

MARCH 2009

Volume 25
Issue 2

HARBOR LIGHTS

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



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COMMANDER'S FAREWELL MESSAGE Cdr. Fred Bowen, AP

*I*t seems like just yesterday that I wrote my first Commander's Message article for our award winning Harbor Lights. It was the May 2008 issue. Now, I'm writing my last one. Where did the year go?

Well, we had a superb and very well attended Change of Watch last April with nearly the entire District 16 Bridge here to swear us in. Then there was our fun May picnic at Lakedale; our May public flare shoot; our huge July flotilla to Port Browning for the Pig War festivities with the Canadian Brentwood Bay Power Squadron (I still don't see how they beat us); the September picnic at Lakedale; and our enjoyable and entertaining monthly programs starting with Mac and Patti Douglas describing their Alaska voyage, Barry Boyce describing navigation by stars, Captain Richard Rodriguez providing some humorous and some scary sea tales, Nick Teague discussing the restoration of the Patos Light House, and Nouridine Jensen, life long island resident, and Mike Vouri providing a most interesting history of "A Town on an Inland Sea". Don't forget our December Holiday Party and successful auction!



In between all this, Travis Smith and Ann Einboden and their other Squadron volunteer instructors put on a variety of educational courses: Squadron Boating Course, Seamanship, Piloting, and America's Boating Course! Weather and a Radar Seminar are underway.

Finally, not only did we completely redo our website, but we have made it into an everyday communications tool and received what I believe, was the highest technical score in all of USPS! That, coupled with FHPS having the eighth largest Squadron membership increase in the entire Nation, plus doing 129 Vessel Safety Checks, capped off our year. *What a year!*

Then there were the Fall and Spring District 16 Conferences where we had significant Squadron participation and provided District leadership.

Come to think of it, it doesn't really seem like yesterday after all...

My best wishes to incoming Commander Carolyn Bowen and the new Bridge and Ex/Com, where I'll serve as your Past Commander. Together, we will make next year even better. *Thanks for the opportunity to serve as your Commander.*



MARCH CELEBRATIONS

- Peanut Butter Lovers Day 3/1
- Purim 3/4
- International Women's Day 3/8
- Nat'l Spring Fever Week 3/5
- Brain Awareness Week 3/12
- Daylight Savings Time 3/8
- St. Patrick's Day 3/17
- Poison Prevention 3/18
- Vernal Equinox 3/21
- Nat'l Cleaning Week 3/25
- Frozen Food Day 3/30
- Disabilities Awareness Mo.
- Furniture Refinishing Mo.
- Irish-American Heritage Mo.
- Music in our Schools Mo.
- Chronic Fatigue Syndrome Awareness Month
- Craft Month
- Nutrition Month
- Healthcare Diversity Month
- Women's History Month

APRIL CELEBRATIONS

- April Fool's Day 4/1
- Peanut Butter Jelly Day 4/2
- Palm Sunday 4/1
- Passover 4/2
- Good Friday 4/5
- Licorice Day 4/12
- Tiger Week 4/13
- Income Tax Day 4/16
- Astronomy Day 4/21
- Picnic Day 4/22
- Admin Professional Day 4/25
- Arbor Day 4/27
- Nat'l Gardening Week 4/8
- Car Care Month
- Counseling Awareness Mo.
- Food Health Awareness Mo.
- Frog Month
- Garden Month
- Guitar Month
- Humor Month
- Math Education Month
- Kite Month
- Poetry Month
- Stress Awareness Mo.
- Welding Month



SEO Travis Smith, JN

Educational Department

SEO Report March 2009

We have several members signed up scheduled Spring Classes which include Sail (7), Weather (19), and Radar Seminar (25). The Instructor's and Student's Manuals for sail are being reviewed presently by Jack McKenna who is a former Keel Boat Sailing Instructor with experience sailing San Juans, CAL-20, El Toros, Lasers, and Vanguard's. I've crewed with Jack on two Swiftsure races aboard a Shock 35 and consider him to be one of the most knowledgeable sailing authorities on the Island. I promise you it will be a great learning experience for members who want to expand their sailing skills.

We are presently previewing the new Weather Course materials. The new course is a big improvement over the old Weather Course with the emphasis on explanations of weather events rather than stories about them; the course introduces students to the science of Meteorology. There is nothing more important to a boater than having the knowledge to determine whether to head out or stay ashore. Just as they have over the centuries, responsible mariners today study the weather for practical reasons and practical concerns.

