

APRIL 1992

# HARBOR LIGHTS

PLAN TO ATTEND CHANGE OF WATCH



FRIDAY HARBOR POWER SQUADRON

A UNIT OF UNITED STATES POWER SQUADRONS

FRIDAY HARBOR, WASHINGTON

1991 - 1992

**BRIDGE OFFICERS**

Commander..... Brian Calvert, S 378-2841  
 Executive..... Lt/C Myrle L. Garlick, P 378-4722  
 Education..... P/C Shirley A. Holmgreen, N 378-5223  
 Administrative..... Lt/C John T. Dallas, P 378-4598  
 Treasurer..... Lt/C Kenneth E. Campbell, P 378-3209  
 Secretary..... Lt/C Peter A. Dammann, P 378-3809

**EXECUTIVE COMMITTEE**

Cdr Brian Calvert, S Lt/C Kenneth E. Campbell, P  
 P/C H. Lance Crosby, N Lt/C John T. Dallas, P  
 Lt/C Peter A Dammann, P Lt/C Myrle Garlick, P  
 P/C Shirley A. Holmgreen, N Lt James R. Mitchell, AP  
 Lt J. Douglas White, AP

Law Officer..... Ronald J. Einboden, P  
 Chaplain.....  
 Asst. Ed. Officer..... 1st Lt. William J. LaPorte, S  
 Coop. Charting ..... Frank H. Brame, P  
 Safety Officer..... P/C Fred R. Hoepfner, AP  
 Public Relations.....  
 Membership..... Donald E. Kauffman, AP  
 Historian.....  
 Radio Technical..... Donald K. Reynolds, N  
 Program Chairman.....  
 Port Captain..... Nourdine H. Jensen, S  
 Flag Lieutenant..... Edward F. Browne  
 Liaison Officer..... P/C Lewis R. Garlick, AP  
 Supply Officer..... Lt. J. Douglas White, AP

**HARBOR LIGHTS**



Vol. 14 April

1992 No. 4

APRIL 1992						
SUN	MON	TUE	WED	THU	FRI	SAT
	MAR	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

**COMING EVENTS**

31 MAR **EXECUTIVE MEETING** - Grange Hall - 1200  
 "Brown bag" lunch. All members welcome.

3 APR **CHANGE OF WATCH** - Grange Hall

Happy Hour: 1730

Dinner: 1830

RESERVATIONS CUTOFF 24 MARCH

For information call Lt/C Myrle Garlick, 378-4722.  
 For reservations call Lt/C Ken Campbell, 378-3209.

7 APR **PILOTING CLASS** - Call P/C Frank Woodward,  
 N at 378-2302

15 APR **HARBOR LIGHTS** article DEADLINE.

5 MAY **EXECUTIVE MEETING** - Grange Hall - 1200  
 "Brown bag" lunch. All members welcome.

7 MAY **POTLUCK PICNIC** - 4th of JULY BEACH

## EXECUTIVE OFFICERS REPORT

New program: Henry (Hank) Wutzl, one of our squadron's members, also a member of the USCG Auxiliary is certified to do Courtesy Marine Examinations. CME's will be an ongoing activity throughout the year and Hank will be the Coordinator. Call him at 378-5677 and arrange an appointment. The USCG Auxiliary has earmarked April for their main emphasis on CME's per the Anacortes Flotilla Commander.

During the week of 31 May through 6 June, Hank and his USCG Aux crew will be doing CME's for any of you that have not been able to have you boat examined prior to this time.

Special thanks to Ann Einboden, P, Peg Hoepfner, AP, Karen Bogardus, Tom Bogardus, P, and P/C Lewis Garlick, AP, for distributing USPS posters for the Spring 1992 Public Boating Course.

Change of Watch, 3 April 1992, dress code will be uniform A with a long black tie or mufti (casual clothes). I goofed and left out this piece of information in the March issue of Harbor Lights. If you can assist with setting up tables, please be at the Grange Hall at 1015 on 3 April. Your help will be greatly appreciated.

