

OCTOBER

1994

# HARBOR LIGHTS

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**FRIDAY HARBOR POWER SQUADRON**

A UNIT OF UNITED STATES POWER SQUADRONS

FRIDAY HARBOR, WASHINGTON

1994 - 1995

**BRIDGE OFFICERS**

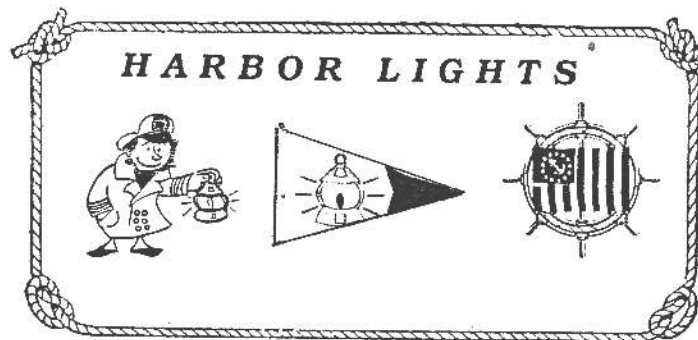
Commander..... William J. LaPorte, S 378-3135  
 Executive..... Lt/C Richard W. Baker, AP 378-3447  
 Education..... P/C Frank A. Woodward, N 378-2302  
 Administrative..... Lt/C Donald E. Madsen, AP 378-5142  
 Treasurer..... Lt/C Ann E. Einboden, AP 378-3288  
 Secretary..... Lt/C Mary I. Wutzl, P 378-5677

**EXECUTIVE COMMITTEE**

Lt/C Richard W. Baker, AP Lt/C Ann E. Einboden, AP  
 P/C Myrle L. Garlick, P Lt Martin J. Garren, Jr, P  
 P/C Shirley A. Holmgreen, N Cdr William J. LaPorte, S  
 Lt/C Donald E. Madsen, AP Lt James R. Mitchell, AP  
 P/C Frank A Woodward, N Lt/C Mary I. Wutzl, P

Law Officer ..... Lt Ronald J. Einboden, AP  
 Asst. Ed. Officer .. Lt David C. Duvall, AP  
 Co-op. Charting .... P/C C. Frank Hudson, JN  
 Safety Officer ..... Lt Henry H. Wutzl, P  
 Membership ..... Lt Donald E. Kauffman, AP  
 Radio Technical .... Lt James R. Mitchell, AP  
 Port Captain ..... Lt Nouridine H. Jensen, S  
 Flag Lieutenant .... Lt Victoria Baker  
 Supply Officer ..... Lt J. Douglas White, AP  
 Chaplain ..... P/C H. Lance Crosby, N

Articles, opinions and advertisements do not necessarily reflect USPS policy of endorsement unless so designated.



OCTOBER 1994

NOVEMBER 1994

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1			1	2	3	4	5
2	3	4 EXEC	5	6	7	8 O.T.	6	7	8 EXEC	9	10 MTG	11	12
9	10	11	12	13 MTG	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30			
30	31												

**COMING EVENTS**

- OCT **EXECUTIVE MEETING** - GRANGE HALL - 1200  
 "Brown Bag Lunch" All members invited to attend.
- 3 OCT General Meeting - Grange Hall - 1800  
 Chili Potluck, Pie and Cookie Auction  
 (See Administrative Report for details)
- OCT - **OPERATIONS TRAINING SEMINAR**  
 Orcas Island 0900 - 1700
- 1-30 OCT **D/16 Fall Conference** - Port Angeles

## COMMANDER'S MESSAGE

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Our new season is off to a good start.

Attendance was good at our Executive Committee meeting on 6 September. The Barbecue at Garlick's was not too well attended due to weather, but the food and camaraderie were great.

Our treasurer told us of a boating accident in front of her home. She brought pieces of the boat. How does one run into San Juan Island?

Saturday the 17th we hosted the D/16 Council meeting. Thanks to P/C's Lew (AP) and Myrle Garlick, P, it went off without any calamities.

Public Boating will have started by the time you read this. Piloting will have started as well.

It is good to report that P/C Frank Hudson, JN, submitted 20 reports by seven members in his Co-operative Charting effort. Good job. Thanks.

Cdr William J. LaPorte, S

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## ADMINISTRATIVE REPORT

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The season opener - BBQ and Potluck was held on 8 September at P/C Myrle (P) and Lew (AP) Garlicks residence. This activity, it seems, has become a tradition and was a marvelous way to commence our fall season. Those who attended this event will say it was a wonderful occasion to get better acquainted and learn about other members' summer boating adventures.

The D/16 Fall Council meeting was hosted on 17 September by the Friday Harbor Power Squadron and all reports indicate this affair was a great success.

