

October
2006

Volume 22
Issue 7

HARBOR LIGHTS

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



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OCTOBER - NOVEMBER BIRTHDAYS

INSERT:

THE LAWS OF THE NAVY

(Suitable for Framing)

THANKS to FRED HOEPPNER.

for sharing this timeless

poem with the Squadron.

Commander's Message Cdr. Ron Crenshaw, AP

I am sorry to report that Rich Grant, our Membership Chairman, after much hard work on his part and a great start, has resigned from his position. Both Rich and Connie are moving to the mainland to be closer to and better able to care for their aging parents. We will miss them as they brought much life and enthusiasm to the Squadron. On another note, John Kalbert has stepped up to the plate at our Fall Picnic and volunteered to take on this important job. With John, his wife Mary, and committee member, Georgia Paden I have high hopes that our Membership program will be fully functioning in a short time. If any of you have interest in this program, I encourage you to contact John or AO Fred Bowen, as we still need members for this committee.

We also filled another important position, which is crucial to meeting one of our key objectives to increase member retention and involvement. John Towson has agreed to chair the Membership Involvement Committee. This Committee will be putting some teeth into our new member Mentoring program, and figuring out how to get as many of you as possible involved in Squadron activities. They will also be coming up with ideas for Squadron Activities that will make this a fun organization. So far John is working solo. If you are interested in helping him, please let him or AO Fred Bowen know.



Informing you of member benefits and the process for taking advantage of them is a key objective of FHPS. It will be one of the topics of the next General Membership Meeting scheduled for October 11. Additionally, we will highlight the USPS University and give you an example through a mini-presentation of one of the seminars available through this program. Again we are looking for volunteers who want to be instructors as we anticipate that there will plenty of opportunities to and the public. If you have an interest in helping, please contact our Educational Officer, Ann Einboden.

By the time you read this we will have completed our first Boat Smart class for the season, which began September 19. We have seven members participating in instructing this class and it is the first in a series of many classes planned for this Fall-Spring. In January we plan to conduct our first Operations Class and each member of the Bridge has volunteered to teach a section. All members are invited to attend this class, which will give a detailed insight into the working of the USPS.

Two major events that we are already in the process of planning for are our annual meeting and Xmas Dinner on December 7 and the annual Pig War. At this time we will hold elections for our 07-08 Bridge and Travis Smith is heading the nominating committee to find our best candidates. Travis, Fred Bowen and Burke Critchfield are also heading the committee to plan the next annual Pig War with the Brentwood Bay Power Squadron, which will take place in June or July of 2007. Fred wants to find a real pig to shoot and roast so he is starting early.

A reminder.... an easy way to get your Commander's Coin is to attend and represent the FHPS at a District or National meeting. So far there have been three recipients who have qualified in this manner: Travis Smith and Arlene Schneider who attended and helped with the D-16 Rendezvous and Silent Auction at Poulsbo, and Ann Einboden and Travis who attended the D-16 Educational Seminar on Mercer Island. For any one looking for

Continued on Page -5-

P/C Virgil Boyt is presented Commander's Coin



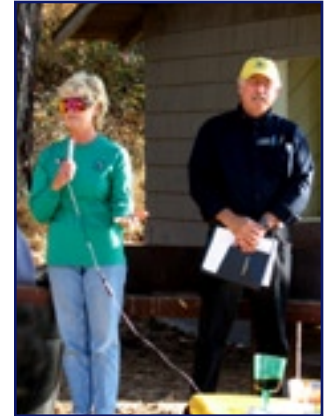
Remarks from the AO Fred Bowen: The PA system worked great, thanks to Marc. However it was a good thing Travis knew about the battery! Virgil loved his coin and the tributes. We actually got a check from Percer! We got chairs for both the Membership Committee AND the Membership Involvement Committee, plus a few committee sign ups. The charcoal made it through all the cooking. Everyone had a seat and I didn't have a headache from Ron's margaritas ! LIFE IS GOOD !

