

February 2005

Volume 21
Issue 2

HARBOR LIGHTS

A monthly report for the members of the United States Power Squadron



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Commander's Message Cdr. Travis Smith, AP

With the clear blue skies and the warming weather that we have been having the last couple of weeks, the lore of the sea becomes a strong magnet to board your boat and do a day cruise or spend a couple of days just gunkholing around the San Juans. We are lucky to have such a great place to cruise right in our back yard. This is one of the best times of the year to get out and do some time on the water since you have the choice and best pick of the local marina slips or a secluded bay to drop the hook.

A couple of Saturdays ago, five skippers and five boats all headed over to Fisherman Bay for lunch. We were the only transit boats at the marina. On the way over and back, we were the only five boats around, except for the ferry in the far distance coming around Lopez Island. Cruising back to Shipyard Cove we diverted our route and swung around Turn Island to check out the "inside passage" and maybe toot out horns at a few of the locals who live close to the water. To our delight, we surprised a group of 12-15 kayaks spread out in a formation across the middle of the channel. Obviously they planned on having the whole place to themselves and were very much surprised to find five large boats bearing down on them. After several "friendly" shouts and a few hand gestures from the feisty group, we continued on our way feeling our success with thoroughly destroying their uniform little formation. I believe I was asked by someone from our sister Canadian Brentwood Power Squadron, if we had a lot of "road bumps" in the San Juan Islands? After noticing my blank stare, he clarified himself by saying, "kayakers." So now, I always think of kayakers as road bumps.....nice description! It surly doesn't take a whole lot to have fun on the water.

OK. Let be serious? We will be voting to update the Squadron's Bylaws shortly. Ron Einboden and his Committee have done an excellent job going through paragraph by paragraph, revising where needed to correlate with the actual month to month management and activities of our organization. When I asked Ron and the Bylaws Committee to review and revise where necessary, I also requested them to consider including the word "Sail" in the Squadron's name. My logic being 1.) the word Sail would be somewhat more inclusive to the whole membership (18% of the members have sailboats), 2.) it would send a message to the boating public that we embrace sailboats as well as power boats, 3.) every USPS publication that I have received during the past year has "Sail and Power Boating" printed below USPS, 4.) every USPS monthly issue of "The Ensign," notes Sail and Power Boating above its name, 5.) my copy of the "2004 Squadron's Commander's Guide" notes on page 2-2, one of the five organizational objectives is, "To encourage and promote yachting, power and sail, and to provide a practical means to foster fraternal and social relationships among its members interesting in yacht-

ing," 6.) The words "Sail and Power Boating" are noted on the first and last page of our Squadron's newsletter, and lastly, 7.) seven of the 16 Squadrons in District 16 have included the word Sail in their name. These particular Squadrons happen to also be the fastest growing and largest Power Squadrons in the District.

Loaded with these obvious indicators, I naturally thought the inclusion of "Sail" would be good for the Squadron and would also be 100% supported by our members. Boy! Was I absolutely wrong! Some of us heard during the February Dinner Meeting, one member's "soul searching" and well articulated appeal, to maintain tradition by sticking with our present name, i.e., "if it not broke, don't try and fix it." Most of us received a lengthy E-mail from a member stating the name change was "buried in a list of bylaw changes" which was absolutely not the case. This particular Bylaws revision could have been at the front, the middle, or at the end of the proposed revisions. Another comment included, "that members have not been informed." Guess no one is reading their copies of "Harbor Lights" or attending monthly meetings? Note: We have been discussing the Bylaws revisions since October 2004.

The suggestion was made that we have Power before Sail, then we could still use the acronym, FHPS, i.e., "Friday Harbor Power and Sail Squadron." It was also proposed that we change USPS to stand for "United States Power and Sail Squadron." Last but not least, I received an E-mail from a member stating that since we were changing the Squadron's name, we should drop Squadron and replace with "Club."

So, where do we go from here? Well it is very clear to me that at this time, we are not ready to be anything else but the Friday Harbor Power Squadron. Therefore, I plan to request the Bridge / Executive Committee during our scheduled March meeting, to either remove the Squadron's name change from the proposed Bylaws revisions or ask for a motion to table the name change proposal, i.e., whatever works and is within the guidelines of "Robert's Rules of Order." We can always count on Sammy to keep us on the straight path for this one.

