

HARBOR LIGHTS

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COMMANDER'S MESSAGE

Welcome to the new millennium.

The Squadron began the year with a meeting of story telling. Some were quite funny, some had a lesson in them but when Jim Spillane finished telling us stories of the things that can happen—I was ready to give up boating—of course he was talking about tankers on the high seas.

For a change of pace, how about a fun auction and hors d'oeuvres for our February meeting. GREAT! Sounds like a good idea to me. So, instead of a pot-luck dish, we are asking all the ladies to make up an hors

d'oeuvre to bring and for you gentlemen to check out your boating and fishing gear to donate to the auction.

Come in a little early on the night of the meeting with you treasure to add to those we already have. Bring your check books and have a good time bidding on those things you just can't live without. I'm sure you'll find something.

Proceeds will go the Squadron's Administrative fund to help keep our Squadron afloat.

The new Squadron year is almost upon us and planning is now underway for

the Change of Watch Dinner scheduled in April. We will have more information for you next month.

For now, plan on attending the auction, see you there.



In Memory

Peter A. Dammann

A member of the Friday Harbor Power Squadron since December 1989 died on December 29, 1999, of complications from pneumonia.

ADMINISTRATIVE DEPARTMENT

LT/C GEORGE W. HENDERSON, S

The January meeting got underway with a social time including coffee and dessert snacks.

It was good to see 25 of our membership braving a cool winter evening. However, the atmosphere soon warmed up at the Grange with the many great sea sto-

ries from Steve Billmyer, Jim Blaisdell, Brian Calvert, Fred Hoepfner, Lance Crosby, Jim Spillane, and a couple from yours truly.

I think we all shared a few laughs and a couple of shudders as these stories unfolded. Thanks, again, to all of you who helped put

the evening together.

Our next meeting should be an exciting one with a planned auction of donated fishing and boating gear. All funds will go to help out the Squadron's Administrative Fund.

Join us for an evening of fun!

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Coming Events

01 February	1300
Executive Committee	
Library	
03 February	1800
Squadron Meeting	
Grange Hall	
05 February	1000
District 16 Spring Council	
Bellingham	
29 February	1300
Executive Committee	
Library	

EXECUTIVE DEPARTMENT

LT/C KEITH VAN CLEVE, AP

Many of us have friends or relatives who have been commercial fishermen, or currently make fishing a professional livelihood. Adventure stories abound in this dangerous enterprise and many riveting tales line book store shelves. The quest for profit, declining resources and, until fairly recently, lack of uniform safety regulation made commercial fishing about the most deadly occupation in our society.

Two books provide insight into hazards, huge profits, and potential fatal consequences that face any commercial fishing vessel as new high-tech equipment is pushed to the limit and beyond on the high seas: "The Perfect Storm" by Sebastian Junger, 1997, Norton Press and "Lost At Sea; An American Tragedy" by Patrick Dillon, The Dial Press, 1998. Of the two, my favorite is "Lost At Sea" mainly because it is the story of the loss of two local fishing boats and their crews, home port Anacortes. Many of you may remember the loss.

On February 3, 1983, two state-of-the-art crab fishing vessels left their home port of Anacortes bound for fishing grounds off the Pribilof Islands in the Bering Sea of Alaska. Modified from their original configura-

tions to participate in the lucrative crab fishery in one of the stormiest seas in the world they would never return to home port. Departing Dutch Harbor, Alaska on February 14 the two disappeared in calm seas within a short time of one another with little or no trace and no prior indication of any difficulty. Outfitted with the latest in electronic, navigation and safety gear, they appeared to be well suited for their dangerous task. Fourteen fishermen were lost in the disaster, a grim contribution to the abnormally high annual death toll that characterized this industry through the 1980's.

The subsequent investigation into the causes of this calamity make a highly interesting yarn. The author delves into the lack of standardized safety regula-

tions for an industry unwilling to assume responsibility for its own workers, Government Agencies (Coast Guard) unwilling to push for adequate safety regulations, politicians owing their offices to an industry bent on profit at any cost and stonewalling the need for uniform safety regu-

lations that already were in effect in many other industries, and boat skippers with incomplete or no knowledge of safety procedures or the overall capability of the boats they commanded including their stability.

Inclining boat models and vessels of similar construction and considering modifications to the gear and water and fuel distribution at the time the boats left Dutch Harbor lead to the conclusion that the skippers probably exceeded the safe stability limits of these craft. In fact expert evaluation indicated that vessel righting moment may have been as little as 70 at the time of the disaster! It appeared the skippers probably did not have a sound understanding of stability in the first place.

This tragedy and other boat sinkings with loss of life arising from a variety of causes lead to a ground swell of public concern, congressional testimony and ultimately the passage by Congress of a fishing vessel safety act on September 9, 1989. This was the first comprehensive commercial fishing safety bill in the country's history, a good and necessary law bought by a high price.

Note: You are invited to submit your suggested titles of favorite books for review.

