

JANUARY 1986

# HARBOR LIGHTS

*Gelukkig  
Nieuwjaar*



**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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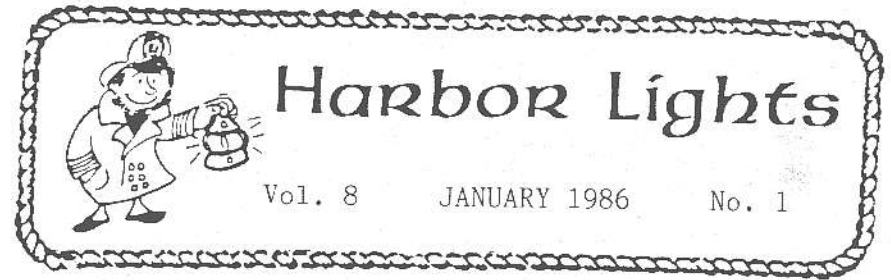
SQUADRON MAILING ADDRESS

P.O. Box 53  
Friday Harbor, Wa 98250

HARBOR LIGHTS MAILING ADDRESS

641 Peter Place  
Friday Harbor, Wa 98250

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

**TUESDAY**

**7**

EXECUTIVE MEETING  
HECTOR'S - NOON

JAN. 1986

**THURSDAY**

**9**

REGULAR MEETING  
LEGION - NOON

JAN. 1986

JUST A THOUGHT - -

You know, guests are always welcome at our events. Invite some friends who would be interested in our activities and would make prospective members.

Remember - - lots of people don't know what we do - - or maybe they think we are an exclusive fraternity. If you get them there an we all make them welcome, they could very well decide to join us !

Ψ Ψ Ψ  
Commander's Message

By Fred Hoepfner AP

The 1985 social calendar was brought to a climactic close with the wonderful Christmas party planned and produced by the Steeles and Gubelmans. I think everyone, with possibly the exception of your Commander who was dragooned for the second time by a P/C into singing (?), had a great time. Santa and his two elves in full costume carried the event as they distributed gifts to all. I think the food was the tastiest ever, especially those two heavy chocolate-mint desserts.

At the peak of our recent snow storm this island was without emergency medical transport to the mainland. The airfield was closed and the ferry had made its last run. Our Sherrif, Ray Sheffer, called upon your Squadron to provide volunteer boats and crews should they be needed. I called for standby volunteers only from those members who had large fast boats; many who had slower boats volunteered as crew. It was with great pride that within a half hour of the Sherriff's request - ATREVIDA, ATREVIDA II, and CHARLIE CHAN reported ready in all respects and the Sheriff was given the Skipper's name, telephone number and boat location. Education may be our primary mission, but in this community I think public service is pretty important also.

ADMINISTRATIVE DEPT.

...By Lance Crosby

MANY THANKS!!! to all of you who made the Christmas Party such a nice evening. Good refreshments, good food, great entertainment and Santa Claus with his gifts! Any of you who missed it will have to wait for another year. And thanks to the committee - official and unofficial -- we had the fastest clean-up on record.

JANUARY MEETING

What: Luncheon -- Catered by Linda Gubelman

Where: American Legion Hall

When: 1200. January 9th, 1986 (Thursday)

Who: Cmdr Paul Larson,  
U. S. Coast Guard  
Marine Safety Officer

Topic: Marine Safety with a special report on the Bristol Bay Crab Boat disasters.

FEBRUARY MEETING

Tentative schedule February 13th. Plan for a Valentines Day Potluck -- Watch Harbor Lights for additional details.

