

HARBOR LIGHTS



FRIDAY HARBOR POWER SQUADRON
A UNIT OF THE UNITED STATES POWER SQUADRONS
FRIDAY HARBOR, WASHINGTON

1996 - 1997

BRIDGE OFFICERS

- Commander..... Richard W. Baker, AP 378-3447
 Executive Officer..... Lt/C Henry H. Wutzl, P 378-5677
 Squadron Education Officer P/C Frank A. Woodward, N 378-2302
 Administrative Officer P/C Myrle L. Garlick, P 378-4722
 Treasurer..... Lt/C Steve C. Kennedy, P 378-5129
 Secretary..... Lt/C Ann E. Einboden, AP 378-3288

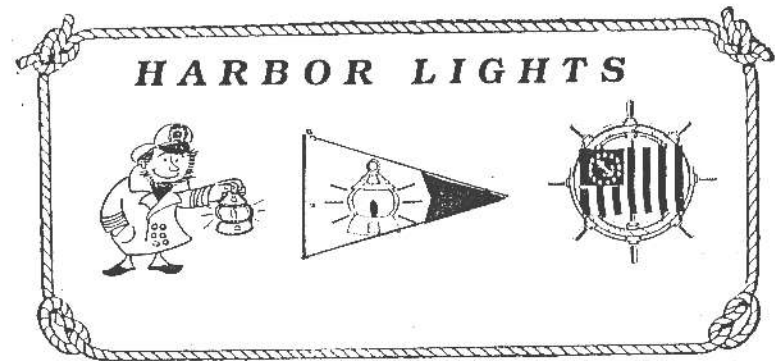
EXECUTIVE COMMITTEE

- Cdr Richard W. Baker, AP Lt/C Henry H Wutzl, P
 Lt/C Ann E. Einboden, AP Lt/C Steve C. Kennedy, P
 Lt James R. Mitchell, AP P/C Frank A. Woodward, N
 Steve J. Billmyer, P P/C Myrle L. Garlick, P
 Daniel I. Wittkopp, AP P/C Lewis R. Garlick, AP

- Law Officer Lt Ronald J. Einboden, AP
 Asst. Ed. Officer 1Lt Kenneth Campbell, AP
 Co-op. Charting P/C C. Frank Hudson, JN
 Safety Officer P/C William J. LaPorte, S
 Membership Lt Donald E. Kauffman, AP
 Radio Technical Lt James R. Mitchell, AP
 Port Captain P/C Brian Calvert, S
 Flag Lieutenant 1/Lt Victoria Baker. S
 Chaplain Peg Hoepfner, AP

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DECEMBER 1996

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

COMING EVENTS

DECEMBER 1996

- 3 EXECUTIVE MEETING GRANGE HALL 1300
 5 ANNUAL CHRISTMAS PARTY - Papa Joe's
 Happy Hour: 1730 Dinner: 1830
 BRING NON-PERISHABLE ITEMS FOR FOOD BANK

JANUARY 1997

- 7 EXECUTIVE MEETING - GRANGE HALL - 1300
 8-12 USPS ANNUAL MEETING - SAN FRANCISCO, CALIFORNIA
 9 SQUADRON MEETING - GRANGE HALL
 Speakers: P/C Fred Hoepfner AP and Lt Peg Hoepfner AP
 "Columbia River Trip"

COMMANDERS MESSAGE

November's here already gang! Hope your boat is winterized or otherwise provided for! With the holiday season on the horizon, November got off to a strong start for our squadron with a coffee and donuts meeting at the Grange Hall Thursday eve, 7 November.

Guest speaker, **Larry Hamilton of "Vessel Assist"** provided an insightful program into the valuable service he provides to boaters in our local waters. The members listened with rapt attention as Larry described a recent rescue of Orcas Islander Gordy Peterson, whose boat was swamped by heavy seas in the San Juan Channel. Larry risked his boat and his own safety in plucking lucky Gordy from a rocky perch. Vessel Assist can be contacted through the Coast Guard on Channel 16 or call Larry's home phone at 378-4588. (Note it down and carry it on board!)