"The Perfect Storm"

By Sebastian Junger

1997, Norton Press

"Lost At Sea, An American Tragedy"

By Patrick Dillon

1998, The Dial Press

FROM THE FILE OF THE MYSTERY COMMANDER

Bear Safety Alert

The Alaska Department of Fish and Game just issued this bulletin:

In light of the rising frequency of human/grizzly bear conflicts, the Alaska Department of Fish and Game is advising hikers, hunters, and fishermen to take extra precautions and keep alert of bears while in the field.

"We advise outdoorsmen to wear noisy

little bells on their clothing so as not to startle bears that aren't expecting them. We also advise outdoorsmen to carry pepper spray with them in case of an encounter with a bear.

It is also a good idea to watch out for fresh signs of bear activity. Outdoorsmen should recognize the difference between black bear and grizzly bear manure:

Black bear manure is smaller and con-

tains lots of berries and squirrel fur.

Grizzly bear manure has little bells in it and smells like pepper."

Anonymous

Comedy Corner

MINUTES OF EXECUTIVE MEETING

04 JANUARY 2000

The meeting was called to order by Cdr Victoria Baker, S, at 1300. Members present were Don Kauffman, AP; Lt/C Bill Pierson, S; Lt/C Keith Van Cleve, AP; Lt/C George W. Henderson, S; Lt Ronald J. Einboden, AP; Virgil Boyt; and Samuel T. Long.

The minutes of the previous meeting were approved as published in "Harbor Lights."

Cdr. Baker reported she had sent a letter of thanks, on behalf of the Squadron, to Frank Woodward for his donation of the Anniversary print. A copy of the letter was passed out to the members present.

The disposition of the print was discussed by the Committee; a motion was made

by Lt/C Bill Pierson, S, and seconded by Lt Ron Einbodento boden, AP to make the print a Perpetual Award. It was further determined that this be a new award for "Member of the Year". Criteria for this award will be discussed at the next meeting.

Lt/C George W. Henderson, S, announced the February meeting will be an auction. Finger foods or hors d'oeuvres be served rather than pot luck dinner. All present agreed. It was also agreed that Cdr. Baker announce the auction at the Regular meeting on January 6, to request donations for the auction from members present.

It was also suggested that all members of Squadron with e-mail be notified of the auction. Cdr. Baker agreed to

do this.

Lt/C Bill Pierson, S, presented the Financial Report the month of December and the proposed budget for the new year. A motion was made and seconded to approve the proposed budget.

Don Kauffman reported that Dennis Shaffer is a new member.

Meeting adjourned at 1350.



Cruise Planning

Talk is that there is a great cruise shaping up for the summer.

A circumnavigation of Vancouver island!

Mike Close tells me that there will be a series of pre-cruise meetings starting in February. If you are interested, give Mike a call at 378-5699..

Bill Henderson

PREDICTED LOG CONTEST

The PREDICTED LOG CONTEST is going to be on Saturday April 15th, followed by a steak BBQ at the Yacht Club.

Since this is often the first boating of the year for many of us, it is especially fun. To sign up for and get more information on the Contest, call Dan Wittkopp at 378-7175.

If you want to join us for the BBQ that evening, call Ron and Ann Einboden at 378-3288, to get your reservation in. See you there!

Ann Einboden, AP

Welcome!

Dennis L. Shaffer

Our newest member to the Squadron.

Education News

BOATING 2000

The next Boat Smart course will start on March 7th and run for four consecutive tuesday evenings. If you know someone who is new to boating and/or wishes to improve their knowledge of safe boating and lower their boat insurance, encourage them to sign up. Just call me at 378-3288.

Ann Einboden

Bridge Officers

Cdr. A. Victoria Baker, S
360 378-3447—(f) 378-6095
Victoria@wildwoodmanor.com

Executive Officer:
Lt/C Keith Van Cleve, A
360 378-4575
kvancl@rockisland.com

Educational Officer:
Lt/C Charles Milne, AP
360 378-8354
cbmilne@rockisland.com

Administrative Officer:
Lt/C George W. Henderson, S
360-378-3028
marbilus@rockisland.com

Secretary:
Lt/C Jean E. Mitchell, P
360 378-3028

Treasurer:
Lt/C William J. Pierson, S
360-378-5919
billjp@rockisland.com

Flag Lieutenant:
P/C Frank Hudson, JN
360 378-2437
fshudson@interisland.net

Membership:
Lt. Donald E. Kauffman, AP
360 378-4771
kauffman@rockisland.com

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 above.

Law Officer:
Lt. Ronald J. Einboden, AP

Co-op Charting:
P/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

AUCTION FUND RAISER

Date: 02/03/00

Time: 1800 hrs.

Our regular Squadron Meeting will be a fun auction of donated fishing and boating gear. Hors d'oeuvres, coffee and tea will be served. All proceeds will go to the squadron's Administrative fund.

- Ladies please bring an hors d'oeuvre.
- Gentlemen please bring an item to donate to the auction.
- Help out your squadron with this auction/fund raiser.

See you all at the Grange. Come early to check out the items on display and to add your donation.



Friday Harbor Power Squadron

Sail and Power Boating
Post Office Box 2255
Friday Harbor, WA 98250

Phone: 360 378-3447
Fax: 360 378-6095
Email: Victoria@wildwoodmanor.com