

January 2006

Volume 22 Issue 1

# HARBOR LIGHTS

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



## Commander's Message Cdr. Travis Smith, AP

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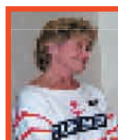
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TEST YOUR KNOWLEDGE



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Start Organizing Your 'Treasures to Share' NOW

**DON'T FORGET!**  
**FHPS**  
**Book Sale**  
 2 March 2006  
 Monthly Meeting  
 Grange Hall



**Educational Department**  
 Lt/C Ann Einboden, SEO

## SEO Report for December 2005

### A View From The Crow's Nest

Executive Committee Mtg.  
 29-Nov

**Attendees:**

- S. Long,
- A. Einboden, V. Boyt,
- Athlene Schneider and
- guest, L. Boyt

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

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



**January Birthdays**

- Robert Bennett
- Will Gossett
- Connie Grant
- John Greever
- Albert Nash
- Athlene Schneider
- Sidney Schneider
- John Towson
- Sharon Towson
- Jeffrey Weiss

The Fall Boating class concluded with all students successfully passing the exam and eight also completing the Chart Smart class.

We have an excellent line up of classes coming up. Anyone interested in joining any of the following, please call me (378-3288) or email: [ein@rockisland.com](mailto:ein@rockisland.com), as soon as possible, so that we have sufficient supplies.

Marine Electronics starts January 10<sup>th</sup>. Cdr Travis Smith will be the instructor. This class consists of three modules: ME 101, Boat Electrical Systems, ME 102, Marine Radio Communications, and ME 103 Marine Electronics for Navigation. It will run for 10 weeks on Tuesday evenings at the San Juan Island Yacht Club. You can take any of the three modules or all, but all must be taken to get complete class credit. The cost of supplies is \$35.00.

Engine Maintenance starts March 7<sup>th</sup>. Bob Bailey, Master Marine Mechanic at Islands Marine Center, will be instructing. EM 101, Basic Engine Maintenance, provides information about marine propulsion systems, basic engine principles, engine components; controls, instruments and alarms; marine engine maintenance, and steering systems. There is a chapter on winter storage and spring servicing that includes a 25-step winterizing checklist. EM 102, Advanced Engine Maintenance, delves into cooling and exhaust systems, lubrication, fuel and air induction systems, ignition systems, electrical and starting systems, power trains, and troubleshooting. The last chapter is on emergency repairs afloat.

If it has been some time since you have taken Engine Maintenance and would like to sit in, please let me know if you wish to purchase the new manual. The cost of supplies is \$35.00.

Piloting starts April 19<sup>th</sup>. Cdr Travis Smith and Ann Einboden will be instructing. Piloting is the first of a two-part program studying inland and coastal navigation. It focuses on the fundamentals of piloting-keeping track of a boat's movements, determining your position at any time and laying out courses to a planned destination. Included are such subjects as: charts and their use, aids to navigation; the mariner's compass; variation and deviation of the compass; plotting and steering courses; dead reckoning, and plotting and labeling charts. The primary emphasis is on electronic digital piloting, backed up with a solid understanding of paper chart plotting.

Instructor Development and Operations Training will be offered as soon as the materials are received.



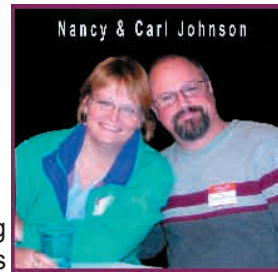
## THE BILGE OF SEAFARING LORE



*Carl Schurz*

"Ideals are like stars. You will not succeed in touching them with your hands, but like the seafaring man on the ocean desert of waters, you choose them as your guides, and following them, you reach your destiny."

**WELCOME ABOARD !!**  
**NEW MEMBERS**  
**NANCY AND CARL JOHNSON**



Carl and Nancy are long time residents of the Northwest with Carl being from Seattle and Nancy from Portland, OR. Carl spent several summers visiting the San Juan Islands and Friday Harbor during his youth while Nancy saw Friday Harbor for the first time, over 20 years ago while on their way to Victoria for their honeymoon.

Carl is currently a salesperson for San Juan Wireless and for the present time, a "retired" Baptist pastor. Carl's most recent hobby is his Honda VTX motorcycle. He is looking forward for some warmer weather to come to the Islands so he can saddle up and ride the roads less traveled. Nancy at the present time, doesn't have quite the enthusiasm for motorcycles that Carl has.

Nancy is the bookkeeper for Lavender Farms and has been involved with bookkeeping responsibilities for several years while working for various companies in the Seattle area. Nancy's hobbies when she has the opportunity are sewing and painting.

