

HARBOR LIGHTS



The newsletter of the Friday Harbor Power Squadron
a unit of the United States Power Squadrons®

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Commander's Message - Carolyn Bowen, P



I hope many of you are, or have been, enjoying cruising to the various incredible boating destinations in this beautiful area we call home. By this time, I trust each of your vessels has been examined by one of our capable Vessel Safety Examiners. If not, please get in touch soon with Burke Critchfield to set up an appointment. There are many testimonials touting the importance of the boat inspection, first and foremost for safety, and secondly, a current VSC decal may save you valuable time if stopped by the Coast Guard.

We've been quite active since our May newsletter. There we covered the May 9th Pocket Cruise to Henry Island and the May 17th Flare Shoot at Jackson Beach, both of which were successful and fun. Since then, we have participated jointly in a Predicted Log contest with the San Juan Island Yacht Club and the Sail Club. This was my first time to be involved in this event and I did so as an observer of the "official observer". It was a training lesson for me. I learned to curb the intimidation I have always felt toward participating in a Predicted Log. What a fun experience and a great way to watch a skipper apply his advanced piloting skills in dealing with wind and currents. This is just one of many ways to participate in this Squadron. Yes, you will often hear me use the word "participate" this year.

Our most recent event, the 22nd Annual Pig War on July 11th with our sister squadron, Brentwood Bay Power Squadron, was a hoot with us being triumphant in winning back the coveted "Pig War Trophy". Team Friday Harbor did splendidly. The meal was outstanding. The camaraderie between the two squadrons was very special with the weekend ending in hugs and fun anticipation already about next year's 23rd annual Pig War.

We remain on track in achieving our educational goals by graduating approximately 70 students to date through the completion of six courses. I am very proud of our members (some brand new) who have taken advantage of these educational opportunities to become better and safer boaters. Congratulations to every student and please, continue in your quest for knowledge.

In closing, our membership is at an all time high of approximately 160 with 22 new members just since January 1st. We hope to keep this momentum going and equally important, retain the members we have. Statistics prove that the members who make a commitment and get involved are the ones who stay. Remember, with any organization you get out of it what you put into it. I can't stress enough the importance of "participation". Taking a class is one way, but helping on committees and serving in leadership roles are great ways to have fun, make new friends, and make a difference!

I wish you all fair seas and safe cruising.

Education Officer's Message - P/C Travis Smith, JN



We finished up the Weather Course in late June with 27 squadron members attending classes for 12 weeks. Weather is one of the most difficult USPS elective courses with lots of new terminology and concepts but well worth the efforts. Ann and I put in more than the normal hours to prep for the classes as did most of the individuals taking the class had to do in order to understand the presented materials. Since the course proved to be so popular, we will try and offer it again next spring. We will be looking for a few seasoned weather

students to help present it!

The Sail Course is just past its half-way mark with 12 students having basic sail under their belts and now moving into advanced sail. They will be learning the techniques of upwind and downwind sailing, spinnaker handling, heavy weather sailing and storm conditions. The class will conclude during August with hands-on opportunities for docking, anchoring, marlinespike seamanship, and sailing safety. Several members have had "wind time" on sail boats belonging to other class members. It is a fun class with everyone gaining a wealth of knowledge from the best certified sailing instructor in the San Juans. Jack McKenna's ability to explain sail terminology in simple laymen's terms while interjecting his many experiences, adds another dimension to the course. The Squadron is fortunate to have such a talented individual for its sail instructor.

We are looking at what courses to offer in the fall. Seamanship will most likely be offered in late October, after Ann completes the Squadron Boating Course in order to give any new members the opportunity to continue with their boating knowledge. If the interest is sufficient, either Engine Maintenance or Marine Electronics would also be offered. Piloting or Advanced Piloting could be offered after the first of the year. Please E-mail (tnslids@aol.com) regarding what USPS Courses you would like to see scheduled in the fall.

We are planning on presenting USPS's Radar Seminar at the Yacht Club during one evening in August. It will be two hours well spent and will give you the opportunity to have hands-on time with the squadron's radar trainer software. Starpath's Radar Trainer program covers realistic land and water simulation and is an excellent training aid for learning how to use your vessel's radar. We'll send out a flyer once the date and time is confirmed.

Administrative Officer's Message - Mike Griffin, P



September Membership Meeting

We will meet on Thursday September 3rd.

By popular demand, we are planning to have a picnic meeting once again at the Lakedale Resort. I am in communication with the General Manager to confirm our space. We will follow up with a flyer that will contain all of the details. So, for the time being, mark your calendar for the evening of September 3rd.

JULY 10-12 PIG WAR A HUGE SUCCESS!! - P/C Fred Bowen, AP



The 22nd Annual Pig War between the Friday Harbor Power Squadron and our Canadian sister, Brentwood Bay Power Squadron, was a fantastic success with the two squadrons fielding over 60 participants at Saturday's "battle" and 30 at the informal dockside "meet the enemy" social with appetizers on Friday evening.

