The purpose is to provide information on boats and associated equipment involved in "Safety Defect" (recall) campaigns for the past five model years, take complaints about possible safety defects and assist consumers having difficulty getting corrective action for a safety recall already announced. The Hotline number is 800-368-5647.

For those with cats, dogs, or both on board; You will find that a harness rather than a collar is far better for your pet if the animal has fallen overboard and you are trying to recover the little one.

SAFETY THOUGHTS ON CABIN HEATERS

Every year we hear of people suffocating or being poisoned in closed trailers, RV's and boats. The usual cause is improper use of a space heater. Heaters which do not exhaust outside the cabin are dangerous. The products of all combustion are carbon monoxide, carbon dioxide and water. The first will poison you, and the second can suffocate you.

Catalytic heaters and heaters which do exhaust outside can still kill you simply by using up all the oxygen in the cabin. Some heaters are designed to allow them to draw their combustion air from outside the boat. These are safest. When using any heater (other than electric), be sure it has an adequate independent air supply and an exhaust if you are going to leave it going unattended. Also, be certain it can't fall over. Good cabin heat can make winter boating a lot of fun - but not if it's faulty or misused.

Lt Keith R. Johnson, AP
Safety Officer, Seattle Power Squadron (From "Pilot")

* * * * *

And From "Bell Signals" Bellingham Power Squadron

Cold damp weather can create havoc with your electronic equipment. You should either remove the equipment and store it at home or provide some means of heat to dry out the air on your boat. Now is also a good time to check your boat for parts that need oiling or spot painting. A 50% solution of antifreeze in the cooling system is recommended. Antifreeze should be replaced every two years. If your boat is not going to be used for an extended period of time you should perform the maintenance recommended by your engine manufacturer. Batteries must be kept charged or they can freeze and break. Topping off the fuel tank can help prevent condensation. Adding the correct amount of fuel stabilizer to the tank will help keep the fuel from going stale. Your engine manual has all the info you need for your engine.

LOCAL NOTICE TO MARINERS

STRAIT OF JUAN DE FUCA - Bouys - change

Port Angeles Boat Haven Lighted Bouy 3, color has been changed to green

Puget Sound Traffic Lane Separation Lighted Bouy S, color has been changed to yellow.

New Dungeness Sand Spit Bouy 2, has been permanently discontinued

New Dungeness Sand Spit Lighted Bouy 2, a red lighted bouy showing a flashing red light every 4 seconds (Fl R 4s) with a nominal range of 3 miles, has been permanently established in 252 feet of water in approximate position 48°11'33"N. 123°05'36"W

Charts 18468, 18465, 18440, 18471, 18441, 18423(E)
and 18400

BELLINGHAM BAY - Bouy - Characteristic Change.

Bellingham Bay Rocks Junction Lighted Bouy, flash characteristic will be changed to show a composite group flashing (2+1) red light every 6 seconds [Fl (2+1) R 6s]

Charts 18424, 18423(A), 18430, 18421. and 18400

ROSARIO STRAIT - Bouy - Characteristic Change

Blakley Island Shoal Lighted Bouy BS, flash characteristic will be changed to show a composite group flashing (2+1) red light every 6 seconds [Fl (2+1) r 6s] with a nominal range of 4 miles.

Charts 18430, 18423(C), 16421 and 18400



This little tidbit comes from the March 1985 issue of "Sea Spray" New Zealand's National Boating Magazine. The article was written by David Pardon.

VICTORY FOR THE ANTI-TANKS

'Remember the debate that began when US authorities ruled that pleasure craft operating in coastal areas of the States must be fitted with holding tanks? Some New Zealanders were in favour of similar regulations here; the majority saw holding tanks - at least in New Zealand waters - as another unnecessary expense.

The debate, here and in the US spun around two points - both financial: (a) the cost of installing tanks, particularly in boats already built, and (b) the cost of the pumping-out installations that are the corollary of holding tanks.

Not surprisingly, the US Coast Guard is now disclaiming all responsibility for enforcing holding tank laws, and the legislation is to be repealed. As I understand the latest moves, each state, or local authority, will now have to decide whether or not it wants to force boat-owners to fit holding tanks.

The Coast Guard argument seems to be that because most US boating grounds are flushed by the tide, holding tanks are not necessary; my guess is that the most likely reasons are (a) that with the escalating war on seaborne drug and contraband traffic, the Coast Guard has more important things to do than chase after and prosecute some poor Joe who gets taken short in a runabout that doesn't have holding tanks, and (b) that having passed the law the US Government has now decided it can't afford the thousands of pumping installations needed around the American coastline.

So holding tanks, it seems, are a dead issue. With New Zealand's comparatively small population and healthy tides it was probably never a real issue here anyway, but as I recall a few people got quite hot under the collar about it, suggesting that in a few years' time, ie, about now, popular cruising grounds such as the Bay of Islands and Hauraki Gulf would become so crowded that holding tanks would be the only answer to the threat of devastating pollution.

Several folk who spent the summer's break among the more popular bays and anchorages of the Gulf have told me they had never seen so many craft and people cramming every available spot on the water and beaches; yet for the first time in years, SEA SPRAY has not had a single complaint (yet) about pollution in either the gulf or the Bay of Islands."

I thought it was interesting to look at the problem through someone else's eyes.

* * * * *

Not that there is any but if you find an error in the new Roster or you get a new call sign or even a new boat or whatever, please advise the Secretary. He then can tell the Editor and a correction will get published.

Secretary

By Fred Popham AP

- Sec: How come I'm on the last page ? I deserve better than this.
- Ed: You've got to get your stuff in before the deadline. Anyway, like dessert, that last page is the best.
- Sec: Hogwash ! The Executive Board just voted to have the Board's minutes included in the Harbor Lights.
- Ed: What on earth for ?
- Sec: So the membership will know what is going on and how it got to the point of going.
- Ed: Hogwash, I've been to those meetings.
- Sec: Just you wait, from now on things are going to be different !

SYNOPSIS OF MINUTES OF EXECUTIVE BOARD METING SEPT 10th

Present: 9 Executive Board Members

Report by Ex O Earp: All aspects of the Fair Booth turned out very well. 44 applicants for the PBC signed up. Next year's booth rate \$64.00

Report by Admin O Crosby: October, November, December meetings are set, no schedule changes.

Motion made and approved by Ex Bd: Publish a synopsis of the minutes in Harbor Lights.

Report by Ed O Campbell: Thanked F Woodward for work on PBC. It starts 24 Sep at FHHS. Seamanship course slated to start in fall.

Report by Membership Chairman Woodman: Carl Cain & Virginia Hillyard approved for membership.

Barbeque details finalized

Cruise/Rendezvous, details discussed, schedule set, assignment made.

Meeting adjourned