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October 1996

HARBOR LIGHTS



FRIDAY HARBOR POWER SQUADRON
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1996 - 1997

BRIDGE OFFICERS

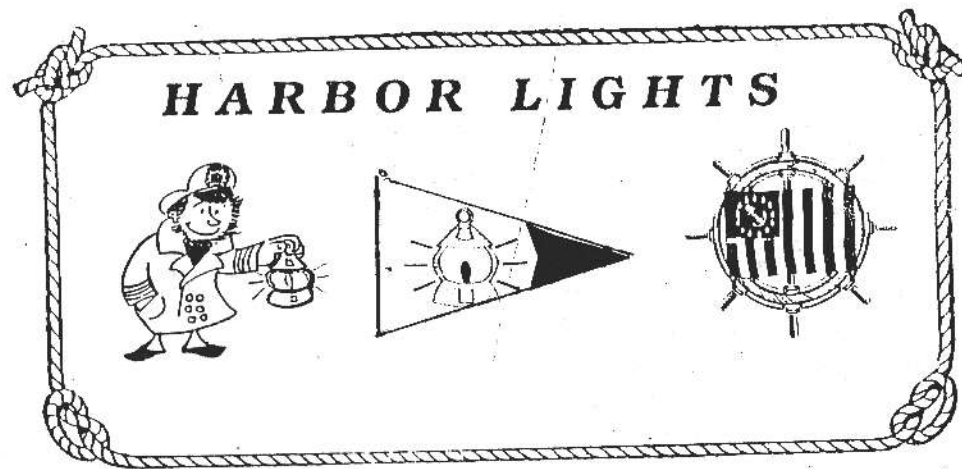
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 Lt/C Ann E. Einboden, AP Lt/C Steve C. Kennedy, P
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COMING EVENTS

OCTOBER 1996

- 1 EXECUTIVE MEETING - GRANGE HALL - 1300
"Brown bag lunch" All members welcome to attend.
- 1 PUBLIC BOATING COURSE - High School 1900 - 2100
Runs for 8 weeks.
- 3 FALL POTLUCK -- Grange Hall
1730 Happy Hour 1830 Potluck Dinner
"WERE YOU THERE CHARLIE"
- 9 SEAMANSHIP COURSE - Skagit Valley campus = 1900

NOVEMBER 1996

- 5 EXECUTIVE MEETING - GRANGE HALL - 1300
- 7 General Meeting - GRANGE HALL

COMMANDERS MESSAGE

Our fall schedule is off to an auspicious start with a good turnout gathered at our place for the Season Opener BBQ – Potluck on Thursday 12 September. It was good to see new members Bill Henderson and Keith Van Cleve and "nearly new members Chuck and Barbara Milne in attendance. Good food and fellowship was enjoyed by all with some good natured "crowing," because of our victory over the Canadians during this past summers Otter Bay Rendezvous! Squadron Secretary Lt/C Ann Einboden, AP mounted an impressive display of photos from the Otter Bay triumph and they will be showcased at our general membership meeting in October.

The October meeting will be at the Grange Hall on Thursday, 3 October and will be an "open" potluck dinner/meeting. Bring your "setups" (plates, utensils, etc) and favorite potluck dish for 8 (you pick it, entree, salad, dessert or whatever). The Committee is working on entertainment/ guest speaker, so don't miss it.

All members are invited to the Executive Committee Meeting to be held at the Grange on Tuesday, 1 October at 1300 (1:00 PM).

The fall Public Boating Course begins on 1 October at 1900 at the Friday Harbor High School. Spread the word and help recruit new members.

Seamanship class begins on Wednesday, 9 October at the Skagit Valley College. New members! Now's your chance.

