

Volume 13 No. 7

October 1997

HARBOR LIGHTS



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

BRIDGE OFFICERS

Commander..... *Cdr Henry H. Wutzl, P* 378-5677
 Executive Officer..... *Lt/C James Spillane, AP* 378-5901
 Squadron Education Officer ... *P/C Lewis R. Garlick, AP* 378-4722
 Administrative Officer *Lt/C James A. Blaisdell, P* 378-5635
 Treasurer..... *Lt/C William J. Pierson, S* 378-6473
 Secretary..... *Lt/C A Victoria Baker, S* 378-3447

EXECUTIVE COMMITTEE

P/C Richard Baker, AP *Steven Billmyer, P*
Lt James R. Mitchell, AP *Jerald W. F. Jamison, P*

and all Bridge Officers as above

Law Officer *Lt Ronald J. Einboden, AP*
 Asst. Ed. Officer *1st Lt Susan Ley, S*
 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 Mary Wutzl, P*
 Chaplain *Peg Hoepfner, AP*

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COOPERATIVE CHARTING

not dead but alive!

TO WHOM AM I SPEAKING ??

To the faithful chose, or is it to those chosen who are faithful? (The following lifted from the District 16 Report.)

	TYPE	POINTS
BAKER, Richard J.	N	15
BLAISDELL, James A.	N	45
EINBODEN, Ronald J.	N	75
HUDSON, C. Frank	N	63
KAUFFMAN, Donald E.	N	15

WHAT DOES IT ALL MEAN?

Your Squadron made the National Honor Roll for Coop Charting for the period October 1996 - March 1997 and the frosting on the cake is **Ronald J. Einboden, AP** - who is one of 12 District members to make the individual Honor Roll. **CONGRATULATIONS, Ron!**

If you want to find out how easy it is to get involved in Coop Charting as your Shipmates, listed above.

Is it any secret that I'm partial to my girl shipmates? SOooo, am I disappointed there are no gals among the faithful? YES.

Who wants to sign my '97 - '98 dance card ??

Your Cooperative charting Chairman at 378-2437.

P/C C. Frank Hudson, JN
 Coop Chairman

MINUTES OF THE EXECUTIVE MEETING

September 9, 1997

Members present: Cdr Henry Wutzl, P, P/C Myrle Garlick, P, P/C Lew Garlick, AP, Lt/C Bill Pierson, S, Jerry Jamison, P, Lt/C James Blaisdell, P, Bonnie Blaisdell, P, P/C Richard Baker, AP, and Lt/C Victoria Baker, S.

Meeting was called to order by Cdr Wutzl at 1300. Cdr Wutzl reported on the various items of correspondence he has received including a list of possible guest speakers, an application for the Chapman Award, and the possibility of creating a Power Squadron flag for the State of Washington.

Lt/C Pierson, S, reported that we are in good financial condition. He also presented the Treasurer's report for August 1997, that will be published elsewhere in this bulletin.

P/C Lew Garlick, AP reported that we now have six educational, classes scheduled for the fall of 1997 beginning with Seamanship.

P/C Myrle Garlick, P, suggested that a "Friendship" chair be appointed to send cards to members in case of illness, etc. It was agreed that the Secretary will accept that responsibility for the year.

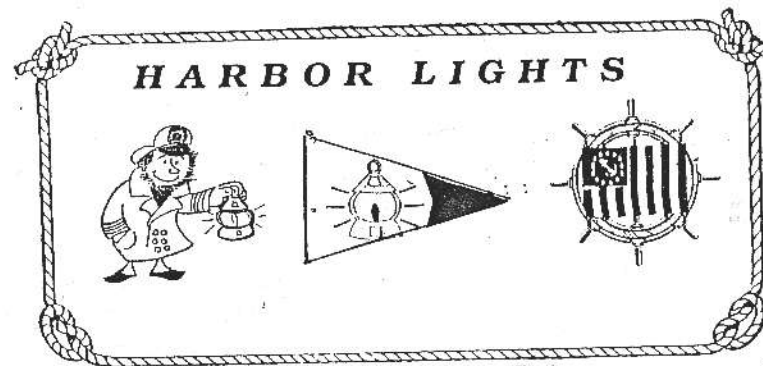
Lt Don Kauffman, AP, requested a decision be made on the dues structure for individuals joining our Squadron who reside in Canada. It was moved, seconded and passed that such applicants be consider Associate Members and charged \$35 for the first year and \$25 for all succeeding years.

Cdr Wutzl, P, appointed Jerry Jamison, P, of the Executive Committee to research and recommend a date for next year's Predicted Log Race. A committee will then be assigned to plan and chart the event.