I would like to apologize to any Squadron members who may have thought the Commander was attempting to push through a possible Squadron name change without allowing for inputs from the membership. I assume complete responsibility and at no time was the Bridge or Executive Committee planning to change the name of the Friday Harbor Power Squadron without the full approval of its membership. I respect outspoken individuals and appreciate their concerns and feedback. Everyone's comments need to be heard since not all of us share the same ideas or view points.

I would hope we will move forward with the remaining Bylaws revisions and affirm the recommendation put forth by the Bylaws Committee during our March Potluck Dinner Meeting.



Forbes Powell	05
Richard Baker	07
Fred Bowen	07
Kurt Eckhardt	11
Bonita Blaisdell	12

March Birthdays



Educational Department

Lt/C Ann Einboden, AP

SEO Report for February 2005

Boat Smart started Feb. 15th and is running for 4 Tuesday evenings 1900-2100, in room 307 of Friday Harbor High School (31 students signed up). The exam night will be March 8th at the high school, and any member who can is urged to attend to congratulate the graduates and invite them to join us.

Boat Smart is being offered on **Orcas Island April 2nd & 3rd** at the West Sound Community Hall from 0900 - 1600, by 1st Lt John Greever, AP and Lt Will Gossett, AP.

Chart Smart will run for two Tuesday evenings, **March 15th and 22nd** in Friday Harbor.

Piloting has started and is meeting at the San Juan Island Yacht Club on Tuesday evenings. Cdr Travis Smith is teaching this course and is very excited about the new materials. The students, as well, are raving about the content and presentation.

Junior Navigation is in the planning phase with help from District 16, and will be announced soon.

Weather is scheduled to start **April 6th** at the San Juan Island Yacht Club. SEO Ann Einboden, AP will be teaching the first module and P/C Frank Woodward, SN will teach the Advanced module. We have not offered this course for several years, and are excited about the new materials.

Cruise Planning is going to be a **self study class** with a meeting at the end to review and discuss local and boat specific issues. These materials have been ordered and will be coming soon.

Numerous Study Guides were purchased by members recently, and the complete list of Study Guides and both Advanced Grade and Elective courses is being published in the soon-to-be issued Roster. This will be a handy reference for us, and I encourage any member to contact me at any time about ordering any educational materials.

Remember, as you get ready for the coming boating season, we have substantial discounts available from MapTech (all of their chart products), Dell Computers and "Tech Soup" which offers software at great prices. If you are in the market for any of these things, check out the web sites and let me help you order, for considerable savings.



Chairman, Rules Committee

Lt/Ron Einboden, AP

"NOTICE OF PROPOSED AMENDMENT TO SQUADRON BYLAWS"

The 10 October 1992 Bylaws of the Friday Harbor Power Squadron, Inc., have been amended to conform to the 3 October 2003 Model Bylaws for Squadrons promulgated by the National Committee on rules. Additionally, the amendment proposes a name change to FRIDAY HARBOR SAIL AND POWER SQUADRON, INC., a change to the Squadron's fiscal year to begin on May 1 and end on the

last day of April to more closely correspond to the terms of officers, the appointment of a Web Master, and vesting budgetary approval in the Executive Committee rather than the entire membership. Other minor changes are made throughout. Copies of the present and the proposed bylaws will be available at the March general membership meeting or may be obtained by calling Ron Einboden at 378-3288. The membership will be asked to vote on the name change and the bylaw revision separately. Your questions and/or comments are welcomed at any time.

USPS BoatSmart Course

Offered as a public service by the Friday Harbor Power Squadron and promoted by the Orcas Island Yacht Club

0900 to 1600
Saturday & Sunday
April 2 and 3
West Sound Community Hall

To Sign up, phone
John Greever at
376-2606

Course will cover safe boat handling, emergency procedures, mooring and anchoring techniques, Rules of the Road, chart reading, use of marine radios, etc.

Pass the exam, and receive a USPS certificate!