See you all at Grange,

Cdr Richard W. Baker, AP

TREASURERS REPORT

4 June – 31 August 1996

INCOME \$ 817.44

EXPENSES

Dues to National	1937.00
Activities	74.34
Commander	272.41
Education	616.34
Treasurer	28.44

2,928.53

Balance on hand 31 August 96 \$5,694.20

Lt/C Steve Kennedy, P
Treasurer

* * * *

ADMINISTRATIVE DEPARTMENT

The Season's Opener and BBQ was held at Victoria and Commander Richard Baker's home. I wish to thank them for hosting this event and extending their hospitality to us. We had a short business meeting after dinner and discussed some areas needing attention. Thank you to all the members who helped with the cleanup. I will not try to name you because with my luck I would miss somebody.

3 October, 1996 will be the squadron Potluck at the Grange Hall. Happy hour 1730 and dinner 1830. This will be an unassigned potluck. Bring a dish to serve eight(8). BYOB and bring your own tableware cups or glasses, etc. We still need more members to assist with this activity. Call me at 378-4722 to volunteer. Your time will count toward a Merit Mark.

Remember to wear your name tag. \$.50 fine if caught without it.

P/C Myrle L. Garlick, P
Administrative Officer

SEAMANSHIP CLASS

The Seamanship course will start on 9 October.

Time 7 to 9 PM, Place: Skagit Valley College

Eligibility: Any member or family member who has passed the Public Boating Course is encouraged to enroll.

P/C Lewis R. Garlick, AP is the Coordinator.

Call Lew today if you are interested. Phone 378-4722.

Final Exam: 18 December.

Cost : \$25 per person

P/C Myrle L. Garlick, P
Chairman Seamanship

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What is this?

" WERE YOU THERE CHARLIE?"

You'll have to come to the October Potluck to find out. Master Gamester P/C Frank Hudson, JN, has devised a new one.

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MINUTES OF EXECUTIVE COMMITTEE MEETING

3 September 1996

Meeting was called to order by Cdr Richard Baker, AP at 1300.

Members present: Lt/C Hank Wutzl, P, P/C Myrle Garlick, P, Lt/C Steve Kennedy, P, 1Lt Ken Campbell, AP, P/C Frank Woodward, N, Don Kauffman, AP, Lt Jim Mitchell, AP, Dan Wittkopp, AP, Steve Billmyer, Jean Mitchell, P, and P/C Lew Garlick, AP.

Reports: **Exec. Dept:** Hank Wutzl, P, will attend the D/16 Fall Council meeting.

-Dan Wittkopp was successful in reobtaining the missing \$50 gift certificate to Captains, which P/C Fred Hoepfner had generously given

to the squadron.

Admin. Dept: Posters advertising the next Public Boating Class will be distributed at the meeting next week.

-The Christmas dinner will be a buffet at Papa Joe's restaurant on 5 December. A motion by Steve Kennedy, seconded by Ann Einboden to set the price at \$19 per person was passed.

-Since we do not plan on having the 1997 International Rendezvous at the Islander Lopez, we need to pick up the BBQ that we left there.

-Lynn Pritchett's memorial service will be 8 September at the Presbyterian Church, and a donation will be made in her name to the USPS Educational fund.

Educ. Dept: Public Boating class will begin 1 October 1996 and run through 19 November 1996.

-Seamanship will begin 9 October. 27 of our members are eligible to take this class. Contact P/C Lew Garlick, AP.

-Advanced Piloting will start after 1 November.

-Junior Navigating is ongoing.

-Piloting and Engine Maintenance will be offered in the winter or spring, depending on demand.

Treasurer's Report: Steve Kennedy presented the report, along with a budget comparison and profit and loss analysis through August of 1996, published elsewhere in this newsletter.

-It was moved and seconded and passed to allot \$150 for advertisement of the Public Boating Class.

Meeting adjourned at 1410.

Respectively submitted,
Lt/C Ann E. Einboden, AP

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SEO's REPORT

The **Fall Boating Course** is scheduled to start on Tuesday, 1 October at 1900 in the cafeteria at Friday Harbor High School. Subsequent classes will be held in the Science Room. We are expecting a good turnout of students, and have already arranged for instructors and assistants to teach the various classes.

