

HARBOR LIGHTS

Volume 17, Issue 1

May, 2000

COMMANDER'S MESSAGE

On behalf of the entire squadron, I would like to express our appreciation to Peg and Fred Hoepfner and Kathy and Don Kauffman for hosting the spring potluck-barbecue at the lovely location on Mitchell Bay. As well, hats off the Steve Billmyer for orchestrating an excellent set of cooks for us to use. A collective thanks to all who contributed to the excellent line-up of goodies for the potluck dinner. I wonder if anyone has ever written a book on the excellence of cuisine at these gatherings on our island?

Bob Arnett and the telephone committee really brought out the crowd. Thanks Bob for organizing the potluck and contacting the USCG about the flare shoot. Virgil Boyt did an outstanding job of coordinating the flare shoot and explaining fine points of use of this type of emergency equipment. His innovations for display of lighted flares was excellent. I never realized you were such a good salesperson Virgil!!

And, on such an important subject, safety! Thanks to all who attended the potluck for making it a great success.

By a unanimous vote of the members present at the potluck, we elected Bruce Heller Assistant Education Officer. Bruce has extensive teaching experience through the Pole Pass Squadron. Squadron

Education Officer Chuck Milne was enthusiastic when I visited with him about having an ASEO on Orcas Island. Letters of welcome will be sent to those Pole Pass members who expressed an interest in transferring USPS membership to Friday Harbor.

In the next two weeks, we will be organizing Courtesy Marine Examinations (CMEs). Ranier and Susan Eberhard are qualified to conduct these exams. We will coordinate with them times and places and will let you know how to arrange for a CME. Virgil Boyt, our Squadron Safety Officer, will coordinate this effort.

The 24th Annual Rendezvous for District 16 of USPS will be held at Poulsbo June 16-18. I will be attending that event. Chuck Milne and I will attend the annual Educational Seminar June 24 at the Tacoma Yacht Club.

Weather was outstanding for Opening Day of the boating season at Friday Harbor on May 7. Past Commander Victoria Baker represented the squadron as she saluted

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Coming Events

20-26 May
National Safe Boating Week

16-18 June
District Rendezvous
Poulsbo

24 June
Educational Seminar
Tacoma Yacht Club

28-30 July
Pig Roast Rendezvous
Otter Bay
North Pender Island

CRUISING REVIEW MAY 2000

CDR KEITH VAN CLEVE, AP

Deep fjords, precipitous cliffs plunging to the sea, snow covered peaks, tree-lined passages, breaching Orcas, all conjure images of the inside coast (between Vancouver Island and the BC mainland) and passage to Alaska. Vessels of all types now traverse these waters with aid of the latest navigational equipment and navigational aids. With due consideration for potential hazards along the way passage may be more easily completed than was the case 70 or 80 years ago. During those early years navigational aids were few and the ability to judge distance from a nearby rocky shore by the echo of a ships whistle was a requirement for safe passage on a dark night.

However, much water traffic did take place during the 20s and 30s in support of the myriad logging camps, fish camps, remote villages and individuals living along the protected water-ways of the inside coast of BC and Alaska's inside passage. Although pleasure cruisers were uncommon at that time a few vessels plied these waters during summer months seeking adventure, solitude and a chance to experience first-hand the beauty of these waters.

The travels of the early cruisers is documented in several books. One, "Upcoast Summers" (Beth Hill, 1985, Horsdal and Schubart), I have enjoyed re-reading a number of times. The book is a collage of cruising adventures of Francis and Amy Barrow compiled by Hill from abstracts of journals kept by Francis Barrow for the years 1933 to 1941. It describes

the places, people and living conditions of these depression times encountered by the Barrows on leisurely summer cruises between their home near Sidney and their farthest north, Kingcome inlet off Queen Charlotte Strait. A lifeline for the coast during these years was the steamer service that stopped at remote locations to leave supplies, mail and passengers. Once the easily hand-logged

"Upcoast Summer"

Beth Hill

Horsdal & Schubart, 1985

slopes were cut along the remote bays and inlets and centralization of timber and fish processing began to occur, the tiny communities that arose in support of these activities, and the floating camps faded away as did the people who lived along the coast.