P/C Boyt Being Roasted By Bridge Officers



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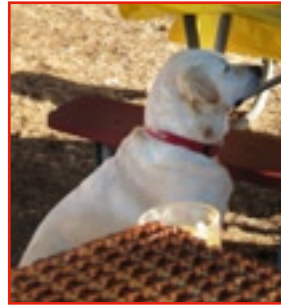


New members being sworn in Steve Percer and Penny Woodall with sponsors Fred & Carolyn Bowen & Ann Einboden

Commander's Coin presented to Lizz Divers-Smith, Editor



Pictures Courtesy of Marc Forlenza, Virgil Boyt and Lizz Divers-Smith



KP
Moonlight Duty ...
Somebody's Gotta Do It !

October 2006
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Only fools
and passengers
drink at sea.

Alan Villiers



A View From The Crow's Nest

Executive Committee Mtg.
2 May 2006

Attendees:

Fred Bowen, Carolyn Bowen, Ron Crenshaw, Burke Critchfield, Ann Einboden, Marc Fortenza, Will Gossett, Travis Smith, and Dan Wittkopp.

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



Carolyn Bowen at
378-5445 or
carolyn@execuserve.com

Of all those I have met
with who have travelled
on land or sea alone, not
one has told me it was
"lonely."

John MacGregor



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Educational Department

Lt/C Ann Einboden, AP

SEO Report - September 2006

Congratulations to our five new **Pilots: John Kalbert, P, Dianne Hall, P, Rich Peterson, P, Chuck Rust, P, and Mike Sear, P.** They all passed with excellent scores. Many thanks to P/C Travis Smith, AP for so much help with the course. We hope to offer Advanced Piloting this Fall, so any or all who wish to join please let me know soon.

There are many very exciting new opportunities now available and upcoming in USPS education. The new concept is called the **USPS University**, reflecting the varied and all inclusiveness of the material offerings. The standard courses have been or are being upgraded and will still be given, but in addition there are:

Six new Seminars (2-4 hour): 1. Updated GPS Seminar; 2. On-Board Weather Forecasting; 3. Boat Handling Under Power; 4. How to Read a Chart; 5. VHF & Marine Radio; 6. Knots, Bends & Hitches. These Seminars are open to the public and at a very reduced price to members.

Future Seminars: Chartplotting and Digital Charting, Boat Trailoring, Marine Radar, Sailing Topics – Sail Trim, Heavy Weather Sailing and Using GPS for Sailing; Boat Commissioning and Decommissioning, Boating Emergencies, Paddling, Selecting and Adjusting a Compass and How to Buy a Boat.

Additionally, there are a number of "Guides" now available for self study with Compact Disks: Marine Amateur Radio, Boatowner's Guide to GMDSS, and Knots Bends and Hitches. Upcoming Guides will include: Boatowner's Guide to Marine Electronics – Selecting, Installing, Operating and Troubleshooting, and How To Buy A Boat. These can also be sold to the public at a healthy price increase over members price.

Also in the works is a new concept called "**Boat Owner Certification**" with 4 levels of competence: Inshore, Coastal, Advanced Coastal and Offshore. It is contemplated that this will be an internationally recognized certification and will involve both classwork and on-the-boat (water) testing. This is proposed for launch in January 2007.

As for our local plans . . . Boat Smart is starting Sept. 19th and Chart Smart will follow on Oct. 17th and 24th. Advanced Piloting is starting on October 10th at the San Juan Island Yacht Club, with P/C Travis Smith, AP teaching. Any other classes that are desired, please let me know.

That red "Distress" button on your Digital Selective Calling VHF radio just may be active in our area by the end of the year. If you have not already registered your radio with the FCC, certainly do so, because one push of that button will alert the Coast Guard and all other boats in your area, of your exact location in a Mayday situation. If you don't already have a copy of GMDSS or are still confused about "DSC, MMSI, VHF" there is an online VHF tutorial that can walk you through it. To access "Can You Hear Me?" go to: www.BoatUS.com/mmsi.