FHPS hosted the event this year in the US. The weather at Roche Harbor was perfect, and the USPS and CPS ensigns flew proudly on the marina main flagstaff along with each country's National Ensigns. After the smoke had dissipated on Saturday afternoon, your FHPS was victorious in reclaiming the victory trophy after two years of absence. As usual, final victory hung on the outcome of the bocce ball match, even after the Frisbee golf, regular golf chipping contest, fly cast the pig (duck in this case) contest, and nautical quiz had been completed. Our own P/C Ron Crenshaw planned, set up, and conducted the games and received a Commander's Coin from Commander Carolyn Bowen for his heroic efforts. After the war was over, there was nothing to do but eat the pig. What a cuisine delight—prepared by Denece Kost and P/C Marc Forlenza. With eight crock pots, they prepared the best pork ever consumed over the 22 year history of Pig Wars! For their outstanding efforts they received a joint Commander's Coin.

Our thanks go to Brentwood Bay Power Squadron Commander Len Burton and his stalwart troops for an entertaining weekend, epitomizing the spirit of international cooperation to promote boating safety, education, and most of all—fun.



Membership Report - John Towson



As of 6 July, we have 22 new members and one transfer thus far for 2009:

Steven & Susan Alexander
Thomas & Robin Donnelly
T. Bishop Wheeler
Jimmy & Joan Gouge
Michael & Elizabeth Wingren
Mary Brooke & Paul Barger
Mike & Sandy Killion
Mary Lou Sternitzke
Robert & Lavonne Allen
George & Cynthia Burke
Steven Enright
Gary Parker
Greg & Sandy Simon
James Hooper transferred from the Santa Clara Power Squadron.

Paul and Mary-Brooke Barger, who came from Alexandria, Virginia, landed here in mid-2006 after having spent several years in search of 'the place.'

Mary-Brooke was born in Tacoma, but raised in Alexandria, Virginia from an early age. She is a graduate of the University of Wyoming. Professionally, she has been a massage therapist for over twenty years, working in Boulder and Alexandria. A few years ago, she added skin care to her practice, which is now the principle focus of her work.

Paul started out in northeastern Ohio, is a graduate of the United States Coast Guard Academy, after which he served for twenty years as a commissioned officer including commands both afloat and ashore. After service, he consulted to the Coast Guard on maritime safety matters, and with Mary-Brooke, started a multi-discipline wellness center in Alexandria.

They have a 28 foot auxiliary sloop named BARDINET...never in Mary-Brooke's imagination did she ever conceive that she would live on an island and be sailing her own boat...but here she is...and she's taking the Power Squadron Sail Course, and has taken the basic water safety course.

They are members of the San Juan Island Yacht Club and the Friday Harbor Sailing Club, where Paul is currently serving as the Fleet Captain. They enjoy ballroom dancing, and have been teaching others in weekly lessons since arriving on the island. Mary-Brooke also derives great pleasure from playing the violin and banjo.

Gary Parker was born on the water so to speak. His dad bought his first Seattle boat (he boated on Long Island Sound) before Gary was born in 1942. When the war came along he had to give the boat up because he was needed at Boeing as a bearing engineer. His Dads last boat, "Miss Mary", was a 38' bridge deck cruiser by Ed Monk and built by Vic Frank. Gary grew up on that boat, thereby growing up on the water. When he met his wife (married 37 yrs/gone now 10 yrs.) she already owned a boat at age 18!!!!!!!.

They owned two ski boats and seven cruisers over the years. He's a USCG licensed captain and now

owns, and single hands, a Selene 47' Ocean Trawler (displ. 70,000#). He lives aboard here in the Port and is a member of SJIYC. His boat is the "M.V. Doane Victory" and his crew consists of two cats. After his wife passed, he acquired Elliott Bay Yacht Sales and operated the company until Feb. of 2007 when he sold the company. In the between time, Gary moved to Friday Harbor at the request of Dan and Jan Fogle to help them at Friday Harbor Yacht Sales. In January of 2007, Selene took the dealership inhouse and Dan & Jan retired. Gary partnered with Skip McPadden and operated Friday Harbor Yachts until fall of last year when they closed up due to the economy.

Gary's early career was with Reynolds Aluminum in distribution sales and management. He retired when his wife fell ill in September 1998. So that's the Readers Digest version of his life to date. Today Gary is operating as "Doane Victory Services". He has several boats listed on Craigs list/Boat U.S., & Yachtworld. He also has applied to the Government for a Jones Act exemption so he can do some sight seeing charter work.

