

November 2007

Volume 23
Issue 5

HARBOR LIGHTS

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



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LUBBER'S DICTIONARY

Commander's Message Cdr Marc A. Forlenza, AP

How Not to Plan a Cruise

I recently came across the picture included in this issue of the Harbor Lights which shows a rather startling consequence of the 167MPH winds of Hurricane Andrew I experienced on August 24th, 1992 in Homestead Florida. Preparing for a catastrophic weather phenomenon is difficult and not always successful. It got me to thinking about the various storms I had weathered over the years one of which was during a small boat trip from Curacao to Venezuela in the late 70's. The wind in this case was only 30 to 40 knots but as you will see the lack of adequate planning and the arrogance of youth almost proved fatal.

A good friend of mine called Joe wanted me to help him bring a new 26 ft Wellcraft Nova he had purchased in Miami down to Venezuela where we were both living at the time. His navigation and boating skills were less than mine and he greatly appreciated my company. His plan was to have the boat shipped to Curacao where he would register the vessel thereby avoiding the 350% import duty that Venezuela was charging at the time. The plan was then to make the 90 mile trip to Morrocoy, on the Venezuelan coast. We split the 'to do' items on our list we thought would be necessary for our trip and I set out to purchase flares, charts and jerry cans for extra fuel while Joe went to register the boat, get life jackets, a raft, and food.

Our plans were set back a day when it was learned that Curacao had stopped registering boats for people living in Venezuela, as it no longer wanted to participate in the import tax evading loophole. Joe was advised to fly to Martinique where the local government was more flexible

registering non resident boats. Joe flew to Martinique in the morning and returned in the afternoon with the news that Martinique would indeed register the boat but one had to form a company first, which would cost \$20,000.00. In the meantime the Curacao Coast Guard informed us that since the vessel was not registered it would have to leave Curacao within 24 hours, or be confiscated. Being between a rock and a proverbial hard place the decision was made to get up before dawn the next day and make a mad dash for the Venezuelan coast

after which it might be feasible to find a sympathetic customs officer who might not charge the full 350% duty.

Joe and I met at the marina at 0430 and proceeded to finish loading the boat for our trip. I hadn't noticed the items that Joe was supposed to have purchased but he informed me he had already stored the items below. I saw some life jackets and a medium sized box on the forward berths and assumed Joe had indeed secured the

items on his list. I had filled two 20 gallon jerry cans the day before and had stored them below. I had purchased a rather large scale chart of the Northern Venezuelan coast and had simply drawn a straight line to Morrocoy, and figured that would be our course, besides how hard would it be to miss a continent the size of South America. This was pre-Power Squadron days when I thought people navigated by just drawing a line of where they wanted to go, no compensation for magnetic versus true or variation (which thankfully is minimal in that part of the world) and no thought about currents.

The wind inside the marina was picking up and with the Curacao Coastguard looking over our shoulders I didn't stop to get a local forecast. The WX station on the VHF



A View From The Crow's Nest

Executive Committee Mtg.
2 October 2007

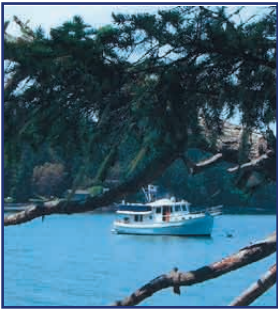
ATTENDEES:
Commander Marc Forlenza,
X/O Fred Bowen,
SEO Ann Einboden,
A/O Carolyn Bowen,
Treasurer Dan Wittkopp,
Secretary Jan Ferro,
Membership Chairman John Towson,
P/C Travis Smith and P/C Ron Crenshaw

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



Jan Ferro at
378-3201 or
ejferro@rockisland.com

C



"Slacktide"



"Skylark"

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Educational Department

Lt/C Ann Einboden, AP SEO

1. The Squadron Boating Class is underway with a record 43 students. The final exam is scheduled for October 23rd and with this many people we will need a lot of assistance with grading and signing up new members. The exam will be held in the main dining room of the Yacht Club and the grading and reception will be in the bar area.

2. Piloting is beginning in November, jointly taught by P/C Travis Smith, JN and Lt/C Ann Einboden, AP. It will be held on Tuesday or Wednesday evenings, depending on requests. The cost will be \$50.00 for the Student Kit with Weekend Navigator or \$30.00 without Weekend Navigator. Materials can be shared by a couple, as we have several extra 1210 charts. This class will run for 8 weeks, and may have a several week break over the end of December and first of January, depending on the holiday schedules of students and instructors.

3. Cruise Planning is going to be offered early in 2008. This class will be a mainly "self study" class with a couple of meetings to summarize and review. It is an excellent Winter project to get us excited and ready for the next boating season. This will become a valuable reference and planning tool for all future cruises, no matter how long or short. I will pass around a sign up sheet at the next meeting. The cost of this excellent Manual is only \$35.00.

