

September  
2006

Volume 22  
Issue 6

# HARBOR LIGHTS

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



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## Commander's Message Cdr. Ron Crenshaw, AP

Can you believe that summer is almost over! Seems like it just began. Our last general meeting was the Spring BBQ in May and here we are planning another one on September 7. But the Squadron has been busy since our Spring meeting....

- We participated in the Opening Day Boat Parade with the Yacht Club and Sailing Club on May 7.

- Several of us attended District 16's Educational Seminar at Mercer Island on May 13 and were exposed to some of the major changes coming our way in the educational arena. I'll talk a bit on this later and Ann Einboden, our educational Officer will update you at the Fall BBQ.

- We opened the National Safe Boating week May 20-26 by holding our first very successful public "Flare Shoot" on May 20 at Jackson Beach with participation by Friday Harbor Fire Dept, and West Marine (see write-up later in this newsletter). Many thanks to Past Commander Travis Smith and Safety Officer Virgil Boyt (among others) for organizing the event and supervising activities..

- Several of us competed in the 19<sup>th</sup> Annual Predicted Log Contest. This contest is chaired by the Yacht Club and co-sponsored by the FHPS and Sailing Club. Winners were Fred Hoepfner in the Sailing Class and Marc Forlenza in the Power Class. Marc publicly attributed his win to FHPS piloting classes under Travis's tutelage. Burke Critchfield did an excellent job in organizing and managing this event.

- Sidney and Athlene Schneider, Travis and Lizz Smith, and Patti and I attended D-16's Annual Rendezvous "Pillage and Plunder" in Poulsbo June 23-25. FHPS ran a successful silent auction and donated several items. Try as we might, we failed to win the centerpiece contest, but there should be a photo of our masterpiece later in this newsletter.

- And then, on July 15, we met with the Brentwood Power Squadron and in a hard fought contest managed to keep the "Pig War" Trophy. Many thanks are owed to the Brentwood Squadron who hosted the event and to AO Fred Bowen for organizing and coaching the US Squadron-at-arms. The Bowens, Smiths, Einbodens, and Towsens arrived a day early to help set up camp and the battlegrounds.

And now, we are gearing up for our Educational Programs this winter. Ann Einboden is working on our schedule and will be contacting those of you who may be interested in instructing to help put on our

regular courses plus some of the newly developed short seminars. We will really need your participation and help to get this program off the ground. The revised educational program is known as the *USPS University*. Almost all of our regular courses have been redesigned. Additionally a series of short seminars (2 hours) have been designed with valuable take-away guides and provides credit toward the soon to be released

*Boat Operator Certification* program. There are 4 new seminars currently available that we are reviewing: *VHF & VHF/DSC Radio*, *GPS*, *How to Read a Chart*, and *On Board Weather Forecasting*.

I had the opportunity to take the first hour of the *GPS Seminar*, which was held at the *Educational Seminar in Everett*, and I was very impressed. It was centered on the Garmin hand-held 76 as this device has 80% of the hand-held market. The *Advanced GPS Seminar* being designed goes into chart plotters as well.

The culmination of all this is that not only do the regular courses lead to certification, but credits in the short courses can also be used. Four levels of certification are being designed: *Inshore*, *Coastal*, *Advanced*



: Continued on Page -7- :

At sea, I learned  
how little a  
person needs, not  
how much.

Robin Lee Graham



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

**Executive Committee Mtg.  
2 May 2006**

Attendees:

- Fred Bowen, Carolyn Bowen, Virgil Boyt, Ron Crenshaw, Burke Critchfield, Ann Einboden, Marc Forlenza, Will Gossett, Rich Grant, Travis Smith, and Dan Wittkopp.
- Guest Laura Boyt.

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

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

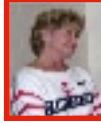


Men in a ship are always  
looking up and men  
ashore generally looking  
down!