There will be a \$25 charge for textual materials (which may be shared by a couple)

P/C Virg Boyt, AP
Safaety Report



Save the Date
7 April 2005



Change of Watch

Please join us
for an important
evening honoring
our past and newly
elected officers

A SPECIAL PROGRAM
WILL BE PRESENTED

Clip-N-Mail will be
in March Issue

February's Meeting
03-Feb 1800
Grange Hall



Please bring your utensils,
plates, favorite beverage
and dish to share as
follows:

- A - E Entree
- F - L Dessert
- M - Z Salad or
Hors d'oeuvres

PLEASE BRING ENTREES TO KITCHEN
AREA AND OTHER DISHES TO TABLES IN
MEETING ROOM.

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The EcoHORN has no echo!



I fell in love with the EcoHORN "Rechargeable Safety Signal Air Horn" the first time I used it. With it's own pump it was never at a loss for air pressure, and a unique volume control makes it ideal.

As a Vessel Examiner I always encourage a boat owner to have a back-up sound producing device. With the EcoHORN this hasn't been a high priority as the pump is always available.

However, as a Vessel Examiner, I have discovered that the older units are subject to failure that cannot be overcome with the supplied pump.

The transparent plastic tube (*indicated by the arrow in the photo above*) running from the pressure tank to the volume

control can fail, causing massive loss of air that cannot be overcome no matter how hard and fast that you pump.

This defect in material has been detected by the manufacturer and the new models now have a black opaque tube that hopefully will resist UV light degradation. But, being opaque, I'm not sure that a failure in the tubing would be obvious during a routine examination.

The solution, as I see it, is to encourage boaters using this device to visually check the tubing regularly and to have a back-up sound producing device of a different design. The old-fashioned mouth operated horn would be great.

I contacted West Marine to see what the warranty was on faulty material or if parts were available to make repairs.

The suggested solution was to buy a new unit. I now include the offending sound producing device in my "show and tell" kit bag and will do what I can to discourage its use as the only sound producing device aboard a vessel.

There are a number of alternative devices on the market. If you have experience with one of these, and have found an Achilles Heel, *please let me hear about it.*



**Program for March 3, 2005
U.S. Customs and Border Protection
Department of Homeland Security**

Dennis Hazelton/Sue Hoagland will provide us with the latest information on current activities affecting us boaters in the San Juan Islands, current concerns of our local Customs officials, a sampling of stories describing just how easy it is to get into serious trouble (should you want to go that route), potential changes in current U.S. Customs operating procedures that could significantly influence the freedom we enjoy in our nearby Canadian Gulf Islands cruising, and what we can do about it.

This is a program not to miss in planning your summer cruising season!!

We hope you can join us !!

**District 16
Spring Council
5 Feb 2005**



February Monthly Meeting



 Bridge & Cdr. Smith



 Meeting in Progress



 Bob Miller, Virgil Boyt,
Jack Whitehill



.....
It's good
to see you again,
Don and Virginia !!
.....



**FHPS
District 16**



 "Our Lauras"



**February 3, 2005
The Grange Hall
1800**



 Master Organizer and Chef,
Ann and Worker Bees,
Betty and Lizz



(Photos by P/C Virg Boyt, AP)



Betty Carlberg - Presenter



USPS FLAG ETIQUETTE - Highlights



USPS and other patriotic organizations have adopted some rules and customs honoring our national flag, the US Ensign, and appropriate ways to display other flags which boaters might also choose.

The US Ensign may be worn by your boat from 0800 until sunset and when you enter or leave port during daylight hours or at night, weather permitting. While in port, if you leave your boat and will not return before sunset, lower and stow ensign before you go.

Our national flag should be flown from the peak of the gaff while sailing (if you have one) or if you do not, from boat's stern (offset to starboard from boat's centerline if a boom or motor extends over stern). Sailboats may also fly this flag from the leech while underway but should display it from the flagstaff at the stern while at anchor or in port.

