

# HARBOR LIGHTS

Volume 19, Issue 4, October 2002

## Commanders Message This is who we are; this is what we do.

Cdr Virgil Boyt, AP

While the Power Squadrons are primarily an education oriented group, as opposed to various clubs that are socially oriented, I have discovered that we have a camaraderie among our members that is the equal of other clubs.

When I was filling in for Bob Arnett, as Administrative officer, I was delighted to find that a number of members opened up their homes to visiting District-16 Bridge officers and their wives.

The names that come immediately to mind - Fred & Peg Hoepfner, Richard & Victoria Baker, Don & Kathy Kauffman. I believe that Keith Van Cleve & Jackie Scherer, Frank & Sally Hudson, myself & Laura Boyt, and several others made offers also. This is commendable as the cost of attending our Island Empire can add up enough to discourage non-islanders from attending our Change of Watch ceremonies.

Joe & Marion Cartwright, of Anacortes, offered me the privilege of staying in their home

during whatever meetings that I attended during District-16 activities. This was also unexpected and appre-

ciated for the same reasons.

The clincher came when my wife, Laura, had a heart attack that wasn't diagnosed until there was some permanent damage.

After returning from the hospital, where she had been in intensive care for a week, Jackie Scherer, Keith Van Cleve, Ann Einboden, Kathy Chadwick, Pat & Dan Wittkopp, and Betty Carlberg pitched in and made prepared meals for us for several weeks.

Problems with Laura's medication lead to her going into a coma, falling and breaking her right leg in three places. Again the squadron came to the rescue with food service and offers to stand in for me when it got rough.

When adversity strikes, your odds of making the best of it can be measured by the friends that you have.

Laura and I are fortunate to have the squadron members as "friends".

At the next general meeting on November 7<sup>th</sup>, the members will be presented with a slate of officers and elective committee members that you will have the opportunity to vote on during the Christmas party and General meeting.

Please note that participation in the Christmas Dinner party is **NOT** required to be able to attend and vote. It is your right to attend the meeting activities without charge.

Jon and Jennifer Bryan  
Do you know this couple?



Friday Harbor  
Power Squadron  
Newsletter

The membership chairman is taking leads for potential "Targets". for membership. If you have any leads to potential candidates, please forward the information to Frank, or any Board member. We will tactfully educate the target to the benefits of being a member of the Friday Harbor Power Squadron.

This months targets are Jon and Jennifer Bryan.

## "Help Wanted"

Lt Frank Penwell, S

They are retired Teachers who are building a new home in the Yacht Haven area. Any Power Squadron Members who sees the above pictured couple, or knows this couple, are requested to convey to them what they enjoy about our Power Squadron.

Thanks for your help.

Happy, safe boating, Frank

# Educational Department

SEO Chuck Milne, JN

The SEAMANSHIP class is now well underway, with 7 students enrolled. Travis Smith is the instructor.

The next class we will be offering will be SAIL, which will start soon after the start of 2003. Fred Hoepfner will be the instructor. Since SAIL is one of the USPS "Elective" classes, it has no pre-requisites, and is open to all USPS members, including family members. This course is in two modules, SAIL 101 and SAIL 102, which will be taught consecutively, with an exam for each module. The cost for the

entire course will be \$32.00. Each student is encouraged to have the texts; in the case of two students sharing a text, the cost for the second student will be \$6.00.

We will be ordering books for SAIL on November 25, to be sure they are here in time for the first class session. The number ordered will be based on the number of students pre-registered. Pre-registration is open now. To pre-register, send a note with your check made out to FHPS to: Chuck Milne, 115 Island Drive, Friday Harbor, WA 98250.

For more information on SAIL course content, contact Fred Hoepfner or Chuck Milne.

Courses to be offered later in 2003 will include MARINE ELECTRONICS, beginning about March, and SEAMANSHIP beginning in April.

## Boating Class

ASST SEO Ann E. Einboden, AP

Boat Smart starts October

8th. So far we have 20 signed up and no ad has come out yet in the newspaper. For the first time, the majority of the students are women, which is interesting.