John Masefield



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**Educational Department**

Lt/C Ann Einboden, AP

SEO Ann, Ron and "Muffin" are "unfortunately" (ha!) cruising at this time and no doubt plotting many exciting courses to share with fellow Power Squadron members (please read the Commander's message for educational information). Forthcoming class information will be posted on the website and transmitted electronically as it becomes available.

*If you owned a beautiful boat like the Einboden's (below) ...  
would you be in a hurry to "come home"?*



**ON THE WEB - Interesting Websites**

<http://www.sailmagazine.com/>  
<http://www.animatedknots.com/>  
<http://www.usermanualguide.com/>

(Thanks to Fred Hoepfner for input)

**BRIDGE - OPENING DAY PARADE  
7 MAY 2006**

**Steve Percer**  
Commodore San Juan Island Yacht Club

**Susan & Rainier Eberhard**  
Representing USCG Auxiliary

**Lloyd Bacon** - Commander  
Friday Harbor Sailing Club

**Ron Crenshaw** - Commander  
Friday Harbor Power Squadron



(right to left)



White Raven and Pizazz



Table Decor  
By Ron and Patti



Poulsbo Marina & Park

Pillage and Plunder  
in Poulsbo

USPS District 16  
Rendezvous  
23 - 25 June 2006

Silent Auction  
manned by FHPS



Our Commanders -  
"Past & Present"

Cdr. Crenshaw  
"at work"



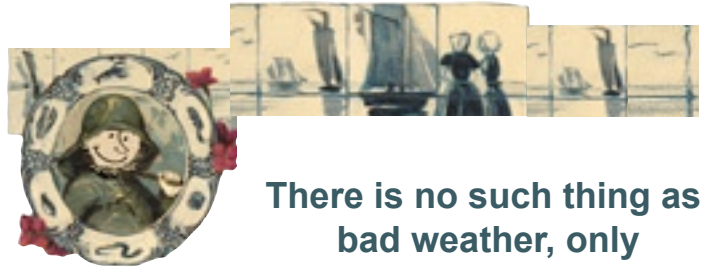
FHPS  
Represented By  
The Crenshaw's  
The Schneider's  
The Smith's



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 BILGE OF SEAFARING LORE



There is no such thing as  
bad weather, only  
bad clothes.  
*Norweigan Adage*

### NAUTICAL QUIZ

As you approach the harbor one morning you see on your starboard hand a vessel very close to the channel exhibiting a round black ball in her fore part. Is she:

1. Aground
2. An obstruction in the channel
3. Anchored
4. Requesting free practique

The correct answer will be given as a BOLD letter to be found somewhere in The Harbor Lights.



**BRENTWOOD BAY POWER SQUADRON  
vs.  
FRIDAY HARBOR POWER SQUADRON**



**19TH ANNUAL  
"BRING HOME THE BACON"  
PIG WAR COMPETITION**

**7 - 9 July 2006** **Port Browning Marina**

With a fleet of seven Friday Harbor Power Squadron vessels and twenty fighting men and women, we were successful in the annual Pig War on July 7th and retained the nineteen year old trophy for the U.S. The Canadian Brentwood Bay Power Squadron put up a vicious defense at the contest in Port Browning, but our overwhelming opposition was just too great. In order to minimize bloodshed, the war is fought via contests in bocce ball, frisbee golf, a teddy bear relay toss, and a nautical quiz.

*Those of you who missed this, missed a fantastic time. Our Canadian hosts cooked the pig perfectly and their humor and warm hospitality made for one of the best times we've had.*

*To reinforce our claims of success, we had invited two "guest boats" from Friday Harbor to join us. By the end of the weekend, both skippers and their mates had joined the Friday Harbor Power Squadron.*



You can view the photo album on our website. We trust the pictures will entice you to not miss out on this event next year when our Friday Harbor Power Squadron hosts the now famous annual Pig War.