The next **Seamanship Course** will begin on Wednesday, 9 October at 1900 in the new Skagit Valley College facility. P/C Myrle Garlick, P, is chairperson, and has arranged to have a number of our most experienced members as presenters.

Harbor Lights

An Advanced Piloting course is planned to begin early in November, with P/C Fred Hoepfner, AP, instructing. If you have been waiting to sign up for this course, please contact Fred or myself immediately, as we need to know how many student manuals to order. Don't forget you need to have completed both Seamanship and Piloting to qualify for this course.

This completes the list of courses planned for this Fall. In the new year, we plan to offer **Piloting** (for those completing Seamanship) and **Engine Maintenance**. Other courses may be offered if sufficient interest is generated. Please let me know if you wish to enroll in one or more of these courses, so we can plan for the instructors and classroom facilities.

P/C Frank Woodward. N
Squadron Education Officer

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SAFETY CORNER

The unexpected, Yes it can happen to you!

One balmy afternoon in June of this year, Lew and I decided to check our boat. Some of my duties are, turn the power off to the battery charger, clean the head, check the bilge for water and start the Volvo engine. I went through the routine, all was well until the part about the Volvo. I turned the blower on for the required five minutes and left it on, so far so good, then I made sure the engine was out of gear and choked it, turned on the ignition and advanced the throttle to the usual starting position. It was hesitant to start. Lew told me to increase the RPM slowly until the engine started which I did, at the same time I heard a click in the control box, the throttle was still in the out of gear position, the boat shook violently and bucked like a bronco with a burr under its saddle. I thought all the cleats on the boat and on the slip would be ripped out. I screamed at Lew to hold on and I turned off the ignition, then all activity stopped. If the stern line had not held we probably would have smashed into "E" dock.

Half the fibers on the spring line were severed. In the past I have started the Volvo many times without any problems and am very thankful for Lew insisting that I become familiar with the boat's normal sounds. He remarked how calm I was. I told him when you have gone through an oxygen tanker truck exploding and catching fire while off loading oxygen to the storage tank, you can cope with almost anything.

P/C Myrle Garlick, P

Harbor Lights

A Time to be slack: notes on moorings and rodes.

I saw a good article on anchoring in The Ensign, and thought to send in a footnote, based on my experience. Since then, I've thought of some other footnotes. And since I never sent anything in to The Ensign, I'll share my ideas with you faithful readers of Harbor Lights.

It might be good to run a taut ship, but anchor windlasses do not like a taut line. For Alaska cruising, I had a heavy anchor and 60 fathoms of chain. I was always nervous about the anchor shaking loose from its pinnings, and running away with all that chain. After a few fathoms, it would be impossible to stop.

I had an oversize winch with a strong lugged wheel (wildcat) that engaged the chain links. I snugged the anchor in it's combined pulpit/bow chock, using enough tension from the winch to keep the anchor securely in place. Operationally, this worked fine. Financially, it was not so fine. The constant pressure on the bearings and seals weakened both of those important features of the winch. My first clue that something was wrong was a little seepage around the base of the windlass. To cut to the end of my sad story, I had to replace bearings, seals, and (since we got'er opened up) we turned the armature of the winch. Looking back, common sense asked me "Why did you do that?" That is the way the guy before me did it. I suspect lots of people overlook this one.

Had I left the strain off the wildcat, I would have seen another five seasons out of the windlass. How would I have done that? (What do I do now?) I run the chain directly into the chain locker, bypassing the wildcat. The anchor is secured by a length of nylon with a chain hook that is hooked to the chain rode. The nylon line is cleated to the bit on the housing of the anchor winch, with the hook end hooked into the chain rode. If your rode is nylon, the answer is easy, just cleat to the bite, rather than leaving the rode on the winch drum.