They have three daughters college age, with the youngest attending George Fox College in Oregon. They own a 26' MacGregor motor/sailboat that they have had for nine years and sail on a regular basis.....when there is wind.

Please join in welcoming two of the Squadron's newest members and do take the time to introduce yourselves to Carl and Nancy during our next Potluck Dinner Meeting.

*Camera Shy New Members: Mary and Will Allen, Donald Pollard, and David Ralston*

Seafaring Words  
in  
Everyday speech

**Down the Hatch**  
.....  
**(a drinking  
toast)**

Cargo being lowered down a hatch into a ship's hold inspired the well-known toast, "Down the hatch," which celebrates the act of drinking. The expression is thought to date from the early 1930's, and has been attributed to author G. Wodehouse.

**Educational Department  
Discounts !!**

Anyone who is interested in upgrading their computer software for VERY little money, is invited to contact me. We currently have:

Microsoft Office Professional, Office 2003 Suites \$20.00  
Microsoft Office XP Suites \$16.00  
XP Professional \$20.00  
Frontpage \$10.00  
Microsoft Office Family, 2003 - \$16.00  
PowerPoint - \$10.00

Others: go to [www.Techsoup.org/DiscountTech](http://www.Techsoup.org/DiscountTech) and click on products. You can browse by Category or Manufacturer.

We are already registered with them, so call me and let me know what you need. The "administration fee" is the price we pay for the product.

Other discounts:

Maptech is offering all chart kits and digital charts at the best price available anywhere. Maptech is now providing free downloads to USPS members on the entire library of NOAA raster digital charts. These are absolutely the latest NOAA charts available. You can work with these charts using the Maptech Digital Chart CD provided with our Chart Smart, Piloting and Advanced Piloting courses – planning and then uploading routes, waypoints and marks to 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 of membership in USPS.

To access the protected web site, visit the USPS EdDept web site ([www.usps.org/national/eddept](http://www.usps.org/national/eddept)) and click the "Maptech Download Free NOAA Charts" button at the top of the page.

McGraw Hill is offering 35% off on selected boating books.

Just in time for the holidays, there are four new USPS Guides available: Marine Amateur Radio (MSRP \$12.95)- members: \$8.45; The Boatowner's Guide to GMDSS and Marine Radio (MSRP \$16.95)- members: \$11.00. These are both spiral bound. Additionally, two USPS Quick Guides are available: Emergencies on Board and Heavy Weather Sailing. These are waterproof and fold like a laminated map. Both guides are packed with graphics, tips, and handy references. Call me to purchase.

C-Map is offering Dealer Discounts to Squadrons, including their entire line of chart chips for your plotter, their new software – PC Planner and their latest product: GeoSat2 portable Car Navigation System. Discounts range from 20% for accessory products to 25% off MSRP for chart products.

Nobeltech & Dell Equipment discounts continue.

Contact me at: 378-3288 or [ein@rockisland.com](mailto:ein@rockisland.com) for information on any of these discounts or supplies.

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Friday Harbor experienced a blizzard on the afternoon of December first, and by dusk the snow was six feet deep and still falling. Robert Frost would have written a wonderful poem about it! So, a few folks could not hitch up their sleighs and attend our big Christmas Party at the Yacht Club, but most of us with "promises to keep" were there with bells on. And the party itself—oh, it was grand! Gentle men and genteel ladies were dressed in their holiday best, and fine wine and cocktails flowed non-stop in the lounge. Finally Chef Gale called us to our seats and served us prime rib you could cut with a fork (there being no knives available) and

.....  
 Cont'd on Page -5-  
 .....



## Advent is an Event for FHPS

Reported by XO Sammy Long, AP

December 1, 2005  
 San Juan Island Yacht Club

Friendships  
 Holiday Finery Dress  
 Fabulous Food  
 Excellent Service  
 Convivialty  
 Laughter, Smiles



Ambiance  
 Lights, Decorations  
 Business Meeting  
 Guests  
 Raffle Drawings  
 Ornament Exchange



Handsome Folks!

(Pictures by P/C Virg Boyt, AP)



December 1, 2005  
San Juan Island Yacht Club

• Cont'd from Page -4- •

salmon filets you could eat with your fingers (which some of us did). A kind Past Commander and his Lady coordinated hors d'oeuvres and dessert, and an anonymous couple donated ten gorgeous poinsettias then gave them away as door prizes. There were other nice donations, too, so half of those present went home with at least one gift and a glowing face (but then wine will do that to you if you don't pace yourself). At the end of a very special evening most of us had "miles to go before we could sleep", and only two or three party-goers were snoring in the bar when Gayle turned out the lights. And the blizzard raged all through the night, and the woods filled up with snow.



