

# HARBOR LIGHTS

Volume 17. Issue 4  
September, 2000

## COMMANDER'S MESSAGE

Many thanks for Dick Barnes for hosting the fall potluck on September 7. Our genial host was the best and a mystery drawing topped off the evening. Between sail-o-meters and sacks of cement the lucky three winners, along with the rest of us went home glad to renew contacts after a busy summer.

Our efforts in the vessel safety checks, thanks to Virgil Boyt and Bob Arnett, have attracted enrollees for Boat Smart, due to start on October 3. Ann Einboden

indicates she has had a number of inquiries even before the timing for the course was publicized. Your excellent reputation proceeds you Ann. Next spring we should plan for another vessel safety check session. If we can get some squadron members qualified, we could conduct checks any time of the year.

It also looks like Fred Hoepfner will have at least 6 students for Advanced Piloting. As I indicated in the last Harbor Lights, AP is a challenge but provides an excellent overview

of the effects of wind, current, and tides on piloting. Those who take AP will not be disappointed in the knowledge gained.

I will be attending a Commander's meeting in Federal Way September 30 and the District get-together October 22. Hope to see you at the squadron meeting at the Grange Hall October 5.

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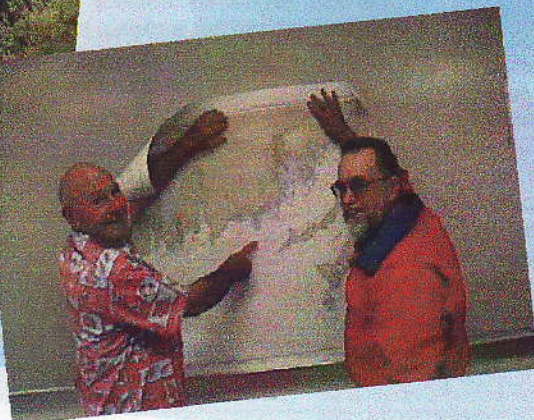
### Coming Events

- 03 October 1500  
**Executive Meeting**  
San Juan Library
- 03 October 1900  
**Boat Smart Class**  
Friday Harbor High School
- 05 October 1800  
**Squadron Meeting**  
Grange Hall
- 20-22 October  
**District 16 Fall Council/  
Conference**  
Puyallup
- 31 October 1300  
**Executive Meeting**  
San Juan Library



Dick Barnes & Fred Popham  
at the Season Opener

Fred Hoepfner & Chuck Milne  
AP Class



## WEATHER

CDR KEITH VAN CLEVE, AP

Weather is something we deal with each day, either grousing at its blustery manifestation and wondering where the forecaster went wrong, or enjoying the warmth of a clear day and the fact that earlier forecasts predicted a rainy day! Variability is a characteristic of weather but how does this play out on regional and global scales? Will it ever be possible to predict ahead of time, with any reliability, what the next season's weather might be like? Our capability to address these questions is improving.

Two terms and their associated weather phenomena that have become fairly common in our vocabulary and have global implications. They are El Nino and La Nina. These conditions arise in the tropical Pacific Ocean and have global manifestations. In normal years, the surface sea temperatures in the western equatorial Pacific are consistently warm, about 84°F, atmospheric pressure is low and precipitation is frequent and intense. In the eastern equatorial Pacific, nearer South America, conditions are different. Surface ocean temperatures are relatively low (70°-79°F), atmospheric pressure is high and rainfall low. Air rises over the warmer waters of the equatorial western Pacific and descends over the cooler waters to the east. Return air movement occurs as the trade winds blow from east to west. El Nino occurs when the warmer surface ocean water to the west migrates eastward, accompanied low air pressure, and heavy rainfall. Conditions in the far western Pacific become cooler and drier.

La Nina is the opposite condition, cooler, drier conditions in the eastern Pacific, warmer and wetter conditions in the western Pacific. Accompanying these two conditions is a third phenomena, large-scale changes in sea-level pressure between the western and Southeastern Pacific, called the Southern Oscillation. It now is recognized that contraction or expansion of warm waters in the western Pacific and strong fluctuations in the Southern Oscillation are part of phenomena. Weather experts now term these conditions El Nino/Southern Oscillation or ENSO.

What do El Nino and La Nina mean for us in the coastal Pacific Northwest, west of the Cascades? El Nino generally means drier, warmer conditions while La Nina means cooler, wetter weather. What are some implications for our resources including water supply, marine ecosystems, and forests. The University of Washington Joint Institute for Study of the Atmosphere and Ocean and School of Marine Affairs Climate Impacts Group provide some insights.

Under El Nino generally lower than average winter snow pack may occur. Snow melt occurs earlier and late spring and summer flows are less in snowmelt-dependent streams. Lower stream flows may result in reduced water quality and warmer ocean temperatures. Mature salmon exhibit reduced growth due to food scarcity in the warmer ocean waters. Warmer winter and spring temperatures could increase populations of forest

insect pests, delay onset of tree winter hardiness, result in earlier forest fire season. Extended access for recreational users of forests, extended boating season.

Under La Nina cooler, wetter winters are more likely. The following are some possible results: colder winter temperatures; average or above average precipitation including snowfall in the Olympics and west of the Cascades; greater snowfall in low-lying urban areas; water saturated soils and higher risk of landslides; higher stream flows and more abundant water supply; cooler coastal and Puget Sound temperatures with relatively good ocean conditions for juvenile and adult salmon (coastal coho and chinook)

All of these predictions are associated with a fair amount of variability. However, the information base on which they depend has greatly improved in the past several years. Links between government agencies, universities and the funding of research that links expertise among them should continue to improve our capability to more clearly understand weather and to forecast its consequences.

