

Volume 16, Issue 1

July - August 1999

Harbor *Lights*



Friday Harbor Power Squadron
A Unit of the United States Power Squadrons

Safer Boating Through Education

Bridge Officers

1999 - 2000

Commander A. Victoria Baker, S
Post Office Box 2255
Friday Harbor, WA 98250
Phone: (360) 378-3447 · Fax: (360) 378-6095
wildwdmanor@rockisland.com

Executive Officer:
Lt/C Keith Van Cleve, A
378-4575

Educational Officer:
P/C Lewis R. Garlick, AP
378-4722 · (f) 378-4722

Administrative Officer:
Lt/C Bill Henderson, S
378-6895

Secretary:
Lt/C Jean E. Mitchell, P
378-3028

Treasurer:
Lt/C William J. Pierson, S
378-5919

Flag Lieutenant:
P/C Frank Hudson, JN
378-2437

Membership:
Lt Phil McCauley, S
378-3485 · (f) 378-8606

Asst. Educational Officer:
P/C Myrle L. Garlick, P
378-4722 · (f) 378-4722

Executive Committee

P/C James Spillane, AP

Lt James R. Mitchell, AP

Lt Ronald J. Einboden, AP

Lt Donald Kauffman, AP

And all Bridge Officers as above.

Law Officer Lt Ronald J. Einboden, AP
Co-op Charting P/C C. Frank Hudson, JN
Safety Officer Lt Ronald J. Einboden, AP
Radio Technical Lt James R. Mitchell, AP
Port Captain P/C Brian Calvert, S
Chaplain P/C William J. LaPorte, S

Inside This Issue

Commander's Message	2-3
Executive Officer's Report	4
Administrative Officer	5
Voyage of the Ensign	5
Welcome Aboard	5
USPS Flag Etiquette	6-7
Member Information	8
Clip and Mail Forms	Center

Calendar of Coming Events

09 - 11 July	Van Isle District North Ladysmith, B. C.
06 - 08 August	International Pig War Rendezvous Roche Harbor Marian, San Juan Island
13 - 15 August	Van Isle District South Otter Bay, N. Pender Island
31 August 1300 Hrs	Executive Committee Meeting Home of Lew & Myrle Garlick
02 September 1800 Hrs	Season Opener Picnic Home of Lew & Myrle Garlick
08 - 11 September	Fall Governing Board Meeting Cincinnati, Ohio
23 Aug - 20 Sept	USPS 85th Anniversary Flag Will Be Passed Between D/16 Squadrons



Commander's Message

Welcome Aboard to all the Bridge Officers and members of the Friday Harbor Power Squadron for the 1999-2000 year.

This special edition of the Harbor Lights is our attempt to keep everyone posted on the squadrons activities during the summer months and comes to you by popular demand. It also gives me the opportunity to say a few words and to belatedly thank a few people.

To begin, I would like to thank Fred Hoepfner and all those who worked on the Predicted Log Contest for the outstanding job they did :

- * Micki Andrews—plotted the course, printed the contest rules and course instructions, and oversaw the trophies.
- * Dan and Pat Wittkopp developed and printed the log sheets and calculated all the contest results.
- * Charles Zalmanek and Mike Close for choosing the Sail and Power Class trophies
- * Mike Close, San Juan Island Yacht Club Fleet Captain, for his humorous articles in the yacht club publication "The Mud Flat Monitor" encouraging participation in the contest and dinner by yacht club members.
- * Chris Sly-Prochnow of the Friday Harbor Sail Club for manning the registration desk.
- * Bob and Ann Bender of the yacht club and all their committee for the wonderful steak dinner following the Predicted Log Contest.

Participation in the contest and the dinner was up this year and all who attended had a great time. Fred Hoepfner won first in sail and Luann Jamison, of the yacht club won first in power and first overall—winning the yacht club's challenge to our club.

A big thank you to Myrle Garlick for the excellent job she did planning and organizing the Change of Watch Dinner at the golf club—a new location for us. Everyone had a great time.

To the brave souls who represented our squadron, for the first time, in the Opening Day boat parade what can I say. Another big thank you to:

- * Frank and Sally Hudson (Even though I forced you to do it.)
- * Phil McCauley, Bill Henderson, and their guests.
- * Micheal and Kathryn Chadwick

Commander's Message

I am told this was our first year to participate in the Opening Day activities and I did appreciate having some of you there to salute. We really should try that again. It would be a good way to get some deserved recognition for our important contribution to safe boating in the community.

To Don Kauffman, who is leaving his post as Membership Chair for the last 9 years, and to Jim Mitchell, retiring as Editor of the Harbor Lights after 13 years, thank you. Your extraordinary contribution and dedication to the squadron are appreciated more than we can say.