Safe Boating Week: Save your outdated flares for the June 4th Flare Shoot at 1900 at either the 4th of July Beach or South Beach at American Camp depending on the wind direction. This event is also open to the public. Please inform your friends who are not squadron members of this event.

Lt/C Myrle L. Garlick, P

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## PILOTING CLASS - 7 APRIL

P/C Frank Woodward, N, will be starting a Piloting class the seventh of April. He needs to hear from you at 378-2302. Remember you do not have to have completed Seamanship to take Piloting. You can take Seamanship at a later date. Frank needs to know when you want to meet, etc. so let him know today !!!!

## FROM THE SEO

Some of you may have wondered just what the Educational Fund, to which we are contributing at least \$1 per year, does with the money. Initially, of course, the Trustees invest it wisely and conservatively so that the income can be used for educational projects. (Interest rates being what they are lately means less money is available.)

So what are those projects? One is to support revision of Seamanship and Piloting to minimize overlap and duplication and to "spice" them up a bit. Let's hope they reverse the evolution that took place during the 70's.

Another project is to encourage everyone to take Instructor Qualification. For the next three years, through 31 December 1994, anyone who takes the course, and takes the exam gets class material and the exam free. Passing the exam is not a requirement, but reexams will be encouraged. Since we claim that "Education is our business," we should be making sure that our instructors are well qualified. We will be allowed to let non-members take this course. Many states are instituting educational requirements and licensing on boat owners. Since those states don't have the money or expertise to teach the required courses, they are certifying others to do it for them.. IQ is a means of acquiring that certificate. While we have an agreement now with our State to accept our Public Boating Course for their certificate, that may change. In any event learning how to teach better would be good for us all. P/C Lance Crosby, N, has agreed, as he so frequently does, to teach an IQ course if there is a demand. Call him if you are interested.

Along with everything else in the world, costs are going up for us in buying educational materials. Service charges, per order, of \$2 on course material and \$1 on exams are now in place. We hope that we will not have to raise the price to you, at least not yet.

Don't forget the Educational Seminar in Everett on 13 June. By taking the Red-eye that morning, no overnight expense is necessary. There are always plenty of interesting and informative sessions at this Seminar. Plan on going. Need a ride? Let me know.

P/C Shirley A. Holmgren, N  
Squadron Education Officer

## LEGISLATIVE LORE

**BOAT WASTE LEAST CAUSE OF SHELLFISH RESTRICTION ON PUGET Sound, Hood Canal, Shellfish Unit (Department of Ecology) statistics show. Animals and failing septic systems are the main causes of pollution. Other, small in comparison are urban storm water, sewage treatment outfalls, marine mammals and lastly, boat waste. Despite low cause a bill before the Legislature proposes: "Make more boat waste pumpout available, mandate their use and penalize those who continue to dump effluent from marine toilets into the water."**

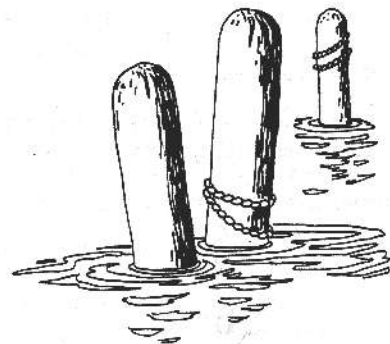
**NEED A RADIO CHECK? DO NOT CALL THE COAST GUARD; INSTEAD call another boat, a public coast station, an affiliated marina or yacht club etc. Overuse of Channel 16 (the Distress, Safety and Calling channel) is the reason for the FCC ban.**

**WANT TO HELP YOUTHS DO SAFE BOATING? WASHINGTON STATE Parks Boating Programs Office is sending volunteer instructors into the middle schools through out the state to teach children basic boating safety. USPS boaters wishing to help may call Jim French's office for information and applications. 1-206-586-2166 Materials and 10 hours free training are provided.**

**NOAA TO DECIDE WHETHER TO CONTINUE STUDIES FOR A NATIONAL marine sanctuary for the San Juan Island, Strait of Juan de Fuca and northern Puget Sound after a series of public meeting in January. "A sanctuary would greatly affect recreational boating"- Nor'westing.**