Meeting was adjourned at 1415.

Respectfully submitted,

Lt/C A. Victoria Baker, S
Secretary



OCTOBER 1997						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		EXEC		MTG		
5	6	7	8	9	10	11
12	13	14	15	16	17	18
					D/16 CONF	
19	20	21	22	23	24	25
			P, AP			
26	27	28	29	30	31	

SEPTEMBER

30 Executive Committee Meeting - Grange Hall @ 1300
"Brown Bag" lunch, All members invited to attend.

OCTOBER

2 Potluck and Squadron Meeting - Grange Hall
Time: 1730 BYOB, Table Setting etc. Potluck

17-19 D/16 Fall Conference - Cottontree, Mt. Vernon
0930 Start

22 Advanced Piloting begins -Skagit Valley College, FH
time: 1900

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time: 1900

A GOOD PLACE TO VISIT

Kathy and Don Kauffman, AP sailed with Peg and myself to Winter Cove, Saturna Island in British Columbia on Dominion Day, 1 July, to enjoy the 47th Annual Lamb BBQ sponsored by the residents of that island. About 100 boats were anchored in the cove. Twenty lamb carcasses were trussed to stakes in a 30 foot circle around an alder fire for seven and half hours. The good smells were unbelievable!

Over 700 persons were served a complete meal with the hot meat cut to your choice. Lots of fun and games for all ages including a nail driving contest for the ladies. Only a short wait in the dinner line as queued according to our dinner ticket number.

I recommend you put this event on your calendar for next year.

P/C Fred Hoepfner, AP

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COMMANDERS MESSAGE

Well, the weatherman was good to us; our annual potluck picnic came off in very lovely fashion. The nice yard at P/C's Myrle and Lew Garlicks' is made for such an affair. You could pick your own dessert right there in the yard (pears). Thank you both for your hospitality.

A very fine job was done by Steve Billmyer, P, cooking the steaks, especially since he upgraded them to beef tenderloin. Don Kauffman, AP, and others enjoyed the salmon Steve also had cooked.

L/C Jim Blaisdell, P, and Bonnie, P, thank you for your help.

The District 16 Fall Conference will be held 17-19 October at the Cottontree Inn located in Mr. Vernon. Conference on Saturday, 18th. I would like to extend an invitation to all of you who can make it. See Myrle Garlick for forms.

GPS

Have you explored the wonderful world of a hand-held GPS? I did --just recently--and let me tell you it was an experience. In fact, let me tell you about it.

I have been fascinated by the hand held GPS's available that enable us to move around this great Northwest cruising area with more certainty and assurance than ever before.

Magellan loaned me their model 3000 Satellite Navigator for this test. The company representative said I could use it in any manner that I saw fit and write about my reactions for the *Nor'westing* audience.

Here is how the manufacturer describes its instrument, "The GPS3000 is a self-contained hand-held GPS receiver designed for general purpose locating and navigation. It has a built-in antenna located at the top of the receiver, a high-contrast back lit LCD, and keypad. Using four AA batteries inserted from the battery door at the base of the receiver, the GPS3000 will operate continuously for up to 24 hours."

An external antenna is available as well as an external power source connection. However, I used the completely self-contained version.

The computer was not difficult to program although I did have to make one call to their customer service for assistance.

There are many wonderful cruising destinations in the Gulf Islands, San Juan Islands and Puget Sound. One of my favorites is Victoria, B.C., and since it was time for my annual cruise to that beautiful city, let's plan our cruise starting from my home port of Friday Harbor on San Juan Island.

First I programmed the waypoints. My route was to be Friday Harbor, Yellow Island, Jones Island, Roche Harbor, Mosquito Pass, Baynes Channel, Brodie Rock, and the entrance to Victoria Harbor. I selected this route when the 3000 showed me it was only a few minutes longer than the Cattle Pass route-- and much more protected.

After leaving home port and nudging my Tolly northwesterly, my hand-held said bearing 298 degrees and 2.8 nautical miles to waypoint Yellow Island. At 12 knots this gives us 14 minutes to get there, so let's take a closer look at what this device does and how it displays it.

The Magellan 3000 has six screens. The first tells the navigator his/her position in latitude and longitude or in time delays. In addition, it displays time, date, and altitude. The second screen shows bearing (BRG) to a waypoint, distance (DST), course over the ground (COG) and speed over the ground (SOG). The third course to steer (CTS) and speed over the ground (SOG). The manufacturer allows you to customize screens 2 and 3, so I adjusted my #3 screen to tell me CTS, VMG, ETE and ETA. Pages 4, 5 and 6 give graphic presentation called pointer screens. I used screens 2 and 3 almost exclusively because this is what worked for me.