I finished reading Kevin Monahan's *The Radar Book* a few weeks ago which is included with the Radar Seminar's cost. Even if you don't attend the Radar Seminar, I highly recommend this book to any skipper who wants to improve or learn effective navigation and collision avoidance using their on-board radar. The \$25 is probably one of the better investment you'll make and especially so, after cruising in dense fog or at night.

Please check FHPS's website to find out start dates, times, and location if you have not already signed up. All members who have previously signed up for a course will be notified by E-mail regarding the schedules.

The District 16 Educational Seminar is scheduled for May 9, 2009 at Camp Arnold, located in Eatonville, WA. If any member would like to attend this event, with me, please let me know and get your application sent in by April 19 to save a couple of dollars on the lunch. Applications can be downloaded at www.usps.org/localusps/d16.

REMEMBER WHEN Richard & Victoria BAKER

Richard & Victoria Baker were valued members of our Squadron for many years.

Richard was the Commander for two years, 1995 -1997. Victoria was the Friday Harbor Power Squadron's Commander 1999 - 2000.

The Squadron was very fortunate to have their leadership. They gave hundreds of hours in support of our activities – far too many to list in a short article – *and are most certainly not forgotten by "us old timers."*



Celebration 2000



Christmas 2008

They relocated to Tennessee in 2004, but continue to keep in touch with several Squadron members.

While going through some of Victoria's files, who was the Harbor Lights Editor from 2001 to 2004, I

came across a "Celebration 2000" picture (when she was Commander).

A recent Xmas card picture shows our "Past Commander team" still enjoying the good life.

Lizz Divers-Smith, Editor



VSC Report

**Burke Critchfield, AP
VSC Chair**

Time to arrange for your annual vessel safety inspection. The new BLUE decal for 2009 has arrived and your inspection team is already at work and have competed some inspections. Last year we did well because of your help but we ask for your cooperation again to allow us to do a safety inspection on your vessel. Thank you for your continued help. Call 378-7235 to make an appointment.

Safety Report

**Lt. Ed Ferro, P
Safety Officer**



With Mother Nature's cooperation, boating season should be just around the corner. It is time to get reacquainted with our vessels, before any serious cruising.

Safety gear on board is a top priority item. The condition of your PFD's, flares, nav lights, etc. can deteriorate over the winter. After determining your equipment is in good shape get a vessel safety check and be awarded a 2009 Safety Check Decal.

Safe Boating, Ed.

Seafaring Words in Everyday Speech



Landmark . . . (point of reference)

A landmark is a prominent, fixed object on the landscape such as a church tower, lighthouse, or mountain whose position is marked on a navigational chart. It enables a navigator to establish the ship's bearings. A *landmark decision* is a distinguishing fact or event that serves as a guide or boundary in similar decision making. In his work *Utilitarianism*, the English philosopher John Stuart Mill used the word metaphorically: "This man ... whose system of thought will long remain one of the landmarks in the history of philosophic speculation ..."



Sailing does this for me! The world leaps into my eyes and ears, touches me in private places, and afterwards I return to the mainstream of my life renewed.

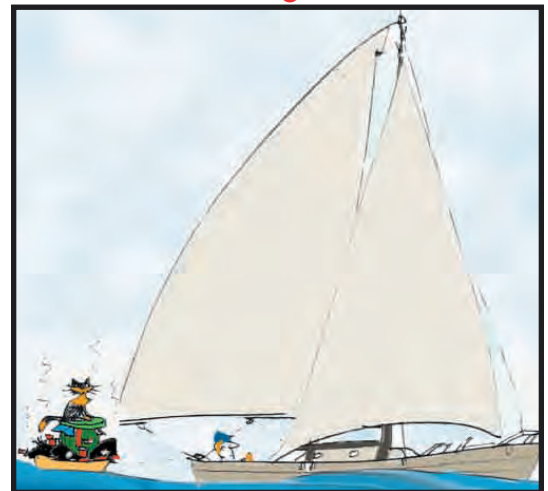
Herb Payson

A Sailor's Dictionary

Small craft customarily towed from the stern of boats, stowed on deck on larger boats, or stolen from moorings when boats are away. It serves the purpose of lifeboat, shore shuttle, and wastebasket, and by filling up with water and sinking, it provides a crude measurement of recent rainfall. Ideally, it should have sufficient stability to carry the entire crew at least 50 boat-lengths away from their vessel before floundering.

