

January 2005

Volume 21
Issue 1

HARBOR LIGHTS

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



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USPS NATIONAL CRUISE - SEPTEMBER

Commander's Message Cdr. Travis Smith, AP

We have all managed to retrain ourselves and write 2005 by now and leave 2004 as a memory. This is a fair indication of being off and running with the new year. So, what's in store for the Squadron's membership in 2005?

Our SEO Ann Einboden, has a dynamite educational program outlined for the next several months which includes Boat Smart, Chart Smart, Weather, Cruise Planning, and the new Piloting Course. We are also working on scheduling a Junior Navigation class that will most likely have to be done in "America." These are excellent classes for both the new boater and the seasoned salts. The new USPS Piloting Course materials are outstanding and a MAJOR improvement over the old traditional Piloting Course materials. When I picked up the reference text for the new course, "Weekend Navigator" by Robert Sweet, I did not put it down until I had read completely through it. The new course gets right into the use of your GPS and using waypoints, along with a plotting exercise in the very first class meeting. Believe me, this is really great stuff! Just ask one of the current members taking Piloting.

We are the Squadron Hosts for District 16's Annual Spring Council on Saturday, February 5. Please read Ann's coverage of the event in her Educational Department section. This is an opportunity for the Friday Harbor Squadron members to meet and interface with District 16's Bridge Officers, Squadron Commanders, plus other D16 Power Squadron members who plan to attend. **We are only able to host this event once every 16 years**, so don't let it slip by. Contact Ann directly so she can reserve for you, one of the delicious lunches the squadron will be serving. I really hope to see a lot of Friday Harbor Power Squadron members attending and supporting the event.

Other coming District 16 events are the Spring Conference at the Port of Everett on March 18-19; 2nd Annual La Fiesta

Rendezvous at Port Orchard on June 10-12; the 2005 National Cruise, September 12-16 taking place right here in the San Juan Islands. These are all fun events and gives you the opportunity to make many new and lasting friendships. I plan to attend the Spring Conference and cruise over to Port Everett in PIZZAZ....weather permitting.

We missed La Fiesta last year due to a conflict with our annual predicted log contest. The date issue may repeat itself and we will have the same conflict again this year. However, we do plan on joining the flotilla of vessels for the 2005 National Cruise. The 50+ boats will be visiting Deer Harbor, Roche Harbor, Rosario, and Victoria.

This really sounds like a blast and there is no better cruising month than September. **Put the dates on your calendar and plan to join us.**

The Squadron recently received its supply of outreach materials for a new Coast Guard program called "America's Waterway Watch" (AWW). AWW is designed to support the Coast Guard's homeland security efforts by asking boaters and those who work and play in it, on an near the water to report suspicious activities as soon as possible to responsible authorities. We will be passing out the outreach materials to members during the monthly meetings, to students enrolled in USPS courses and during vessel safety checks.

I want to give a big thanks to Ron Einboden and Virgil Boyt. Ron has logged many hours editing, editing and editing some more to obtain a final draft of the Squadron Bylaws which we will be asked to review at the February Meeting and vote on during March's meeting. Virgil doggedly pursued to closure (~3 years) the new name badges with the Squadron's burgee noted on them. Major improvement over the "drab" old design with only a name. **Both of these guys deserve a "high five!"**





Virgil Boyt	02
Fred Hoepfner	07
Conrad Kimes	13
Tom Thomson	15
Patti Penwell	21
Clark Gilbert	25
Jackie Scherer	25
John Van Hoecke	27
Bob Bailey	29



February Birthdays

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

**Executive Committee Mtg.
04-Jan**

Attendees:

T. Smith, S. Long, R. Crenshaw,
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



Educational Department

Lt/C Ann Einboden, AP

SEO Report for January 2005

1. The new Piloting Class began January 18th with 11 students and Cdr. Travis Smith at the helm.
2. Weather will begin Wednesday, April 6th, 7:00-9:00 PM, at the San Juan Island Yacht Club. Fifteen students have signed up.
3. A Cruise Planning class has been requested by several students, and I will be contacting them to arrange this.
4. Boat Smart will begin 15th of February and run for four weeks to be followed by 2 sessions of Chart Smart. If you know any new boaters or new (to them) boat owners, let them know about the class.