Polly and Steve Enright have just started feeling like this is home, although they started building the house in 2004, and have had the property since the '80's. They are coming from Lake Tahoe, where they've spent 30 years skiing. Steve just retired last July as an ER doc. Their boat is a 29' Cal sloop, which now resides in Monterey, Ca. Plans include more cruising, here and south, than what they've been able to do for a while now. They're looking forward to the opportunities the Power Squadron offers.

Jim Hooper, AP, VE, and his wife, **Carol**, moved to the island full time in February from San Jose, California. California, in the words of his Atlanta, GA, niece's husband, is a "bankrupt land fraught with natural disasters". So no one has really had to wonder why Jim and Carol moved. They have owned a home at the Cape and have been summer- time residents since 2004; they remodeled their home here in 2008.

In San Jose, Jim had been a member of the Santa Clara Power Squadron and chaired their Vessel Safety team. Burke Critchfield has already recruited him to the FHPS VE team and enlisted him to do VSCs for the Grand Banks Rendezvous last May. A longtime sail and power boater, Jim currently owns his third Boston Whaler, a Montauk 17 equipped with full canvas. Jim and the whaler were good samaritans just recently when they towed an older 20 foot sailboat to safety which had been insecurely anchored on the south side of the Pear Point peninsula. The sailboat had dragged its 150 pound hunk-of-iron anchor and chain perhaps 200 yards. Jim enjoys music and sings in the barbershop chorus Island Chordsmen Plus and in the quartet Lane Four.

Carol is a musician herself, and sings in the women's capella group, Sound Vibrations. Carol is a celtic harpist and pianist, and she and neighbor Sylvia Lyman will be putting on a two-piano recital at the Cape on August 2. Carol has also produced and directed community-level musicals back in San Jose. Jim and Carol have 3 grown sons and two grandchildren.

Jim retired from a 32 year career at Hewlett-Packard in 2005 and is currently a business process improvement consultant and meeting facilitator. He was a long-time member of Toastmasters International, the self-help club-based public speaking organization, and he is considering starting a Toastmasters Club here in Friday Harbor. If you know of anyone who might be interested in improving their public speaking skills, do contact Jim. He has already gotten involved in the life of the island community: he is his homeowners' association president and is just recently on the board of the San Juan County Economic Development Council.

Greg & Sandy Simon live on the Westside in a house they bought 5 years ago after being seasonal renters for the prior 5 years.

They own a Glacier Bay 2690 (26') which they use as a day boat, however they found a whole new world last season when they cruised the Gulf Islands. They look forward to opportunities to expand their newly found "cruise world". They freely admit to needing to improve their maritime knowledge as they are relatively new to the water world.

Greg comes from a career in real estate and TV media ownership. Sandy comes from a career as a flight attendant who attained her MBA while flying, then retired and before she could use her new degree, met Greg and decided to finally get married.

They have a ranch in Santa Ynez, CA where they breed, raise, train and campaign American Quarter Horses for the AQHA World circuit and Snaffle Bit Championship. Their horses compete in Heading, Heeling, Calf Roping, Reining and Working Cow Horse. They are fortunate to have had several World Champions.

Their main mode of transportation is Greg's TBM850 which Sandy constantly hounds him to adhere to her airline reg's over securing every piece of baggage.....even his sandwich!

July Birthdays		August Birthdays		September Birthdays		October Birthdays	
Don Granger	3	Don Kauffman	3	Rick Benedict	1	Yvonne Powell	4
Tom Douglas	8	Jan Ferro	6	Mary Granger	6	Shari Harrison	12
Ann Einboden	12	Barry Boyce	13	Greta Duval	13	Travis Smith	23
David Ralston	14	Frank Penwell	14	Mary Watson	15	Dan Watson	23
Bruce Hall	16	Mike Close	16	Nourdine Jensen	17	Dave Woodall	24
Carolyn Bowen	21	David Duvall	17	Barb Ray	19	Sara Hudson	26
Kathy Marshall	29	Luanne Hoeller	18	Floyd Cornett	24	Rebbie Bates	29
		Marie DiCristina	20	Margaret Todd	26	Bob Bennett	29
		Maria Wertz	22	Ellen Johnson	27	Don Madsen	29
		Georgia Paden	24	Steven Billmyer	30		
		Charles Hudson	25	Mike Couey	30		
		Ron Crenshaw	26				
		Jan Close	27				
		Jane Cable	29				

NAUTICAL QUIZ - P/C Fred Hoeppe, AP

Vessel "A" is overtaking vessel "B" on open waters and will pass without changing course. Vessel "A" should:

- A: sound two prolonged blasts
- B: sound the danger signal
- C: not sound any whistle signals
- D: sound one long blast

(See last page for answer)

Great Fishing & Cruising - Ann Einboden, AP

Both the weather and fishing gods were definitely with us on our May/June boat trip north in the “Inside Passage”. Never, in 20 years of cruising north, have we had such a smooth, dry early summer. The colder than normal Pacific waters seemed to favor the fishing also, as we caught our limit of salmon, halibut and Ling Cod, in a couple of weeks.