The Barrow's cruiser was the "Toketie", 26 feet long with a 7 foot beam, 3 foot draft and 1.7 registered tons. She was built for Francis Barrow at the Dafoe Machine Works in Vancouver in 1903 or 1904. Her power plant at the time of these adventures was a 4 cylinder Universal gasoline engine. Toketie means pretty in coast Salish of the Saanich Peninsula. Guiding the Toketie into remote

bays, craggy fjords, through narrow passages at slack tide to avoid the substantial flood and ebb currents, the Barrow's experienced a unique way of life that no longer exists. Their experiences provide us with an excellent example of a prudent skipper who is aware of his surroundings and knows the limitations of his vessel in a time before the availability of modern instruments we have to assist us.

Photographs taken by Barrow during their cruises enhance the view of this time past along the coast. In addition to the descriptions left in the Barrow Journals, they provide unique glimpses of the lives and livelihoods of inhabitants of the remote bays and inlets that were visited. Francis Barrow was an avid photographer and observer of the remains of native culture along their routes of travel. He documented locations with drawings and photographs of petroglyphs (rock carvings) and pictographs (designs painted on rocks using red ochre and black soot) thus providing a valuable archive without which these sites would have been lost. The Provincial Archives in Victoria and the National Museum in Ottawa preserved this work.

Along with Upcoast Summers, The Curve of Time (M. Wylie Blanchet, Gray's/Weatherby, 1985), Three's s Crew (Kathrene Pinkerton, Horsdal and Schubart, 1991) and Seven-Knot Summers (Beth Hill, Horsdal and Schubart, 1994) all provide additional fine reading for people interested in cruising the inside coast and interested in area's history.

COMMANDER'S MESSAGE

CONTINUED FROM PAGE 1

the parade of boats with Peg Strickland, Commodore of the Yacht Club, and Pat Hansen, Commodore of the Friday Harbor Sailing Club. Three ladies representing the three clubs is a first for Friday Harbor.

The next event will be the annual Pig Roast Rendezvous at Otter Bay on North Pender Island, July 28 to 30. I hope as many of you as possible will try to attend. We will pass on news of this event as it is available. Shirley Liggett is the contact person this time. Her



email address is: shirley.liggett@home.com (with no underlines). Have a great boating summer.

THE SAFETY CORNER

LT VIRGIL BOYT, AP

The bbq and meteor flare shoot held May 4th at Fred and Peg Hoepfner's digs was one of the fun outings for the year. Lots of good people to visit with, swap stories, and enjoy some great food dishes.

The safety program was well received with a demonstration of some of the ways that you can improve your chances when signaling for help in an emergency situation without doing further harm to your own boat. And the Life-Line toss got a good laugh when I threw it into the doggie-doo. This was followed by a one-on-one flare demonstration on the beach. I would like to thank Keith Van Cleve, Don Kauffman, Bill Henderson, Travis Smith, and others for their help. By the way, Travis is missing his orange colored canister Alert/Locate Kit with the gun and Meteor rockets (378-1849). Please check, maybe someone can come up with it.

Some points were made that bear repeating and expanding upon for the benefit of those not attending. Data was taken from USCG requirements but the opinions are mine, and do not necessarily reflect those of the USPS or the USCG.

The Coast Guard approved minimums for signaling devices are absolutely dismal in effectiveness, duration and quantity. The Alert Meteor Flare rockets (three required) only burn for 6 seconds each, and 1 or 2 seconds of that might be on the deck of your boat if you used the 12 gage Flare and fired it straight up in the air. They only have enough propellant to keep them in the air for 4-5 seconds but they burn for 6 seconds.

The 25mm flare is a considerable improvement (demonstrated by Bill Henderson) by going much higher (1000' compared to 250') and burning out completely before coming back down. The 25mm size is also available with a parachute flare that will stay aloft at an altitude of 1000' for the full burn of the flare. The visibility range due to the curvature of the earth means that the 12 gage can be seen from about 20 miles away as a very brief light on the horizon when it reaches apogee while the 15mm parachute flare can be seen as a steady light on the horizon from about 40 miles away for the full duration of the burn.

The handheld Red Signal Flares burn only for 2 minutes each and drip molten chemicals all over the gel coat on your boat. Once I had to throw away a fairly new jacket after the flares I used melted holes in the sleeve. The requirement is for three flares which total six minutes of burn time. Can you imagine trying to control your vessel with one hand while igniting a handheld flare with the other hand every two minutes and holding it out over the water?

To increase your alert/locate times I would recommend that you keep your out-of-date handheld flares and meteor flares for at least 5 years beyond their expiration date, in addition to the new ones. Flares older than this are still functional and can be donated for next years demonstration.