Several of the students in the Piloting class had to cancel their volunteer efforts in the Boat Smart

class due to schedule conflicts, so hopefully we won't overlap these classes in the future. Many thanks to Totk and Suzy Juel for volunteering to help grade homework papers. That will be a big help.

Any members who can come to the final class to help grade the final exams and meet the students will be appreciated. Come to the high school cafeteria about 2030 on October 29th and join us for coffee and cookies and the awarding of certificates.



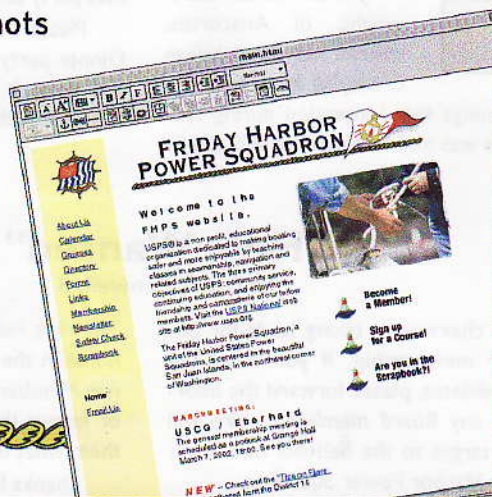
AEO Ann Einboden with students of the October Boating Class.

## www.FridayHarborBoating.org

### Send Your Photos to The Scrapbook

Get your new summer shots and boating photos on the scrapbook page of our website!

Bring prints to the next meeting or e-mail a digital photo to: mel@fillerup.net



## Safety is as Safety Does

Article from 1994 Harbor Lights

It is time to operate all thru hull valves in your boat. Show your mate where they are located and how to operate them. Also demonstrate how to free up a stuck plug type valve by loosening the take-up nut and tapping the bottom end of the valve stem. TIP: Back the nut off so that it just extends beyond the threaded portion. This will protect the thread from peening and will keep the plug from popping out of the body due to water pressure. Be prepared for some leakage. If you are hauling for bottom work, pull the valves apart, clean them and grease with water pump grease.

P/C Fred Hoepfner, AP

# The Real Story of Robinson Crusoe

P/C Keith Van Cleve, AP

All of us are familiar with Daniel Defoe's novel of Robinson Crusoe. Published in 1719 it was one of the first English novels and actually was titled "The Life and Strange Surprising Adventures of Robinson Crusoe". What I did not realize is that this yarn was based on the real-life adventures of Alexander Selkirk, a Scot who sailed on a voyage with William Dampier in search of the famous Manilla galleon one of the richest prizes on the south seas. Dampier was a pirate, promoter and world traveler, more adept at convincing backers to part with their money at the start of the voyage than returning home with any returns. In the book "Selkirk's Island" (Harcourt, 2001), Diana Souhami presents a fine account of the adventures of Selkirk.

The voyage began in 1703 with much discord between crew and officers, including Dampier. It appears that a number of the officers were first class rogues. For example, Dampier would not sail without Edward Morgan, pirate, thief and an ally on earlier buccaneering journeys. Two ships left England, the St. George and Cinque Ports. Selkirk was Master of the Cinque Ports. Apparently well armed but poorly provisioned, overcrowded, the voyage around South America was a continual trial for the crew especially the rounding of Cape Horn. The St. George and a compliment of 120 men but only 25 feet of living space in the bows. The extra men were needed to crew captured vessels and help ransack towns. Moreover, the expectation was that many would die from disease, battle wounds or would desert. Poor leadership on Dampier's part including a lack of willingness to fight when good opportunities presented themselves resulted in no substantial prizes being taken and continual unrest among the crews. Moreover, the vessels were not sheathed with material to protect them from wood eating worms (toredoes). So, by the time they were on the west coast of South America the vessels were in deteriorating condition.