5. The D-16 Spring Council will be in Friday Harbor on February 5th, at the Mullis Community Center. Twenty-three invitations have been sent out to the District Bridge and to the Commanders of all 16 Squadrons. The meeting will begin at 0930 for registration and the program will begin at 1000. A continental breakfast of rolls, fruit, coffee and tea will be available, and we will serve lunch at noon. Lunch is a choice of lasagna or chicken Caesar salad, beverage, roll and a dessert. Reservations for the lunch are due **by Jan. 22, 2005**.

I will pick up the food items at Costco on Feb. 4th, and will appreciate help preparing and serving both the breakfast and lunch on Saturday the 5th.

**Thank you to all of you who have already volunteered.
Plus, a very big "Thank You" to West Marine Express
for their generous contributions to this event.**

***THE WIND AND WAVES ARE
ALWAYS ON THE SIDE
OF THE ABLEST NAVIGATOR.***



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. Additionally, the amendment proposes a name change to **Friday Harbor Sail and Power Squadron, Inc.**, and a change in the Squadron's fiscal year to begin on May 1 and end on the last day of April. Other amendments are made throughout to conform to actual current practices. Copies of the old and new bylaws will be available for review at the next two meetings of the general membership. The membership will be asked to vote on the new bylaws at the second meeting. In the meantime, if you have any questions or comments, please contact Ron Einboden, AP, Chairman, Rules Committee.

Yarns From a Roving Sailor

P/C Keith Van Cleve, AP



Tristan Jones comes from a long line of Welsh storytellers. In his book "Yarns" (Sheridan House, Inc., 1990) Jones spins tales of adventure and daring in his many voyages on most oceans of the world. From the ice-bound Arctic to waters of Lake Titicaca in the Andes of South America, to jungle rivers of Paraguay and Brazil, Jones' round the world boating adventures are a collage of the geography he traveled through and the societies with which he dealt.

Bound for charter in the Virgin Islands from New York, Jones and crew guided the 44 foot yawl Sundowner through the Intracoastal Waterway to Morehead City, North Carolina and then across a section of the Bermuda Triangle enroute to the Virgin Islands (in: "The Truth About the Triangle"). From Morehead City they headed into the Gulf Stream. In this region the Gulf Stream separates the temperate continental weather to the west from the semi-tropical weather to the east on the ocean side of the current. On the westward side of the Gulf Stream fairly steady weather, although rough at times, may prevail. To the east of the Gulf Stream highly temperamental, suddenly changeable and squally weather of the tropics occurs. Much of the "Devil's Triangle" difficulty experienced by sailors and others may be attributed to inexperience of temperate climate sailors with the unpredictability of weather in areas where "tropical weather meets land masses over a warm current". Making certain to pass to windward of all squalls, never to leeward no matter how they looked, the Sundowner made a safe passage to St. Thomas.

In another adventure ("Breakdown") Jones relates the breakdown on the tramp freighter Rangapui bound from Australia via Singapore to England carrying a cargo of 40,000 sheep carcasses. The refrigeration compressors fail in the Red Sea. However, a capable English passenger, boarding in Singapore, helps with temporary fixes to the compressors only to have them ultimately fail. Faced with the loss of 40,000 carcasses the chief engineer goes crazy and jumps overboard. The cargo arrives in England only one carcass to the good. The good Samaritan turned out to be Joseph Conrad.