Well, the water is getting rough, we are not going to be able to complete this test today so let's press GOTO and then Friday Harbor and let the satellite navigator bring us home. I really wanted to meet the group in Victoria but since there were small craft warnings flying from Vancouver to Victoria we took a cruise boat over. I continued to use the GPS to check speed, course and time to go. It worked perfectly. When we stopped to watch a pod of Orca whales, the EKE didn't quite know what to do but as soon as we were underway again it resumed it former accuracy changing its read out until the boat settled down to cruising speed.

Here's another great feature. By using the built-in simulator you can program different cruises and watch the CPS take you from waypoint to waypoint as you follow along on your chart. Sounds like great winter fun in front of the fireplace.

I found the GPS a delight to use, it is easily available in marine stores for about \$250, and it should find a berth on the smallest of boats. On the largest it is useful as a backup in the event of a power failure. My guess is that Ferdinand Magellan would have loved one, too!

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Marty Garren, P

EDUCATION DEPARTMENT

Advanced Piloting and Piloting courses will start at Skagit Valley College, Friday Harbor Campus, 22 October 1997 at 1900 (7 PM). Advanced Piloting Room A, Piloting in room B. All members qualified to take these courses will be contacted before the classes start. Prerequisites for Advanced Piloting are the successful completion of Seamanship and Piloting courses. Course Materials: Advanced Piloting \$35.00 and Piloting \$25.00.

SEAMANSHIP course. Following extensive preparation the squadron was forced to cancel the fall Seamanship class. This in spite of contacting in writing all members who are qualified to take the course. An excellent and highly qualified group of instructors had been recruited. I wish to thank P/C Frank Hudson, JN, P/C Fred Hoepfner, AP, P/C Bill LaPorte, S, P/C Brian Calvert, S, Ann Einboden, AP, Ron Einboden AP, and Fred Popham, AP, for their time and effort in preparing for their presentations. Many thanks to my wife and aide, P/C Myrle Garlick, P, for her many hours helping me plan the course and recruiting the instructors. All of these members have completed Operations Training.

On the course date and time, the Instructor, my aide and myself met at the college. Not a single student showed up and only one responded to the invitation. This is the reason we cancelled the course.

P/C Lewis R. Garlick, AP
Squadron Educational Officer

NEWS OF BOATING EDUCATION

OPERATIONS TRAINING

The Operations Training Seminar will be held Saturday 15 November 1997 at the Grange Hall 0900 to 1700.

Program:	Coffee Hour	0900-0930
	Morning Session	0930-1200
	Lunch	1200-1300 Lunch on your own at Cannery House.
	Afternoon Session	1300-1700

There will be a 10 minute break in the morning and the afternoon for Friday Harbor Squadron members. There is no charge for course materials. There is a six (6) hour home reading requirement with homework questions to be completed before 15 November 1997. The Seminar requires a total of 12 hours to receive a Certificate of Completion.

Guest presenters: P/D/C L. D. Brown, N, D/16 OT chairman and past District Education Officer

D/Lt Trudy Brown, AP, National Auxiliary Advisor and D/16 photographer

D/16 1st Lt Carroll Walker, N, ADEO
R/C Frank Penny, N, National PRO Committee Chairman

Lt Grace Penny, AP, National Committee member, Instructor Qualification.

P/C Lewis R. Garlick, AP, past d/16 Operations Training Chairman

Please call me at 378-4722 before 1 November 1997 so we can make arrangements to give you course materials. This will be an exciting course for both the ladies and men. The presenters are highly qualified in Squadron, District and National Operations. This seminar presents an unique opportunity seldom experienced in our squadron.

All members who have not completed Operations Training will be contacted in October.

P/C Lewis R. Garlick, AP
Squadron OT Chairman

ARE YOUR LINES ON YOUR BOAT SO STIFF THAT YOU ARE GOING TO THROW THEM AWAY BECAUSE YOU CAN'T TIE THEM WITH EASE?

I have been reading in several squadron newsletters of a trick to make the lines soft and flexible again. Use one cup of fabric softener to 5 gallons of water. First rinse your lines with water and then place the line in the bucket of fabric softener and water. Flex the line several time so the softener gets into the lines. Let them stay immersed for a day. Take them out of the bucket, rinse them off with clean water and stretch them out to dry. When I did it, I was pleasantly surprised to find the lines soft and flexible again.

I was going to throw these lines away as they had been on the boat for 7 years, but now I will return them to the boat and see how long they remain nice and soft.

Instead of throwing them away, they will now be back up lines for the winter storms, as their age makes me wonder about their strength.

Jim Mitchell, AP

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