I would also augment the handheld flares with some 30-minute highway road flares. These are not as bright but the longer burn time leaves you free to try to save your boat. A simple device can be made to hold the flares away from the boat and to get them higher in the air. By touching a boat flare to the burning road flare you can ignite them with one hand and get the benefit of the brighter light. After the boating season I would like to form an ad hoc committee to design a variety of flare holders suitable for a variety of installations.

I am interested in the SKYBLAZER XLT handheld Aerial rockets, which claim to be as bright as the usual meteor ones, and they are waterproof as well. This means that they can be kept in a pocket or attached to the PFDs so they are ALWAYS right at hand if you go overboard. Of course this presumes that you are wearing your PFD. If you are not, then your head will go underwater when you raise your arms to fire the Skyblazer.

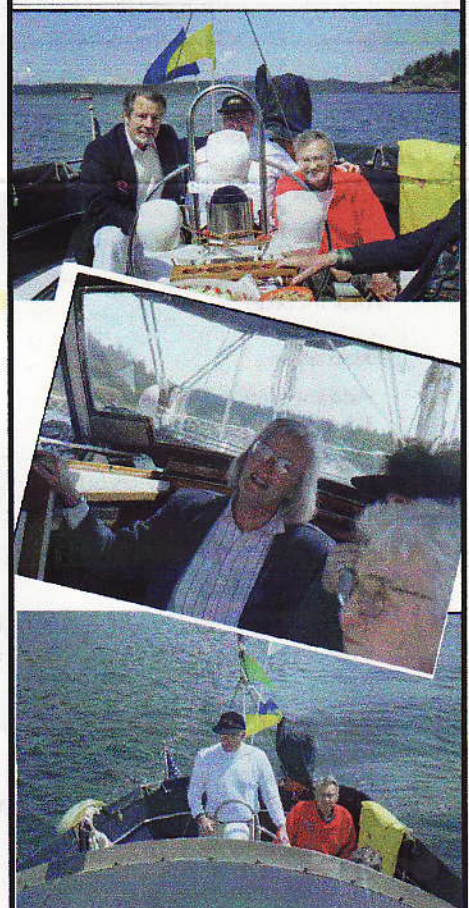
Another inexpensive but extremely effective device for daytime use is the signaling mirror. This takes a little practice and might be incorporated into a future demonstration.

On reliability: Of the three 12 gage pistol launchers used, one didn't operate properly and had to be held closed to fire it (so much for the one hand for you and one for the boat rule). One of the meteor rockets failed to fire at all and another one had to be fired twice to get it to go off. I donated six meteor flares

and six handheld flares for the demonstration that were dated 1980 and they all worked, although one handheld flare was hard to ignite. Three other donated handheld flares were so wet that they wouldn't function at all. (Moral: keep your extras dry.)

Also put some identification on the case or canister that holds the kit. This gives beachcombers a clue as to who the thoughtful boater was that put on the neat rocket show during the night. It is buoyant even when it is open and full of water so it should wash up on the beach by the next day.

A GREAT LOOKING CREW



Mike and Kathryn Chadwick, on Bilbo Bag-gins at the boat Parade. The crew included: Frank and Sally, Will and Sudi, Barbara and Richard, Lance and Audra.

FRIDAY HARBOR POWER SQUADRON
 FINANCIAL STATEMENTS
 FOR THE MONTH ENDING April 30, 2000

Balance Sheet

Assets—

Islanders Bank Checking Account	\$	1,475.96
Islanders Bank Time Deposit	\$	<u>3,278.20</u>

Total Assets \$ 4,754.16

Liabilities & Equity—

Liabilities	\$	
Equity—Opening Balance 01/01/2000	\$	5,872.08
Year-to-Date Profit/(Loss)	\$	<u>(1,117.92)</u>

Total Liabilities & Equity \$ 4,754.16

Operating Statement

Income—

Administration Department	\$	386.50
Raffles	\$	175.50
Interest	\$	89.00
	\$	<u>16.64</u>

Total Income \$ 667.14

Expense—

Administration Department	\$	921.70
Education Department	\$	403.92
Secretary	\$	<u>204.08</u>

Total Expense \$ 1,529.70

Net Profit/(Loss) \$ (862.56)

Major expenses for the month of April —

Change of Watch Dinner	\$	921.70
Boat Smart class advertising	\$	155.20
Educational Materials from National	\$	233.50
Harbor Lights	\$	<u>204.08</u>



MINUTES OF EXECUTIVE MEETING

2 MAY 2000

Meeting called to order at 1300 by Cdr Keith Van Cleve, AP. Present were P/C Victoria Baker, S, Lt Don Kauffman, AP, Bob Arnett, Lt/C Dick Barnes, P, Lt Virgil Boyt, AP, Lt Jim Mitchell, AP, Lt Sam Long, P, Lt/C Bill Pierson, S, and Lt/C Jean Mitchell, P.