To Kathy Kauffman who submitted jokes for me to tell at our pot luck meetings and to all of you who helped and supported me during my year as Executive Officer and, sometimes, acting Commander, my sincere appreciation.

Now on with the new Power Squadron year and some old and a few new events. Get involved, participate, volunteer to help out, meet new people, and have some fun.



Editor Needed!

Fun job requiring computer skills and imagination.

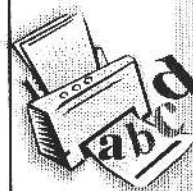
Collect Officer's articles monthly and prepare publication for printing.

Great opportunity to express your creative side.

Scanner, e-mail, Microsoft Publisher or similar program helpful.

Apply now before this offer expires!

Call 378-3028 or 378-3447 for more information.



Executive Officer's Report

Commander Victoria Baker, S, and Executive Officer Keith Van Cleve, AP, attended the District 16 Educational Seminar on May 15 at the Edmonds Yacht Club. We heard a number of excellent reports dealing with the education program of our organization. It was a good way to come abreast of current events in this regard. Some of the more important points are summarized in this report.

R/C Jim Roeber, N, highlighted many of the important aspects of these programs. The Marine Electronics module will be the next out following Sail. Cruise planning will consist of two modules: Weekend Cruising and Extended Cruising. Some delays are being experienced in the new sail module due to the need for computer graphics. A potentially large change in course operations is the development of computer generated random question exams for the respective courses. It was not clear when this change will occur.

In the area of outreach, on-line courses are being considered but the problem of proctored exams will have to be solved. Video courses based on Boat Smart also are under consideration.

In a recent survey on a national basis, less than 25% of active members took advanced grade courses. This has generated discussion concerning how to improve course participation. Producing a yearly course schedule, combining efforts with other squadrons, regularly offering courses, and focusing on members convenience were scheduling suggestions.

A number of suggestions were made for promoting and recruiting for courses. Among these were publicizing the full class schedule, have course sign-up sheets at every general meeting, present sample classes as part of the monthly general meeting program.

With regard to course conduct and content, more on-the-water activities were suggested, present the latest technologies in JN, N, and Marine Electronics to the membership, and utilize student developed teaching aids. Squadrons with large memberships must have an easier time recruiting instructors and students.

Charles and Gretchen Hurter gave a presentation on their Youth Education program. An official USPS manual on Boating Safety for kids and a video "Adventures in Boating" with Bill Nye, the Science Guy from Washington State Parks and Recreation Commission, are now available and in our archives.

More details on seminar content are available if anyone is interested.

Lt/C Keith Van Cleve, AP

Admin Officer's Report

WOW! I hope you were not one of those who missed the Spring Potluck Picnic at Fred and Peg Hoepfner's on May 6. So many members and guests I lost count after 30. I'd have to guess about 40 or more.

And—what a feast was put before us! So many great side dishes, salads, hors D'oeuvres, and deserts to die for. All this at a beautiful home with a dynamite water front view. *Many, Many thanks* to Fred and Peg for hosting this kick-off to the spring/summer boating season.

Once again, Steve Billmyer supplied the grills and his BBQ expertise—where would we be without him! So many thanks too to all those who stayed to put things ship shape after words.

Also, a big welcome to the Arnetts and the Boyts, please join us again at future gatherings. In fact, I hope to see all of you again (and those who couldn't make it this time) at the International Pig War Rendezvous in August.

Lt/C Bill Henderson, S

Voyage of The Ensign

The celebration to mark the 85th anniversary of USPS and our voyage into the next century is being launched by the voyage of a commemorative ensign which will travel through all of the squadrons of USPS and finally come to rest in Orlando in 2000.

Friday Harbor Power Squadron is one of the "North Group" of squadrons scheduled to receive the ensign from the Canadian Power Squadron on 23 August. Plans are now underway for making this special event a truly memorable occasion.



Welcome Aboard

To

James and Marilyn Schutz

**New members
to our Squadron.**

Class Schedule Planning

Please indicate which classes you are interested in taking during the next year. When there are enough requests for a class, you will be notified of the time and place. Get your reservations in now, as space is often limited.

-----Clip and Mail-----

Mail to:
P/C Lewis Gartick
Post Office Box 75
Friday Harbor, WA 98250

Request for Classes

	Name	Phone
Seamanship (fall 1999)	_____	_____
Piloting (fall 1999)	_____	_____
Advanced Piloting	_____	_____
Sail (fall 1999)	_____	_____
Marine Electronics	_____	_____
Engine Maintenance	_____	_____
Weather	_____	_____
Junior Navigation	_____	_____
Navigator	_____	_____

International Pig War Rendezvous

This year's Rendezvous with the Brentwood Bay Squadron will be our best ever! Mark your calendars now for August 6, 7 and 8. Bring your boat or come by car, but don't miss the fun.

