

April
2006

Volume 22
Issue 4

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

Since this will be my last article as your Squadron Commander, I sincerely want to thank all those members who have contributed to the Squadron and helped make this year a lot easier and added to its overall success. I was greatly benefited by dedicated and hard working Executive Committee members that made the past year a piece of cake. I want to thank our SEO, Ann Einboden for her tireless efforts and teaching skills for the Squadron's successful on-going educational program. The Squadron's Executive Officer, Sammy Long is recognized for his thoughtful invocations at our monthly meeting along with his and Laura Long's work and efforts in compiling membership information and publishing our 2005-2006 Roster. Our Squadron's Administrative Officer, Marc Forlenza exhibited continuous energetic participation throughout the year setting up the Grange Hall for the monthly meetings. On several occasions, Marc already had the tables, chairs, tablecloths, and colors set-up before anyone arrived and had a chance to give him a hand. We were always kept on the straight and narrow with the Squadron's Treasurer, Ron Crenshaw. Ron has done an outstanding job the past two years handling our finances and presenting an income statement and balance sheet at every Ex/Com Meeting. Athlene Schneider, Squadron Secretary, for the past two years also, was instrumental in assuring all our "dealings" during the Ex/Com Meetings were properly recorded. Our three Executive Committee Members, Virgil Boyt, Burke Critchfield, and Will Gossett were present to give support and always there to give a word or two of advice. Also, a thank you to Tony Davia, the Squadron's Membership Chair for the majority of the year, who did a terrific job handling new memberships and keeping the roster accurate with USPS Headquarters. And lastly but most important, a big thank you (and hug) to Lizz Divers-Smith for her

dedicated and talented skills publishing and editing *Harbor Lights* each month over the past two years.

I am looking forward to becoming a member of the Executive Committee for the coming year and being more or less retired, so to speak. No more agenda, no more pressing Commander Messages to worry about writing each month, no more meetings to conduct. Yeah, looks like a great year ahead! The coming year has a talented and dedicated Bridge with Commander Ron Crenshaw heading up the team. EO, Marc Forlenza, AO, Fred Bowen, SEO, Ann Einboden, Treasurer, Dan Wittkopp, and Secretary, Carolyn Bowen are the rest of the team. In my opinion, this is one of most knowledgeable and strongest group of dedicated members that the Squadron has had since I can remember.



Myself, Ron & Patti Crenshaw, Virgil & Laura Boyt, all had the pleasure of attending District 16's Spring Conference and COW Dinner on March 17-18 at Lake Chelan. For the first time, the Squadron was one of the twelve in the District that was selected for meeting the "Commander's Challenge." The Poverty Bay Power Squadron won the coveted trophy but I bet we didn't miss it by too much. We did receive awards for Distinction In Journalism, USPS Educational Fund Certificate Of Merit, and the USPS National Vessel Safety Check Honor Roll. However, the highlight of Saturday afternoon's awards was the presentation of the "4th Year Century Club for Vessel Safety Checks" awarded to our own P/C Virgil Boyt by USPS National Secretary, V/C Robert Baldrige.

Attending the District's Conferences and Council Meetings are always exciting and memorable. You have the opportunity to see the District 16 Bridge in action and the opportunity to meet several dedicated USPS people. The meetings are always a learning experience for me. Hopefully, future

(Continued on Pg 2)

I was no longer alone; a man is never alone with the wind — and the boat made three.

Hilaire Belloc



A View From The Crow's Nest

**Executive Committee Mtg.
28 February 2006**

Attendees:

Travis Smith, Sammy Long, Marc Forlenza, Ann Einboden, Virgil Boyt, Will Gossett, Carolyn Bowen, Guest Laura Boyt

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

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

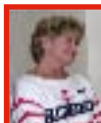


It seems to me they get more work out of the sailor than out of any other craftsman.

Ralph Waldo Emerson



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Educational Department

Lt/C Ann Einboden, AP

SEO Report for March 2006

The Spring classes of Boat Smart, Marine Electronics and Engine Maintenance are well underway. The Boat Smart class concluded on March 14th with their exam, and then continued on with Chart Smart for two weeks. Boat Smart is being offered on Orcas Island by John Greever, Will Gossett and Clark Gilbert on April 1 & 2 at the West Sound Community Hall.