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Membership Department

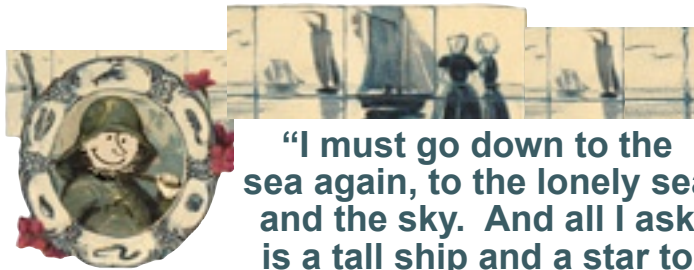
John Kalbert

We have lost seven members that have resigned or decided to not renew because they have moved from the Island. These are: Frank and Marlene Woodward, Clark Gilbert (although Clark has moved back and we hope to re-enlist him), Kurt and Sharon Eckhardt, Charles Carter, and Marilyn Parman.

We also have five new members since August: David and Penny Woodall, Steve Percer and Rainer and Susan Eberhard. Penny and Steve were inducted at our Fall Picnic General Meeting (we have still to get Dave). We'll be giving you a biographical sketch of the new members in a later issue as soon as our membership department gets up to speed.

In the Membership Department... **a reminder:** At the Fall Picnic several people remarked that they wished that more members wore name plates. This is a good observation. We supply a name plate for every member and this service is costly. Please wear them even if you think everyone ought to know you. It particularly helps new members who are constantly being bombarded with new faces and names.

THE BILGE OF SEAFARING LORE



“I must go down to the sea again, to the lonely sea and the sky. And all I ask is a tall ship and a star to steer her by.”

John Masefield



**P/C Virg Boyt, Safety Officer
Safety Report - September 2006**



How long can you keep out-of-date flares onboard as backup to the three, day and night, Visual Distress Signals (VDS) required by the USCG?

Based on analytical data compiled by myself, and verified by Stf/C Bob Miller, VSCCOM, of Poverty Bay Squadron, I recommended that VDS handheld locator flares not be kept aboard when they pass their expiration date by 6 or more years. There appears to be a chemical breakdown in the scratch surface that effectively prevents the ignition of the flares.

Additionally, based on observations from various flare shoot-outs, we both agree that VDS aerial flares (rockets) should be removed from your vessel when they pass their expiration date by 10 years or more.

Remember, your VDS minimum requirements must still be met. This is where a VSC can be a great help to you in determining USCG compliance.



NOTE MONTHLY MEETING DATE CHANGE

**NEXT MEETING
WEDNESDAY
OCTOBER 11
1700**

BE THERE !
Grange Hall

Ann Einboden will be our guest speaker and will present the recent major changes to all educational programs. She will tell us about software programs benefit discounts.

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

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

COMMANDER'S MESSAGE

Continued from Page -1- :

an opportunity, we have the D-16 Fall Conference on October 14 at Columbia Bend, WA and the 58th Canadian Power Squadron Annual Conference in Vancouver, B.C. October 25. Let Marc Forlenza or I know if you have any interest and we will get you more information.

Of course, another way to get your coin is to volunteer and contribute to the Squadron in a manner that goes beyond the ordinary. Two of our last recipients have been: Virgil Boyt for excellence in managing the Vessel Safety Check program and for his championship of the public flare shoot as a part of the National Safe Boating Week, and; Lizz Divers-Smith for her excellence in steadfastly editing and publishing the "Harbor Lights" to a high quality level.

Now it is not just me that has to be impressed. Every Bridge Officer has a coin that he or she is empowered to bestow upon a member to recognize their heroic efforts. If you see a Bridge Officer at a public USPS function.... ask to see their coin. If they do not have one, they owe you a drink of your choice. Hold your Bridge accountable!

**P/C Virg Boyt, VSC Chair
VSC Report - September 2006**

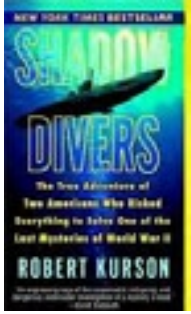


Our Vessel Safety Check program for 2006 is rapidly winding down as most boaters prepare to lay-up for the winter. The deadline for District 16 recognition is November 30th.