Pictures  
courtesy of  
Marc Forlenza  
and  
Lizz Divers-  
Smith

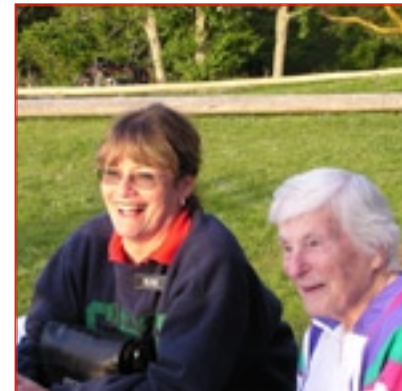


**Spring Picnic - May 7th**

**Where did the summer go?** Our spring picnic on May 7th was well attended and lots of fun, thanks in part to Commander Crenshaw's Margarita mix! The comradery was so great that there was difficulty getting teams to participate in Past Commander Travis Smith's GPS "scavenger" hunt and the planned bocce ball practice--in preparation for the annual Pig War event with the Canadian Brentwood Bay Power Squadron--never materialized. We certainly seem to enjoy the company of our fellow Power Squadron members. *The venue at the County Park was so successful that we plan to hold the Fall Picnic on September 7th at the same location. Mark it on your calendar for 1700 hours.*



**Swearing In New Members Bruce and Dianne Hall**



## Public Safe Boating Event

Jackson Beach 20 May 2006

The Friday Harbor Power Squadron in cooperation with the Friday Harbor Fire Department and West Marine sponsored a public Safe Boating event at Jackson Beach on May 20, 2006 to kick off safe boating week and to promote public awareness and understanding of pyrotechnics, fire, and safe boating products.

Approximately 70 members of the public turned out to participate. FHPS Cdr. Ron Crenshaw introduced the event, its purpose, and participants who were to conduct the sessions. This was a special opportunity for the public to develop confidence in their use should one ever have to be used during a real emergency.

From the Friday Harbor Power Squadron (FHPS), Virgil Boyt, VSC and Safety Chairman; Travis Smith, Past Commander; Burke Critchfield, Executive Committee member; and Rich Grant, Membership Committee Chairman, chaired various topics.

West Marine under the leadership of Katie Shipley demonstrated new safety products on the market, promoted discounts and T-shirts for VSC's performed during the National Safe Boating Week, donated flares for use in the "shoot-out," and assisted in training the public in the use of flare guns.

The Lions Club gave a short presentation on the "File for Life" program. John Towson, President of the Lion's Cub and also USPS member, gave the presentation

The event went very well. Attendance exceeded our expectations and the public who attended was very appreciative and supportive of the event. While USPS has held flares training sessions in the past, it was never for public participation.

***We will definitely do this event again.***



NEXT MEETING  
7 SEPTEMBER 2006  
1700

**BE THERE !**  
San Juan County Park

First Business  
Meeting  
Annual Fall BBQ



Back by popular demand, we will hold our fall picnic at the San Juan County Park on September 7th at 1700 hours. Bring your own entree to BBQ and beverages of choice, and we'll provide a side dish and dessert. There will be bocce ball and other games if we can drag you away from your Squadron buddies long enough.

This will also be our first business meeting after the summer break.

Please notify Fred at [fbowen@execuserve.com](mailto:fbowen@execuserve.com) or call 378-5445 if you are able to attend.

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**LONG-LINING IN THE NORTH ATLANTIC**

Making a living sword fishing in the North Atlantic ocean has many challenges, not the least of which is to safely and profitably function in the small world comprised of boat, gear and five man crew in the larger milieu controlled by a fickle mother nature. Linda Greenlaw presents a true, absorbing account in "The Hungry Ocean" (Hyperion, New York, 1999) of a one month-long voyage to the fishing grounds beyond the Grand Banks and the adventures encountered during a successful hunt for the sweet spot for swordfish.