**HOME SITE IN DANGER BECAUSE OF SHORELINE EROSION? SENATE bill 6128 would establish uniform procedures for installation of bulkheads and other structures to protect houses.**

P/Stf/C Ray Harding, JN  
D/16, Legislative Officer



## MINUTES OF THE EXECUTIVE BOARD MEETING

3 March 1992

**Call to Order:** Meeting called to order by Cdr. Brian Calvert, S, at 1205. Present were Lt/C Myrle Garlick, P, P/C Lance Crosby, N, P/C Shirley Holmgreen, N, P/C Lew Garlick, AP, Lt/C Ken Campbell, P, Lt. Don Kauffman, AP, Lt/C John Dallas, P, Lt/C Pete Dammann, P, Lt James Mitchell, AP, and Lt. Doug White, AP.

**Treasurers Report:** Lt/C Ken Campbell, P, reported that as of 3 March, 1992 we had a balance of \$4644.59. We had Receipts of \$219.74 and Expenses of \$539.58 this past month. There was a net decrease in cash of \$319.83. There is a transfer fee imposed by National of \$5 anytime a member makes a change in their membership (ex. change from Family to an Active member).

**Education Report:** P/C Shirley Holmgreen, N, reported that National is now sending only 1 instructors manual for 20 students in the Boating Course. There is a material order fee of \$2 imposed on all orders of educational materials. Ordering exams \$1 total, regardless of number ordered. IQ materials free if you pass the exam. IQ can be given to other than USPS members.

**Executive Report:** Lt/C Myrle Garlick, P, reported that the Change of Watch planning well under way. Decorations have been purchased. P/C Frank Hudson, JN, will be in charge of games. Several people are needed for 24 March, Boating Course as proctors, and interviewers. Plans continuing on fire extinguisher and flare demonstrations for 4 June at 1900 and the public will be invited. USCG Auxiliary will be making the Courtesy Marine Examinations continually.

P/C Lew Garlick, AP, reported on insurance. The Grange is a self insured organization, and will offer us \$5000 coverage at \$22 annually. We will need to make an inventory of our property on the premise. Lt. Doug White, AP, will make the inventory. Motion made and passed to take the insurance and pay our electric bill at the same time.

**Commanders Report:** Cdr Brian Calvert, S, reported the Predicted log had six entries, and the first four were FHPS members, P/C Fred Hoepfner, AP, Cdr Brian Calvert, S, 1st Lt Bill LaPorte, S, and P/C Lance Crosby, N. Al Davis of the SJIYC will be computerizing the Predicted Log race for future Logs. FHPS will control the Predicted Log and Rendezvous for next year. Brian announced that the Sail Club has again requested to be part of the Predicted Log and Rendezvous in the future.

**New Business:** SEO reported that Lopez Island has again requested that the Boating Course be conducted on their island. It will be recommended that they use the video course, and if needed an instructor could come over as needed.

**Old Business:** Holmgreen discussed her conversations with Pole Pass on the possibility of sponsoring a fall conference. Pole Pass wants no part of it, but doesn't mind we want to hold one at Rosario Resort. Motion made and passed that we submit our names at the next conference to hold a future conference if so desired by D/16.

Amendment of Bylaws was discussed moving the annual meeting to December instead of February, and changing the Fiscal Year to 1 January through 31 December. Holmgreen to write up for the May issue of *Harbor Lights* and the perusal of the Executive Committee.

Lt Jim Mitchell, AP reported on the status of 92-93 Roster. Most information has been turned in and will go to press by the 15th if possible. Jim discussed our status on advertising materials. It was decided to wait until fall to proceed. Jim brought up our need to appoint an Assistant Secretary due to Pete Dammann's on going situation. Tabled.

Meeting adjourned at 1330

Submitted: Lt James R. Mitchell, AP  
Secretary Pro-tem

\* \* \* \*

## READY OR NOT?

How well are you prepared in a situation when seconds count? Which action is most appropriate?