Susan Ley, AP joined us for a week in the Broughton Archipelago. She drove up to Port McNeill, joined us here, and we headed up to Sullivan Bay, a quaint float-house village in the northern Queen Charlotte Strait, Pierre’s Echo Bay, a long established resort recently completely refurbished, Farewell Harbor, a beautiful anchorage in front of a very classy fishing resort that lets us come ashore and walk/hike their trails (Muffin-our dog-loves the swimming beaches there), and Blackfish Sound in the Queen Charlotte Strait. Susan caught several fish, the largest and most exciting a 19# Chinook.

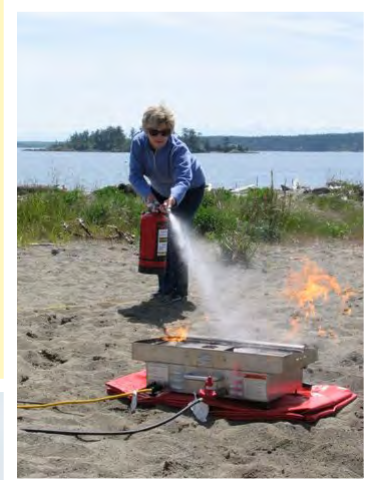
Ron captured the largest fish award, with a 29# Chinook, and my prize was a 20# halibut, caught trolling for salmon. My 19# Chinook was much more fun, though. Those teenagers can really scream out the line!

Some other interesting stops were Montague Harbor on Galiano Island where we like to start our trip. There is a great Provincial park there with beautiful trails and beaches, a good Cafe, and friendly people. Barbara and Wayne Jack joined us there and cruised much of the way north with us. From Montague, we went to Naniamo, and from there to Refuge Cove in Desolation Sound - a charming co-op village with lots of history. Our next stop at Toba Wilderness Resort at the entrance to Toba Inlet, is beautiful, but exposed to westerly winds which kept us rocking and rolling. Then up through the Yuculta and Dent rapids to Cordero Lodge, a little marina with a fabulous German Restaurant in the middle of the wilderness. From there, we headed up the Johnstone Strait to Havannah Channel, Chatham Channel and Minstrel Island. Minstrel is a very old “resort” that was abandoned and has fallen into disrepair, but is slowly being cleaned up (we did see a for sale sign, though). The moorage is free, so we tie up and step carefully.

The pictures display our passion for fishing, but certainly the scenery of the waters, mountains, waterfalls and wildlife are a big part of our love for this area. When the Pacific White-sided Dolphins put on a leaping and diving show for 15 or 20 minutes around our boat, it’s a thrill that no Sea World could possibly compete with, plus Muffin goes absolutely ballistic.



Flare Shoot - Photos Courtesy of P/C Marc Forlenza, AP



Safety Officer - Ed Ferro, P



Boating Fatalities and Watch that Wake!

According to a preliminary report from the Washington State Parks and Recreation Commission, for the first half of this year, there have been 11 boating fatalities in the state. Ten of them occurred on lakes or rivers and one on open water.

The causes range from falls overboard, capsizing, to collisions. Some of these fatalities could have been prevented had PFDs been worn.

Another subject to be aware of is something we all produce; that is the boat wake. As skippers of your powerboats or inflatables, any damage you cause is your responsibility. Be courteous when coming up on other vessels or those at idle and slow down to minimize your wake. Keep an eye on the water behind you. The no wake zones in harbors and marinas are there for a good reason. Those standing aboard a boat can easily be spilled overboard or even sustain a serious fall.

Keep wearing your PFDs and promote our mission of boating safety. Have a great and safe season.

Vessel Safety Check Report - Burke Critchfield, P



Thank you for your support in allowing us to do vessel inspections on your vessels this year. We have set a goal but can only reach it with your continued cooperation. If you have not had an inspection, please call us. If you have friends with boats that have not had an inspection, please urge them to contact us. Please call Ed Ferro at 378-3201 or myself at 378-7235. We now have seven inspectors and they would be happy to meet at your convenience.

NEW WASHINGTON BOATING WEBSITE - P/C Fred Hoepfner, AP

Washington State has created a new Web site for boaters that consolidates and simplifies access to a variety of information on boating, services, rules and regulations, fishing licenses and boating news. Go to <http://www.boat.wa.gov/>

Lost and Found

If you attended the Pocket Cruise last month and are missing your pink, black and beige PFD, the Bowen's are holding it for you. It was left behind on the Upchurch's boat. Please call Carolyn at 378-5445 to claim. If not claimed by our December holiday party and auction, it may be auctioned off!