### References:

1999. Zebiak, Stephen. El Nino and the science of climate prediction. Consequences 5:2.

University of Washington, Joint Institute For The Study Of The Atmosphere And Ocean and the School of Marine Affairs,

Climate Impacts Group. The Impact of El Nino on the Pacific Northwest.

From the internet,  
[www.atmos.washington.edu/gcg/PNW](http://www.atmos.washington.edu/gcg/PNW)

## ARNETT RESCUES DISABLED SAILBOAT AND CREW

P/C FRED HOEPPNER, AP

On Friday afternoon, 22 September Administrative Officer Lt/C Robert Arnett, S was just north of Pearl Island engaged in adjusting the compass of his Camano cruiser CHASING TIME with Don Kauffman and Fred Hoepfner. A small Hobie catamaran was sighted off Barren Island with her mast broken and sail in the water. Two men were paddling with their hands trying to get the craft to the lee of Davison Head. With a force 4 wind and a strong ebb running it was obvious that they were not going to make it. In the finest tradition

of the sea, Arnett immediately ordered "all ahead full" and set a course to assist. Needless to say, the two young men were most grateful for the tow to calm water and their launch site.

We hoist the flags BRAVO ZULU, Navy code for "Well Done", to Skipper Bob and his crew.

Congratulations!



## MINUTES OF EXECUTIVE MEETING

LT/C JEAN E. MITCHELL, P

Meeting was called to order by Cdr Keith Van Cleve, AP at 1503. Attending were Lt Virgil Boyt, AP, Lt/C Bob Arnett, S, Lt/C Bill Pierson, S, Lt Don Kauffman, AP, Lt Jim Mitchell, AP, Lt/C Jean Mitchell, P, Lt San Long, P, and Ann Einboden, AP.

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

Correspondence was discussed. a) Merit Marks were discussed and are due on October 22 at the end of the Fall Conference. b) We have sent a proxy in to the D/16 Commander at the Governing Board this September. c) The D/16 Fall Conference is being held at Puyallup.

Reports were given by members of the Executive Commit-

tee. A) Education Officer Chuck Milne, JN, is gone, Cdr Van Cleve reported for him that 6 had signed up for AP which will start the 20th of September. Ann reported that 7 had already signed up for Boat Smart; she still has some spaces to fill for instructors. Ann gave 12 manuals to Bruce Heller to us on Orcas Island.. B) Executive Officer Lt/C Dick Barnes P, absent. C) Administrative Officer Lt/C Bob Arnett. Bob still needs speakers for four meetings. He is planning meetings on the following subjects: Vessel assist, November meeting — Engines, Jan — Surveying your Boat, March — Safety inspections. D) Treasurer Bill Pierson reported that we are in good shape and passed out the financial report. E) Membership — Don Kauffman stated that we are going

through a quiet period. The six new members from Orcas are very welcome. F) Safety Officer Virgil Boyt — There was considerable discussion of testing of fire extinguishers. G) "Harbor Lights" — Victoria was absent. Keith reported that she is doing a very good job.

New Business: Keith mentions he will swear in new members in October and that at the next meeting we will discuss member retention. Ann Einboden gave a brief report the Pig Roast at Otter Bay. It was suggested that the Bellingham and Deception Pass Squadrons be invited next time.

Meeting was adjourned at 1620.

## WAMS GET THE DOUBLE-WHAMMY

LT VIRGIL BOYT, AP

For the benefit of those who were not able to attend the Coast Guard Sponsored WAMS study held at Roche Harbor on September 5th, I thought I would fill you in on the details.

"Waterways Analysis and Management Systems (WAMS) are the tool used by the Coast Guard to ensure that all the waterways are appropriately marked. The purpose of these surveys is to gather input from all of the users of the waterway." To assist them in completing this process, they ask the users to volunteer information about their boating habits. This covers such things as the specifications on your boat, areas of operation, means of navigation (GPS, Chart plotter, Loran, Depth sounder, compass, Chart, Buoys, lights, light-houses, Seaman's eye), time of day, frequency and other questions as to your thoughts on improving Aids to Navigation. Etc.

The main concern of this par-

ticular WAMS study involves the channels entering the island group, i.e., San Juan, Harney, Spieden, Mosquito, President, Middle Channel, Thatcher Pass, etc.

Unfortunately I was placed in the position of being the 'Resident Expert' for the West Side of San Juan Island. I was able to defend my title with bloodied but unbowed head. The real historian turned out to be Larry Hamilton. Most of you know Larry and it will come as no surprise to you that he carried the meeting. I was impressed with this guy's memory. He might make an entertaining guest speaker for one of our meetings. Look up the word 'salt' in the dictionary and you will see a picture of Larry.

There were other meetings on Orcas and Lopez and their data will be collated with ours and the entire shooting match will be placed on the Commander's desk.

There are budget constraints and political realities which will

reduce the response to our perceived problems, so we shouldn't get our hopes up.

The consensus was that we could live quite comfortably with the Aids that we have with the exception of two misplaced buoys. The first is buoy 1 in Mosquito pass (which Fred Hoepfner worked so hard to get) and I contend that the Coast Guard dropped it about 200 feet from the correct position. The second one is a buoy at the South end of Brown Island that Larry wanted to have moved 30 yards. I didn't catch the number of that Aid. Sorry!

The kayakers thought that the best way to improve the system would be to put Aids on dozens and dozens of rocks and reefs so that charts would no longer be needed. Yeah! Right! Like I'm gonna hold my breath waiting for that to happen.

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P/C Victoria Baker, S  
Lt. James R. Mitchell, AP  
Lt. Sam Long, P  
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And all Bridge Officers above.

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