Friday night will be an informal get together on the dock. You can eat dinner aboard or at on the restaurants. On Saturday, the games will begin shortly after noon, pitting the Canadians against the United States for the Pig War Trophy. These games require far more enthusiasm than skill, and are open to all ages.

Saturday night we will B-B-Q some pork loin roasts and baked potatoes on the party barge and share pot luck salads and desserts. The Canadians will bring the desserts and bread and we will all bring a salad or a vegetable dish to share. Following dinner, the trophy will be awarded to the overall winner of the games (hopefully, us).

Slip reservations at Roche Harbor should be made as soon as possible. Call the Harbormaster at 378-2155.

-----Clip and Mail-----

Please make check payable to F.H.Power Squadron
And mail by June 25th to:

P/C Frank Hudson
P. O. Box 1757
Friday Harbor, WA 98250

INTERNATIONAL PIG WAR RENDEZVOUS At Roche Harbor, August 6,7, & 8

Name(s) _____

Amount of check enclosed at \$10 a person: \$ _____

USPS Guide to Onboard Flag Display

The following information, copied and edited from the 61st addition of "Chapman Piloting Seamanship & Small Boat Handling", Elbert S. Maloney, Hearst Marine Books, New York, 1995, is printed in response to several inquiries about flag etiquette. USPS members who also belong to the yacht club should refer to the yacht club's guide for flag etiquette.

The United States Ensign

All boats, when at anchor, fly the U.S. ensign from the stern staff between the hours of 0800 and sunset (only when occupied).

- When underway, the U.S. ensign is flown from the stern staff of a typical cruiser or small powerboat.
- On a powerboat or sailboat with a gaff, it is proper to fly the ensign from the peak of the aftermost gaff.
- On Marconi-rigged sailboats, fly the ensign approximately two-thirds up the leech of the aftermost sail.

With the advent of the modern high-aspect-ratio rig, it is now possible and accepted practice to fly the ensign from the stern staff of a sailboat underway.

United States Power Squadrons Ensign

The USPS ensign may be flown day and night except when flown in lieu of U.S. ensign. *In U.S. waters, the USPS ensign may be flown in lieu of (and at the same times and locations as) the U.S. ensign; however, whenever a boat is taken into international or foreign waters, the U.S. ensign is the proper flag to display.*

- On motor and sailing craft, the preferred location for flying the USPS ensign is from the starboard spreader, underway or at anchor, it may be flown from the antenna amidships, or if no suitable antenna, from bow staff.
- On sailboats underway, it may be flown from the aftermost peak or leech in place of other ensigns.

Squadron Burgee

May be flown night and day when the boat is underway with a squadron member on board.

- It is flown from the bow staff of mastless and single-masted motorboats,
- At the foremost mast head of vessels with two or more masts, or from the bow staff if so equipped.

Officer Flags

Officer flags may be flown day and night when in commission.

- On smaller motor boats without a signal mast, a USPS officer flag may be flown from a radio antenna, preferably to starboard, either singly or beneath the USPS ensign.
- On a single-masted motorboat or sailboat an officer flag is flown in place of the club burgee at the masthead.
- On a power or sailing vessel with two or more masts from the aftermost mast in the place of the owner's private signal.

Honoring Other National Flags

As a matter of courtesy, it is proper to fly the flag of a foreign nation on your boat when you enter and operate on its waters. It is not hoisted until clearance has been completed and the vessel has been granted *clearance by Customs*. Courtesy flags are flown day and night.

The following are general guidelines to follow:

- On a mastless powerboat, the courtesy flag replaces any flag that is normally flown at the bow of the boat.
- When a motorboat has a mast with spreaders, the courtesy flag is flown at the starboard spreader.
- On a two-masted motorboat, the courtesy flag displaces any flag normally flown at the forward starboard spreader.
- On a sailboat, the courtesy flag is flown at the boat's starboard spreader, whether the U.S. ensign is at the stern staff, or flown from the leech. If there is more than one mast, the courtesy flag is flown from the starboard spreader of the forward mast.

Do not fly a foreign courtesy ensign after you have returned to U.S. waters.

Size of Flags

The flag at the stern of your boat—U.S. ensign or USPS ensign—should be one inch on the fly for each foot of overall length. The hoist will normally be two-thirds of the fly.

Other flags such as club burgees and officer flags for use on sailboats should be approximately 1/2 inch on the fly for each foot of the highest mast above the water. On powerboats, approximately 5/8 inch on the fly for each foot of overall length.