For reasons lost in maritime tradition, dinghies – or "dinks" as they are often referred to – are by custom equipped with two oars, but only one functioning oarlock.

Dinghy



Membership Department

**John Towson
Chairman**

I come from a boating family in Seattle. Father, Tom Wheeler was a Yacht Broker from 1939 until 1982, and I grew up on Lake Union. We lived over the office at Tom Wheeler's Fremont Boat Co. My first boat, at age 10 was a 16' Snipe center board sloop, which means I have been boating off and on for about 60 years.

I worked in the marine business for many years and owned a number of boats (all sail) and was very active in racing and cruising. I took my boat on the Vic/Maui race three times and won Swiftsure (in class) in 1976.

I spent 25 years in the insurance industry and recently retired, but found retirement to be boring, so I returned to my first love (boating) and have gone to work as a broker for San Juan Island Marina Center with Mike Close. I moved to Friday Harbor full time in July of 2008 after many years of calling San Juan Island my favorite place to be.

I purchased my boat last spring and after some careful planning decided that living aboard was the place for me. I sold a ton of stuff and moved aboard the *Lady Lea* in June of 2008.

I have been a HAM, call sign K7QCP, since 1960. I play the classical guitar and although I am not ready for Prime Time, I can amaze myself now and then. I'm pleased to be joining the Power Squadron and look forward to getting involved.



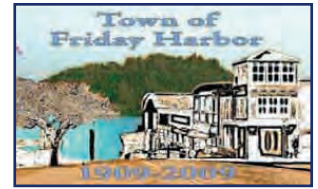


AO Mike Griffin, P

In recognition of the 100 year anniversary of Friday Harbor as a town, our meeting programs featured chapters of maritime history for our area.



In **February** we were treated to an informative and colorful presentation of the lighthouse restoration on Patos Island. Our presenter was Nick Teague from the Bureau of Land Management. Nick's passion and enthusiasm for the subject was contagious as he shared some of the challenges and anecdotes related to the restoration of the lighthouse in order as Nick says, "To preserve this place from becoming a whisper of the past."



The theme for our **March** meeting was remembering the "harbor" history of Friday Harbor. We were fortunate to be joined by Nouridine Jensen, Mike Vourie, and Kevin Loftus. Nouridine and his family pioneered the development of the port and shipbuilding industry in Friday Harbor. Mike is historian for the San Juan Island Historical National Historical Park and co-author of the recently published book "Images of America-Friday Harbor," and Kevin is the Executive Director of the San Juan Historical Museum. Our three presenters took us back in time through historic photos and personal accounts of life and happenings on the Friday Harbor waterfront.

THANK YOU

As we finish this round of monthly meetings in The Grange and look forward to the summer break, I would like to extend my thanks to all who have helped, and continue to help me in the coordination and implementation of our meetings.

Every month, I am greeted by members to help set up and organize for the evening's event. At the conclusion of the meeting, there is a spontaneous "all hands on deck" to break down the tables and clean up. The job is finished and we are ready to douse the lights in a matter of minutes. This makes my job much easier and more enjoyable.

THANK YOU SO MUCH TO ONE AND ALL!



Courtesy of P/C Fred Hoepner, AP

NAUTICAL QUIZES

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

I.

What nautical "Rule of the Road" applies as illustrated in the picture:

- A. Have a good day.
- B. Hey! Gimme my ball back.
- C. Tonnage rule.
- D. Might is right.



II.

While underway in sight of another vessel, you put your engines full speed astern. Which statement concerning whistle signals is true?

- A. You must sound three short blasts on the whistle.
- B. You must sound one blast if backing to starboard.
- C. You must sound whistle signals only if the vessels are meeting.
- D. You need not sound any whistle signals.



CHEERS !!