Anchored in Ibiza, one of three islands in the Balearic Island group off Spain's eastern Mediterranean coast: "The Saga of Dreadnaught" is a tale of courtesy and support by Spanish officials, action and ingenuity by Jones and

friend, and arrogance of boaters in a foreign port. Jones, aboard the Cresswell, was moored at a dock in the harbor at Ibiza, next to another boat, a rusty steel lifeboat with a jury schooner type rig called Dreadnaught. The skipper of Dreadnaught was a free spirit, older fellow who looked like "a cross between an admiral and a British army sergeant, and an unshod, overworked omnibus workshopmechanic". At dock on the other side of Cresswell was a copy of a Majorcan fishing vessel built as a yacht, the Estrellita del Mar, Little Star of the Sea. The skipper of this boat was a dapper, very courteous older Spanish gentleman, who greatly appreciated Jones attending to his

mooring lines, extending his thanks with an Oxford English accent. The Dreadnaught is in line for a refit, an ongoing saga related by her skipper and reflected in the complete disorganized disaster of the inner spaces of the boat. All goes well until a great monster of a yacht attempts to moor alongside the three vessels. With lines across their bows, the monster hauled in a stern line with a capstan, crushing the Estrellita against Cresswell

and in turn against Dreadnaught. Ultimately, Dreadnaught is crushed against the stone jetty and sinks. Meanwhile, Jones rushes ashore with his trusty double-bladed Royal Navy deep-sea divers knife and slashes both the big yacht's bow and stern lines, relieving pressure on the still floating vessels. This, of course leads to a major confrontation with the skipper and owner of the large yacht with lots of hand gestures and shouting. Bull-horning to Jones, the skipper of the yacht indicates the civil guard and port police are on their way to arrest Jones et al.. Hands up, Jones is ordered off Cresswell by twenty Spanish navy seamen and a dozen Guardia Civil, all with a rifle or automatic gun pointed at Jones. As he was ordered ashore, all the officers and other personel snapped to attention, heels clicking and faced the little fishing yacht. The little Spanish gentleman was on deck of the Estrellita in a full dress uniform of a general of the Spanish Army! The uniform was eye-popping! As were the rapid fire orders he gave the arresting lieutenant in Spanish. Their gist was to arrest the great yacht moron, place an armed guard on his boat and hold him in Ibiza for as much time as it took to salvage the Dreadnaught and repair damage to the other vessels. Instructions were given to ascertain damages sustained by all three craft this sum



Save the Date

11 - 15 Sept 05

Forthcoming
National Cruise,
Nor'westing 2005
Sponsored by
District 16

As of late Dec 2004,
there are already
more than 30 boats in
the fleet,
with 95 participants

SEE ENCLOSED FLYER
FOR MORE DETAILS

February's Meeting

03-Feb 1800
Grange Hall



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

A-H Dessert
I-K Salad or
Hors d'oeuvres
L-Z Entree

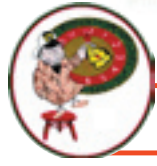
PLEASE BRING ENTREES
TO KITCHEN AREA AND
OTHER DISHES TO TABLES IN
MEETING ROOM.

Evening's Speaker - Program

FHPS member, **BETTY CARLBERG**, will explain and demo the various flags, ensigns & burgees etiquette; i.e., what each conveys and when and where to fly the correct one. This is a must if you plan on being a knowledgeable yachtsman.

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Good Food Good Friends



Members Welcoming 2005 - January Potluck



The Commander had the privilege of swearing in Tony and Bev Davia, Marilyn Parman and John Towson as new members during the January meeting along with the able assistance of the attending Squadron members. As depicted from the accompanying photos,



everyone enjoyed the delicious potluck entrees and several homemade desserts. Several members were caught going (sneaking) back into the kitchen for seconds and thirds! *Even with the exceptional cold weather all week, you would never find a more hardy and lively crew!*



**FHPS
District 16**



PHOTOGENIC

MEMBERS



**Never
Camera
Shy !**



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(Pictures by P/C Virg Boyt, AP)

Combined VSC and Safety Report

P/C Virg Boyt, AP
Vessel Examiner



Our new nametag blanks, with our burgee silk-screened on them, are now available for those wishing to upgrade.