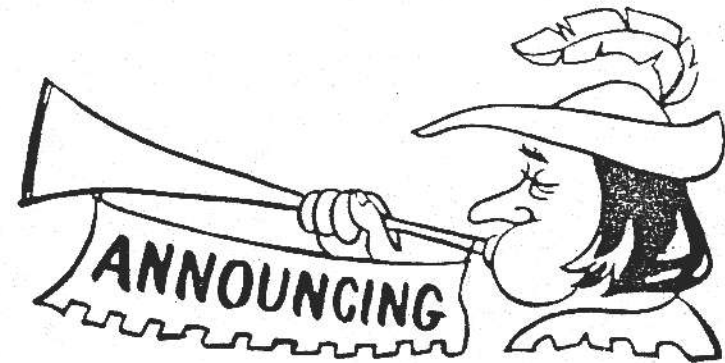
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**EDUCATION DEPARTMENT**

By Lee Campbell P.

1985 PUBLIC BOATING CLASS GRADUATES

Mary E. Keith	James G. Wooden
Bonnie McCullough	John S. Underwood
Nancy & Gerald Swartz	D. E. Goodrich
Greta & David Duvall	Si Stephens

We are expecting and hoping that three or four more will take the examination after the Christmas rush is over. We should be able to announce the graduates of the Seamanship Course in the next Harbor Lights, final examinations are being taken at this time. Look and be ready for the SKIPPER SAVER Course this Spring. Dave Seaman, N is about ready to start JN, if you haven't and you are interested contact Dave.



By Jack Gordon S.

Persistence and Hard Work Pay-off!!!!

We are getting all sorts of Pats as well as acknowledgements from NASA on our submission of chart corrections for this area. When you pick up the new Small Craft Chart that has just come out be sure to go over it with a magnifying glass and come up with some more corrections. District is anxious to have our Squadron back on the Honor Roll and so am I. Don't forget, with warm weather still a few days away, stretch your legs and pick up a few Survey Marks. There are a lot of those out in the bush yet to be uncovered.

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**DID YOU KNOW?** The manufacturers of Duracell batteries have date codes on their packages so that you can determine the date of manufacture. On the back of the package you will find a printed number like "5A22C." Decoding is easy. The "5" is the year, 1985, and the "A" is the month, which is January in this case; "B" is for February, "C" is for March, and so on.

# Secretary

By Fred Popham AP

Please make the following additions to your copy of the 85/86 Squadron Roster.

For Carl & Lottie Cain - under "CERT NO"  
E074740  
F009139

New Members (This entry is typed so that with the use of sissors you cancut it out and paste it at the end of your Roster)

ELMORE, Gilbert E  
ELMORE, Janet M

378-2583

E075213 MANEKI NEKO /M/-/IO/-/26/-/G/-/N/-/14/-/P/-  
F009425 WSQ - 3736 /FH/-/VHF,CB,D/-/Sabercraft/

## SUMMARY OF EXEDUTIVE MEETING 10 DECEMBER 1985

Present: 8 Members.

Reports: A/O Crosby will not be at the Jan. meeting  
Secretary to pick up Cmdr Larson.

Tom and Louise Kincaid will be speakers in Feb.

Event Chairman is to prepare a summary report of the event for Harbor Lights.

Treasurer: Current Bank Balance \$2212.88  
34 paid membership due to date

E/B recommends Editor mail H/L to interested persone

Executive Board summary cont:

## New Business

Squadron to purchase wine for Christmas Party

Squadron will give a USPS Ensign to each graduate of the Seamanship Course.

P/C Steele to procure Ensigns and Pennants

P/C Steele and R. Blanchard are to inventory Squadron property, consolidate it and obtain a storage location. Report to E/B

Meeting Adjourned.

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(Editor: - Igor Kosin AP was thoughtful enough to clip out some material from the S.S. Canberra's "Daily News". Here's one, I'll try to find space for more.)

## PORT AND STARBOARD

The terms 'port' and 'starboard' were not, as you may imagine, invented by sailors purely as a form of maritime 'oneupmanship' but had in fact real significance in the days before the great voyages of discovery, when sailing ships of the early Middle Ages were insufficiently seaworthy to attempt anything more adventurous than coastal voyages round the shores of Northern Europe.

The rudder, as we know it today, was not introduced until the end of the 13th Century; before that date ships were steered by means of a large oar or board which was placed over the ship's side near the stern. The majority of men being right handed, it was standard practice for this steering board to be rigged on the right hand side of the ship, which thus became the steer board or starboard side.