MARCH BIRTHDAYS

- Bill Bates
- Fred Bowen
- Ed Ferro
- Elaine Gifford
- Donald Pollard
- Forbes Powell
- Keith Van Cleve
- Mary WillAllen

APRIL BIRTHDAYS

- Charles Carter
- Patti Crenshaw
- Jeanne Dickerson
- Diane Giesy
- Carolyn Haugen
- Peg Hoepner
- Mary Kalbert
- Steve Percer
- Bill Wertz



LOVE OF THE SEA IS A STRANGE, UNACCOUNTABLE EMOTION. CHARLES VIOLET



SLIPPING YOUR ANCHOR



It's a wild night. Black, heavy williwaws rolling the boat, driving rain; you are on the foredeck hanging on as the pitching deck drops beneath your feet. You're dragging! Suddenly the anchor hangs up. The violent action intensifies. You've got to let the anchor go – no hope of retrieving it. OK, release the stopper, ease the brake and start veering. All is going well until the anchor and rode take charge and all hell breaks loose. The rode is coming out uncontrollably, and then comes a violent jerk when the runaway rode stops. Now what? Oh, sure. You were smart when you loaded the anchor locker with that new anchor line and secured the bitter end so you wouldn't lose the anchor. You very carefully ease your way aft, go below and note the dog howling and the crew white faced. You lurch up to the anchor locker while getting beat up by the pitching bow. One look at the hatchet knot holding the bitter end says that you're not going to be able to untie that knot. Or – you're all chain and the shackle pin is rusted in.

Ah! The seamanlike solution is to secure a stout line to an anchor point in the anchor locker long enough to lead up through the deck pipe plus about six feet and splice it to the bitter end of the chain. The splice is important as this connection must be able to pass through the deck pipe. Now if the anchor must be slipped the line can be cut from deck level with that sheath knife you always carry.



Now, one other important thing that must be done: The last couple of fathoms of the anchor line should be sprayed with fluorescent red paint so that when you see this marker coming uncontrollable topside you will have time to stand clear.

Courtesy P/C Fred Hoepfner, AP



II. A

<http://www.martindalecenter.com/> (My favorite website of all)

<http://www.noonsight.com> (Wide variety of info)

<http://www.cdc.gov>

<http://www.noaa.gov>

<http://www.worldclimate.com>

<http://www.icc-ccs.org> (Piracy)

<http://www.mmsn.org/>

<http://www.stormsurf.com> (One of many)

<http://cruisingworld.com> (One of many)

<http://www.winlink.org/>

<http://www.digwave.com/>

<http://wireless.fee.gov/uls/index.htm?job=home>

<http://www.sailing.org/>

<http://www.onpassage.com/>

<http://www.practical-sailor.com/>

<http://www.sailsafely.com/> (A suggestion I'd take if ...)

<http://www.sping.com/seaclear/index.htm> (For those who may ...)

http://www.geocities.com/yosemite/forest/2727/flicka_ssb.html#Antenna (General info)

<http://sdx.org/>

<http://www.arri.org/>

<http://ssca.org/cgi-bin/pagegen.pl?pg=home&title=Home> (Good site for discussion & general info)



VALUABLE WEBSITES FOR
COASTAL AND OFFSHORE BOATERS
PER MIKE ALFANO

MOTORBOATS TO THE RESCUE - 1912

*Artist Demers, depicts
The Great Rescue!*



This picture represents the efforts of Donald Demers, a renowned marine artist. His works are considered masterpieces. In the early years of motor boating in the United States, many were used as tenders for sailors who needed transport if their sail boats were becalmed. Mr. Demers delved into the archives of the New York Yacht Club library and other repositories of data relating to early nautical history to research information on an incident which occurred during July of 1912.

Many yacht clubs like the Boston Yacht Club had sailors with motor tenders used for transport. These yachtsmen would bond together on weekends, and in the case of the Boston Yacht Club would perform drills to increase their skills and knowledge in small boat handling, deck work, performance and safety.

During July of 1912, on a weekend sail by members of the Boston Yacht Club a sudden storm arose placing many of the sail boats in distress, ripping sails from masts and dismasting several. Roger Upton, one of the founders of the United States Power Squadrons and other power boat owners, risk life and limb, some in the middle of the night, to come to the aid of the sailors. An article on the rescue was prepared by George Story in the September issue of *Motorboat Magazine*.

Mr. Demers has captured the spirit of the rescue in this outstanding painting, presented to the United States Power Squadrons on the occasion of their 90th Anniversary as an organization. One can feel the spray in one's face and the sense of excitement and anxiety as these early motor boaters worked to rescue their friends from possible disaster.