The vessel, the Hanna Boden, is owned by Bob Brown, owner of the Andrea Gail, the ill fated boat that was lost in the perfect storm as told in the yarn of the same name by Sebastian Junger. Two to three day turn-arounds are characteristic of Bob Brown run operations. Cleaning the vessel's fish storage holds, making needed repairs and servicing mechanical systems, fueling, grubbing-up, purchasing bait, gear and miscellaneous items add up to a total of around \$40K per voyage. This means the crew has to catch 10,000 pounds of swordfish to meet expenses and before anyone makes a dime. By the time the Hanna Boden reached the Grand Banks, five or six days and a thousand miles from port all systems needed to be ship-shape. At 100 feet long and wide as a double-wide trailer Hanna Boden is an immaculately maintained vessel and a beauty to see cruising to the fishing grounds.

Being one of the very rare female sword boat captains might place extra strain on Linda Greenlaw operating her vessel. How-

ever, her prior success, experience and no nonsense approach to handling crew and vessel has resulted in a fine reputation as a fish boat captain in the sword fishing fleet. The outward journey gives time to prepare gear. A set is 40 miles of mainline, holding 900 leaders that are each 7 fathoms long with floats between every two leaders and a beeper buoy every 50 floats. Fishing depth would be about 12 fathoms. Hopefully, fifteen sets will be made this trip. A light stick (chemically activated light source) is about one fathom above the hook on each of the nine hundred leaders. Squid are the bait.

State-of-the-art electronics are key to maintaining position, checking weather, communicating with other fishing vessels and determining water temperature. Regardless of all the aids to navigation, good seamanship still controls the outcome of any voyage. The Hanna Boden has a fuel capacity of 20,000 gallons. 140,000 pounds of fuel to "slosh around" if space is available. So, continual transfer of water and fuel is necessary to keep the vessel on an even keel. And, continual checking and maintenance of mechanical systems is necessary.

Locating a "sweet spot" temperature-wise the fishing begins and so does a small game of deception to avoid extra competition for fish until one of the crew give way the truth that the Hanna Boden is having a fine run of luck! With word out things change with scruffy boats on the horizon but the luck holds. Despite being suspicious of good luck, thinking one will pay for it later, every aspect of this trip was very good. With all gear stowed the Hanna Boden headed west for Gloucester and an uncertain reception from Bob Brown and uncertainty for the price of fish. The first greeting from BB was how soon for a return to the Grand Banks! The average price for swordfish at that time was \$2.61 per pound. The weight of fish unloaded was near 51,000 pounds!

**COMMANDER'S MESSAGE CONTINUED FROM PAGE -1-**

*Coastal, and Offshore.* Efforts are currently underway to have these certifications recognized Nationally by the various boating authorities as well as the marine insurance industry and chartering/boat club entities. New to us and a key to certification will be a skills demonstration...some of which will be simulated and some of which must be on the water.

So, stay tuned...a lot is happening in our educational department.

I recently received a supply of Commander's Coins, which were developed by us for presentation to those who excel in helping this organization regardless of their position. You will occasionally see one or more of them presented to individuals for their excellence in helping us. For info, the coins are presented above.

Again, I want to take remind you to visit the Friday Harbor Power Squadron's web site at [www.fridayharborboating.org](http://www.fridayharborboating.org). I mention this as this site can be an important communication tool for you in the future. For example, did you know that you can read or download the last issue of the *Harbor Lights* from the site. You can also read or download our new Bylaws. And, perhaps most importantly, there is a "members only" area (under "Directory") where upon entering your member number you can access and print out an on-line roster of FHPS members. It is easy and it is fast. You can even create a mailing list of selected members if you desire. You can also check your personal information, and if it is not accurate, you can update it. Try it and while you are at it, check out our calendar and some of the other pages and links.

And finally, I offer a tribute to Bill Paden who was a participant in our flare shoot. Somehow he wound up with a hole burned in his shirt. He tried to blame it on Georgia, but that flat out didn't work. Then, he alleged that the fellow next to him fired a dud that only partially ignited and that must have somehow been the cause....but, lesson learned....I bet he remembers this experience and holds the flare gun over the side of his boat if he ever has to fire one in earnest. Oftentimes, our best teacher is mistake making (regardless of who makes them). It is great to be able to find this out in practice rather than in an emergency. Our flare shoot was a great success and will held again next year and guess what? Bill has volunteered to supervise a firing station.