The result of unrest and violence between crews and officers was that Selkirk was cast ashore on the Island of Juan Fernandez in September of 1704. The island is three hundred miles west of South America. He survived and actually flourished there for four years before being rescued and

leaving the Island in February 1709. After further privateering with his rescuers, Selkirk arrive home in England in 1711. By 1719 Selkirk was an officer in the Royal Navy and about that time, Defoe wrote his novel about Robinson Crusoe. The fictional paradise

conjured by Defoe held little resemblance to Selkirk's environment on Juan Fernandez but the yarn became an early best seller and still is widely read to this day.

All of us are familiar with Daniel Defoe's novel of Robinson Crusoe. Published in 1719 it was one of the first English novels and actually was titled "The Life and Strange Surprising Adventures of Robinson Crusoe". of the famous Manilla galleon one of the richest prizes on the south seas. What I did not realize is that this yarn was based on the real-life adventures of Alexander Selkirk, a Scot who sailed on a voyage with William Dampier in search of the famous Manilla galleon one of the richest prizes on the south seas.

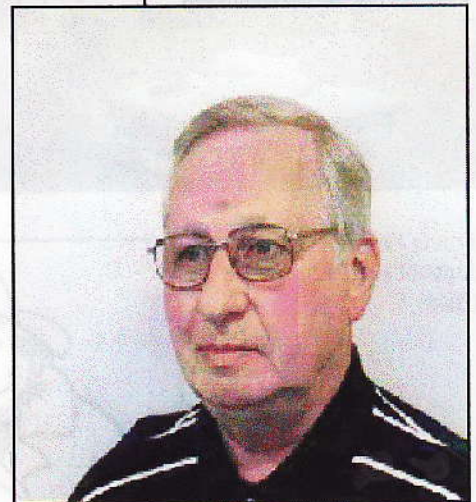
"Selkirk's Island"  
Harcourt 2001  
Diana Souhami

## The 23rd. Psalm for Seamen

Chaplain Sammy Long, P

The Lord is my Captain--  
He has the helm.  
He sees that I tie up in snug harbors;  
He guides my craft through still waters;  
He fills my soul with wonder;  
He charts my course with precision,  
Because his compass is true.  
Even when I cruise near the shoals and the shallows  
I am not afraid, for He is aboard--  
His hand on the helm comforts me;  
He enables me to be trusting in the night watches.  
The beauty of the sea over whelms me.  
Therefore I am sure safe passage and Grace  
Will bless me all the days of my cruise,  
And I will anchor in a safe harbor with Him  
At the end of the long, long watch.

Chaplain Sammy Long.  
Copyright 2002



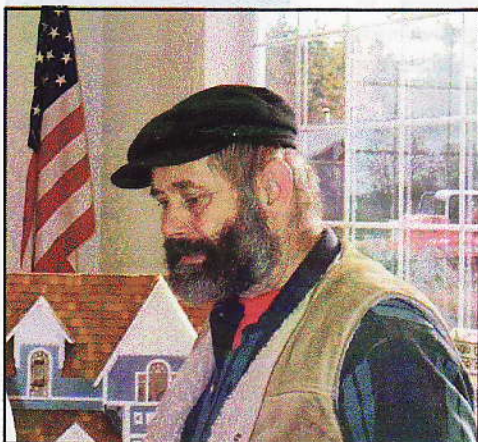
## Administrative Department

Lt/C Travis Smith, AP

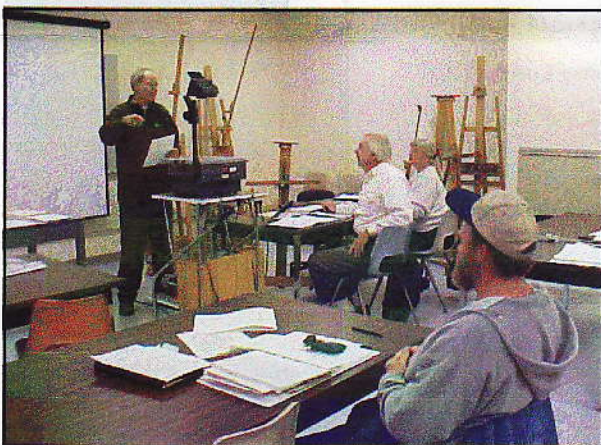
Thursday, 3 October, our speaker was Larry Hamilton of Vessel Assist. He shared his latest "Vessels in Distress" exploits and then opened for questions. Our thanks to Larry for an enjoyable evening.