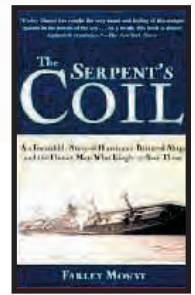
***From the USPS Cookbook "By Land or By Sea"
Purchased at the National USPS Annual Meeting 2009 - Anaheim, CA
(They had a fabulous Ship's Store ... Lizz Divers-Smith, Editor)***



Organized in 1914, USPS is a non-profit, educational organization dedicated to making boating safer and more enjoyable by teaching classes. In 2005 the USPS had over 60,000 members organized into 450 squadrons across the country and in some US territories. USPS is America's largest non-profit boating organization and has been honored by three USA Presidents for its civic contributions.

THE SERPENT'S COIL By Farley Mowat

P/C Keith Van Cleve, AP



HURRICANE SURVIVORS

In the immediate post WW II period many of the cargo ships, Liberty Ships, built during the war to transport material and supplies to support the troops across the Atlantic and Pacific were still traveling great circle routes with peacetime objectives rather than as troop support. Moreover, they did not have to worry about avoiding hostile submarines. They did have to be alert for weather conditions that could be just as deadly as an enemy torpedo. The north Atlantic is notorious for hurricanes and the summer of 1948 was no exception with several severe storms that scattered shipping literally to the four winds.

In "The Serpent's Coil" (The Lyons Press, 2001) Farley Mowat presents a riveting tale of incredible storms, survival, seamanship and the salvage tugs that brave hurricane ravaged waters to tow disabled ships to safety. In the summer of 1948 the Liberty ship *Leiscester* sets sail from England for New York. At the same time, out from the west African desert and over the Cape Verde Islands comes a beast of a hurricane that overwhelms the *Leiscester*. The ship is abandoned in mid-Atlantic with the loss of six lives. It is now a derelict adrift at sea with substantial list due to shifting ballast caused by the storm. The hurricane travels four thousand miles in ten days across the Western Ocean. By this time the *Leiscester* had a permanent list of 50 degrees and was rolling to the point that seas were breaking at the foot of the derrick masts. Because of the list and roll, lifeboats could not be safely lowered. The crew were marooned aboard with no power or heat and the air temperature dropped below 45 degrees. There was no way to readily move about the ship because of the list.

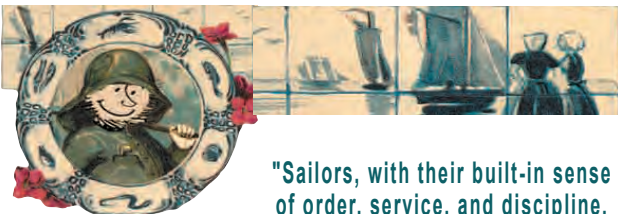
In the agent's office at the Foundation Maritime Company in North Sydney Harbor, Nova Scotia, captains

of two deep sea salvage tugs discussed the recent storm. The *Foundation Josephine* and *Foundation Lillian* were two of the best. *Foundation Josephine* was designed in 1940 as a salvage/rescue tug that could take the worst the North Atlantic could stir up. She was designed to tow a crippled merchant ship of up to 15,000 tons dead weight at convoy speeds of 8 or 10 knots for distances up to 1500 miles. Little did the captains know, despite their earlier exploits with ship rescues, what lay in store for them.

With the best navigational information available at the time, the two tugs set out to locate the *Leiscester*. It was a race with a Dutch salvage tug, the *Zwarte Zee* to locate the derelict vessel. In the end the Foundation tugs located the *Leiscester* and the *Josephine* took her in tow to Bermuda. More adventures awaited however, as another hurricane approached Bermuda from the west, originating in the Caribbean. Although the two vessels were moored in a relatively safe anchorage, the eye of the storm passed over the island with the result that winds on the back side of the storm caught the ships from the stern before they could be shifted to face the winds bow-on. The *Josephine* was beached by powerful winds and essentially wrecked while the *Leiscester* also sustained substantial damage. The *Leiscester* was made sea-worthy and towed by another tug, the *Kevin Moran* from Bermuda through another serious storm to Newport News. The *Josephine* reached Halifax, Nova Scotia later under tow where she was in drydock for three months. She sailed once more and again became one of the foremost deep-sea rescue tugs in the North Atlantic.

The hurricane season of 1948 would be long-remembered by the crews that sailed these remarkable rescue vessels through stormy waters.

THE BILGE OF SEAFARING LORE



"Sailors, with their built-in sense of order, service, and discipline, should really be running the world."