4. Engine Maintenance will hopefully be offered next Spring. Mike Close has offered to assist in teaching and has offered classroom space for us in the room below Friday Harbor Yacht Sales, which used to be Daisy Bloom.

SEO Report - August 2007



Membership Department

John Towson - Chairman

Jack Yelvertson and
Ann Walbert

Mac and Patti Douglas

Mac and Patti reside in their new home on Golf Course Road overlooking Griffin Bay. They moved here from Bellevue about two years ago. Mac owns and operates Shred-it in Renton. They have been boating all their lives and with their own boats for 25 years. They have completed seamanship and advanced piloting courses. Their current boat is Slacktide, a 39' Kroger trawler. Their hobbies are fly fishing, racing, skiing, quilting and hiking. Their son, Tom, and his wife, Andrea, recently moved to San Juan Island and enrolled in the six week FHPS Boating Course - Fall 2007 in September.

Jack and his wife, Ann, moved to Friday Harbor from Carmel, CA seventeen months ago. Jack and Ann own a 30' Marben power boat named Skylark which is docked at the Warbass Marina. Jack has completed many courses and has been boating more than 50 years, while Ann is new to boating. Ann has completed the Coast Guard Auxiliary Basic course. Jack retired from a successful career in Engineering and Corporate Management. Ann is an accomplished artist and continues her work in her studio on Lampard Road. Ann welcomes you to visit the studio and view her works on display.





Commander's Message Continued from Page -1-

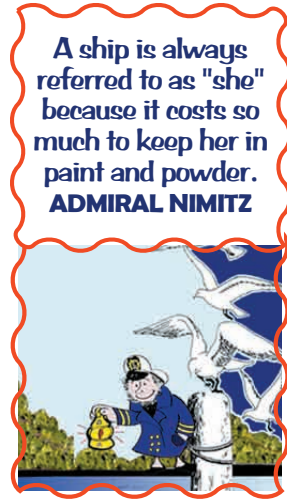
was too hard to understand so I just assumed it was a fresh morning breeze that would settle down once we left the island. By the time we passed the last breakwater and entered the Caribbean Sea my heart stopped and my stomach felt like I had just fallen off the Empire State Building. Facing us were 8-10 ft breaking seas and a wind that was now blowing close to 30 knots or more. Standing at the helm I began to think it would be much wiser to turn around, but I wasn't going to be the first one to say so, and neither was Joe, so out we went, into some of the roughest water I have ever experienced.

I was forced to reduce our speed to between 5 and 8 knots as any faster would have us dropping off the sharply cresting waves harder than we already were. About an hour outside of Curacao the wind increased to around 40 knots. The white caps were being blown off the tops of the waves and the sea had become streaked with foam. The boat continued to handle well but I couldn't stop thinking that it had just come out of the box after shipping and I wasn't sure that the one hour shake down cruise the dealer in Miami had preformed before shipment had been enough to uncover those lurking boat problems that always surface in a new boat.

The waves and spray were now coming over the bow of the boat regularly and the salt water was beginning to severely irritate my eyes. I asked Joe for a bottle of water and some of the food he had bought. He handed me a bottle of water and a chocolate bar. I told him I would rather have something more substantial like a sandwich. I'll never forget the look on Joe's face. He stuttered that he had only brought four chocolate bars as he thought the trip would only take two and a half hours at 40 knots, so extra food was not necessary. Just out of curiosity I asked Joe about the life raft he was supposed to have bought. He pointed to the box down below and said the only thing he could find were two children's floats the kind you use in a pool. At this point I thought of throwing him overboard or shooting him with the flare gun but then I would have been alone and that would have made the journey even harder.

After about three hours the ride settled into a predictable pattern of falling off wave tops and being blasted by spray. The initial panic I felt had actually subsided to just a petrified fear of capsizing and drowning. I followed the route I had plotted as best I could and was still sure that we were on course, the compass being my only navigation instrument. About four hours into the journey I smelled strong fumes coming from the forward cabin. I asked Joe to take the helm as I went down to explore. To my horror the plastic jerry can tops had popped open due to the constant pounding and there were now several gallons of gasoline sloshing around the cabin sole, not to mention the fuel that had drained into the bilge. I reported the situation to Joe and he said it wasn't a problem and started to flip the electric bilge pump switch. My right arm shot out and grabbed his wrist and wrenched his arm away from the dash panel. In a rather loud voice I explained that flipping the switch would quite possibly have caused an explosion that would have surely delivered us to Venezuela very quickly albeit in pieces. The only option was to use the manual bilge bump, and siphon the fuel overboard. Each of us took brief turns pumping out the gasoline, as the fumes were overwhelming and caused instant nausea. With most of the bilge dry we continued our trip. We had been running for about five hours and still there was no sight of the Venezuelan coast. Joe began to question the course I had set and thought it better to turn more directly toward the coast where the sight of land would be more comforting. I tried to explain that that would add many more miles to the trip and our fuel situation could become serious. Joe looked worried and I obliged him by changing course slightly closer to shore. The winds had begun to subside and our average speed increase to 20-25 knots. Things were beginning to look up when the engine coughed and sputtered as we simultaneously hit bottom. We were several miles off shore but we had run onto an uncharted sand bar. That was actually better news than it sounds since there tends to be more coral reefs than sand bars off of Venezuela. Bouncing on the bottom and trying to pour the gasoline from the jerry cans into the gas tank opening was a challenge at best. Luckily we drifted into deeper water and we were able to finish refueling.