Members wanting to obtain a new nametag with the burgee on it, and who have previously received a nametag, will be required to cover the cost of a new one. Members who have never been issued a nametag will receive a new one free of charge.

The top line will be the name of the wearer, without rank or grade.

First names (or second, if preferred) may be spelled fully or abbreviated by initial or by "Wm.", "Chas.", "Robt.", etc. Nicknames

– such as Bud, Chuck, or Ginny – may be used if in "good taste."

\$10.80 with safety pin back (plus tax, if any).

\$11.05 with clutch back (plus tax, if any).

\$13.05 with magnetic back (plus tax, if any).



Persons with Pacemakers should NOT wear a magnetic backed nametag.

Contact Virg Boyt at vboyt@rockisland.com (**preferred**) or call 378-6343 if your e-mail isn't working.

NOTICE TO BOATERS MORE RESTRICTIONS MILITARY OUTLOAD SECURITY ZONES ESTABLISHED

SEATTLE – Three security zones have been established for the protection of military outloads in the Puget Sound region.

The three regions include the Blair Waterway Security Zone, the Sitcum Waterway Security Zone and the Budd Inlet Security Zone. The Coast Guard will enforce these security zones upon proper notice of publication in the Federal Register.

Any vessel wishing to enter or exit any of the security zones must contact the Captain of the Port Puget Sound, or his designated representative.

Budd Inlet Security Zone

<https://www.piersystem.com/clients/uscg-13/34710.pdf>

Blair Waterway Security Zone, Sitcum Waterway Security Zone

<https://www.piersystem.com/clients/uscg-13/34715.pdf>

THE BILGE OF SEAFARING LORE



...Yet still, even more now, my spirit within me
Drives me seaward to sail the deep,
To ride the long swell of the salt sea waves,
Never a day but my heart's desire
Would launch me forth on the long sea path ...
"The Seafarer"

Written more than eleven centuries ago by an unknown sailor, "The Seafarer" is one of the oldest poems extant in English literature.

Seafaring Words
in
Everyday Speech

Chewing the Fat ... (idle gabbing)

In the old days of wooden ships and iron men, crews talked and grumbled while "chewing the fat," their daily ration of brine-toughened salt pork.

Chewing the fat is a nautical expression that lost its negative overtones when it washed ashore. It has come to mean an idle, friendly conversation.



The Lubber's
Dictionary

fix 1. The estimated position of a boat.
2. The true position a boat and its crew are in most of the time.



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Membership Department

Lt/Frank Penwell, Chairman



Please welcome back aboard Ellen Johnson. She is a past member of FHPS who used to help Ann Einboden teach navigation. Ellen dropped out a few years ago due to family needs, but she has rejoined because she has missed the people.

Ellen is the owner and operator of Harbor Insurance Agency, and the proud mother of a honor roll high school student. She worked as an insurance agent & broker in Alaska from 1979 to 1989. She moved to San Juan Island in 1989 to be closer to her family. During that time she worked for two other insurance agents in town. In December of 1999, she took on the scariest adventure of her life. She gave up a job with health and retirement benefits to open up her own insurance agency. It looks like she has been quite efficient and successful.

Ellen's hobbies are sailing, skiing, hiking, reading and BBQing steak. Ellen is involved in the local sailing club and several insurance organizations. She also has a private airplane pilot license, but she has not been flying for quite some time. Recently, she has been involved and active in the High School Parent Teacher Student Association and the Rotary Club.

If you want to get to know Ellen, ask her about her son, or her boat trip from Bermuda to St. Croix on a 52 ft. yacht.



Please welcome aboard our new member, Marilyn Parman.

Marilyn Parman has worked in a wide variety of endeavors. Marilyn started out as a classical musician and she played a 300 year old bass. She valued it and guarded it with her life. While touring Marilyn was the bus driver for the musical. Later she worked in real estate, financial planning, auditing of hotels and the cellular phone industry when it was in its infancy. Finally she taught navigation for the Coast Guard Auxiliary and got a 100 ton Captain's license. She did sailing charters and taught sailing.