As these mediaeval sailing ships had this large projection fouling their right hand side, it was obviously more sensible to come alongside a jetty or quay with the left hand side to the berth, thereby avoiding expensive damage to the steering board; thus the left hand side of the ship became the side that was presented on coming into port, or more simply the port side.

From Commander Hoepfner, AP:

The U.S. Dept of Transportation has established a Marine Safety Reporting Program in which persons may voluntarily and anonymously report problems, potential problems or incidents in marine safety. The purpose of this program is to identify hazards related in some way to vessel navigation and piloting for which some preventive measures might be taken before an accident occurs. If you have any questions or desire further information contact Commander Hoepfner.

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Did you know that Navy studies indicate that a vessel loses 40% of its hull efficiency to barnacle growth in a three month period. Ask any racing sailor about this - they know.

There is no good way that we know of to keep black algae [a group of aquatic nonvascular plants with chlorophyll often masked by a dark pigment] from growing except blocking out sunlight or keeping the vessel moving.

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There's a new harbor [sic Harbour] at Hartley Bay, B.C. which breaks up the long haul between Butedale and Prince Rupert. Four miles north of Wright Sound, a stone breakwater and four new government floats provide a welcome resting place. Fuel and water is to be available from June until October. Food supplies are limited and air service can be provided. This is a small Indian community and a "dry-town".

RADIO TECHNICAL(From The Squawk Box, Bremerton P.S.)

Many commercial and pleasure craft operators believe they are required to initiate a call to the Coast Guard on Channel 16 VHF and then shift to the CG working frequency, Channel 22A after making the initial contact. This procedure is not necessary nor even desirable. In the interest of reducing traffic on the calling frequency the Coast Guard will soon put out a Notice to Mariners asking that you call on the CG working frequency in lieu of Channel 16 if your VHF radio is equipped to do so.

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**MARINE RADIO--** Part of a government study of terrestrial radio emissions to determine if intelligent life exists on earth. None has so far been detected.

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### THE SALTY SEA

Apart from the Dead Sea, the most salty regions of the oceans lie just to the north and to the south of the Equator. The salinity of the sea water there amounts to as much as 37 parts-per-thousand by weight. High salinity of the sea water is due to a concentration of salt caused by the evaporation of surface water by sun and wind. This evaporation is at a maximum in equatorial latitudes. Coastal waters, except the Red Sea, are diluted by the outflow of rivers and at the Equator the surface waters are slightly diluted by the upwelling of deeper less saline water.

The origin of the salt in the oceans is uncertain. One theory is that the bulk of the salt came from the atmosphere at a very early stage in the history of the Earth.

When the planet had cooled sufficiently, atmosphere moisture condensed and collected in the great ocean basins. These rains at the dawn of the Earth are thought to have washed chlorine and ammonia from the air so cleansing our skies and salting our seas. An alternative theory argues that the salts were brought down to the seas by the rivers.

# KEEPING AFLOAT

From the Squawk Box, Bremerton Power Squadron Dec 85

## SAFETY -- BILGE PUMPS

Quite a number of boats have been sunk by their bilge pumps! That doesn't sound right, but it's true.

It usually happens this way. First the boat takes on water through rain, packing gland leaks or seam leaks. As the boat sinks lower in the water the bilge pump discharge goes under water. At a certain level the water runs into the boat through the bilge pump hose and sinks the boat.

Several actions can decrease the possibility of sinking.