Engine Maintenance has proved to be one of our most popular elective courses in some time with 20 students. Word has spread that Bob Bailey is teaching!

Piloting is scheduled to start on April 19th. The new class focuses primarily on digital charting with a strong back up of paper charting. Another change is the exclusive use of the 4 X 15 plotter in all USPS courses. Those of us who have become accustomed to using the square plotter will have to relearn the rectangular plotter. Anyone who is interested in taking Piloting, please let me know right away. If you haven't taken Piloting or Advanced Piloting in some time, you would definitely gain a lot of new information from this class.

Free download of all NOAA Charts is available on the USPS Education Dept. web site: www.usps.org/national/eddept/main.html. This download will work with the Maptech Digital Chart CD provided with Boating, Piloting and Advanced Piloting courses – planning and then uploading routes, waypoints and marks on your GPS – or printing your own charts complete with plotted courses. These charts will also work with virtually every navigation program on the market. This is an invaluable benefit to membership in USPS. Our other software discounts continue with Nobeltec, C-Map and TechSoup, as well as books and learning guides through McGraw Hill.

Commander's Message Continued

Squadron's Ex/Com will continue to make the trip to "America" and attend these key events for themselves and the membership. There is always a wealth of information to be obtained from the "old salts" attending the conferences.

Since my "editor" has warned me about my the limited amount of space I have remaining (my, my, how quickly we lose authority!) I want to finish by listing several of the coming events for the Squadron's Membership:

1. Change Of Watch Dinner, Thursday, April 6, SJIYC. Party starts at 1730.
2. West Marine Presentations starting Saturday, April 8 at 1100 / Ann Einboden will talk about Provisioning. Presentations each Saturday through April & May.
3. Squadron's Annual Spring Picnic & BBQ, May 4, Snug Harbor.
4. Opening Day Parade & BBQ Dinner, Sunday, May 7, Port of Friday Harbor & SJIYC.
5. District 16's Educational Seminar, Saturday, May 13, Mercer Island, Host: Bellevue.
6. National Safe Boating Week, May 20-26, Flare Shoot at Jackson Beach at 1400/May 20.
7. 19th Annual Predicted Log Contest & BBQ Dinner, June 10, SJIYC, FHPS, & FHSC.
8. USPS & USCG Appreciation Day, Saturday, June 12, Deer Harbor Marina.
9. District 16's Annual Rendezvous, "Pillage And Plunder In Poulsbo, June 23-25.
10. Squadron's Annual Pig War Rendezvous with Brentwood Bay, July 15, Otter Bay.

And finally, I want to thank all of you who contributed to the Squadron this past year. It has been a wonderful and fun year and I certainly would not have made it without all your help and support.



P/C Virg Boyt, AP Historian

In response to my appeal for early rosters of our squadron, Sally Hudson located the very first roster and made a copy for me.

Frank Hudson, as secretary in 1979, had compiled the data for our first roster and had it printed for the 1979-80 membership. The logo on the cover was



Cap'n ED, by Ted Leche, and has been on every roster since then.

With these data in hand our Legal Officer, Ron Einboden, has filed the papers for our squadron to obtain a copyright for the little Cap'n.



Frank & Sally Hudson

**W O W
86 CANDLES !!!!**

**CONGRATULATIONS
DON !!!**

Don certainly knows how to cut a cake since it is getting somewhat of a routine for him after repeating the event for his annual birthday only 86th times. Well, maybe not quite 86 times total, his Mom wouldn't let him handle a sharp knife until he was four or five years old. Don is going on his 19th year as a member of the FHPS and is a holder of USPS's Educational Proficiency Award and a Senior Member with 15 Merit Marks. You definitely will not catch Don in Herb's Tavern with his busy and demanding schedule. He maintains his 61 old classic cruiser that was built by his father, LADY GRACE in Bristol fashion, along with the daily tending of his weed free garden and maintaining his home along with his good health, keeps Don busy full time.