Note: For more information, please check the aforementioned guide.

Member Information

NAME P/C Richard W. Baker, AP NICKNAME "Stud"

HOME ADDRESS P. O. Box 2255, Friday Harbor ZIPCODE 98250

HOME PHONE 378-3447 FAX 378-6095 E-MAIL wildwdmanor@rockisland.com

OCCUPATION Retired EMPLOYER _____

BUSINESS ADDRESS _____ Zip Code _____ PHONE _____

IF RETIRED, FORMER OCCUPATION/EMPLOYER L. A. City Fire Department

(27 years)

YOUR BIRTHDATE 3-7-37 SPOUSE'S FIRST NAME Victoria

CHILDREN'S NAMES Bonnie (39), Betsy (37), Rick (35), and four grandkids

HOBBIES AND/OR SKILLS Boating, Carpentry

DO YOU HAVE TEACHING EXPERIENCE? Yes No

Are you a former member of the USPS? Yes No

Name of Club _____ Date Left _____ Length of Membership _____

Do you own a boat? Yes No Years of Boating Experience? 10

Name of Boat? Victoria's Cross Make Campion

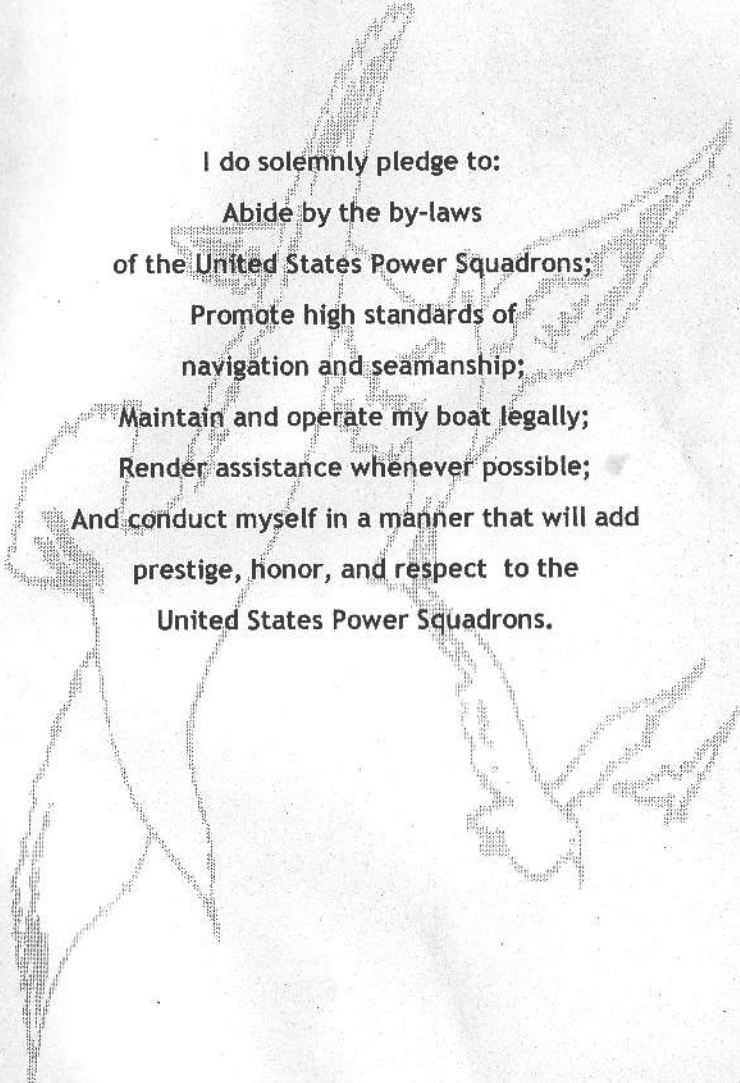
Length? 18' Where Berthed? Trailer/Friday Harbor Marina

Favorite local place to cruise? San Juans/Gulf Islands

Other Comments (You may brag a little here!)

Co-owner Wildwood Manor B&B. Member and Past President of Lions Club. Member of Yacht Club. Former Chair of San Juan Seniors Advisory Committee. Past Commander of Power Squadron. "Consort" to our current Commander—she is perfect in every way!

DATE JOINED 1990 SIGNED Richard W. Baker



I do solemnly pledge to:
Abide by the by-laws
of the United States Power Squadrons;
Promote high standards of
navigation and seamanship;
Maintain and operate my boat legally;
Render assistance whenever possible;
And conduct myself in a manner that will add
prestige, honor, and respect to the
United States Power Squadrons.