Tuesday evening 19 November marked the graduation of the Fall Public Boating Course. Although not a large class, they are bright and enthusiastic and we hope that a majority will come on board as new members of our squadron. Congratulations to **SEO P/C Frank Woodward, N**, and his gang of volunteers for another "job well done!"

Kudos also to **P/C's Lew & Myrle Garlick, AP & P**, for their successful sheparding of the recently concluded Seamanship class.

Don't forget! Our annual Christmas party is coming up at Papa Joe's Restaurant Thursday evening 5 December. Great food and door prizes. Send your money in now! (\$19 each or the bargain rate of \$38 per couple!)

See you there!

Cdr Richard Baker, AP



SAFETY CORNER

FIRE !!

Probably no single word holds greater fear for a mariner. The greatest single potential for disaster on a boat is a fire. If a fire breaks out and you cannot put it out fast you have various options available. Most materials used in boat construction burn rapidly and many emit toxic fumes.

Prevention is the key and the responsibility of all persons on board. If a potential fire hazard exists, the skipper should be notified and the problem corrected immediately. Make sure everyone knows the location of fire extinguishers and have an escape plan that you have practiced.

Trapped fuel vapors and electrical problems are two of the leading causes of boat fires. Always be extra careful about fuel spills and leaking fuel lines. Check for vapors before starting the engine after fueling. Always use "marine" parts on your engine. Unlike automotive parts they are "spark protected". Maintain you electrical system and do not overload it.

Lt Peter M. Cropp, S

Published in *The Wake Astern*, September 1996, Tacoma Power Squadron

RADIO TECHNICAL

A November issue of Local Notice to Mariners brought up a potential problem with DGPS. Only persons with older DGPS's need to be concerned and possibly send their unit in for an upgrade.

The Coast Guard has received some reports of DGPS's ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. This can create an error of up to 11,000 feet.

Obtain a copy of Weekly supplement Number 44 for complete information on this subject or contact me as I have a copy available. Phone 378-3028.

Lt Jim Mitchell, AP

TREASURERS REPORT**Profit and Loss October 1996**

INCOME	
Coop. Advertising	94.64
Education/ Sale of Mat.	625.00
Interest/Dividends	2.96
Meeting/Activities	12.00
Sale of Material	7.00
Total INCOME	741.60
EXPENSES	
Admin. Dept. Activities/ Mags	74.58
Total ADMIN. DEPT	74.58
Educational Dept	
Educational Materials	302.50
Office Expense/ Advertising	168.46
Total EDUC. DEPT.	470.96
Total EXPENSES	545.54
Net Ordinary Income	196.06
Net Income	196.06
TOTAL LIABILITIES AND EQUITY	\$5,503.83

L/C Steve Kennedy, P
Treasurer

ADMINISTRATIVE DEPARTMENT

November 7th meeting: Our speaker Larry Hamilton, gave a very interesting and informative presentation outlining the services that Vessel Assist provides to boaters in distress. About 30 members turned out, braving the nasty weather.

Remember the 5 December Christmas Party at Papa Joe's. Get your reservations in now. Bring nonperishable food items for the Food Bank. There will be a raffle for many items.

MARK YOUR CALENDARS: D/16 Spring Council Meeting will be held 1 February 1997. Pole Pass Squadron on Orcas Island will host the function.

P/C Myrle L. Garlick, P
Admin. Officer and Pro

**The Navigator's Job**

The Navigator of a vessel performs the functions of navigation (where the vessel is) and guidance (where it should be.) The difference between where it is and where it should be is called error. In order to minimize this error, the Navigator computes a course that tells the vessel where to go, i.e., from where it is to where it should be. However, because the vessel is moving, where it should be is not where it should be by the time it gets there. Therefore, the Navigator's job is to aim the vessel not where it should be, but for "where it should be" is when it gets there. Naturally, "where it is" is constantly changing, becoming "where it was" or "where it will be," depending on the direction in which you are looking. The Navigator never really knows where he is, only where he was and where he's going. This built in error insures that the Navigator's job will continue to be necessary in order to make corrections, but not large enough to warrant his replacement. This is known as job security.