We hope as many members as possible will attend our Squadron meeting on 13 October at the Grange. It will be a Chili Potluck, Pie and Cookie Auction. Members are urged to bring either Chili or salad to share and an item to auction. If not pie or cookies, then a dessert is acceptable. Those who wish to manufacture chili are strongly urged to forego the garlic ingredient so that the true flavor and essence of the chili can be judged for taste. (Eds note: Don is allergic to garlic).

Lt/C Donald Madsen, AP  
Admin. Officer

## FROM THE DISTRICT EDUCATIONAL OFFICER:

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### Whose turn is it next?

How much do you know about the Instructor who taught the last USPS course you took? Or the fellow member who's teaching the course you're taking now? You may know them socially from squadron meetings and cruises. But do you really know their background in boating education and teaching?

Some squadrons are fortunate enough to have one or more members conducting courses who are professionals in the technical subject they are teaching - a meteorologist giving the WEATHER Course, a retired Navy or Air Force navigator for Junior Navigation, an experienced marine engine mechanic for ENGINE MAINTENANCE, etc. Others may find a professional teacher or professor in their midst to teach one or more USPS courses. But in the overall picture, these experts are few and far between.

Most USPS Instructors are "home grown" -- just like you and me. Their love of boating and desire to learn more about it led them into our public boating course. They liked what they saw and wanted more. So they joined a local squadron and took more courses. And more courses. Just like you and me.

But there is one thing about our Instructors that sets them apart. When they hear or say that USPS phrase about "self-education of members," they recognize that there are two sides to that coin. All education involves those two sides -- two groups of people. There are the "receivers" of the education and the "givers" of the education. These members decided to become "givers" as well as "receivers."

Many of our members are only "receivers." They take courses and reap the benefits of our USPS Educational Program. But they don't give back to help other members or their squadron -- often because no one ever asked them. There are lots of different ways to "give back" to your squadron as a way of saying "Thanks" for the education you have received. One of the most rewarding of all is to give back in the classroom -- as an Instructor, subject lecturer, table proctor, exam grader, whatever.

No one is asking you to do it all -- by yourself. But if every member gives a little, our educational program will go on and get stronger. That Instructor of your last USPS course isn't getting any younger. He or she may have been teaching fellow members for the last 5, 10, 20

or more years. One of these days someone else will have to pick up part of that load.

How about you? Are you willing to join the honor roll of classroom "givers" to the USPS education. Isn't it your turn now? Why not call your Squadron Education Officer today and ask how and when you can help?

D/Lt/C Jean E. Roeber, N  
D/16 Educ. Officer

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## SEO'S REPORT

By the time you read this, the fall Piloting class will be underway. It is being held at 1900 hours each Wednesday night starting 28 September. If you want to take this course but were not able to attend the first class, please give me a call at 378-2302. It is still not too late to enroll.

We are still planning a Marine Electronics course this fall. Please contact me soon if you are interested in signing up. The next Advanced Piloting course will be offered in early 1995.

P/C Frank A Woodward, N  
Squadron Education Officer

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## CORRECTING A GOOF!

Inadvertently a member who successfully completed the Engine Maintenance Course given by Instructor Elizabeth "Pete" Plunkett, AP last spring was left off the list of members who completed the course. Sorry! Editor's goof. My apologies, and Congratulations to P/C Myrle Garlick, P.

Your editor

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## CHILI POTLUCK, PIE AND COOKIE AUCTION

BRING YOUR TABLE SETTING (PLATES, CUPS, AND SILVERWARE)

## SAFETY CORNER

"Take care of your boat and it will take care of you" is more than just a saying. Marinas can be a long way apart. There are no phone booths on the water and passing traffic cannot always be counted on for help.

To finish a boat trip, the boat must stay afloat and the engines must keep running. The first indicator of the danger of sinking is excessive water in the bilge, so look occasionally. If this situation occurs, don PFDs immediately, then start bilge pumps and find the leak. Possible sources of leakage are: through hull fittings, cooling water intake, cooling water discharge, cylinder head, exhaust manifold and pipes, water pumps, water or oil coolers, rudder post or propeller shaft, bilge pumps and hoses, galley drains, depth finder transducer hull fitting or possible cracks or holes in the hull. If the leak is in the engine cooling system, running the engine will pump water into the boat.

If the leak is from a hole in the hull, stuff it with rags, a blanket, pillow or anything suitable. There is an epoxy repair kit available that can be used underwater. After emergency repairs are made, head for the nearest marina.

Don't wait for an emergency, make a periodic examinations of your boat. Check your oil dip stick and transmissions for oil levels. If they are overfilled, look for indication of water contamination.

Check that your batteries are filled with water and the specific gravity reading of 1.25 to 1.275. Check battery cables for looseness and corrosion.

Before starting your engine run the blower for five minutes with the engine hatch open. If you hear any strange sounds your haven't heard before, investigate immediately. If you haven't taken the Engine Maintenance Course sign up for the next one.