NICHOLAS MONSARRAT

I. C & D

"MANY HELPING HANDS MAKE LIGHT WORK"

Join in on the fun ...

Lighten the work load ...

We would appreciate help!



Share your enthusiasm
& expertise with our Squadron!
(Call Cdr. Fred Bowen 378-5445
or send an e-mail to
fred@fbowenassociates.com)

- Change of Watch
2 April 2009
- Monthly Meetings
Table set up-take down
- Pocket Cruise - May 9th

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**SAVE THESE DATES !
HOPE TO SEE YOU!**

**District 16 Spring Conference
March 27th - 29th
Doubletree Inn
Southcenter, WA**



**CHANGE OF WATCH
April 2nd**

Please mark your calendars for Thursday, April 2nd, for the Friday Harbor Power Squadron Change of Watch. This is the meeting where we install our Squadron officers and committee chairs for 2009-2010. We will have several District 16 Bridge Officers in attendance with District Commander Barbara Erickson, AP, swearing in our new Squadron officers.

This event will be held at the San Juan Island Yacht Club, beginning at 1730. A dinner of Wild Salmon or Prime Rib will be provided by the Yacht Club at a cost of \$28 per person. You will need to bring your own wine or other beverage of choice. Glasses will be provided by the yacht Club.

This is an important event for our Squadron. We hope you will be able to attend the ceremony and dinner. Please return your Clip-N-Mail's to XO Carolyn Bowen by March 24th.

Hope to see you there!

**OPENING DAY FESTIVITIES
May 2nd - 3rd**



SATURDAY- MAY 2nd
Docktail Party 4:30 PM

SUNDAY - MAY 3rd
Brunch SJYC (Time TBD)
Parade 2:00 PM

**SPRING PICNIC - HENRY ISLAND
May 9th Noon to 3 PM**



Plans are tentatively under way to use the Seattle Yacht Club's outstation on Henry Island for the picnic. We will shuttle Power Squadron members to the Henry Island site using dinghies. Those PS folks who are members of the Seattle Yacht Club will be able to take their larger boats to tie up to the dock. The use of mooring buoys and anchoring is an option for others.

**FLARE SHOOT
May 17th**



**SAFE BOATING WEEK
May 16th - 22nd**



**PREDICTED LOG
June 13th**



**DISTRICT 16 RENDEZVOUS
June 19th - 21st Poulsbo**



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**PIG WAR - ROCHE HARBOR
July 10th - 12th**



The "war" will be hosted by the FHPS.
We want the trophy back!!!

**Nor'westing 2010 Nat'l Cruise
September 05th - 11th**



The San Juan Islands, Canadian Gulf Islands and Victoria B.C.

2009 – 2010 FRIDAY HARBOR POWER SQUADRON BRIDGE

**Commander
Executive Officer
Educational Officer
Administrative Officer
Secretary
Treasurer**

**Carolyn Bowen, P
Marc Forlenza, AP
Travis Smith, JN
Mike Griffin, P
Penny Woodall
Dan Watson, S**

**Time to Relieve the Helm
CHANGE OF WATCH
FRIDAY HARBOR POWER SQUADRON
A UNIT OF THE UNITED STATES POWER SQUADRONS**

APRIL 2, 2009

**SAN JUAN ISLAND YACHT CLUB
237 FRONT STREET**

1730 – 1830 APPETIZERS PROVIDED

**Please bring your own beverage – Yacht Club will provide glasses
1830 DINNER – DESSERT – CHANGE OF WATCH – AWARDS**



**CLIP -N- MAIL RESERVATION FORM
FHPS 2009 CHANGE OF WATCH
R.S.V.P. BY 24 MARCH**

Member(s) and Guest(s) Names

MY DINNER SELECTIONS ARE:

**Wild Salmon
Prime Rib
Total Dinners
Total Enclosed**

_____ (\$28.00 per person)
_____ (Payable to FHPS)
\$ _____

**Kindly Return To:
XO Carolyn Bowen
PO Box 1565
Friday Harbor, WA 98250
Questions: Call Carolyn Bowen at 378-5445**



ARE YOU READY?

Reminder from the RECREATIONAL BOATING ASSOCIATION OF WA

If boating to or from Canada this summer, apply for your passports now. The passport office will get very busy and the process takes several weeks. Beginning June 1, 2009, passports, a passport card or an enhanced WA state driver's license will be required for travel to and from Canada on a boat. A regular driver's license and a birth certificate will no longer suffice.