The rest of the trip was uneventful and we reached our destination just as the sun was setting. Docking at the local marina my first action was to drop to my knees and kiss the ground. The second thought I had was to never go out on a boating trip unless I was fully prepared. I didn't know about the Power Squadron way back then but if I had, joining it would have been the right thing to do.



November and December BIRTHDAYS

- NOVEMBER
Bob Arnett
Tony Bailey
Ed Carlberg
Ron Einboden
Bill Giessy
Dianne Hall
Carl Johnson
Nancy Johnson
Michael Paluck
Joyce Ragsdale
Penny Woodall

- DECEMBER
Mike Chadwick
Kathy Chadwick
Patti Douglas
Fred Popham
Don Ragsdale



NAUTICAL QUIZ

Which signal is sounded **ONLY** by a vessel in sight of another and **NOT** in or near an area of restricted visibility?

- A. Four short blasts on the whistle
- B. One prolonged blast on the whistle
- C. One short blast on the whistle
- D. One short, one prolonged, and one short blast on the whistle.

Courtesy of
Fred Hoepfner

November 2007 Celebrations

Peanut Butter Lovers Month
National Chili Month
Marine Corps Birthday 11/10
Veterans Day 11/11
National American Teddy Bear Day 11/14
National Game and Puzzle Week 11/18
Thanksgiving Day 11/22



December 2007 Celebrations

National Tie Month
First Sunday of Advent 12/02
Saint Nicholas Day 12/6
Pear Harbor Remembrance Day 12/7
Hanukkah 12/15
Wright Brothers Day 12/17
Christmas Eve 12/24
Christmas Day 12/25
Kwanzaa 12/26
New Years Eve 12/31

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

WHERE THE SEA BREAKS ITS BACK By Cory Ford

P/C Keith Van Cleve, AP

THE SECOND RUSSIAN EXPEDITION TO BOLSHAYA ZEMLYA, THE GREAT LAND, ALAKSA

It took Vitus Bering 10 years (1731 to 1741) to move the mountain of supplies and personnel associated with the Second Kamchatka Expedition from St. Petersburg to Avacha Bay on the east coast of the Kamchatka Peninsula and construct two expedition vessels, the St. Peter and St. Paul. Cory Ford's account of this Russian expedition to North America and Alaska ("Where the Sea Breaks Its Back", Alaska Northwest Books, 1992) provides unique insight to the huge effort that launched the endeavor, the demise of Bering and the personality of Georg Steller the naturalist/physician who accompanied the expedition. Although the St. Peter and St. Paul set out together they soon were separated by adverse weather and never connected again. The St. Paul, commanded by Alexei Chirikov, returned to Kamchatka in the fall of 1741 after discovering the Alexander Archipelago in southeast Alaska. Georg Steller was the first trained biologist to visit Alaska. Sailing with Bering on the St. Peter, he



was able to spend only 10 hours ashore in Alaska. The remaining time spent aboard ship as the expedition cruised along the south central coast and the Aleutian island chain. His descriptions of plants and animals live to this day with his name associated with Steller's Jay, Steller's sea lion, Steller's eider. Prior to start of the expedition in 1741 Steller explored streams and rivers on Kamchatka. The result of this work was the first description of the life cycle of the anadromous North Pacific salmon and identification of its five species by names still in use today: Gorbusha, humpback, Keta, chum, Nerka, red or sock-eye, Kisutch, silver and Tshawytscha, king. Steller was a complex and contradictory character as was Bering. By the time the expedition left Kamchatka, Bering was worn out and died on Bering Island where the crew was shipwrecked during the winter of 1741-1742. This is a highly informative yarn about the trials and tribulations of exploration in the far north Pacific Ocean, early exploration of Alaska and the consequences of this early visit for the natives and resources of the Aleutian Islands.