A P R I L

Charles Carter
Patti Crenshaw
Peg Hoepfner
Mary Kalbert
Pat Wittkopp

Birthdays

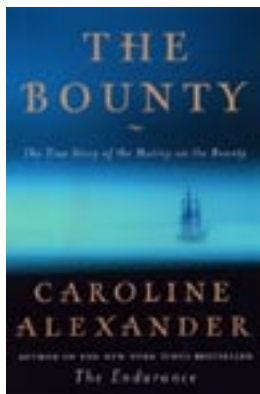
**W O W ... 88 CANDLES !!!!
CONGRATULATIONS, FRED !!!**

Fred is perhaps the squadron's only true sailor, contributing to all local races year around, and contributing continually to the activities of our sqadron since it was founded. He has served in all the major Bridge positions, has continually been an instructor in AP, the Public Boating Course, and others.



He has been "Mr. Predicted Log" for the squadron, both putting the contest together year after year and winning trophies to boot. Always ready to help out, he has set a great example for all. He is blessed with his wife and copilot Peg, and of course that big white lab called Charley.





REVIEWING AN OLD MUTINY WITH NEW INSIGHT

THE BOUNTY

P/C Keith Van Cleve, AP



Caroline Alexander's book "The Bounty, The True story of the Munity on the Bounty" (Penguin Books, 2003) is an excellent, detailed, factual yarn that helps to clear much of the lore that surrounds this saga. Her review of the objective for the voyage, organization, background of Bligh and his crew, and the journey from start to finish provide for fascinating reading.

William Bligh was born September 9, 1754 in Plymouth. At age seven he served as a captain's servant on the Monmouth and by 1770 was entered on the muster of the Hunter as an able seaman, then on the Crescent for three years as a midshipman. In 1774 he joined the Ranger again as an able seaman. The Ranger was engaged in chasing smugglers on the Irish sea between Ireland and the Isle of Man. At age 21 he was chosen to join Captain Cook on his third expedition as sailing master on the Resolution.

It is not known how Bligh was singled out for this prestigious commission. Cook stated that the young men in his command could be "usefully employed in constructing charts, taking views of the coasts and headlands near which they should pass and in drawing plans of bays and harbors in which they might anchor". Maybe Bligh's reputation of excellence in navigation recommended him to Cook. Regardless, this association was to have a profound influence on Bligh's future career for Cook was at the top of his profession and regarded as one of the more progressive captains of the time in the Royal Navy. Bligh carried on the record keeping, charting detail and ship management learned on the Resolution in future voyages. Bligh was present at Kealakekua Bay, Hawaii when Cook was murdered on February 14, 1779.

Sir Joseph Banks was another key player in the voyage of the Bounty. Banks was a highly educated naturalist and spent summers botanizing along the coasts of Labrador and New Foundland. Paying his own way, he traveled with Cook on the Endeavor (first expedition). This expedition made a number of new discoveries in New Zealand, and Australia, including Botany Bay named for Banks botanizing efforts and soon famous as a penal colony. Tahiti was the most memorable stop on this voyage and generated all kinds of true and imagined tales of this exotic South Pacific paradise. On the urging of planters and others with interests in the West Indies, Banks prodded the Admiralty to mount a voyage to transplant breadfruit from Tahiti to the West Indies as a source of sustenance for field workers. Banks, having the ear of the King and others in high places, was able to promote government sponsorship of the breadfruit expedition to Tahiti, hence the objective of the Bounty's voyage. A key objective for the Admiralty was the charting of Endeavor Strait between New

Guinea and Australia. William Bligh was near 33 years old when he sailed the Bounty to Tahiti. Little was Bligh to know that he would navigate Endeavor Strait in a 23" open boat crammed with 18 men on the epic voyage to Timor.

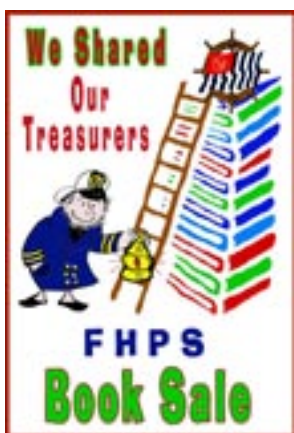
Several factors played a role in subsequent events on the Bounty's journey. William Bligh was not promoted to captain following his service on the Endeavor. Lieutenant Bligh was commander of the Bounty. In addition, no commissioned officers were assigned to the command. And, no marine contingent was present to back up the commander in time of need. Probably more than any factor, the lure of Tahiti resulted in the ultimate transformation of those in the crew who mutinied. Bligh was not, according to Caroline Alexander, an unusually harsh officer. In fact, his regimen was mild compared with other Royal Navy captains. He was a man of his times. Cruising accommodations may have played a role in future discontent on the voyage. The interior of the Bounty was modified to accommodate the expected breadfruit collection. The great cabin, normally the captain's private quarters, was modified to a nursery for the potted breadfruit seedlings. Bligh was relegated to a small windowless space for sleeping (7' x 8') and additional small space for eating and other activities such as charting. The "captain's" quarters were less than normally expected. Additionally, the surgeon turned out to be a drunkard.