BOATKEEPER

The Right Pick: Choosing an Anchor

From Pacific Fishing, January 1999

By Terry Johnson, University of Alaska Sea Grant, Marine Advisory Program

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A steady 35-knot southeaster, gusting to 50, swept the low headland that sheltered my anchored 50-footer from the wild gray waters of northern Bristol Bay. Glancing out into the turbulence beyond the point, I saw an occasional burst of spray that gradually materialized into a gillnetter working its way toward the sheltered cove. Eventually, the little boat and its haggard crew pulled even with me and then advanced closer to the beach, seeking the calmest possible spot to lay for the night.

A crewman on the bow dumped the pick overboard and the boat backed down to set it. And backed. And backed. After dragging the anchor all the way out into open water, the boat picked it up and motored in to reset. Again it dragged out. A third try produced the same result. The skipper gave up and headed out into the maelstrom, looking for a more sheltered spot. I didn't envy him the long slog to the next anchorage where his anchor might afford him the security to enjoy a good night's sleep.

No other simple chunk of steel is quite so crucial to the safety and comfort of ship and crew as the anchor, and the fact that it can securely hold a vessel a thousand times its own weight in the face of wind, wave, and tide is amazing. As fundamental as the anchor is, there is little agreement among mariners about which of the various designs is best, and for good reason. Any anchor is best only for certain conditions, and conditions vary greatly. Working vessels typically carry at least two, and cruising yachts often have three or four aboard so as to be prepared for any eventuality.

Furthermore, the anchor is only part of the ground tackle system. Much of the literature about anchoring focuses on the *rode*—that is, everything between the anchor and the boat, including shackles, chain, rope, or cable—and on techniques for securing the rode to the boat and retrieving it all when it is no longer needed in the water. (Ground tackle and retrieval may be the topic of a future column.)

Ground tackle aside, the effectiveness of any modern anchor has far less to do with its weight than with its design, and the way it grabs the bottom to create tremendous lateral resistance. In fact, some of the anchors with the greatest holding power are extremely lightweight. Since bottoms vary, so do anchor designs; and each is better on some bottoms and worse—or practically useless—on others.

Most modern anchors are divided into two basic types: the pivoting fluke type, which includes the original Danforth and similar styles such as the Performance, Fortress, and Hooker; and claw or plow types, including the Bruce, Claw, CQR, Delta, and Max. The old standby, the Fjirforth, is a pivoting fluke anchor still in widespread use in the fleet; but the fluke area is relatively small, and the old-style pick relies as much on weight as on the ability to dig into the bottom.

Several factors influence anchor selection, including ease of setting, holding power, resistance to veering or ability to reset after veering, strength, ease of retrieval, and ease of storage on board. Considering the importance of an anchor as a safety device, cost should not be a factor.

In the anecdote related above, the issue was ease of setting. The unlucky gillnetter's anchor may have been capable of holding the boat securely in a hurricane once it was set, but on the cobbly bottom of that particular anchorage that particular style of anchor just didn't want to dig in. I happen to be a fan of the Bruce anchor, in part because, here in Western Alaska, big tides and strong currents combined with a mix of bottom types makes initial setting problematic, and my experience is that Bruce anchors dig in the first time, every time. Tests (see below) showed that generally the claw and plow type anchors tend to set more readily than the fluke types, particularly on hardpan or rock, or in grass, where the plow excels.

But ease of setting is only one consideration. Independent organizations have conducted numerous controlled anchor tests, and while they have confirmed that Bruce and some others set easily on a full range of bottoms, they also showed them to have relatively poor holding power. The Danforth type pivoting fluke anchors are superior, particularly in sand and mud. The down side is that they tend to do poorly at grabbing rock or cobble and they'll skate right over grass or kelp.

How much holding power do you really need? The effect of wind force varies by the square of the wind velocity, and wind resistance on a boat hull also increases by the square of the hull length. That means that, with each small increment in boat size or wind strength, the size of the required anchor goes up dramatically. The horizontal force exerted on an anchor by a 40-foot boat in 15 knots of wind is 300 pounds, but in 60 knots the force has increased to 4,800 pounds. Even at 42 knots, none of the claw and plow anchors rated for that size of boat has the holding power to resist the estimated 2,400 pounds of force imparted into the boat by the wind. Several of the fluke types do meet that standard. In tests, only the Max and CQR rated with the fluke anchors in holding power.

An anchor that holds superbly against a steady pull in one direction may flop over and come out when the wind or tide shifts. The Bruce and some of the plow anchors tend to be more resistant to the effects of veering, and will quickly reset themselves if they do pull out. In particular, the CQR with its pivoting shank is especially resistant to veering.

Most modern anchors have sufficient overall strength to withstand the force imposed by a boat in normal conditions; but some, particularly those with large flat flukes, may set themselves so well that they're hard to get up. I have twisted the shanks of a couple of them during retrieval

from mud bottoms. The plow and hook-shaped anchors are extremely stout and will break free from a sticky bottom with a direct upward pull (1:1 scope). Sometimes it's necessary to snub the rode and power over the anchor, or use the surging on the waves to break out a well-set anchor.