The USPS Ensign (13 stars & fouled anchor and vertical blue stripes) may be flown instead of US Ensign while in US waters & in any position and time appropriate for national ensign while a member in good standing is piloting the boat. Sometimes it or a USPS burgee is flown in addition to the US flag and this can be flown at the bow staff or other place such as an antenna. On sailboats, the USPS Ensign could be flown from the starboard spreader while the US Ensign is flown from the stern

Courtesy flags may be flown on bow staff or starboard antenna or, on sailboats, main starboard spreader. While in foreign waters your courtesy flag should be flown 24 hours a day. Do not fly foreign flag after you have returned to US waters. It is not to be used as a badge of accomplishment for having cruised to another country.

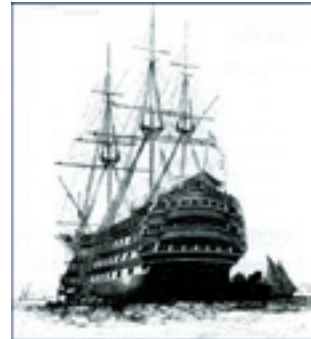
Gag flags: Even though yachting is no longer as formal as it once was, gag flags such as those depicting martini glasses, skull & crossbones, bunnies and the like are unseamanlike and unbecoming to an informed boater. Don't allow your boat to wear them!

Extra handouts of the flag talk will be available at the March meeting.



**First Rate ...
(excellent)**

The mighty warships of the Royal Navy were once rated on a scale from one to six based on their size and the weight of ordnance they carried. Admiral Nelson's 2,163-ton flagship H.M.S. **Victory** mounted 100 heavy guns and was ranked as a first-rate ship of the line. The naval rating system was assimilated into everyday usage to describe degrees of excellence in General terms.



Man cannot discover new oceans unless he has the courage to lose sight of the shore.

Andre Gide

THE BILGE OF SEAFARING LORE



"Land was created to provide a place for boats to visit."

Brooks Atkinson

**A View From
The Crow's Nest**

Executive Committee Mtg,
01-Feb

Attendees:

T. Smith, S. Long,
A. Schneider ,
Frank Penwell, Will Gossett,
A. Einboden, V. Boyt and
guest, L. Boyt

A summary of Ex/Com
Minutes
may be obtained by
contacting

A. Schneider at
378-0808 or
frogni@interisland.net



*"A SAILOR'S JOYS
ARE AS SIMPLE AS
A CHILD'S"
BERNARD MOITTESSIER*

*The Lubber's
Dictionary*

- chart** 1. A large piece of paper that is useful in protecting cabin and cockpit surfaces from food & beverage stains.
2. A common decorative motif on place mats.
3. A nautical map that assists the boatman in determining whether he is on the water (blue on charts) or on land (yellow).



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**Membership Depart-
Lt/Frank Penwell, Chairman**



**WELCOME!!
Jim and Carol Hooper**

Jim and Carol have lived in San Jose, CA, for 35 years. They were high school sweethearts from LaGrange, IL (a Chicago suburb), went to different colleges and got married five years later.

They have three grown sons, two of whom are married. The Hoopers have one grandson so far; and expecting one more!

Jim works at Hewlett-Packard where he is a Quality Program Manager. He has been with HP for 32 years.

Carol works at home as a piano and voice teacher. In her spare time, she has produced & directed almost 20 children and adult musicals.

Jim is the boating enthusiast in the family and has been boating since 1975. He has a Boston Whaler Montauk 17, and has owned 2 other Whalers, one of which was a Whaler 17 foot sailboat which he owned for 20 years. He is the founder of the Northern California annual Whaler rendezvous; they will have their fifth later this year!

The Santa Clara Power Squadron is an active squadron. Jim just recently completed the last requirement for his Advanced Piloting, and is the VSC chair.

This past summer the Hoopers bought a home at the Cape, where they will be spending summers for the foreseeable future, at least until retirement. With telephone and internet access at their house, Jim will be as productive for HP at San Juan Island as he is in the office. Last September they had a chance to meet a number of the Friday Harbor Power Squadron members at September's potluck held at Travis and Lizz Smith's home.

They are quite excited about their new summer life at San Juan Island !