The initial passage was to be around Cape Horn, then across the Pacific to Tahiti. Much depended on the weather and because of Admiralty delays Bligh did not sail from England until December 23, 1787, nearly guaranteeing a rough passage around Cape Horn at this late time in the year. In late March 1788 the Bounty approached Cape Horn in horrendous weather. After a month futilely attempting to pass around the Horn in the worst weather Bligh took advantage of discretionary orders from the Admiralty and turned the Bounty east toward the Cape of Good Hope to approach Tahiti from the west across the Indian Ocean. All known contemporary accounts of the first five months of the Bounty's voyage indicate all was well. The Bounty arrived in False Bay near Cape Town May 24, 1788. After a thirty eight day stay for refitting and general R and R at the Cape the Bounty sailed for Tasmania (Adventure Bay) then around southern New Zealand and to Tahiti where they arrived near the end of October. From England to Tahiti the

THANKS to
Bill & Georgia Paden
For picking pizzas
up at Costco

March Meeting Book Sale and Pizza Feed

We Made
\$160.00 !



Wow! Did we have a fun March Meeting at the Grange Hall? Place was packed with Squadron Members and their guests checking out the books and lining up for pizza. It was difficult to obtain a count of the attendees due to all the activity. After three attempts, we came up with at least 47-50 people; it had to be one of our top meetings for attendance. *Was it the book sale or the free pizza?* We were even able to conduct a little business by swearing in four new members: Floyd & Sue Cornett, Tory Johnson, and Rich Peterson. John Towson gave a brief presentation on the "File of Life Kit" being promoted by the local Lions Club and which the Squadron fully supports. The First Annual Book Sale & Pizza Feed was such a hit, along with earning \$160 for the Squadron; it will be on the calendar for next year. Everyone present had their fill of three difference choices of pizza that were expertly baked by pizza chefs SEO Ann Einboden, Cdr. Travis Smith and Lizz Divers-Smith. Admin. Officer Marc Forlenza set up tables and directed the book sales like a true pro. Obviously, Marc has managed a few garage sales or sold stuff at flea markets from the way he "adjusted" the price of a book to make the sale.



Swearing In
New Members

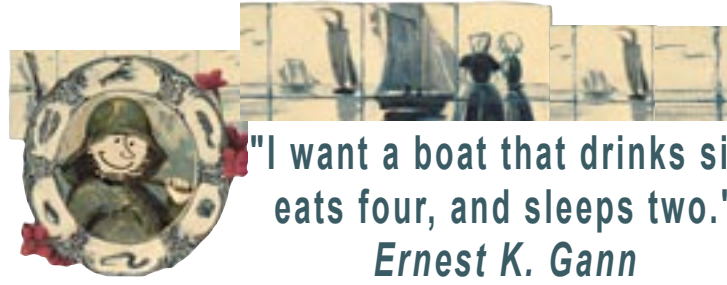


Travis, Sue, Floyd,
Rich and Torry

THANKS to
everyone who
donated books !

Thanks to everyone who attended and donated their books for the sale. It was apparent in several cases, Members went home with more books than they came with to donate. Great sales job Marc!

THE BILGE OF SEAFARING LORE



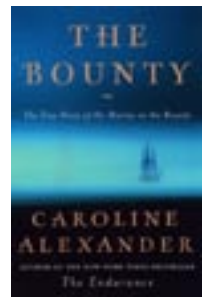
"I want a boat that drinks six,
eats four, and sleeps two."
Ernest K. Gann

THE BOUNTY
CONTINUED FROM PAGE -4-
P/C Keith Van Cleve, AP



Bounty would log 28,086 miles. After nine months of cruising factions had formed in the crew and these were to have substantial influence in later events. The Bounty dropped anchor in Tahiti October 27, 1788. Bligh and a number of "old timers" in the crew were greeted with warm recognition from the earlier voyage with Cook. And the newcomers in the crew learned that the fantastic stories of the Island's beauty, friendly uninhibited people were true. The Bounty left Tahiti for home April 5, 1789 after a five month stay, loaded with breadfruit. Shortly thereafter, the mutiny occurred and Bligh and seventeen of the Bounty's crew were set adrift in a 23 foot launch.