On commercial vessels, storage usually isn't a big issue, at least not for the main anchor. Stowing spares can be a problem, however, and sculpted anchors like the Bruce and the plow types are particularly inconvenient to stow. Pivoting fluke anchors such as the Danforth stow flat, and some can actually be disassembled for easier stowage.

Considering all of the above, what is the best all-around anchor? The independent journal *Powerboat Reports* picked Performance (a house brand of West Marine and a Danforth knock-off) based on total holding power in straight-pull tests. They rated Bruce tops in all categories except convenient stowage and holding power. The versatile CQR has long been a favorite with cruising yachters, and several others, including Delta and Max, scored well in the tests. The best anchor, it seems, is not one but two or three different anchors. A Bruce, Max, or one of the plow types would be a good choice for routine use, and a fluke anchor such as one of the Danforths or its copies could be reserved for storms. One limit on choice is that some of the best anchors are not made in sizes big enough for larger vessels.

In the final analysis, the right question may not be "What is the best anchor?" but "What is the right bottom?" Stick to a mud or clay bottom, use good rode with plenty of chain and a 7:1 scope, and any of the major anchor types will keep you secure.

Some operational tips: Be sure all shackles are moused—that is, the pins secured in place with monel wire. Use plenty of heavy chain. (The old standard of one foot of chain for each foot of boat length is minimal. Two to three is preferable.) Keep handy one or two sets of chafing gear made of a three-foot length of split rubber hose and appropriately sized hose clamps. Always set the anchor with the boat slowly underway in reverse so the chain doesn't pile up and foul the flukes of the anchor, and always snub (set) the anchor with the engine before shutting down.

When retrieving, use the engine to bring the boat to the anchor, not the anchor winch. It is designed only to raise the anchor from the bottom, not tow the boat into wind and current. Never use the winch brake or dogs to hold the rode—always secure it to a samson post or use riding chocks or stoppers to take the strain off the winch drum. A rolling hitch will hold it, or a lineman's "frog leg" works well. If the boat is surging, use a length of nylon rope as a snubber to absorb shock, particularly with cable or all-chain rode.

A few maintenance tips: Clean rocks and grass from the anchor, particularly at pivot point. Lubricate the pivot point. Paint won't do much for a rusty anchor, but it can be regalvanized. Clean chain links and check for corrosion. Check rope for cuts and chafing. If you find any, cut the rope back to that point and re-splice the eye thimble, or splice directly to the chain. If you use rope, periodically reverse the ends ("change the nip") to distribute the wear. If you ever bend a fluke or shank, put the anchor into service as a yard decoration and get a new one—a repaired anchor never works as well as new. ♦

Do you need an excuse to have fun? - Jim Roeber, Conference Chair

After the trials and torments of the past year, isn't it time to take off a weekend just for fun? Whether you make it a romantic get-away or a mini-vacation for the whole family - or maybe even both - we've got the perfect time and place for you at very affordable prices. And to give you that excuse, if you're one of those who needs one, you can tell everyone that you're "doing your duty" to your Squadron by attending the "EXPAND YOUR BOATING HORIZONS" 2009 D/16 Fall Conference. (That might even make some of your expenses tax-deductible.)

The 2009 Fall Conference is scheduled for the weekend of 23-25 October. It will be a joint international conference involving both USPS D/16 and WCID (Western Canada Inland District) of Canadian Power & Sail Squadrons, our neighbors to the north. It promises to be a fun week-end for squadron members and guests from both sides of the border.

The venue is the DAYS INN and Conference Centre in the small picturesque city of Penticton, B.C., at the southern tip of beautiful Okanagan Lake. Penticton is the heart of British Columbia's fabulous Wine Country, about a 3½-4 hour drive east of Sumas (near Bellingham) or north of Wenatchee.

One of many things you'll love about the Penticton conference is low costs. Prices for hotel rooms, meals, and off-campus events are very reasonable. Your deluxe room (single or double) will be just \$92.00 Canadian (plus tax). A feature we've picked up from some CPS Conferences is a "package price" for all meals. We don't believe in "loading" your room and meal charges to cover the other costs of running a conference, so each food event is priced to just cover costs for that event. If you send in your reservation with payment-in-full postmarked on or before 15 August, take off an early-bird discount of 5%. OR, you can purchase the "all-meals package" – Friday evening through Sunday morning - for even less, if pre-paid by that 15 August date. Plus, if you purchase the all-meals package by 15 August, you'll automatically be in a drawing for a free hotel room for both conference nights.

In the summer issue of Cardinal Points is a listing of the D/16 Council/Conference meeting times and rooms. Most are open to all members of both USPS and CPS plus invited guests.

Friday evening's social gathering – before the Council Meeting - will feature wine tasting and a pasta buffet from 1800 to 2000. (This is your dinner, so don't eat first.) Four local wineries will have wine tasting stations where you can sample their wares as you munch your way around the room.

