



August 2007

THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock, BC

Report from your Commander



As I write this, summer is more than one-half over. I can't believe how fast it has gone by. I hope you have managed to spend some great days on the water. Our Squadron cruises have been exceptionally well attended this year, and I hope you can join Cruise master Barry and the others on Labour Day weekend at Maple Bay for the last Squadron cruise of the year.

The Squadron information booth was a busy spot during the White Rock Spirit of the Sea Festival. There was a great deal of interest in our courses, and we valued the opportunity to talk with members, past members, past students, prospective students and the general public. Thank you to Public Affairs Officer Andrew for the arrangements, and to all those who helped at the booth.

Over the summer I have had the exciting opportunity of working with Alvan Maxwell, a White Rock Squadron member now living on Mayne Island. Alvan is exploring the possibility of having a Boating course on Mayne Island, and we have agreed to provide our assistance to this worthwhile effort.

Our Training Officer, Rick, has lined up a good program of courses this fall, including the new "Radar for Pleasure Craft" course, and Extended Cruising. Programmes officer Shirley, has been working on some interesting topics for our social/education evenings. So I urge you to continue your boating education by attending one of the courses and our social education evenings.

There have been some interesting developments at CPS nationally over the last few months as CPS continues to ensure our organization better serves our members and our communities. Past Commander Ken reported last year that CPS has dramatically reduced or eliminated the use of uniforms and ranks to eliminate the public perception that CPS is a stuffy militaristic group. If you have attended any of our functions I am confident you already know how false that perception is, but hopefully the "formal" declaration of informality in dress and in ranks should erase even that misperception.

This year CPS has decided to provide a one-year CPS membership to students who pass the Boating course. This is to give us better opportunity to prove the value of CPS membership to the students over the course of the year, hopefully retaining them as active and involved members in the future. While it is often the long-term members who work the hardest in many organizations, it is the ideas brought by new members that keep groups such as ours relevant to the changing times. Unfortunately, to cover the costs of membership, the costs of the Boating student manuals we purchase from HQ have been raised. This and rising costs for classrooms has necessitated a substantial increase in the price of the Boating course. It will be a challenge to keep our enrollment at past years' levels, but I believe prospective students will still recognize that CPS courses are still a bargain.

August also brought our first Bridge meeting of the new season, and we have an excellent slate of Bridge officers again this year. We meet the 3rd Monday of each month at the ABC restaurant on King George Hwy. Our meetings start at 1900 and of course all members are welcome and encouraged to attend.

Gerry Spence
Commander

White Rock Squadron 2006 - 2007 Bridge

Commander	Gerry Spence	531-9817
Executive Officer	Rick Hepting	576-6670
Training Officer	Rick Hepting	576-6670
Asst. Training Officer	Gerry Rapp	538-1410
Coast Guard Liaison	Ken Sissons	538-2071
Secretary	Roger Gibb	535-6702
Treasurer	Ted MacKinnon	538-7553
Membership Officer	John Naylor	538-2720
Asst. Membership	John McLellan	538-6282
Supply Officer	Michael Webb	531-9232
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Programmes Officer	Shirley Shea	288-7089
Environment Officer	TBA	
Webmaster	Harald Hanssen	538-7311
Past Commander	Ken Tomkow	536-9420
Member at Large	Norm Headrick	531-7425

An artist's view...

Boats represent a cosmic drift on the sea of life. Regarding femininity, apart from the number of Queens and Princesses that ply the sea (even Titanic was a "she"), 75 per cent of boats are given female names. The idea of plucky little girl-boats buffeting storms is universal folklore. Boats are loaded with all kinds of anthropomorphic potential--they're independent, heroic, stout, stubborn, plain, comely and gregarious. Traditionally--perhaps more than any other popular construction--they're the product of a creative eye. Further, they're divided into blowers and stinkers--the Montagues and Capulets of a floating race. Boats launch with attitude and stir up their own arguments.