The subsequent 3600 mile voyage to Timor in the East Indies brought substantial recognition to Bligh on his return to Portsmouth March 13, 1790. The subsequent voyage of the Pandora to apprehend the mutineers, the story of Pitcairn Islanders and the fate of Fletcher Christian and the later courts martial and trial of the returned mutineers are well told in this excellent book. William Bligh continued in naval service, commanding a second successful breadfruit expedition, this time properly equipped by the Admiralty. He commanded other ships of the line and was promoted to Vice Admiral. He died December 7, 1817, age 64.



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Friday Harbor Power Squadron

*Ya'll Come on Down... Ya Hear!
Come and Get It !!*



Date

THURSDAY, MAY 4, 2006

Time

ACTIVITIES BEGIN AT 1700

Place

ON THE BEACH AT SCENIC SNUG HARBOR

Bring Your Favorite Entrée to BBQ And Your Beverage Selection

This Is The Squadron's Big Opportunity To Select Our "Bocce Ball Team" to Represent the FHPS In Nose-To-Nose Competition Against Our Brentwood Bay Squadron Friends From Up North!

There Will Be Horse Shoes, A Croquet Tournament, And A Challenging Scavenger Hunt Using Your Handheld GPS....



Something For Everyone!!!

Please Contact The Squadron's Administrative Officer, Fred Bowen And Get Your Name On The Sign-Up Sheet. Guaranteed To Be A Fun Event For All.....See You On the Beach!

XO, Fred Bowen
378-5445 or fbowen@excuserve.com



The Laws of the Navy

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.



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

galley stove

COMPACT GAS-, KEROSENE-, OR ALCOHOL-FUSED SHIPBOARD APPLIANCE USED IN SMALL-BOAT GALLEYS TO BRING LIQUIDS TO BODY TEMPERATURE AND SOLID FOODS TO CABIN TEMPERATURE, USUALLY WITHIN ONE HOUR, THAT CAN BE EMPLOYED BY BOAT OWNERS, TOGETHER WITH A VALID INSURANCE POLICY TO CONVERT THEIR CRAFT INTO A LIQUID ASSET.

Admiral Hopwood's words are all encompassing and timeless.

10th Stanza



Dost deem that thy vessel needs gilding,
And the dockyard forbear to supply?
Place thy hand in thy pocket and gild her,
There are those who have risen thereby.

11th Stanza



Dost think, in a moment of anger,
'Tis well with thy seniors to fight?
They prosper, who burn in the morning,
The letters they wrote over-night;
For some there be, shelved and forgotten,
With nothing to thank for their fate,
Save That (on a half-sheet of foolscap),
Which a fool "had the honour to state —."

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

Seafaring Words In Everyday Speech

Making Headway (make progress)

Headway is defined as a ship's forward movement through the water. Ashore, the term denotes forward momentum of a general nature, as Jessop noted in 1887: "rarely do the demagogues make headway."



P/C Virg Boyt, AP
Safety Repot

Two of the more important things that I am concerned with in doing a Vessel Safety Check are the fire extinguishers and the Visual Distress Signals. These items are the most likely ones to be called into play under stressful conditions. And they are often the ones that the boater has the least proficiency in using.

NOT TO DESPAIR!

West Marine has enlisted the services of Frank Chaffee, Fire Department, to demonstrate the proper use of fire extinguishers.

West Marine has enlisted the services of Rainer Eberhard, USCGAux, to give a hands-on demonstration in the use of Visual Distress Signals.

Both men are expert in their fields. These seminars are open to the public and attendance is free. West Marine and Virg Boyt will provide the VDSs. **How can you say no?** The location and dates will be announced in a flier from West Marine. Or you can contact Kate Shipley at West Marine for details.

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



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COMING EVENTS

APRIL

4th 1300
Executive Committee Meeting
Library
6th 1730
Change of Watch
San Juan Island Yacht Club

MAY

2nd 1300
Executive Committee Meeting
Library
4th 1800
Spring Picnic-Barbecue
Snug Harbor