While a passport card or enhanced driver's license are smaller, more convenient and cheaper, they do have limited application. Passports on the other hand are good worldwide with no restrictions as to mode of travel. At the present time a new passport costs \$100 and is good for ten years. When applying for a passport, for an additional twenty dollars, a passport card can also be obtained.

A passport card by itself costs \$45 and is good for ten years. It is not known what the cost would be for someone who already has a passport, but except for smaller size there really isn't any advantage in getting one if you already have a passport.

CBP and the State Department are urging everyone who thinks they are going to need one of these documents to apply as soon as possible as this is their slow time of the year. Both organizations feel that as June 1, 2009 gets closer and the traveling public realizes the change in requirement, delays in processing applications could be very long.

I-68's and NEXUS passes issued prior to June 1, 2009 using a birth certificate or similar document will be valid after June 1, but CBP would appreciate a call after one of the new approved documents has been obtained. For questions, call 1-800-562-5943 (WA State only) and ask for the Small Boat Program. You can also go to the Customs and Border Protection website: www.getyouhome.gov.



Power Squadron Boutique

New hats have arrived!!! We have a couple of new colors for Spring along with your favorite navy and khaki. Hats are \$15. I'll have them available for viewing at our next get-together. Or, if you would like to see them during the week, give me a call and I'll be happy to meet you in town. Our phone number in the evening is 370-5127.

We also have our cruising pennants available. The small ones are \$15 and the large ones are \$25.

I am looking into purchasing a couple of shirts and sweatshirts that would be available for special order. I hope to have these available for you to order soon.



Toni Bailey

Contact: Toni Bailey at tonib@centurytel.net



NEXUS GOES - Global Online Enrollment System

The boating season is about to begin and it's time to get the NEXUS cards if you don't have one already. They are only good if everyone on the boat (or in the car) has one. If you are boatless at present but may be a passenger on a boat where the owners have the NEXUS cards, you'll save them a lot of time and fuel by having the card. This allows the boat to go directly to a Canadian rendezvous without sidetracking to a Canadian customs dock. It's also handy coming back to the States and takes the place of the I-68. It's \$50 and good for 5 years.

Get out your passport and driver's license and credit card, register with GOES, and apply on line for NEXUS. Takes 20 minutes. You'll need to check on line to see when you are accepted and can make an appointment to go to Blaine for the interview. You can often get there early and they'll process you right away. A simple process where they'll want to see your passport, driver's license, birth certificate, and proof of residency; i.e., utility bill or mortgage statement.

<https://goes-app.cbp.dhs.gov/pkmslogout>

Happy Boating!

Courtesy of Ellen Johnson

A summary of Ex/Com Minutes may be obtained by going to our website:

http://www.fridayharborpowersquadron.com/Squadron_Archives/MeetingMinutes/index.htm

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Executive Committee Meeting
03 February 2009

ATTENDEES:

XO Carolyn Bowen; SEO Travis Smith; AO Public Boating Chair Ann Einboden; Treasurer Dan Watson; Secretary Jan Ferro; P/C Marc Forlenza; Member Involvement Chairman Dave Cable; Safety Officer Ed Ferro and AO Mike Griffin.

A View From The Crow's Nest



Executive Committee Meeting
03 March 2009

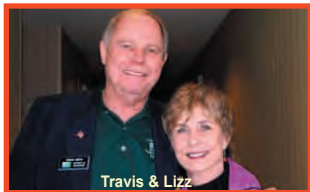
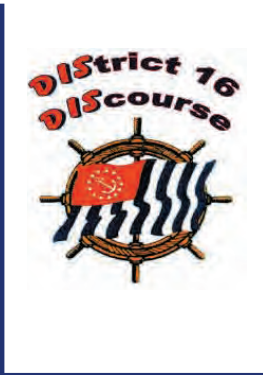
ATTENDEES:

XO Carolyn Bowen; AEO Ann Einboden; Treasurer Dan Watson; Secretary Jan Ferro; Membership Chairman John Towson; VSC Chairman Burke Critchfield; Safety Officer Ed Ferro; AO Mike Griffin; Member Involvement Chair Dave Cable; and P/C Marc Forlenza.