With only 121 VSCs we are below our quota for the year. We are not alone in this respect as 25 out of the 74 Vessel Examiners in Dist-16 squadrons have failed to do the required 5 minimum VSCs needed to remain certified.

The National VSC Goal is 35,000. So far there have only been 21,900 VSCs, which is about 38% below our pledge to the USCGAux.

I know it's late in the season, and I hate to be pushy, but we need another dozen VSCs to meet or beat our promised output and to stand-tall. What we really need is another 2 or 3 Vessel Examiners. It's not that hard. Drop me a line and I will send you information for your consideration. vboyt@rockisland.com, 378-6343.



UNRAVELING WAR'S MYSTERIES

P/C Keith Van Cleve, AP



I had not realized the loss rate for German submarines during the final years of WWII. Early in 1945 a U-boat sent on war patrol stood only a 50% chance of returning to port. Those submarines ordered to American and Canadian waters almost never returned. A submarine's statistical life expectancy during that period was about 60 days. In October of 1940 at the peak of what German submariners called the "Happy Time", U-boats sank sixty-six ships with the loss of only one submarine. Winston Churchill wrote that "The only thing that ever really frightened me during the war was the U-boat peril." The convoy system provided some protection for Allied shipping to Europe and Russia but German wolf packs still took heavy tolls. I remember reading accounts of the convoys across the North Atlantic to the UK, Murmansk and Archangel and the dreadful loss of ships and life early in the war.

Eventually, radar helped with detection of surfaced U-boats, and sonar with detection of submerged submarines. Also, German subs relied on radio to communicate with headquarters. The allies developed a radio detection system called "Huff-Duff" (HF/DF, high-frequency direction finding). This system allowed allied ships to fix U-boat positions and call in hunter killer groups with deadly results for U-boats. Breaking of the German Enigma code was probably the most important breakthrough in this war. While the Germans believed Enigma to be invincible, by late 1943 the Allies were using intercepted messages to direct hunter-killer groups to unsuspecting submarines.

The fascinating story of the last days of one of the German U-boats is reconstructed in "Shadow Divers" by Robert Kurson (Random House, 2005). This is a story of two deep water divers obsessed with discovering the identity of the remains of a U-boat found in deep water about 70 miles east of New York Harbor. John Chatterton and Richie Kohler risked life and limb to survey the wreck of an unknown German submarine located near the approach to New York Harbor. The depth of the wreck, 230 feet, was at the limit for dives using standard scuba gear and breathable quality air. Proper decompression was necessary following relatively limited diving times to avoid the bends, a consequence of nitrogen build-up in the bloodstream. Later in their quest, Chatterton tested trimix, a gas mixture in which part of the nitrogen in the commonly used breathable air mix is replaced with helium. Benefits included increased safety for divers, longer dives and avoiding some of the loss of reasoning ability associated with use of the regular air mixes.

Using Naval archives, associations with naval historians and veterans at home and overseas and every other possible source of information on lost U-boats, Chatterton and Kohler piece together the fate of this submarine and conclusively identify the boat. Missed communications, intercepts of Enigma messages and errant acoustic torpedoes all seal the boat's fate.

Kohler continues his quest with families of the lost submariners in Germany. The result is a highly interesting account of the abbreviated lives of some of the crew and an interview with one who by a twist of fate was the sole survivor!

- 10/1 Computer Learning Month
- 10/1 Country Music Month
- 10/1 Dessert Month
- 10/1 Dinosaur Month
- 10/1 German American Heritage Month
- 10/1 National Cookie Month
- 10/1 Pasta Month
- 10/1 Vegetarian Month
- 10/1 Yom Kippur
- 10/1 Seafood Month
- 10/1 AIDS Awareness Month

- 10/12 Columbus Day
- 10/16 Bosses Day
- 10/24 United Nations Day
- 10/27 Navy Day
- 10/31 Halloween
- 11/1 Peanut Butter Lovers Month
- 11/1 National Chili Month
- 11/10 Veterans Day
- 11/14 National American Teddy Bear Day
- 11/19 National Game & Puzzle Week
- 11/23 Thanksgiving Day
- 11/26 First Sunday of Advent

