

May 2005

Volume 21
Issue 5

HARBOR LIGHTS

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



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PICNIC TURN ISLAND**

Commander's Message Cdr. Travis Smith, AP

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(Continued on Pg 5)



Educational Department

Lt/C Ann Einboden, AP

SEO Report for May 2005

A View From The Crow's Nest

Executive Committee Mtg.
03-May

Attendees:

T. Smith, S. Long,
M. Forlenza, Burke
Critchfield, Will Gossett,
A. Einboden, Athlene
Schneider, 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



Bill Paden	01
Lizz Divers-Smith	05
Susan Ley	08
Laura Long	12
Victoria Baker	13
Sammy Long	20
Marlene Woodward	21
Bill Cannam	25
Mike Sear	29
Cap Tong	29

May Birthdays

May 2005
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1. Boat Smart was offered on Orcas Island on April 2nd & 3rd by Lt John Greever, AP and Will Gossett, AP. Twenty-one students were successful and very appreciative of the class.

2. Piloting has concluded and 7 students are now awaiting their scores. This was the first time that we have taught the new course which focuses on electronic piloting as well as traditional chart work. Instructor, Cdr Travis Smith, AP was very impressed with the new format and is confident that all students will be successful.

3. The Weather class started April 6th at the San Juan Island Yacht Club with 14 students. This class is in two modules: Basic and Advanced Weather, taught by Lt/C Ann Einboden, AP and P/C Frank Woodward, SN.

4. Cruise Planning is underway with 7 students doing a self study. We will meet in May to review the material and go over local issues before an exam.

5. Seamanship will be offered in the Fall, so please let me know soon, if you would like to reserve a spot. This has not been taught in a couple of years, so several of you will want to take advantage of this updated course.

6. Some points of information from the Recreational Boating Association of Washington:

-VHF Channel 71 has been reserved for port operations in the Puget Sound area, and is no longer available as a working channel for recreational boaters.

-CANPASS changes: Four new CANPASS only sites have been opened in the Gulf Islands: Ganges on Salt Spring Island (Public Float/Breakwater at the pump out station); Port Browning, Pender Island; Cabbage Island; Montague Harbour Marina, Galiano Island. These sites are open between 0700 and 2100, 7 days a week.

-Customs/Immigration Changes: Sometime in the next year the PIN # will no longer be valid. When we enter the United States from Canada, we will need to have either an I-68 or Nexus pre-clearance to clear by telephone. Without either of these clearances, or when anyone on our boat does not have such clearances, we must report in person to an official Customs/Immigration dock. This can be done at Friday Harbor or Roche Harbor (if Roche is open), or any other of the official reporting stations in the Northwest.

To get an I-68 pre-clearance you must visit a U.S. Immigration office, give them 2 passport-style pictures, and pay an annual fee. The Nexus form can be obtained at www.getnexus.com. This requires a more rigorous background check and you will be required to schedule an appointment for an interview at the Blaine Peace Arch border crossing and pay a fee. The Nexus pass will be good for 5 years and is good at land as well as water border crossings.

The good news is that our PIN #'s are still good this year, but stay tuned for changes. To check for updates go to the Recreational Boaters Association of Washington web site: www.rbaw.org.

Reminder: To use your VHF radio in Canada, you now need an FCC boat Station License (allowing you to use the equipment on your boat) and a Restricted Radio Telephone Operator Permit (giving you as an individual the permission to use the equipment). To get the necessary forms go to: www.fcc.gov/formpage.html. You will need forms #605 and #159. Getting your license this way will also give you your MMSI (Mobil Marine Safety Identification) number for the Digital Selective Calling radio. While this DSC system is not up and running in the U.S., it is in Canada. So, if you need to push that red distress button, while boating in Canada, the Canadian Coast Guard will respond to you. Thus far our Congress has not funded the U.S. Coast Guard to activate our land based units, but hopefully will in the next year or so.