Saturday morning you'll enjoy a free full continental breakfast of fruit juice, cereal, hard-boiled eggs, seasonal fruit, muffins, bagels, & toast, plus coffee/tea. The D/16 Conference will run from 0830-1245. A luncheon buffet at 1300 will feature soup, assorted meat and vegetarian wraps/sandwiches, fresh vegetables & dips, salads, cookies and squares, plus coffee/tea. Come Saturday evening, after a no-host social from 1800-1900, feast on your choice of roast prime rib of beef w/Yorkshire pudding or roast turkey w/sage stuffing, with all the trimmings. A continental breakfast on Sunday again is free.



You'll have your choice of three fun off-campus events Saturday afternoon, visits to local points of interest:

A) Visit 3 of Okanagan Valley's premium wineries on a wine tasting tour. Transportation will be available. Plan now to buy enough of your favorite vintages to take home. 1400-1700 (Don't be scared off by the U.S. duty on wine you wish to bring back home. It's just 28¢ per liter after one liter per adult duty-free.)

B) Tour the S.S. Sicamous, largest & most beautiful of the steam sternwheelers that helped shape the commerce and the lives of residents of B.C.'s Okanagan Valley from 1914 to 1936. Just a ¼-mile walk from the hotel. 1400-1600 www.ssicamous.com

C) Experience the tumultuous lives of the gold seekers and railway men and envision the sternwheelers that plowed Okanagan waterways. Explore fine displays of pioneer life, natural history, and First Nations peoples at the Penticton Museum & Archives. Car needed. 1400-1600 www.penticton.ca/museum/default.asp

For a pre-Conference bonus, start a little early on Friday and stop just south of Penticton for a free tour of the Dominion Radio Astrophysical Observatory, a world-class facility for science and technology research related to radio astronomy. www.hia-ih.nrc-cnrc.gc.ca/drao/index_e.html

Remember that everyone will need a U.S. Passport or Passport Card or Enhanced WA Drivers' License to get back into the U.S., so get working on that now if you don't already have one.

SEE YOU IN PENTICTON – 23-25 OCTOBER

USPS-D/16 & CPS-WCID International Fall Conference 23-25 October 2009 - Penticton, B.C.

USPS Registration Form - All Prices in U.S. Dollars

Name (1) _____ Name (2) _____
(Please print names as you wish them to appear on conference name badges.)

Address _____ City _____ St _____ Zip _____

Telephone _____ E-mail _____ Sqdrn _____

<u>Meals:</u> (All prices include taxes & gratuity)	No.	\$/Person	\$ Total
Friday evening Wine Tasting & Pasta Buffet (incl. 2 glasses of wine)		\$30.00	
Saturday morning Continental Breakfast		n/c	n/c
Saturday Coffee Break & Conference Luncheon Buffet		\$18.00	
Saturday Dinner Banquet - Prime Rib of Beef w/Yorkshire Pudding		\$35.00	
Saturday Dinner Banquet - Roast Turkey w/Sage Stuffing		\$35.00	
Sunday morning Continental Breakfast		n/c	n/c
Selected Meals Sub-Total:			
Early Bird Discount (If payment-in-full is postmarked on or before 15 Aug 09, subtract 5%)			< >
Selected Meals Total:			
OR All-Meals Package Price (If pre-paid in full on or before 15 Aug.) (Incl. free 2-bottle wine tote w/conference logo)	w/Prime Rib of Beef	\$75.00	
	w/Roast Turkey	\$75.00	
Off-Campus Events:			
3-Winery Tour* (for D/16 Charter Bus passengers)	Sat, 1400-1700	n/c	n/c
3-Winery Tour* (on Penticton wine tour bus)	Sat, 1400-1700	\$16.00	
S.S. Sycamous Sternwheeler Tour (\$5.00 admission)	Sat, 1400-1600		
Penticton Museum & Archives (\$2.00 admission)	Sat, 1400-1600		
*(Winery tour does not include any on-site tasting fees) Off-Campus Events Total:			

Total Registration Payment Enclosed >>>

Make check payable to:

USPS D/16 Fall Conference 2009

Check # _____

Mail check for payment-in-full + copy of this Form to:

Stf/C John Sherrick, JN - 4411 W. Excell Ave., Spokane WA 99208-4965 (509-328-3895)
Early-Bird Discount or All-Meals Package Price allowed only if paid-in-full on or before 15 August

Meals Total	\$ _____
Off-Campus Events Total	\$ _____
TOTAL ENCLOSED:	\$ _____

Make Hotel Reservations directly with: DAYS INN & CONFERENCE CENTRE-PENTICTON
152 Riverside Dr., Penticton, BC, Canada V2A 5Y4. Tel: 250-493-6616; Fax: 250-493-6615 www.daysinnpenticton.ca
Reserve hotel by 1 Sept 09 to get "**Power Squadron**" Deluxe Room Conference rate of \$92.00 (+ tax) (excl. suites)

(Conference hotel room rate good up to 5 days before and after conference.)