Marilyn raised 4 daughters in a town near San Francisco, California. Marilyn and her husband retired to the islands in 1990. Her husband was a dentist who died two years ago. Now Marilyn manages the Monticello Condos and is doing volunteer work to help the Tsunami victims. While Marilyn was resting, she wrote a book. It is a high suspense novel about an adventure in sailing, and it is inspired by a true story. The book is due out in about 3 weeks. The book's title is **Never Look Back**. This might be a chance to get a signed copy!



Early Days in the Gulf Islands

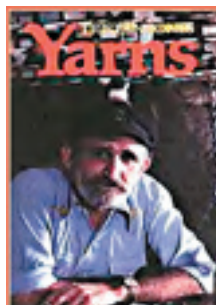
P/C Keith Van Cleve, AP



Continued from Page -3-

leveled against the power boat. After repairs and salvage are completed the remaining money is to be donated to the local orphanage!! It turned out that the Spanish gentleman was the Governor General of the entire Balearic Islands!

One problem, there was no salvage company in Ibiza until Jones and the skipper of Dreadnaught stepped forward and volunteered



to use several old sailing hulks moored in Ibiza Harbor, along with other equipment to raise Dreadnaught. All was successfully accomplished with great interest and much help by the local authorities. One never knows who one may be dealing with and courtesy is not merely its own reward when moored in port no matter where that may be!

IN MEMORY OF Kathy Kauffman

Kathryn Kauffman died January 5, 2005, in Friday Harbor after a short but courageous battle with cancer. She was 78 years of age.

Kathy was born on February 1, 1926, to Victor & Sigrud Aho in Red Lodge, Montana. When she was 3 months old the family moved to Cle Elum, Washington where her father was a miner & her mother ran a boarding house for the miners. After her father was seriously injured in a mining explosion the family moved to a farm between Toledo and Vader, Washington. The day after Kathy graduated from Toledo high school she moved to Seattle, where she was first employed by the Boeing Company, and later by the Alaska Communications Commission, then Libby McNeil and Libby. It was during this time that she fell in love with Donald Kauffman, and they were married on January 3, 1947. So, the 3rd of January of *this* year was the 58th anniversary of their wedding.

Shortly after Don & Kathy were married they moved to the Philippines where Don was employed by the US Fish & Wildlife Service. After 13 months, they returned to Seattle and started their family. Several years later Don's job with the Washington State Fisheries Department took them to Olympia, WA. They lived there for approximately twenty-five years before retiring to Mitchell Bay on San Juan Island in the home of Don's parents.

Kathy is survived by her husband, Don, and their children: daughter, Connie Patterson of Olympia, and son, Bruce of Ocean Park, WA. She is also survived by a brother, Bob Aho, of Colorado and a half-brother, Ed Davis, of Longview, WA. Their son, Paul, preceded her in death. Kathy's family also includes four grandchildren: Loren & Aaron Patterson, and Evan & Kari Kauffman.

Kathy was well known and loved on San Juan Island. She was actively involved in her water walking class in Friday Harbor, and her husband's Power Squadron activities, where they enjoyed their boat, *Lady Grace*, and made many wonderful friends through the years. Quick to party, happy in her garden, and warm in disposition—*she was quite special, and she'll be missed.*

In lieu of gifts, the family suggests that Kathy's memory be honored with a donation to the highly-regarded volunteer services of *Hospice of San Juan* (P. O. Box 1434, Friday Harbor), and the *San Juan Eagles*—pilots who use their own planes to fly cancer victims to the mainland (41 Griffin View Lane, Friday Harbor).