VSC and Safety Report

P/C Virg Boyt, AP
Vessel Examiner



Once in a great while you stumble upon a simple answer to a great puzzle. When these events are explained. Poof! The mystery is gone. *No more monsters under the bed.*

I recently received a crash course in rip current 101, courtesy of the National Weather Service. This was brought to my attention by Bob Miller of the Poverty Bay Squadron. Thanks Bob!

I Quote: "More people die from Rip current than hurricanes and tornadoes. The United States Lifesaving Association estimates that 100 people die each year because of Rip current. (This is compared to .6 people from sharks, 18 from hurricanes, 53 from lighting, 58 from tornados and 84 from floods."

To add the proverbial insult to injury, the National Weather Service believes deaths from rip current are under-reported. This makes this naturally occurring phenomenon a very real and scary thought.

"Rip currents are strong sea currents which push away from the shore as a strong storm is near. They are formed by the strong winds pushing water towards the shore. Tropical cyclones' winds push waves up against the shoreline even if they are hundreds of miles away, so rip current warnings are often the first indication of a nearby hurricane."

As the waves move in toward the shore, sandbars begin to build. The rougher surf begins to crash into these bars and flow over them. The large amounts of water, with the tremendous pressure these waves can exert on the sandbar finally punches a hole through the sandbar.

So, just like the old story of the hole in the dyke, water that is sitting behind the sandbar (which is between the sandbar and shore) starts to rush out of our hole in the sandbar. This movement creates the rip current, and is the chief reason it is so dangerous.

WHAT TO DO IF CAUGHT IN A RIP CURRENT (from the National Weather Service) <http://www.ripcurrents.noaa.gov/tips.shtml>

- Remain calm to conserve energy and think clearly.
- Never fight against the current.
- Think of it like a treadmill that cannot be turned off, which you need to step to the side of.
- Swim out of the current in a direction following the shoreline. When out of the current, swim at an angle--away from the current--towards shore.
- If you are unable to swim out of the rip current, float or calmly tread water. When out of the current, swim towards shore.
- If you are still unable to reach shore, draw attention to yourself by waving your arm and yelling for help. Stay at least 100 feet away from piers and jetties. Permanent rip currents often exist alongside these structures.
- Consider using polarized sunglasses when at the beach. They will help you to spot signatures of rip currents by cutting down glare and reflected sunlight off the ocean's surface.
- Pay especially close attention to children and elderly when at the beach. Even in shallow water, wave action can cause loss of footing.

For more information on Rip Tides, see the National Weather Service Rip Current Safety page at <http://www.ripcurrents.noaa.gov>. The NWS has prepared a brochure on Rip Current Safety available at http://www.ripcurrents.noaa.gov/signs/rip_brochure_final.pdf (please note its a large file)."

The National Weather Service uses Tide Rips and Tide Currents interchangeably.

Date: May 5th

Place: Shipyard Cove

Assemble: 1700

Depart: 1730

Arrival back to Shipyard Cove: 1930

"All Aboard the Pintail"
Spring Potluck Barbecue Picnic
Destination: Turn Island



IN EVENT OF INCLEMENT WEATHER,
POTLUCK WILL BE HELD AT THE GRANGE HALL.

IMPORTANT INFORMATION:
Please Bring
 Coast Guard Approved PFD
 Folding Chair
 Utensils, plates, favorite beverage
 Cinco de Mayo Side Dish for 8 (of your choice) to share
 BBQ pits available
 Restroom on Turn Island



In Celebration of **Cinco de Mayo**
5 May 2005

May 2005
Page 3

Denece & Mark



Carolyn & Fred



Kathy, Susan & Mike



**April
Change of
Watch
Banquet**

**San Juan Island
Yacht Club**

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B
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**Marc Forlenza - AO
Ron Crenshaw - Treasurer
Athlene Schneider -Secretary
Ann Einboden - EO
Travis Smith - Commander
Sammy Long - XO
(not present)
with Carolyn Black**

Peg & Fred



Ann & Ron



*Photographs by
P/C Virg Boyt, AP*

**Carolyn Black
D16 AO**



District 16 Bridge

**Rob Barnes
D16 EO**



Karen, Peter, & Dennis



**Dennis Morris
D16 Commander**

**Peter Betlem
D16 XO**



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Ann Receives Member of the Year Award

Ann Receives Meritorious Award



Virgil Gets Award from Lizz



Marc Awards Plaque to Virgil



CONGRATULATIONS !