Lt Holly C. Grissom, AP  
Houston Power Squadron

## COURSE PREVIEWES

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**PILOTING ( P ):** This course explores in greater depth some of the subjects covered in the Seamanship Course and gives practical instruction in position determination based on plotting courses and dead reckoning. The course gives detailed information on governmental regulations for equipment required on the boat and the way the boat is handled while afloat. Radio telephones and their use, charts available and what they show, aids to navigation on the water and on land, compass installation, adjustment, and use and many more subject are covered in depth. The examinations include chart work.

Prerequisite: NONE. Can be taken before SEAMANSHIP course

**ADVANCED PILOTING ( AP ):** Covers all basic concepts and techniques needed for safe navigation in coastal waters and on major lakes and rivers. Expansion of basic piloting, and charting skills; development and proper use of deviation tables; emphasis on interpretation and plotting of relative and compass bearings; use of danger bearings and danger angles; prediction of tides and tidal currents; prediction and analysis of current effects on course and speed over the ground; fundamentals of electronic navigation systems; introduction to sextant use in positioning; construction and use of small area plotting sheets.

Prerequisite: Seamanship and Piloting.

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**REMEMBER TO BRING YOUR TABLEWARE TO THE OCTOBER 13TH CHILI POTLUCK.**

## 101 Uses for Old Plastic Milk Jugs

Several years ago Pete Plunkett, AP, gave me several ideas for using milk jugs when she brought one to a dock work party with the side partly cut out and filled with nuts and bolts. This got me thinking of how these useful milk jugs can be utilized. A shortened list is below:

1. **Boat Bailer-** Cut to retain a handle.
2. **Receptacle for engine oil** during an oil change.
3. **Oil Filter Catcher.** Remove portion of top, retaining handle and place under oil filter before removal. Works great on vertical mounted filters. You need not spill a drop. For horizontal mounted filters, get diaper liners and catch all the oil as it leaks out.
4. **Ice and drinking water.** If your boat has an ice box, freeze half a dozen gallon jugs of water, - don't fill to the top - and put these in the bottom of your ice box. They help make other ice last longer and provide fresh cold drinking water as they melt. In hot climates make sure that everyone drinks plenty of water all day long to prevent dehydration. Be sure to thoroughly clean the jugs before adding fresh water.
5. Fill several jugs in the freezer at home in case of a power outage, earthquake, or major situation where the water is shut down. Change every 6 months or so. Allow 3 gallons per person per day.
6. **Emergency water** for your life raft. Tie a couple of gallon milk jugs to your life raft along with your panic bag and EPIRB in case the unforeseen happens and you have to abandon ship.
7. **Small tool box** in an emergency and- great container for small items.
8. **Clean up kit for diesel fuel filter.** Like the oil filter catcher, a milk jug can be cut to retain handle and the back of the jug. Drain contaminated fuel from your filter into the jug. Remove fuel filter and deposit in the jug. If you remember to shut off the fuel line (Then faster a piece of bright orange tape to the ignition key to remind yourself to open it again when the job is completed) and refill the fuel filter bowl with clean fuel after replacing the filter, you can avoid having to bleed the system before starting the engine.

Lt Jim Mitchell, AP

## TREASURER'S REPORT

REPORT COVERS THE PERIOD: 1 August - 19 September 1994

Bank Checking Account Balance 1 August 1994		\$4,358.64
RECEIPTS: Interest August	\$ 6.12	
" September	7.21	
Luncheon Reservations	960.00	
Education exams	54.00	
USPS Coop advertising	218.40	
Total	\$ 1,245.73	
EXPENSES: Dues National (1)	22.00	
Postage Hbr Lts	46.98	
Education	15.66	
Meeting supplies	9.23	
Luncheon D/16	810.00	
Raffle tickets FGB	20.00	
Total	\$ 923.87	
Checking Balance 19 September 1994		\$4,680.50
Net gain:	+\$321.86	

District 16 is selling raffle tickets for a one week Caribbean Cruise for two, on Holland American Cruises, worth approximately \$4,000.00. The tickets are only \$2.00 each, and we bought a book of 10 tickets. The first 10 Friday Harbor PS members to get their \$2.00 to Ann Einboden may have the tickets. Good Luck!

Lt/C Ann E. Einboden, AP  
Treasurer



I am sure many of you received copies of the September issue of *Harbor Lights* with the cover sheet printed upside down. We kept these copies within the squadron. The problem did not show itself until it was too late to make new covers. I hope you can forgive me!

A mystery malady is striking our squadron. A vaccine must be found soon. For the lack of a better word I am calling the malady - lethargy. This month no articles for *Harbor Lights* were received on time and then, later, only three were received. We must have articles from all the bridge officers monthly relating what is happening in their departments and what is upcoming for the members to anticipate. Remember, Lethargy breeds and the vaccine called concernment must be injected now!. Stamp out the malady now!

Next, I would like to ask members who went cruising this summer to write up your experiences, problems and cures. We can all benefit from what you learned.

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