I would also like to thank Ren Arnett and Kathy Chadwick for "pinch hitting" for Laura and making the cookies we enjoyed at the meeting.

I have tentatively scheduled Jeff Asher to be the speaker for the November meeting and our Christmas party is scheduled for December 5 at the San Juan Golf and Country Club. The time is 1800 for the no host bar and 1900 for dinner. The menu, price, reservation form, etc. will be available next month.



Larry Hamilton of Vessel Assist, speaker at the October meeting.



Travis Smith and students of the Piloting Class.

## FRIDAY HARBOR POWER SQUADRON LOGO— THE CAPTAIN

Cdr. Virgil Boyt, AP

The figure of the Captain was designed and drawn by Edward D. Leche, AP, when the squadron was established in 1978/1979. This drawing has become the official logo for the squadron and appears on all issues of the monthly newsletter, annual roster, etc. The lantern, with its radiating rays, became the principal design element of the squadron pennant and adds emphasis to most of our publications. This little mascot is obviously a seafaring man as evidenced by his navy pea coat and yachtsman cap with USPS insignia. Due to the heavy emphasis by Power Squadrons on education it has been proposed, but never proclaimed, this little man be called "CAP'N ED."

**HERALDRY OF THE FRIDAY HARBOR POWER SQUADRON PENNANT IN DISTRICT 16, USPS:** The Friday Harbor Power Squadron pennant measures 10" on the hoist and 16 inches along the remaining sides. It has a white field extending from the hoist 8" to points on each fly where these points are connected to a point on the centerline 9" from the hoist. The area of the pennant behind the line is fire engine red. No significance is attached to the red color, except to attract attention. Superimposed on the white field is a large stylized ship's lantern colored bright yellow. The lantern is lit and shows a visible red flame. They are 1 1/2" red rays extending generally laterally on each side of the lantern—six rays in all. The lantern is 6" high, located in the middle of the white field, and extending vertically nearly to the top and bottom flies. Laterally, including the rays on each side the lantern extends 7". A black border, 3/16" wide, extends along the upper and lower flies.

Kay and Morris McKnight won the design competition for the pennant. Ralph Rich, Commander at the time, was instrumental in applying for approval of the design from the district and national headquarters. The USPS Flag and Etiquette Committee approved the design in December 1979.

The lantern represents enlightenment and education, as well as the welcome and hospitality generally associate with the town of Friday Harbor on San Juan Island. Friday Harbor, Washington is a small town serving largely a retirement population with a heavy interest in recreational boating and commercial fishing. It is a very popular harbor for many boats cruising in the north Puget Sound.

Coming Next Month!

Read about the "Formation of the Friday Harbor Power Squadron"



# Minutes of Executive Meeting, October 2002

Meeting was called to order at 1300 by Cdr. Boyt.

Present, in addition to Cdr Virgil Boyt, AP, were: SEO Charles Milne, JN, P/C Keith Van Cleve, Admin Officer Travis Smith, AP, Chaplain Sam Long, P, Asst SEO Ann Einboden, AP, Laura Boyt and Barbara Milne.

The minutes of the September meeting were approved as posted in the Harbor Lights.

Cdr Boyt asked that all merit mark submissions be in within three weeks to give him plenty of time to complete his summery. This year will mark P/C Fred Hoepner's 25th Merit Mark, and 25 year awards will go to P/C Ed Carlberg and P/C John Greever.

Our webmaster, Melissa Dennis has moved to Port Orchard and expresses her pleasure at being

able to be of service to us. She has offered to come here to train a new person to handle our web site.