Jim and Carol Hooper



Steamship Lines of the Northwest



Having traveled on the Alaska state ferry system and British Columbia ferries I have wondered what came before the current service along our

northwest coast. I have always been fascinated by north coastal ship service. My mother and her family, the Pillsburys, were pioneers in Prince Rupert. Mom traveled by steamer between Rupert and Vancouver to attend school. My father did his graduate research on the halibut fishery in Alaska traveling on those classic halibut fishing schooners between Seattle, Prince Rupert, Juneau, Seward and Kodiak, Alaska in the 20s and 30s. One stormy winter day the Skandia, a chartered schooner, went on the rocks outside Kodiak harbor, the navigation aid having blown away in the storm. Dad and the crew were rescued in the nick of time by alert fishermen in Kodiak harbor. The Skandia was lost. One day in the late 1920s dad was traveling to Prince Rupert on one of the coastal steamers, the line unknown. He was playing the piano in the ship's lounge when an attractive young lady walked in and according to family legend that was that. Mom and Dad were married in Prince Rupert in 1930.

But what was the early passenger and freight service along the northern coast? During the Klondike gold rush starting in 1896, a variety of ships set sail from Seattle and other west coast ports for Alaska carrying all sorts of goods and prospectors, stopping

at Juneau, Skagway, Dyea, Cordova, Seward and St. Michael at the mouth of the Yukon River. There prospectors would board river packets for the journey up the Yukon to Dawson. Others, stopping at Skagway or Dyea, would take the Chilkoot or White Pass trails to headwaters of the Yukon River, there to begin down-river travel to Dawson City. This was a mass movement that largely depended on existing ports and facilities from which travelers could embark for the journey although many stopping points were really backwoods outfits.

A number of steamship lines operated along the north coast early and later in the 20th century: Alaska Steamship, Grand Trunk Pacific, Canadian National, Union Steamship Company, Canadian Pacific, the British Columbia Ferry System and Alaska State Ferry System. In "Prince Ships of the North", (Norman Hacking, Heritage House Pub. Ltd. 1995) the author reviews the colorful history of the Grand Trunk Pacific steamships. Another book, "The Good Company, An Affectionate History of the Union Steamships" (Tom Henry, Harbor Pub., 1995) looks at the history of the Union Steamship Company. Both shipping lines played important roles in coastal history of the first half of the last century. Their ships were the only links to the outside world for people living in remote logging and fish camps, homesteads and villages along the inside coast of British Columbia.

On the north coast of British Columbia is a grand harbor, 40 miles south of the Alaska border and large enough some said to accommodate the entire British fleet of the early 1900s. The port of Prince Rupert was to be the western terminus of the Grand Trunk Pacific (GTP) railway, brainchild of Charles Melville Hays. Hays was an

American railwayman with 19th century drive, dreams and vision of a number of successful entrepreneurs including the promoters of the Central Pacific and Canadian Pacific (CPR) Railways. The former was completed with linking of the Union Pacific and Central Pacific at Promontory, Utah in 1869. The Canadian Pacific Railway was completed to tidewater near Vancouver in 1886. The Grand Trunk Railway of Canada was founded by British investors in 1852 in eastern Canada. By 1896 the London directors needed a fresh direction and hired Hays as general manager in north America. They wanted to offset the inroads the CPR was making in their territory. Hays was highly successful, turning an \$18 million deficit into a profit twice that size. By 1905 he was company President and the race was on to build the transcontinental GTP.

Ships had to be ordered to carry passengers and supplies along the coast to the new Pacific tidewater terminus. Sternwheel steamers had to be built to carry supplies through the awesome canyons of the Skeena River to support construction of the GTP railroad. Following a nation-wide contest Hays chose Prince Rupert as the name for the new port after the cousin of King Charles II. In 1670 Charles was the first governor of the Hudson's Bay Company, the organization that opened the Canadian plains to fur traders.

On the morning of May 17, 1906 my grandfather, J.H. Pillsbury, lead a survey party ashore at the appointed place for construction of Canada's new Grand Trunk Pacific Railway terminus, Prince Rupert. By 1908 my family was settled in the new town. In the end, the grand dreams of Charles Hays were only partially fulfilled for he went down with RMS Titanic on April 14, 1912.