PLAN NOW FOR AN OCTOBER WEEK-END OF FUN IN PENTICTON, B.C.

Head North for Fun Time in Canada!

23-25 October 2009
USPS-D/16 & CPS-WCID
International Fall Conference

The venue is Penticton, British Columbia, 3½-4 hrs east of Sumas (near Bellingham) or north of Wenatchee. The prices are great. The scenery is even better. And the wine is fantastic. Register by 15 August for the best deals & to be in a draw for a free hotel room.



Go to www.usps.org/localusps/d16/ for Conf.

"Early-Bird" Special!

Save big bucks by pre-paying reservations by 15 Aug 2009 for:

USPS-D/16 & CPS-WCID
International Fall Conference
in Penticton, BC - 23-25 Oct



Purchase the "ALL-MEALS PACKAGE" by 15 Aug. for just \$75.00 U.S. and get a free 2-bottle wine tote + be entered in a drawing for a free hotel room for both conference nights. Go to www.usps.org/localusps/d16/ for registration form.

October Golf, Anyone?

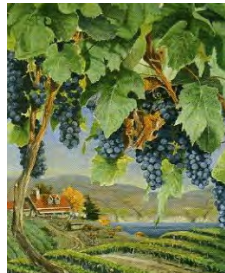
If you're a golf nut, bring your clubs to the
23-25 October 2009
USPS-D/16 & CPS-WCID
International Fall Conference

in Penticton, BC. There are 28 golf courses in the beautiful Okanagan Valley, in addition to the 88 wineries. So come a few days early or stay over after to get in a few rounds. Just be sure to register by 15 Aug for the best deals. Go to www.usps.org/localusps/d16/ for Conf. registration form



Come to Penticton & Wine Country!

for the 23-25 Oct 2009
USPS-D/16 & CPS-WCID
International Fall Conference



Register & pay by 15 August for some fantastic cost savings & a drawing for a free hotel room for both conference days.

Go to www.usps.org/localusps/d16/ for registration form

Don't Forget Your Official ID!



When you head north into Canada for the
USPS-D/16 & CPS-WCID
International Fall Conference
23-25 October 2009
you'll need your U.S. Passport, Passport Card, or WA State Enhanced Driver's License to get back into the U.S., whether you're traveling by car or bus. Don't forget it. It takes time to get one, so don't delay.

Go to www.usps.org/localusps/d16/ for Conf. registration form

Make the Most of Your Time in BC

To take full advantage of your visit to the
23-25 October 2009
USPS-D/16 & CPS-WCID
International Fall Conference

in Penticton, BC, check out these web sites:

www.tourismpenticton.com

www.okanagan.com

www.golfokanagan.com

www.okanaganwines.ca

Be sure to register by 15 Aug for the best deals.
Go to www.usps.org/localusps/d16/ for Conf. registration form

A First Rendezvous and Pooling Resources - Jan Ferro, AP

Ed & Jan Ferro with Si Horse, a 28' HarberCraft Kingfisher, made their first visit to the Island Marine Center Spring Rendezvous at Poets Cove, South Pender Island. It was a new experience to be among similar boats. There were 30 small (22 to 33 foot) fast boats designed for fishing and cruising. IMC is one of the larger boat dealers in Puget Sound and right next door on Lopez. They put on three fabulous meals at the lodge with door prizes for everyone. Ed was able to do 9 VSCs on the trip. While some went to a Farmers Market in Ganges, many went out to check their shrimp pots with the extended season in Canada. Recognition of the VSCs made it to the IMC website.

Along with Jerry and Cheryl Corder (residents of Warbass Way Marina) with their 14' X 40' houseboat and 16' runabout, have found that sharing what we have is making for some great experiences. Jerry has found our boat with Scotty downriggers and a heated cabin a great place to use his first class shrimp and crab gear with a pot puller. We made some great hauls when we could get down deep. Jerry has the knowhow for catching Lingcod and rockfish while waiting for a pot to fill.



An overnight outing to Sucia was more fun, as the Corders took their houseboat up to Fossil Bay to anchor (a 4-hour trip for the 19 miles, 50 minutes for us). We met them to raft alongside and using our boat, the first day had lunch at Matia and made the hike around the island through old growth timber, to end the day, after Ed and Jerry tried fishing, with a spaghetti feed aboard the houseboat. The next day, a trip around Patos and into Active Cove, we found the remnants of the original landing for the lighthouse tender.



Harbor Lights is the newsletter of the Friday Harbor Power Squadron
David M. Good - Editor

Email comments, corrections, or content to: editor@fridayharborpowersquadron.com