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

The following correspondence was discussed. Victoria brought us up to date on the Merit Mark saga. The proposed letter to Pole Pass members was discussed with considerable feed back from members. We also discussed the suggested action on an Assistant Squadron Education Officer from Pole Pass. Executive Committee adopted the letter as amended and it will be voted on at the membership meeting Thursday. Keith reported on the D/16 rendezvous at Poulosbo and the D/16 Educational Seminar.

Safe Boating week 20 May thru 28th was discussed.

Virgil will organize this with the USCG Aux. Courtesy Marine Examination and we will see that notices are put out at appropriate locations. It was stated that the Safe Boating campaign goes on all year.

Report from Education Officer was missing but it was noted that all passed the Piloting exam and Seamanship is coming to an end.

Executive Officer, Dick Barnes, will hold the September Season Opener on his property at Snug Harbor. All were pleased and appreciate Dick's hospitality.

We were reminded of the Outer Bay Rendezvous with Brentwood Bay and a special invitation will be extended to Pole Pass members.

The schedule of the next year's events was discussed and the Cdr and the Admin Officer are working diligently on this for publication in the Roster coming out in July.

Treasurer Bill Pierson handed out the financial statement which will be copied in this issue of "Harbor Lights"; Bill stressed how important it is to

maintain our current level of membership to function adequately. All members are urged to help keep old members and while you are at it get new ones.

Don Kauffman reported all quiet, but is hoping to be welcoming more Pole Pass members.

Virgil is ordering a lot of safety materials and all are impressed with his enthusiasm. The new safety materials will be handed out to the membership and public.

Meeting adjourned at 1418.

Lt/C Jean E. Mitchell, P

Comedy Corner

A woman and a man are involved in a car accident; it's a bad one. Both of their cars are totally demolished but amazingly neither of them are hurt. After they crawl out of their cars, the woman says, "So you're a man, that's interesting. I'm a woman. Wow, just look at our cars! There's nothing left, but fortunately we are unharmed. This must be a sign that we should meet and be friends and live together in peace for the rest of our days."

The man replied, "I agree with you completely. This must be a sign!"

The woman continued, "And look at this, here's another miracle. My car is completely demolished but this bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune."

Then she hands the bottle to the man. The man nods his head in agreement, opens it and drinks half the bottle and then hands it back to the woman.

The woman takes the bottle, immediately puts the cap back on, and hands it back to the man.

The man asks, "Aren't you having any?"

The woman replies, "No, I think I'll just wait for the police."

A Discount for USPS Members

King's Marine now offers a 10% discount to current USPS members. Show your membership card to Frank or Norm to get your discount on regular items. Be discreet when you take your stuff up to the cashier as Frank doesn't want this advertised around. Special orders and items already on sale may not qualify, so ask first.

There will be a 20% quantity discount available on club orders. Call Virgil Boyt, 378-6343 for information. This can be a mix of items but must be ordered at time by one person (me or my appointee). I must wait until the quantity ordered is sufficient to qualify so lets get cracking on this as soon as we can.

Virgil Boyt



WELCOME
NEW
MEMBERS!

Thomas & Joyce Thomson
Molly A. Neely

Bridge Officers

Cdr Keith Van Cleve, AP
360 378-4575
kvancl@rockisland.com

Executive Officer:
Lt/C Richard Barnes, P
360 378-4762
rico@rockisland.com

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

Administrative Officer:
Lt/C Robert Arnett
360-378-6835
happydog@rockisland.com

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

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

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

Executive Committee

P/C Victoria Baker, S
Lt. James R. Mitchell, AP
Lt. Sam Long, P
Lt. Virgil Boyt, AP

And all Bridge Officers above.

Law Officer:
Lt. Ronald J. Einboden, AP
ein@rockisland.com

Co-op Charting:
P/C Frank Hudson, JN
fshudson@interisland.net

Safety Officer:
Lt Virgil Boyt, AP
virgilaure@rockisland.com

Radio Technical:
Lt. James R. Mitchell, AP

Port Captain:
P/C Brian Calvert, S

Chaplain:
P/C William J. LaPorte, S