# Membership Department

Lt. Rich Grant, Chairperson



## "WHAT I DID ON MY SUMMER VACATION" and "WHY I'M A FHPS DIPLOMAT!"



Connie and I just returned from a 35-day cruise in the Broughton Islands and Northern tip of Vancouver Island. This was an exhilarating adventure, made safer thanks to the six USPS courses we have taken the last two years, presented by experienced FHPS member volunteers. Via e-mail, we made sure to share our experiences with several potential new members.

**Rapids!** Many days were filled with a series of rapids you must navigate at slack. One morning, we had to pass through Gillard, Yuculta, Hole in the Wall, Seymour Narrows and Beazley Passage in 75 minutes. The weather wasn't great; winds were 20-25 mph accelerated by the high rock wall funnels of these fantastic narrow passages. With our USPS "Piloting" course skills, we predicted arrival at each rapid and concluded our passage safely, on time.

**GPS naps!** One morning our GPS took a surprise nap while underway. Having paper charted our course, as back-up, the ability to take dead reckonings and use of our compass (knowing the difference between variation and

deviation); we were able to continue our cruise safely. Many thanks to the "Piloting" course, especially from the first mate! (Nap turned out to be user error of course).

**The Fog!** Fog greeted us as we left Lagoon Cove to travel through Baronet Passage to Johnstone Strait. Baronet is a stunningly beautiful passage, very narrow and rock filled. From our USPS "Weather" course, having learned the difference between valley and advection fog, we projected the fog would be intermittent and burn off quickly. We proceeded with caution, our fog horn signaling. We used our knowledge from the "Weather" course daily. Understanding local fronts, wind patterns and Coast Guard weather broadcast terminology (what does "moderate" winds mean?) is vital.

**Great, a bilge pump won't turn off!** Along with fixing an electrical panel short, we had to remove and replace a failed bilge pump float switch. For a couple of "desk jockeys" these repairs would have been impossible without knowledge of marine electronics, learned at the USPS "Marine Electronics" course. Such knowledge keeps you from having to fly in an expensive mechanic to these isolated areas which we saw all too often among the unprepared...most blaming a marina's "dirty" fuel for all their ills.

**Safe and galley's full!** Thanks to the FHPS Vessel Safety Inspection, we added another fire extinguisher and revised our anchor lights. The Canadian Coast Guard gave us much respect for being so well equipped and provided some sad stories about those who were not. Planning your provisions for this long of a cruise is important; we knew what to take and how to package it thanks to the USPS "Cruise Planning" course and special seminar by FHPS at West Marine.

**Fish On!** Another major side benefit of FHPS membership is the sharing of special "been there" member knowledge such as where to fish. Thanks to Ann & Ron Einboden's tips, we landed a 24 lb and 14 lb Chinook off Hall Point! Next year we take their advice again and get a deck freezer.

Every experience reminded us of our FHPS membership's invaluable benefits. Clearly, we received a great return on our dollar and time investment. Our Squadron is now the only organization on Island which offers boating education by experienced FHPS boaters. So go on, please share your own experiences with potential members. Each of you is an invaluable spokesperson for the Squadron and its wealth of boating education benefits. Send them along to membership or an officer.

**Be a FHPS Diplomat!!**

**LET'S GIVE A HEARTY WELCOME TO THE FOLLOWING NINE (THAT'S RIGHT NINE) NEW MEMBERS:**

**BRUCE & DIANNE HALL DAVID & JOAN KINDERFATHER CHUCK RUST & BONNIE GILMORE NANCY STARK DAVID & PENNY WOODALL**

### **THE KINDERFATHER'S**

**(STANDBY FOR MORE PROFILES IN FUTURE NEWSLETTERS)**

The Kinderfathers are avid boaters and "love" their Grand Banks 36. David has been boating for 40 years, including cruising sailboats and "crewing" on racing boats. In fact, David's introduction to the Islands occurred as a crew member during a race from Seattle to the San Juan Islands. Joan began her boating career ten years ago when she met David, and thoroughly enjoys it. They have cruised the Gulf Islands together, anchoring at Montague, Ladysmith, etc.