D/Lt/C Travis Smith, JN
District 16 Treasurer

**USPS Annual Meeting 2009
Anaheim, CA**



Travis & Lizz



Hot Flash Moment!

Lizz and I had the pleasure to attend the National Meeting held in Anaheim during mid February with another 25 or so, District 16 Squadron Members. It was one of the first National Meetings which anyone could remember where the complete D/16 Bridge was in attendance. A total of 577 USPS Members were present for the four day event with a majority being from the east coast. The first two days were comprised of department and committee meetings with myself attending the Treasurer's and Secretary's Department meetings. On Thursday several training seminars were presented covering: How to Present a Seminar, Co-op Charting, DB2000, Increasing Membership, Leadership Development, Boating Safety, etc. to name a few. There were several exhibits and booths available to visit in the Expo area which offered information on anything to do with weather and charts (NOAA booth), cooperative charting, environmental, recreational boating safety, squadron development, vessel safety check, along with representatives from Weems & Plath and Boat US. In addition, there was a large sales display covering everything available for personal wear with the USPS logo in the Ship's Store. *This was one of Lizz's favorite meeting locations.*

Saturday was the actual Annual Meeting which started at 0900 and lasted until 1500 with a one hour lunch break. All Department Reports were given (lots of them) with some interesting and some, well you know.....boring. It was surprising to see the intensity and dedication these members have for the USPS organization. A simple request, which I thought was anyway, was to modify the Bylaws to have outside auditors replace the internal audit committee since there was a duplication of effort, met with several members taking the floor and arguing against the motion. After 15-20 minutes of debate, the motion finally carried. There were several Canadian Power Squadron representatives in attendance which included two of their National Regional Commanders. It's interesting that CPS continues to grow in membership while USPS continues to decline. During 2008, USPS's membership dropped 7% from 2007 while CPS had 5% growth. USPS membership is around 40,000 versus CPS at 37,000. This may be a trend attributed to the state of the economies of the two countries. It's definitely not due to better educational materials available to the members since CPS is requesting USPS to make available its seminar series and the new courses which have been released during the past two years. The meeting was promptly adjourned at 1500 with the last few reports still scheduled to be given, deferred to the meeting minutes. These people do maintain their schedule!

However, the bigger picture is the social interface which took place over the course of the event. Lizz and I enjoyed meeting several squadron members from other states including Puerto Rico (Wow! Can these people make a fantastic Pina Coloda). We attended at least five of the various Districts' hospitality suites on Friday evening, including being the hosts a short while for District 16's. On Saturday evening, we attended the Change of Watch Banquet enjoying a great meal (yes, it surprised me too) and fellowship with USPS members, while dancing to the music of a live band and a singer who knew "every" 1960-1970 song written. This group could truly relate to the songs. **Attending a National Meeting is a worthwhile experience and**

I strongly encourage FHPS Members to attend the annual a District COW Dinner this month or the Rendezvous each June. You'll not meet a finer group of boaters. Guaranteed.

*Dear Friday Harbor
Power Squadron Members,*

As the Harbor Lights Editor, I thank you, *one and all*, for your support over the years. Your interesting and valuable inputs have been appreciated by all FHPS members. It has been a most rewarding and fulfilling experience. It has been my privilege and pleasure to serve you.

It will be a "bitter sweet moment" to turn over the reins this month.

Lizz Divers-Smith

FRIDAY HARBOR POWER SQUADRON

District 16

SAIL AND POWER BOATING

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Dedicated to Education



Friday Harbor Power Squadron Newsletter



Volume 25 Issue 2 March 2009

CLIP-N-MAIL INSIDE
FOR CHANGE OF WATCH
2 APRIL 2008

Hope you can join us!

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ENJOY !

COMING EVENTS

MARCH

27th - 29th
D16 Spring Conference
Seattle

31st 1300
ExCom Meeting Library

APRIL

2nd
Change of Watch-General Meeting

MAY

2nd - 3rd
Opening Day Activities
SJIYC

5th 1300
ExCom Meeting Library

9th Noon - 3 PM
General Meeting/Spring Picnic
Henry Island

17th
Flare Shoot - Jackson Beach

16th - 22nd
National Safe Boating Week

JUNE

13th
Predicted Log Contest

19th - 21st
D16 Rendezvous - Poulsbo

JULY

10th - 12th
22nd Annual Pig War
Rendezvous