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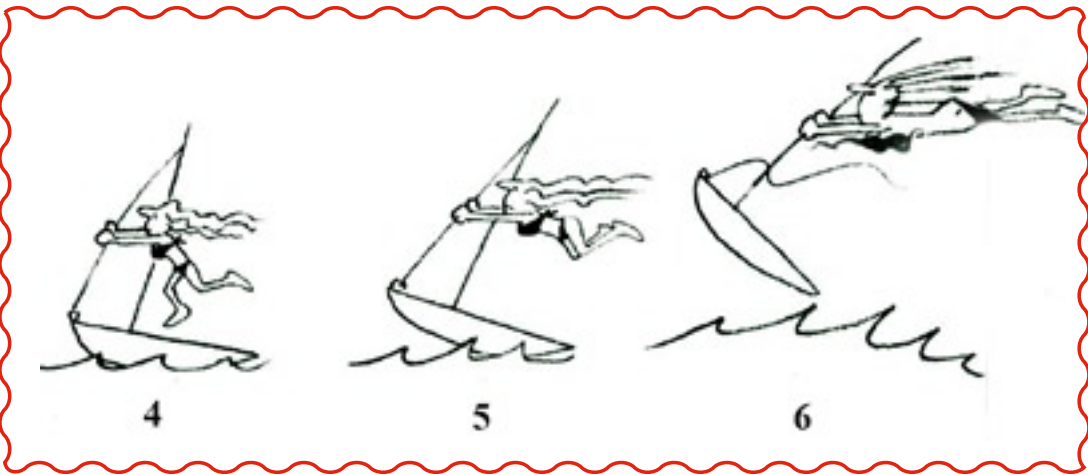
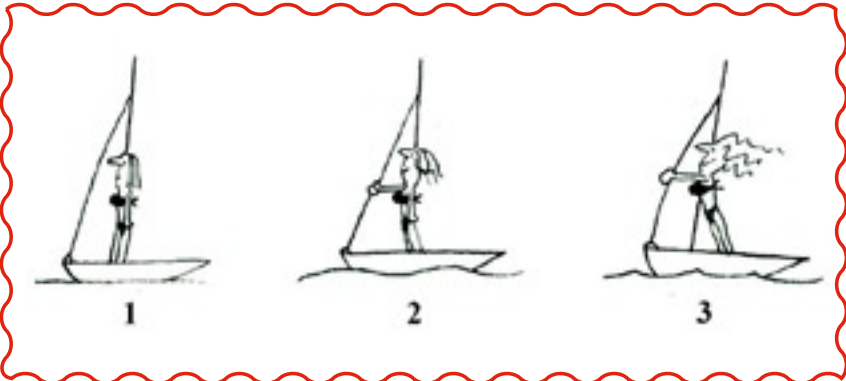


The Lubber's Dictionary

C Y C L O N E

Technical name for storms. Mariners use a universal measure of the severity of storms, called the Beaufort scale, which classifies sea conditions for sailors. The categories or "forces" -- are:

1. No wind at all
2. Too little wind
3. Too much wind
4. Much too much wind
5. Wind, wind, wind -- whoooooee, will it ever stop blowing
6. **Blammo!**



Seafaring Words In Everyday Speech

GREAT GUNS! (NAUTICAL EXPLETIVE)

IN *THE SAILOR'S WORDBOOK*, ADMIRAL WILLIAM SMYTH USED THIS EXPRESSION TO DESCRIBE "HEAVY CANNONS AND OFFICERS OF NOTABLE REPUTE." LATER, THE TERM WAS APPLIED TO HEAVY WEATHER, PRESUMABLY BECAUSE OF THE BOOMING OF THE WIND IN STORMS AT SEA. IN 1841 CHARLES DICKENS NOTED SUCH BLUSTER IN *BARNABY RUDGE*: "IT BLOWS GREAT GUNS, INDEED. THERE'LL BE MANY A CRASH IN THE FOREST TONIGHT." IN EVERYDAY USAGE, "GREAT GUNS!" IS AN EXCLAMATION, ROUGHLY EQUIVALENT TO "HOLY SMOKES!"