A Perfect Setting



A Perfect Evening





**A PRAYER FOR ADVENT  
S. Long '03**

*(Christmas Banquet  
Blessing)*

**O Lord of Light and Hope:  
Look with favor upon  
us as we embrace this Ad-  
vent season with questing  
minds, and hearts of faith.  
We thank you for the food  
of which we are about to  
partake, and we rejoice  
in the fellowship that we  
share in this special place  
and season. Bless us now,  
as we celebrate the com-  
ing of the Light— not only  
the light of the returnng  
sun, but the divine light  
of your beloved Son. May  
we ponder the words of  
the angel messenger- that  
God sends peace to the  
hearts of people of good  
will. And so, enable each  
of us to reach caringly to  
one another in good will  
– not only now, but all  
the days of our lives.**

**AMEN**

**December 2005  
Page 6**



**VSC Report**  
**P/C Virg Boyt, AP**  
**VSC Chair**

**G**oing on the assumption that most boaters have limited knowledge of the machinations of the Coasties, I continue my coverage on VSCs.

On Thursday June 23<sup>rd</sup> at about 2124 hrs a 26 foot Bayliner operated by Valter Pavoni of Bothell was boarded by the USCG in the San Juan Channel about even with Fisherman's Bay. The boarding officer wrote up the following discrepancies: No registration papers aboard, missing one B-1 extinguisher, pollution placard not posted, garbage placard not posted, no nav rules.

The boarding officer's reaction was to issue an "**Unsafe Condition Citation. Use terminated and Restricted to the nearest Port, Friday Harbor.**"

Valter Pavoni was born in Switzerland and had a fear of authority (he may have watched too many American movies). His reaction was complete melt down. He picked up the needed items but wasn't sure where to affix them. West Marine steered him to Rainer and Susan Eberhard (USCGAux) for guidance. Alas, the Eberhard's were on their annual jaunt to Alaska and apparently left no one in charge, again.

By late afternoon on Sunday I was made aware that a boater was in complete confusion and frustration, restricted to Friday Harbor, and was in danger of losing his job if he didn't get back to Bothell before Monday morning.

I entered the picture at about 1700 on Sunday evening and within sixty minutes I had him ship-shape and Bristol fashion. It took a lot of encouragement from me to get him to venture out from the port. He even extracted my promise to contact the Coasties and assure them that I, Virgil



### Crab-Cheese Dip

**ENJOYED BY ALL AT THE  
NOVEMBER POTLUCK MEETING**

Makes: 4 cups. Prep: 15 minutes  
Bake: at 350 degrees for 30 minutes

- |   |                              |
|---|------------------------------|
| ½ cup light mayonnaise                          | 1 tsp red-pepper sauce       |
| 1 package (8oz) light cream<br>cheese, softened | 1 tsp Worcestershire sauce   |
| 2 tbsp skim milk                                | ½ tsp garlic salt            |
| 4 scallions, sliced                             | ½ cup grated Parmesan cheese |
| 1 tbsp lemon juice                              | 1 pound lump crabmeat        |
|   | ¼ cup parsley, chopped       |



1. Heat oven to 350 degrees. Spray a 6-cup shallow baking dish with nonstick cooking spray. Set aside.
2. In a large bowl, stir together mayonnaise, cream cheese, milk, scallions, lemon juice, red-pepper sauce, Worcestershire sauce, garlic salt and ¼ cup of the Parmesan cheese until smooth.
3. Gently stir in crabmeat to avoid breaking it up too finely. Spoon mixture evenly into prepared baking dish. Sprinkle the remaining ¼ cup Parmesan cheese over top of crab mixture. Bake at 350 degrees for 30 minutes, until lightly browned. Let stand 5 minutes.
4. Sprinkle chopped parsley over top. Serve warm, with tortilla chips if desired.

Per 2 tbsp: 46 calories; 3 g fat (1 g sat); 4 g protein; 1 g carbohydrate; 0 g fiber; 186 mg sodium; 20 mg cholesterol.

NOTE: For a more economical version, replace crab with 1 pound shrimp (cooked, peeled and chopped).