Since my anchor rested in the chock on a roller, I had to do something to prevent lateral motion (i.e., slamming back and forth) of the anchor in rolling seas. This was done with a short length of nylon, or a bungee or two, secured around the anchor shank and pulpit.

At anchor it is not a good idea to secure the rode directly to the winch. The tension wears the bearings and seals at an increased rate, because of pressure surges. Maybe a more significant problem is slippage of the winch clutch, which may allow rode to pay out inadvertently. In heavy weather, if you tighten the clutch enough to prevent slippage, it is hard on the clutch plates. Why not use the chain-hook again?

A taut rode is not fun. Chain, scope, catenary curves. Scope is necessary for holding power, but maybe it has other benefits as well. It can serve as a shock absorber. A vessel anchored in a strong blow, especially if there is a sea running, will "swim," laterally and fore and aft. The rode is like a tether. We have all seen

Harbor Lights

the cartoons where the dog runs after the cat until he reached the end of his leash, then flips into a prat-fall. When an anchored boat reaches the end of its tether, there is a similar sudden force that yanks the hull into the swell, and strains gear, equipment and skippers. I say the more cushion the better.

Nylon is favored for its stretch, but if the relatively light nylon is already stitched, it might not be as good as heavier chain. Certainly, any rode should include some chain, more if heavy weather is expected. At anchor, chain sags below a straight line that could be drawn from boat to the place where rode meets bottom. This sag (catenary) is an effective shock absorber. An approximation of this can be achieved by a "sentinel" or a buoy (Chapman has a good section on this). But in my experience, the less "stuff" to deal with, the better.

An additional, unexpected benefit of chain is the fact that it transmits sound. In times that I have anchored in rocky areas with marginal holding ground, I slept in the fo'c's'le. When the anchor dragged, the sound telegraphed up the chain and alerted me. If there was no sound, the anchor was secure (although I never completely relaxed).

Taut line at the dock. Another case for cushioning. There may be an intuitive line of reasoning that a taut line from the vessel to the nearest dock cleat is the most secure way to moor a vessel. A moment reflection on "working," or the way both the dock and the vessel move in weather and swell will discourage this idea. Unfortunately, many don't get beyond the intuition state. There are many boats tied "bar tight," straight down from the boats' cleat to the dock. When the dock wants to go one way and the vessel another, even new, heavy line won't hold. I sustained about \$30,000 damage to my boat in Juneau when a heavy yacht broke a bow line consequently. It was tied with bow and stern lines so the stern line held it near my boat where it had about an hour to pound and grind on my boats' transom.

For everyday conditions, a workable system is spring line, tied fore and aft from your boats' midships cleat, with enough sag in the line to allow about 12" travel each way. Bow and stern line are then tied off to cleats on the dock. Additional springs are necessary for heavy weather, or tide fluctuations. In this way, the boat is secure, but can still move with tide and swell. Non-floating moorage requires an extra measure of flexibility. The cleat knows. Cleat knot? Don't you just wind it around until the line is used? As demonstrated at USPS classes and meetings, (also well illustrated in Chapman) there is an effective knot for tying to a cleat. It is simple, very efficient, and easy to get on and off. The getting off part can be critical, particularly if fast maneuvers are in order. It is very embarrassing to be seen trying to unglue a semi-permanent fastening, while the assembled-in-laws are lined up watching on the deck. One of our distinguished past commanders has a slide collection of cleating and moorage procedures, as practiced in the Port of Friday Harbor.

Based on this, if the State required driver's licenses for boat operation, many of the present boating population in Friday Harbor would require remedial classes.

Harbor Lights

It is clear from all this that our basic mandate, that of promoting safety on the water, is still appropriate. There is at least a little education work still left for the squadron to do.

Mike Kaill, AP

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EDITORS CORNER

It has been a good summer, and many are starting to winterize their boats and put them away. Since you had a great trip this summer, how about sitting for a few minutes to write up the trip, any unusual experiences, events, etc.?

We need your article or articles to help our newer members. There is nothing like a real experience.

Jim Mitchell