1. Locate the discharge fitting as high as possible above the waterline.
2. Put a large vertical loop in the discharge hose.
3. Install an anti-syphon valve in the top of the vertical loop.
4. Install a shut-off valve at the discharge fitting.
5. Install a check valve in the discharge line. (needs frequent checking)

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★★ FLY YOUR ENSIGN PROUDLY ★★

## Editor's Corner .....

... By Fred Podham



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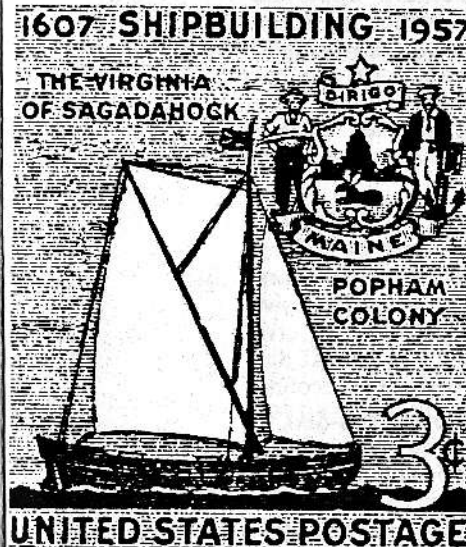
### NAUTICAL TRIVIA

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**CLOUDS --** Concentrations of water vapor at various levels of the atmosphere, the shapes and sizes of which are often used in predicting weather changes. Thus, a cloud shaped like an umbrella indicates rain, while one shaped like a beach chair indicates sunny weather.

Properly filed under Nautical Trivia, I came across this fascinating bit under an empty glass on the upper right hand corner of the piece of plywood I use for a desk.

### COMMEMORATIVE STAMP, Shipbuilding - 1607 - POPHAM COLONY



This stamp, which commemorates the 350th anniversary of shipbuilding in America, has, for its central design, a picture of the "Virginia of Sagadahock" the first ship built in America to participate in world commerce. The Virginia was built in 1607 at Stage Island near the mouth of the Sagadahock (Kennebec) River, Maine, by members of the Popham Colony, the first English settlement in New England, founded under the leadership of Sir George Popham that same year. She was a vessel of 30 tons, approximately 30 ft long and 13 ft beam carrying 8 ft. She

was built to carry survivors of the colony back to England after the death of Sir George Popham and the hardships of the severe winter.

## GREENWICH OBSERVATORY & TIME

In 1838 the first time ball was established at Greenwich Observatory. At five minutes before 1 p.m. every day, the time ball is raised. At 1 p.m. precisely it is dropped, thus providing a visual time signal for ship's lying in the River Thames off Greenwich. The Greenwich time ball still operates, such is tradition, but ship's today check their time by radio.

The main work of the Greenwich Observatory is now carried out at Herstmonceaux Castle in Sussex. It was found that the heavy atmosphere of the Thames Estuary and the lights of London interfered with night observations. Catalogues of the position of stars are computed with other data at the observatory and published in the Nautical Almanac, for use of ships at sea. In addition to its astronomical work, the observatory is also responsible for determining Greenwich Mean Time, (G.M.T.) and has also played no small part in encouraging inventors to produce a multitude of accurate time-measuring instruments.

When the sun-dial was used to set clocks to time not so very long ago — about 1800 time varied in different parts of the country. For instance, Canterbury, England, is one degree east of Greenwich so that 12 o'clock at Greenwich would be four minutes after 12 o'clock at Canterbury. In Penzance which is five degrees west, it would be twenty minutes before 12 o'clock.

With the advent of railways the necessity to have the same time throughout England became apparent, mainly as a result of complications which arose in regard to the preparation of time-tables, and in 1880 Greenwich Time was adopted and made legal for the whole of the United Kingdom. In 1885, by international agreement, time zones were adopted abroad and most countries use Greenwich Time to one hour exactly.

One of the most important tasks of the Greenwich Observatory is to obtain the correct time by sidereal observations, that is the time obtained from the stars. A sidereal day—the interval between two successive daily transits of a star—differs daily from the civil day by precisely 3 minutes 55.91 seconds, a sidereal day being exactly 23 hours 56 minutes and 4.09 seconds.

Despite the elegance and charm of the old sun-dial, it cannot be recommended as an accurate time piece. Indeed Solar Time varies between 15 minutes either fast or slow and only on four occasions in the year is it correct. With space travel looming fast on the horizon it is reasonable to wonder what new problem of time will be presented to Greenwich Observatory for their expert consideration.