SEO Milne reported on upcoming classes scheduled through Spring of 2003. Asst. SeO Einboden reported on the signups for the Boat Smart class starting 10/8/02.

Admin. Officer Smith reported on the speaker for the next meeting, Larry Hamilton of Vessel Assist and proposed speakers for future meetings.

Cdr Boyt announced that the 2003 International Rendezvous with the Canadian Power Squadrons would be at Snug Harbor Resort, and that Athlene Snyder will be chairing the committee.

Meeting adjourned at 1350.

Respectfully submitted,  
Ann Einboden, sec. pro temp.

## Welcome Your Guests With a Safety Briefing

Eugene P. Foley, N, 1992 National Safety Comm.

We all like to have guests aboard to travel with, but there are some things, we the skipper and mates, can do to make the journey safer and more pleasant.. First, make sure your cruise guests are advised in advance as to what to bring. Suggest that they wear practical clothes and soft soled shoes. This will avoid later embarrassment and possible injuries.

When they board, talk for a while about how they feel about boating and their history as it relates to boating. Listen carefully because some guests may have built in fears from previous experiences or from a fear of water in general. If you see an uneasiness in your guests, take the time to reassure them and encourage them to wear a life jacket if it makes them comfortable. Be sure to show your guests where the life jackets are and show them how to put them on.

Walk the guests around the vessel while still in port showing them where all the safety equipment is and how it is to be used. This will instill confidence in them and also make the possibility of later use of some item of safety equipment not as frightening.

When you give directions, remain calm and cool. Be specific and clear in what you want done. This will avoid mistakes on the part of the crew and frustration on the part of the skipper.

Make it a point to know the physical condition of all guests and crew. This will avoid surprises if a crew member or a guest starts to have problems. If they have a heart condition, know about it. If they have a respiratory problem, know about it. Make sure they have their medication aboard and that someone other than the affected person can adminis-

ter any required medication.

## COMEDY CORNER

### A Blonde Pilot

A blonde pilot decided she wanted to learn how to fly a helicopter. She went to the airport, but the only one available was a solo-helicopter. The Instructor figured he could let her go up alone since she was already a pilot for small planes and he could instruct her via radio. So up the blonde went. She reached 1,000 feet and everything was going smoothly. She reached 2,000 feet. The blonde and the Instructor kept talking via radio. Everything was running smoothly.

At 3,000 feet the helicopter suddenly came down quickly! It skimmed the top of some trees and crash landed in the woods. The Instructor jumped into his jeep and rushed out to see if the blonde was okay.

As he reached the edge of the woods, the blonde was walking out. "What happened?" the Instructor asked. "All was going so well until you reached 3,000 feet. What happened then?" "Well," began the blonde, "I got cold. So I turned off the big fan."

### Bridge Officers

Cdr Virgil Boyt, AP  
360 378-6343  
vboyt@rockisland.com

**Executive Officer:**  
Lt/C Clarke McAlpine, S  
360 378-3517  
mcalpine@rockisland.com

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

**Asst. Educations Officer:**  
Ann Einboden, AP  
360 378-3288  
ein@rockisland.com

**Administrative Officer:**  
Lt/C Travis Smith, AP  
360 378-1849  
tnsids@aol.com

**Secretary:**  
Lt/C Athlene Schneider, P  
350-378-0808  
frogni@interisland.net

**Treasurer:**  
Lt/C Pat Wittkopp, P  
360-378-7175  
danlw@rockisland.com

**Membership:**  
Lt. Frank Penwell, S  
360 378-6473  
iwp@rockisland.com

### Executive Committee

P/C Keith Van Cleve  
Will Gossett

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  
vboyt@rockisland.com

**Radio Technical:**  
Lt. James R. Mitchell, AP  
Mitch@valleyint.com

**Port Captain:**  
P/C Brian Calvert, S

**Chaplain:**  
Sammy T. Long, P  
tl@rockisland.com