They plan to retire soon and spend the winter months in Arizona and the summer months on their boat cruising north into British Columbia waters. David is an architect and has designed many new homes built on the Island. Joan has her own business, and takes care of the bookkeeping needs of many Island residents.

They have many shared interests, and love doing them together. Music is an important part of their lives. David plays the French Horn, and played in a symphony earlier in his life. Joan sings and participates in music events at church and in the community. Gardening is also another important interest for Joan.

They have each taken the Boat Smart Class, and plan to take more classes in the future.

**"Welcome Aboard," and we look forward to getting better acquainted with you at Power Squadron functions!!**

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**Profile by Georgia Paden**

## 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.*

*Admiral Hopwood's words are all encompassing and timeless.*

## The Lubber's Dictionary

### cruising



Waterborne pleasure journey embarked on by one or more people. A cruise may be considered successful if the same number of individuals who set out on it arrive, in roughly the same condition they set out in, at some piece of habitable dry land, with or without the boat.

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

(Final Stanzas)

### MORAL

**A**s 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.

**T**ake 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.



**N**ow 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.



COURTESY OF FRED HOEPPNER ... THANK YOU, FRED !

## CAP'N ED SAYS:

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



## C H E E R S !!

### JUNE

Burke Critchfield  
Paula Critchfield  
Gordon Crowe  
Kimberly Erickson  
Marc Forlenza  
Bonnie Gilmore  
John Kalbert  
Denece Kost  
Janice Peterson  
John Soderberg  
Joyce Thomson

### JULY

Carolyn Bowen  
Ann Einboden  
Bruce Hall  
David Raiston  
Judy Seer  
Jim Spillane  
Laura Spillane

### AUGUST

Barry Boyce  
Ron Crenshaw  
David Duvall  
Don Kauffman  
Frank Penwell

### SEPT

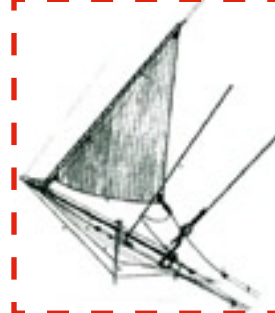
Rick Benedict  
Steven Billmyer  
Floyd Cornett  
Michael Couey  
Beverly Davia  
Ralph Davia  
Angela DeGavre  
Greta Duvall  
Ellen Johnson  
Nancy Stark  
Bill Weissinger



## Seafaring Words In Everyday Speech

### Cut of His Jib (outward appearance)

**A jib is a triangular sail set on the stays of the foremast. In the days of ships under sail, the cut of a jib indicated the type of a ship and in some instances, her nationality. The expression "I don't like the cut of his jib," translates to judging a person by this appearance or outward demeanor and taking an instant dislike to him.**



## FRIDAY HARBOR POWER SQUADRON

### SAIL AND POWER BOATING

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Dedicated to Education



## Friday Harbor Power Squadron Newsletter



**Volume 22**  
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**September**  
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### COMING EVENTS

#### SEPTEMBER

5th 1300  
Executive Committee Meeting  
Library  
7th 1700  
Fall Barbecue - Picnic  
San Juan County Park

#### OCTOBER

3rd 1300  
Executive Committee Meeting  
Library  
5th 1800  
Pot luck Monthly Meeting  
Guest Speaker - Grange Hall  
14th 0800  
D/16 Fall Council/Conference  
Columbia Bend, WA  
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 1300  
Annual Mtg and Xmas Dinner  
Venue TBD