MINUTES OF EXECUTIVE COMMITTEE MEETING
5 November 1996

Meeting was called to order by Cdr Richard Baker, AP at 1305. Members present: Lt/C Hank Wutzl, P, P/C Myrle Garlick, P, P/C Lew Garlick, AP, SEO, P/C Frank Woodward, N, Lt/C Steve Kennedy, P, Lt Ron Einboden, AP, Don Kauffman, AP, Lt Jim Mitchell, AP and Lt/C Ann Einboden, AP.

A proposed calendar of events for the 1997-98 was passed out, and many thanks were extended to the Garlicks for their many hours of work in accumulating the information and submitting the requests for merit marks.

SEO Report: Frank attended the D/16 Fall Conference and reported on a new computer program for boating education. The *Boat Pro* computer program is an interactive program, costing \$26.00, which complements the Public Boating Course. A new 6-8 hours short course Boating Class is coming out. The course length conforms with new state laws, in some states mandating boater education. The Spring Public Boating Course will be 25 February 97 through 15 April 97.

ADMIN. Report: November 19th is the final class of the Fall Public Boating Class. December 5 is our annual holiday dinner at Papa Joe's and members are reminded to bring food items for the Food Bank, to the dinner. A motion was made by H. Wutzl and seconded by F. Woodward to use \$100.00 to purchase gifts for a raffle at the holiday dinner. Motion was passed and S. Kennedy will procure the gifts.

February 97 meeting will be a potluck dinner
Operations Training course will be offered 27 February 1997
at the Grange Hall.

TREASURER: Report was submitted and printed elsewhere in this newsletter.

New Business: Don Kauffman presented and explained the new form for membership application. Cdr. Baker appointed P/C Lew Garlick to the Executive Committee to fill the vacancy on the committee. It was reported that the Tacoma Squadron has an agreement with their local Yacht Club in which the squadron runs and does all the work connected with their annual Predicted Log Race and in return is allowed to use the Yacht Club facilities for their meetings. Hank Wutzl is going to discuss this with the San Juan Island Yacht Club.

Meeting adjourned at 1415.

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

SEO's REPORT

The Fall Boating Course is now over and I want to thank all those members who participated in helping to make it a success. The number of new graduates will be announced in the next *Harbor Lights* so you can look them over and contact and encourage any that you might like to join the squadron. A Spring Boating Course is planned starting on 26 February with Lt/C Ann Einboden, AP, volunteering to chair the Spring Course. When Ann contacts you for help in proctoring or teaching, please say accept. It is a lot of work chairing a class and all the assistance you can give will make the job a lot easier.

The Seamanship course is still in session, with the final exam scheduled for 18 December.

The Advanced Piloting course started in November with P/C Fred Heoppner, AP instructing. Ten member have signed up.

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. Remember, many supplementary courses are available to the individual to learn more skills. You can never learn enough about boating!

P/C Frank Woodward, N
SEO



Harbor Lights
BOAT OF THE MONTH

The *Pacific Sunrise*, owned by Mike and Julie Curley is certainly one of the unique boats in not only the Squadron but the San Juan Islands. At 51 years young, she has a very colorful history, which can only be hinted at by the following brief condensation:

"1945: One of the two largest boats built by the Canadian Fisheries Company in Vancouver, British Columbia. Powered by a 6700 cubic inch, 250 Atlas Imperial Direct Reversible engine, driving a 6-foot prop. She is built of old growth fir and weighs in at 114 tons. Cruising speed is 8.5 knots at 280 RPM and 3 GPH, 78 foot length with a 28-foot beam.