Seafaring Words In Everyday Speech

LOOK ONE WAY AND ROW ANOTHER ...
(nautical equivalent of a hidden agenda)

The analogy inherent in this metaphor refers to a rower, who sits facing one way while moving the boat in the opposite direction. The expression was known to the Earl of Aylesbury who published his memoirs in 1718: "certain it was that in her (the Queen's) court there were persons who looked one way and rowed another." Anyone who "looks one way and rows another" should heed the words of Thucydides. In the fourth century B.C., this eminent Greek naval historian wrote words to the effect that a collision at sea can ruin the entire day! The concept of oars seems to be ripe for metaphorical picking. "To rest on one's oars" means to suspend efforts; to "have an oar in every man's boat" describes having a hand or meddling in everyone's affairs. In a happier mode, to "pull at one's oar" means to do one's share in a cooperative effort.





MARK YOUR CALENDARS

**DECEMBER 6TH
HOLIDAY MEETING**

AO Fred Bowen, AP

Don't forget to mark your calendars for the annual election of your new Bridge officers for 2008 and the holiday party on Thursday, December 6 at the San Juan Island Yacht Club.

Starting at 1800, we'll have the acclaimed buffet of smoked turkey from Dan and Pat Wittkopp, smoked salmon from Ron and Ann Einboden, smoked ham from Travis and Lizz Smith, Marc Forlenza's specialty shrimp, and veggies and cheese from the rest of your Holiday Committee—all for \$20 per person!

To cap the meeting off, we'll have our famous live auction, **SO START LOOKING FOR SOME GREAT ITEMS FOR US TO AUCTION.** The Baileys have already stepped up to the plate and offered their wonderful condo at the beach (the Goods won this item last year and will be loaded for bear to win it again—it was that nice!).

SO GET YOUR HOLIDAY FESTIVE OUTFITS FROM THE CLEANERS AND LET'S GET READY TO PARTY.

**HOPE TO SEE
YOU THERE!**

VSC Report

**Burke Critchfield
VSC Chair**



OUR THANKS TO YOU ALL THAT HAVE HAD A VESSEL SAFETY INSPECTION ON YOUR BOAT. OUR GOAL IS TO PROMOTE SAFETY ON THE WATER AND AS MEMBERS OF THE U.S. POWER SQUADRON, WE SHOULD FOLLOW THE RECOMMENDATIONS OF THE COAST GUARD IN THEIR CAMPAIGN ENTITLED, "YOU'RE IN COMMAND" AND THE FOLLOWING GUIDELINES:

1. GET A VESSEL SAFETY INSPECTION.
2. TAKE BOATING COURSES.
3. WEAR YOUR LIFE JACKET.
4. NEVER BOAT UNDER THE INFLUENCE.

PLEASE CONTACT ANY ONE OF US AS WE ARE AVAILABLE TO MEET YOU AT YOUR CONVENIENCE TO INSPECT YOUR BOAT:

ED OR JAN FERRO	378-3201
BILL PADEN	317-8394
MAC DOUGLAS	370-5664
BURKE CRITCHFIELD	378-7235

The Fall Picnic / BBQ was a great kick-off for the season with the addition of the Committee Fair led by Assistant A/O Mike Griffin. Committee chairs gave an overview of their respective committees. Ellen Johnson will assist Membership Chair, John Towson, and the Cables, Halls, and Douglas's will assist Mike Griffin, Member Involvement Chair.

The October monthly meeting and potluck dinner was well attended with close to 50 members and guests. Deputy Sheriff, Jon Larson, presented an overview of the San Juan County Sheriff's Department Marine Safety Program. This effort fits well with the Power Squadron's goal of making boating safer.

Our next monthly meeting will be held on November 1st with John Avery and Rick Hersey, owners of Roche Harbor Marine, presenting a program on "Winter Care For Boats". This should be a very informative and timely presentation now that winter is on its way. John and Rick will welcome questions relative to your specific boat and situation.

Please bring your utensils, plates, favorite beverage and dish

to share as follows:

- A - F Entree
- G - L Salad or HorD'oeuvres
- M - Z Dessert



The Lubber's Dictionary

COMPASS

Navigational instrument that records a variety of directional errors and indicates the presence of machinery and magnets on board ship by spinning wildly. See DEVIATION.

DEVIATION

Directional inaccuracy in a compass caused by its tendency to point at a tenth-of-an-ounce metal filling in the back of your jaw instead of the magnetic field of a 7,900-mile-diameter planet with a mass of 6,000,000,000,000,000,000,000 tons.



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Dedicated to Education



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Please submit articles
for the Harbor Lights
January Issue
By December 13th.
Thank You!



Lizz Divers-Smith Editor
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ENJOY !

COMING EVENTS

OCTOBER

30th 1300
ExCom Meeting - Library

NOVEMBER

1st 1800
Potluck General Meeting
Grange Hall
Guest speakers:
John Avery & Rick Hersey

DECEMBER

6TH 1800
Holiday Party
San Juan Island Yacht Club