***Michael, thanks for sharing your recipe with us !***

## THE CPR'S PACIFIC PRINCESSES

P/C Keith Van Cleve, AP



The northwest coast of North America combines some of the grandest scenery and some of the most challenging areas for coastal navigation one might encounter anywhere. The southern reaches from Puget Sound to the northern reaches of the Strait of Georgia have relatively subdued coastal topography, sheltered waters and mild climate. More rugged scenery greets the navigator along the west coast of Vancouver Island and beyond the north end of the Strait of Georgia all the way to Lynn Canal in southeastern Alaska. In addition to the rugged coastal topography, weather conditions may be mild or fierce regardless of the season of the year. As in the south, summer conditions are relatively mild and the spectacular scenery lures boaters and tourists to the north country.

In the late 1800s and early part of the last century, hardy folk made their living along this coast from the forests of cedar, hemlock and Sitka spruce; or from the sea, fishing for prime salmon, and halibut to supply growing markets in the US and Canada. Many people settled in remote hamlets along the coast and along with tourists, depended on coastal steamer service for supplies, marketing goods and transportation "outside". The gold rush of 1898 spurred travel along the coast to southeast Alaska and beyond to St. Michael on Norton Sound. St. Michael was a transfer point to river steamers that carried prospectors up the Yukon River to Dawson City. The Canadian Pacific Railway (CPR) was a major player in coastal steamer transportation during the 20th century. In "The Pacific Princesses" (2004, SONO NIS PRESS, Winlaw, B.C.) Robert Turner provides an excellent, well illustrated review of contribution of these elegant steamers to transpor-

tation history on the northwest coast.

The history of the Princess fleet starts with ships of the Hudson's Bay Company and sternwheelers on the Fraser River during the gold rush of the 1850's. More modern, steel hulled vessels ran the coastal routes after 1883 when the Canadian Pacific Navigation (CPN) Company was formed. The Canadian Pacific Railway acquired CPN in 1901. Many fast liners, the Princesses, were added during the following period and established the reputation for speed and service.

Designs of steamers improved with modern vessels having triple or quadruple expansion engines, making use of steam three or four times, improving power and efficiency. More recent fast liners used turbo-electric drives where steam turbines drove generators to power motors with resulting high speed and efficient operation. By the 1950's diesel electric power was used in newer fleet additions.

I remember the Triangle Route that ran between Vancouver, Seattle and Victoria. My trips on the run were during the 1940's and 1950's. But the route was formally established on January 20, 1904 by the Princess Beatrice. In the September of 1975 the Princess Marguerite made a last sailing from Seattle to Victoria ending more than 70 years of CPR service on this portion of the Triangle Route. The British Columbia Government purchased the Marguerite the same year and continued the two-city service for a time.

The peak of CPR steamship service was during 1930 but by the 1950's the fleet was in decline, a victim of changing society that was more and more wedded to the automobile, faster transportation, and a movement of populations to larger urban centers.



Canadian Pacific Railway



Sternwheeler Okanagan



Sternwheeler Kootney



Princess Marguerite



2005 - 2006



**R. Crenshaw**



**M. Forlenza**



**A. Einboden**



**F. Bowen**



**C. Bowen**



**D. Wittkopp**



**J. Greever**



**J. Ragsdale**

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## NOMINATING COMMITTEE REPORT

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## FRIDAY HARBOR POWER SQUADRON (1955)

Elected positions for 2006-2007

Elected by acclimation vote at our Annual Meeting on Dec. 01, 2005

Terms to begin at Change of Watch Swearing in Ceremony on April 06, 2006

Commander:	Cdr <b><u>Ron Crenshaw, AP</u></b>
Executive Officer:	Lt/C <b><u>Marc Forlenza, P</u></b>
Educational Officer	Lt/C <u>Ann Einboden, AP</u>
Administrative Officer:	Lt/C <u>Fred Bowen, AP</u>
Secretary:	Lt/C <u>Carolyn Bowen, P</u>
Treasurer:	Lt/C <u>Dan Wittkopp, AP</u>
Elected assistants:	
Assistant Educational Officer	1 <sup>st</sup> /Lt <u>John Greever, AP</u>
Assistant Secretary	1 <sup>st</sup> /Lt <u>Joyce Ragsdale</u>
1 <sup>st</sup> /Lt Assistant Treasurer	OPEN
Executive Committee:	P/C <u>Virg Boyt, AP</u> Lt <u>Will Gossett, AP</u> Lt <u>Burke Critchfield</u> P/C <u>Travis Smith, AP</u>
Nominating Committee	1- P/C <u>Virg Boyt, AP</u> 2- Lt/C <u>Sammy Long, AP</u> 3- P/C <u>Travis Smith, AP</u>
Rules Committee	3- Lt <u>Ron Einboden, AP</u> Chair 2- Lt/C <u>Ron Crenshaw, AP</u> 1- Lt/C <u>Sammy Long, AP</u>
Auditing Committee	1- Lt <u>Laura Long, Chair</u> 2- Lt <u>Anita Hayes</u>

Prefix numbers indicate how many years remain of their 3-year term.