1945-1971 Fished herring in the North Pacific ocean off Vancouver Island with a crew of 10 men staying out for months at a time without shutting down the engine or dropping the anchor.

1972-1974 Bought through the Canadian Buy Back Program. Sat idle in Blaine, Washington.

1975-1985 Purchased and owned by Captain Jim and Maya Corrie. Captain Jim was one of the first Washington State Ferry Skippers in the San Juan Islands. The *Sunrise* was rebuilt, restored and operated as a pleasure boat enjoyed by family and friends of the Corrie's. Moored at Jensen's Shipyard, Friday Harbor.

1986-1993 Owned by Kenny and Liza Michaelson who lived aboard with their two small children, Finn and Maria. Operated as a salvage and diving boat. After their divorce, Kenny lived on the boat in Friday Harbor and continued working and a diving and salvage boat until his accidental death resulting from a motorcycle accident.

July 93- Feb 94 Moored at Peter Whittier's estate on Orcas Island until purchased by Mike and Julie Curley in January 1994.

19 February 1994: Brought the *Pacific Sunrise* to her homeport at Roche Harbor. She is retired now, enjoyed by family and friends for pleasure cruising, as well as a live aboard."

This information is posted on the side of the boat to share with the "dock walkers" at Roche Harbor. Mike and Julie's saga with *Pacific Sunrise* began when they read in the *Journal* that Kenny Michaelson has been killed. They did not know Kenny personally, but knew of him as one of the "personalities" of Friday Harbor. Julie even saved the article from the *Journal* and stashed it in a drawer on their 32 foot Tollycraft where they were living on at that time. She wanted to be able to run across the article one in a while and just remember him.

Harbor Lights

In Julies words, "Little did we know we would later buy his boat. This was July 1993. In January 1994, we saw in the "Yachting" magazine that the boat was for sale. Peter Whittier took the boat to his estate on Orcas Island and gave it a 'safe haven' to live in while Liza Michaelson was trying to sell it."

"Unfortunately, after Kenny's death", said Julie, " the boat was broken into at Friday Harbor and stripped of everything ... what a shame! That is why Pete agreed to take care of it for Liza. Well, we decided to go look at the boat out of curiosity just to see how Kenny lived ... we never consider buying it at all."

"The *Sunrise* was in bad shape... the galley ceiling had two bad rot spots and the back galley wall was rotted in a few places. The back deck had been covered with plywood and the planks were rotting in a few places. None of the 32 volt electrical was working. The entire boat needed to be stripped, painted and sealed. It was filthy. I was scared to death the first time I entered the engine room", says Julie, "it was so dirty and rusty and foreign! The engine was scary and we knew nothing about an Atlas Imperial", in spite of Mike's extensive mechanical experience in the Air Force.

Julie says that their grandchildren say that the engine sounds like "Willie Wonks's Chocolate Factory" when working. This very unusual engine starts with compressed air! There is no key, and all this is very new to the Curleys. They have promised to give us more details on the engine in a future article, but now back to Julie's story of the *Sunrise*.

"After looking at the boat, Pete invited us to look at his boat *Yellowfin*... which he had restored, and we could then see, and we could then see the potential the *Pacific Sunrise* had. So, home we went with our dreams. Then we had the pleasure of meeting Jim Corrie who owned the boat prior to Kenny and he was kind enough to make a few trips over to Orcas with us. He taught us how to start the engine and showed us once again a lot of the quality features of the ole' girl! our dream was starting to build more and more. We noticed that one of the engine heads was leaking water, so we had Keith Sternberg (who me we heard know about these engines) check out the engine for us. After about 20 more trips to Orcas, we met with Lisa and the banker and were given the time by Liza to put together a deal to buy the *Sunrise*. What, it was starting to become reality and now we were really getting scared! One thing led to another and the deal was closed after about a month. Yikes, what had we done.. suffered from severe 'Buyers Remorse'."

... TO BE CONTINUED IN THE NEXT ISSUE OF *HARBOR LIGHTS*
January 97 that is.