Ron Accepts Website Award



Ann Accepts Education Fund Award



Lizz Accepts Award for Harbor Lights

The Laws of the Navy

Dedicated to his Comrades in the Service by the author
Ronald A. Hopwood



Written at the turn of the century by a very wise royal Navy captain who later rose to the rank of admiral, this poem is one of the most famous and oft-quoted pieces of naval literature ever penned. The poem addresses the essence of good advice for young hopefuls, whatever their sphere. Admiral Hopwood's words are all encompassing and timeless.



Now these are the laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them,
Going down in his ship to the sea;
As naught may outrun the destroyer,
Even so with the law and its grip,
For the strength of the Ship is the Service,
And the strength of the Service, the ship.



Take heed what ye say of your rulers,
Be your words spoken softly or plain,
Lest a bird of the air tell the matter,
And so ye shall hear it again.

TO BE CONTINUED IN NEXT MONTH'S ISSUE COURTESY OF FRED HOEPPNER

The Lubber's Dictionary

knot

Any connection between two or more ropes involving a number of loops, ties, and twists, and having the property that the link cannot be parted or broken in any way or through any means other than by severing it with a knife, except if it is subjected to steady stress in the course of normal use.



THE BILGE OF SEAFARING LORE



"I don't know who named them swells.
There's nothing swell about them.
They should have named them awfuls."
Hugo Vihlen



Friday Harbor Power Squadron



Friday Harbor Power Squadron



Friday Harbor Power Squadron



Friday Harbor Power Squadron

PREDICTED
SATURDAY
LOG
2005
JUNE 11

The Predicted Log contest co-sponsored by the Friday Harbor Power Squadron, Friday Harbor Sailing Club and the San Juan Island Yacht Club will be held Saturday, 11 June. A seminar in May will be conducted for first-timers and "experts" at which time all aspects of the contest will be explained and demonstrated. A skipper's meeting will be held just before the contest date at which time the course will be disclosed and final instructions given. Sail or power - fast or slow, a handicap provision evens things out. Any questions? Call Travis Smith at 378-1849, tnslids@aol.com or Fred Hoepner at 378-4213, fphoeppner@interisland.net.



Friday Harbor Sailing Club



Friday Harbor Sailing Club



Friday Harbor Sailing Club



Friday Harbor Sailing Club



San Juan Island Yacht Club



San Juan Island Yacht Club



San Juan Island Yacht Club



San Juan Island Yacht Club

May 2005
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FRIDAY HARBOR POWER SQUADRON

SAIL AND POWER BOATING

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Dedicated to Education



Friday Harbor Power Squadron Newsletter



April 22nd

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**FLYERS: PREDICTED LOG CONTESTS
ANNUAL SPRING BBQ AND
PICNIC - TURN ISLAND**

COMING EVENTS

MAY

3rd 1315
Executive Committee Meeting
Library
5th 1800
Potluck Dinner Meeting
Turn Island

JUNE

7th 1315
Executive Committee Meeting
Library
9th 1800
Potluck Dinner Meeting
Grange Hall

11th

Predicted Log Contest
SJIYC

18-19th

Pig War Rendezvous
Roche Harbor

24-25th

D/16 Rendezvous (Fiesta 11)
Port Orchard

SEPTEMBER

1st

Fall Picnic & BBQ Place TBD
16th

Nor'westing Cruise
Roche Harbor & FH Fairgrounds