**V. Boyt**



**W. Gossett**



**B. Critchfield**



**T. Smith**



**R. Einboden**



**S. Long**



**L. Long**



**A. Hayes**

Friday Harbor Power Squadron Logo  
"Cap'n Ed"

P/C Virg Boyt, AP



The figure of the Captain was drawn by Ted 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.

Due to the heavy emphasis by Power Squadrons on education it has been proposed, this little man be called "CAP'N ED."

Ted originally joined the USPS Agate Pass Squadron in 1965 and later was assigned to be the Episcopalian Pastor for San Juan County.

In 1978 Ted transferred to the newly formed Friday Harbor Power Squadron where he served as their chaplain as well as teaching several of their boating classes.

Ted, and wife Mary Jane, retired in 1988 and dropped out of the squadron.

Cdr. Travis Smith recognized Ted for his contribution and presented him with a new squadron hat adorned with "Cap'n Ed".

Ted and Mary Jane were welcomed by several members that had served with him during his 10 years in the squadron. He was a USPS member for 23 years.

The older members reminisced with Ted and Mary Jane and the newer ones pumped them for stories about boating in the San Juan's. A grand time was had by all.



Commander's Message - Continued from Page 1



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January's Meeting  
05-Jan  
1800  
Grange Hall

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

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

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



January's Meeting Speakers  
John & Mary Kalbert

Mary will share with us her aircraft carrier experience .....

.....

.....

.....

.....

*The Lubber's Dictionary*

**Scuppers** Customary disembarkation points for prudent rodents. See SWAMP AND WAKE.



### The Laws of the Navy

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

4th



*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.*

**O**n the strength of one link in the cable,  
Dependenth the might of the chain.  
Who knows when thou mayest be tested?  
So live that thou bearest the strain!

5th



**W**hen the ship that is tired returneth,  
With the signs of the sea showing plain,  
Men place her in dock for a season,  
And her speed she reneweth again.  
So shalt thou, lest perchance thou grow weary  
In the uttermost parts of the sea,  
Pray for leave, for the good of the Service,  
As much and as oft as may be.

6th



**C**ount not upon certain promotion,  
But rather to gain it aspire:  
Though the sight-line end on the target,  
There cometh, perchance, a miss-fire.

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



**Test Your Knowledge**  
Courtesy of Fred Hoepfner

*All rules quoted in this quiz are international as these are the applicable rules for all the areas that you are likely to sail in. The correct answer will be given as a BOLD letter to be found somewhere in The Harbor Lights. Any questions or discussion of the correct answer will be welcomed at the next Squadron meeting.*

### Navigation Rule Question

On a dark night ABLER proceeding under power sights BAKER showing a green light two points off her port bow. Her proper action is to:

- A - Maintain course and speed**
- B - Call BAKER on VHF 16 and tell her to give way**
- C - Slow and/or change course to her (ABLER's) starboard**
- D - Slow and/or change course to her (ABLER'S) port**

**November  
Potluck Meeting**



**Guest  
Speaker  
Barry Boyce**



**Galapagos  
Slide  
Presentation**



FHPS members and guests were treated to a delightful presentation on the Galapagos Islands given by Barry Boyce. Barry has been visiting the Galapagos since the mid 80's. Realizing that no comprehensive guide book existed for the islands Barry set about writing one. Barry's extensive knowledge of the Galapagos was apparent to everyone in the audience. His slide presentation included numerous shots of the abundant wildlife, including various photos of magnificently colored birds. Barry has made the San Juan's his new island home, but will continue traveling to the islands he knows the best. Kudos to Mr. Boyce.

**C: Baker is a sailboat under sail (no white masthead, 12 point white light showing).**

## FRIDAY HARBOR POWER SQUADRON

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## Friday Harbor Power Squadron Newsletter



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## COMING EVENTS

### JANUARY

3rd 1315  
Executive Meeting  
Library

5th 1800  
Potluck Dinner Meeting  
Grange Hall

7th  
Governing Board Meeting  
Orlando, FL

31st 1315  
Executive Meeting  
Library

### FEBRUARY

2nd 1800  
Potluck Dinner Meeting  
Grange Hall