Idling along on a leisurely harbor cruise with friends, you notice the temperature gauge on one of your two diesel engines is well into the red zone, although there has been no decrease in power and no indication of an engine problem. Now what?

1. Shift the engine into neutral and speed up the hot engine to increase the flow of cooling water.
2. Shut the overheated engine down immediately.
3. Don't shut the hot engine down (it may seize without cooling water), but check the water filter for clogging.
4. Put the hot engine in neutral, open the hatch to provide more cooling air and check the water filter.

Answer is #2. Whatever else you do, first shut down the engine to prevent further damage. Overheating is usually the result of either a clogged water inlet or a failure of the water pump impeller. Check to make sure the water inlet seacock is fully open and not blocked by debris or plastic bags.

Check to see that the drive belt to the water pump is sufficiently tight. You should always carry a spare water pump impeller and, on most engines, changing impellers is a simple task.

If the waterway was not blocked or the impeller is not damaged when you remove it, don't try to restart the overheated engine, but instead return to dock using the remaining power.

### Editors note:

We are reprinting this article from *Sea*, March 1992, written by Chris Caswell in this and upcoming issues. This is a copyrighted article and P/C Frank Hudson, JN, has obtained permission from *Sea* to use this article in *Harbor Lights* only, per Christa Chavez.

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### ATTENTION: ALL FLAG FLIERS & BOAT LICENSEES

USPS Ensigns and Squadron Burgees are available through your Squadron Treasurer at the following prices:

ENSIGNS	12 X 18	@	\$10.00
	16 X 24	@	\$12.00

### FRIDAY HARBOR POWER SQUADRON BURGEES

	10 X 15	@	\$ 9.00
	14 X 21	@	\$10.00
	16 X 22	@	\$11.00

Most sizes are now available from stock. Please contact Doug White at 378-4832 if you want or need a flag or burgee.

It is important that you display these when you are on the water and practice good boating procedures at the same time to help bring honor to yourself and the Squadron.

## SAFETY IS - AS SAFETY DOES

There seems to be an unusual number of articles lately concerning engine cooling problems. Admittedly a major safety concern. I learned a trick several years ago while cruising Hood Canal in my I/O boat. Raising cooling water temperature soon resulted in steam issuing from the heat exchanger (an alarming smell, no!). I shut down the engine and drifted while I tried to determine the cause.

I checked everything I could think of: adequate water in the heat exchanger, seawater pump impeller, water was coming out of the raised drive leg exhaust outlet. Everything seemed to be okay. I even removed the thermostat thinking it may have been stuck closed. In desperation I started and stopped my way to a marina where a passing boater said there was a good mechanic.

On arrival I walked into his shop and described the symptoms. He grunted acknowledgment and turned to pick up a 6 foot length of hose and a couple of pipe fittings. Back at the boat he disconnected the hose from the discharge side of the sea water pump and attached his hose. Holding the hose over the side he had me start the engine. Then with a knowing smile he pointed to the water being discharged. "See the white foamy water coming out? Sucking air," he pronounced. He then examined the suction-side hose, but found nothing apparently wrong. "Be back in a minute," he said as he headed for his shop. Returning with a piece of new hose, he replaced the suction side hose. With the engine running we watched the water temperature gauge climb to it normal temperature - a hold. Success. A close examination of the old suction hose disclosed a hairline crack. After expressing my admiration of his knowledge, he just remarked "not my first time."

Using the same technique, a fast check can be made by merely disconnecting the distant end of the discharge into the bilge. Be aware, however, that even the smallest seawater circulating pumps put out a LOT of water.

P/C Fred Hoepfner, AP  
Safety Officer



## TRIVIA

The term "knot" originates with the Dutch who used a piece of wood or log attached to a knotted line to measure ship motion. The log was thrown overboard and the line played out. The number of equally spaced knots that passed through the sailor's hands in a certain period of time was a measure of ship's speed relative to the water. There were 47 ft. 3 inches (14.4 M) between knots and time was measured via a 28 sec. sandglass.



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**PLEASE! SEND IN YOUR ARTICLES  
BEFORE 15 APRIL FOR THE  
MAY PUBLICATION.**