CAP'N ED SAYS:

Birthday Wishes . . .
May good health and fortune be yours
throughout the year !!



C H E E R S !!

- OCTOBER**
- Robert Bennett
 - Robert DeGavre
 - Sally Hudson
 - Don Madsen
 - Yvonne Powell
 - Travis Smith
 - Helsa Tong
 - Rudi Weissinger
 - David Woodall

- NOVEMBER**
- Robert Arnett
 - Toni Bailey
 - Ed Carlberg
 - Brian Calvert
 - Ron Einboden
 - Sven Haarhoff
 - Dianne Hall
 - Anita Hayes
 - Carl Johnson



- Nancy Johnson
- Michael Paluck
- Joyce Ragsdale
- Penney Woodall

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Dedicated to Education



Friday Harbor Power Squadron Newsletter



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Insert
THE LAWS OF THE NAVY
(Suitable for Framing)

COMING EVENTS

OCTOBER

3rd 1300
Executive Committee Meeting
Library

11th 1700
Pot luck Monthly Meeting
Ann Einboden - Guest Speaker
Grange Hall

14th 0800
D/16 Fall Council/Conference
Columbia Bend, WA

25th
58th Canadian Power Squadron
Annual Conference
Vancouver, B.C.

31st 1300
Executive Committee Meeting
Library

NOVEMBER

2nd 1800
Pot luck Monthly Meeting
Guest Speaker - Grange Hall

DECEMBER

5th 1300
Executive Committee Meeting
Library

7th 1800
Annual Mtg and Christmas Dinner



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.

THE LAWS OF THE NAVY

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

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.

If ye labour from morn until even,
And meet with reproof for your toil,
It is well that the guns be humbled
The compressor must check the recoil.

On the strength of one link in the cable,
Dependeth the might of the chain;
Who knows when thou mayest be tested?
So live that thou bearest the strain!

When 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.

Count not upon certain promotion,
But rather to gain it aspire;
Though the sight-line end on the target,
There cometh, perchance, the miss-fire.

If ye win through an Arctic ice floe,
Unmentioned at home in the Press,
Heed it not, no man seet the piston,
But it driveth the ship none the less.

Can'st follow the track of the dolphin
Or tell where the sea swallow roam?
Where leviathan taketh his pastime?
What ocean he calleth his home?
Even so with the words of thy Rulers,
And the orders those words shall convey.
Every law is as naught besides this one —
"Thou shalt not criticize, but obey!"
Saith the wise, "How may I know their purpose?"
Then acts without wherefore or why:
Stays the fool but one moment to question,
And the chance of his life passeth by.

Do they growl and the work be retarded?
It is ill, speak, whatever their rank;
The half-loaded gun also shouteth.
But can she piece armour with blank?

Doth the paintwork make war with the funnels?
Do the decks to the cannon complain?
Nay, they know that some soap or a scraper
Unites them as brothers again.
So ye, being Heads of Departments,
Do your growl with a smile on your lip,
Lest ye strive and in anger be parted,
And lessen the might of your ship.

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.

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 —."

Should the fairway be crowded with shipping
Beating homeward the harbour to win,
It is meet that lest any should suffer,
The steamers pass cautiously in.

So thou, when thou nearest promotion,
And the peak that is gilded is nigh,
Give heed to words and thine actions,
Lest others be wearied thereby.

It is ill for the winners to worry,
Take thy fate as it comes, with a smile,
And when thou art safe in the harbour
They may envy, but will not revile.

As the wave washes clear at the hawse pipe,
Washes aft, and is lost in the wake;
So shalt thou drop astern all unheeded
Such time as these laws ye forsake.

Take heed in your manner of speaking
That the language ye use may be sound,
In the list of the words of your choosing
"Impossible" may not be found.

Now these are the Laws of the Navy,
And many and mighty are they.
But the hull and deck and the keel
And the truck of the law is -- OBEY.