Marine Resources Committees— Where the Action Is

Reported by Lt/C Sammy Long, AP

I've been told that Jacques Cousteau, the renowned French underwater explorer, loved to dive in the waters of our San Juans because of their clean waters and diversity of underwater creatures and vegetation. All of us who live in this special place have reason to be proud of the fish, crabs, shell fish, birds, and mammals which reside in our waters, but all is not perfect in paradise. We need a balance between reasoned commercial harvesting so that there is a constant restocking of creatures, and taking too much in too short a time. We need to determine the needs and degree of harvesting of sport fishers, such as me and others like me. We need a plan as to how whale watch boats should conduct themselves when orcas or whales are foraging through the islands. As recreational boaters, we even need an understanding of areas where dropping anchor will not disturb eel grass—and much more.

Fortunately, our County commissioners have been concerned about all this for quite some time, and in 1996 established an advisory committee of experts to assist in research, recommendations, and public education in a number of critical areas. Known as the San Juan County Marine Resources Committee, its handpicked members include friends of our Squadron, such as Brian Calvert (Port Commissioner), Kelly Balcomb-Bartok (Center for Whale Research and co-founder of the Orca Conservancy), Dr. Dennis Willows (UW professor of zoology and recently-retired Director of the UW Friday Harbor Laboratories), and Jim Slocomb.

Jim Slocomb is Chair of SJCMRC, and lives aboard his 40' trawler *Sea Otter* in Friday Harbor. Jim is a be-whiskered old salt, a computer whiz, has extensive experience in the boat repair business, and is knowledgeable about commercial and recreational boating issues. He was our guest speaker at our January potluck meeting, and entertained us with a fine audio-visual presentation, forceful talk about the scope and activities of the Committee, and answered a lot of our questions. As

recreational boaters (he said we were the first true boating group he had had the privilege of addressing), learning about how all of us can make a difference in our near-shore waters was enlightening and entertaining.

We learned that the county—through the Marine Resources Committee—has identified and established five reserves and zones throughout the islands that we are encouraged to respect and protect, and together they make up *The San Juan County Marine Stewardship Area*. Respectively, they are as follows: Marine Biological Reserves are closed to all shellfish and bottom fish activities, except crabbing in Parks Bay. The marine area-7 fishing rules give the exact locations. There are 83 National Wildlife Refuges that are closed to the public. Boaters are advised to stay 200 yards away to avoid disturbing marine mammals and birds. There are 8 Bottom Fish Recovery Zones, and fishing is restricted within ¼ mile of the shore. The west side of San Juan Island is a Whale Watch Exclusion Zone. When whales are present (and orcas!) boaters must remain ¼ mile offshore, and ½ mile in the Limekiln area. Sensitive Eelgrass Areas provide critical habitat for juvenile fish, and we need to take care when anchoring in less than 30 feet of water in order to avoid doing damage to the grass.

Although I have probably given you *too little* information about the SJCMRC and its excellent programs in this limited space, you can learn a great deal more by checking out their website at www.sjcmrc.org, writing Jim at Box 947, or calling 378-1095. The committee meets twice a month, and we are invited to sit in and even offer our comments. I am suggesting that, as serious boaters, our squadron Executive Committee appoint someone to act as liaison with this excellent project—to attend meetings and to report back to us from time to time. Perhaps it is time for us to become active in learning about, and helping to protect, our beautiful but fragile offshore wonderlands.

**Count me in. Sounds
like that's where the action is!**



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FRIDAY HARBOR POWER SQUADRON

SAIL AND POWER BOATING

Post Office Box 665
Friday Harbor, WA 98250

Phone: 360-378-1849

FAX 360-378-9416

DesignsUnlimLtd@aol.com

www.FridayHarborBoating.org



Dedicated to Education



Friday Harbor Power Squadron Newsletter



Volume 21
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INSERTS:
Spring Conference in March
USPS Nat'l Cruise in September

COMING EVENTS

FEBRUARY

1st 1315
Executive Committee Meeting
Library

3rd 1800
Potluck Dinner Meeting
Grange Hall

5th 0800
D/16 Spring Council
Mullis Center, Friday Harbor

MARCH

1st 1315
Executive Committee Meeting
Islander Bank

3rd 1800
Potluck Dinner Meeting
Grange Hall