Around here, as soon as anyone gets their hands on a bit of money, they buy a boat. The boats may sit unused year after year, but they still represent the potential for escape from terrestrial normalcy. I've had dozens of them. With me, it's been a mental health problem. Some of them almost ruined me. In retrospect, painting them is almost as good, and considerably cheaper.

As time-honoured subjects for paintings, boats have no equal. Even when hauled in for repairs or lying in dereliction, they tell their story. Their complex curves and watery furrowing present challenges of observation and rendering. Combining the frustration of hydraulic painting, natural science, and nautical correctness, boats can turn perfectly competent painters into babbling fools. Furthermore, boat paintings draw out the critical faculties in nearly every landlubber, and casual passersby suddenly become authorities. I've had guys I didn't know phone me in the middle of the night to tell me that a certain foremast rigging has three-sheave blocks, not four. I've also heard that marine painters who know what they're doing make regular trips to the bank, and this is all to the good, because they need the money to pay for their boats.

Robert Genn
www.robertgenn.com

Rescue at the Dock by Barry Baniulis, Cruise Master

Friday, August 10 was a delightfully warm day at Telegraph Harbour Marina. In attendance were Halifax Jack, Perry-Eh and Freedom Too - who had arrived from spending Thursday at Nanaimo

A great day to relax and unwind at the dock and all settled in for a happy hour. An Albin 28 out of the River Rock Marina pulled in behind Freedom Too.

The boat was registered in Portland, Oregon and owners Ed and Carol joined the happy hour activities.

Great visiting and the topic got around to how do you retrieve an individual who has fallen in the water with a variety of opinions expressed. Ed and Carol went by dinghy to the Thetis Island Pub for dinner while the White Rock Squadron members stayed behind having dinner aboard.

The writer was reading on the Freedom Too when a loud splash was heard about 9:30 pm. a couple of minutes later a shout was heard of "man in the water at the end of the dock"

I immediately grabbed a large flashlight and jumped out of the boat running to the stern of the Albin being joined by John and Rob from Halifax Jack and Perry-Eh respectively. The alarm had been raised by Phil McNally on Opus - a 45 Bayliner the next slip over. Shining a light we spotted Ed in the water hanging on to his swim grid - no swim ladder- he evidently slipped getting out of the dinghy after arriving back from the Pub.

Continued on page 4...



Training Officer's Report

Well the boating weather finally arrived at the end of July! Rather late than not at all. Hope you have been enjoying the weather out on the water and having a safe boating season. The following program of Courses will be offered this fall starting September 11th. As always, we are offering the "Boating" course as well as "Boat PRO". Be a safer boater; take the "Fundamentals of Weather" Course or "Marine Radio VHF" radio talk seminar. This year, we are offering two new courses: "Extended Cruising" and "Radar for Pleasure Craft". By the level of interest in our boating courses expressed at our "Spirit of the Sea Festival" booth we are anticipating a good number of registrants. Thanks to everyone that helped make it a success.

2007 Fall Course Schedule White Rock Power and Sail Squadron

All courses given at Earl Marriott Secondary School, 15751-16th Avenue, South Surrey.

Pre-register at our website (www.whiterocksquadron.org) or by mailing in your registration form. **Pre-registration is highly recommended to ensure a place in your selected class** or register at 1830 the first evening of the course. Courses are one evening per week, from 1900-2100. Prices are subject to change without notice. Courses may be cancelled for lack of registrants or other reasons.

Evening	Course	Starts	Ends	Pre-Requisite	Cost
Tuesday	Boating	Sept. 11	Dec. 11	None	\$275
	Extended Cruising	Sept. 11	Dec. 11	None	\$120 CPS Member \$140 Non-Member
	Marine Radio Seminar	Oct. 30	Nov. 20	None	\$ 55 CPS Member \$ 65 Non-Member
Wednesday	Boating	Sept. 12	Dec. 12	None	\$275
	Weather Fundamentals	Sept. 12	Nov. 7	None	\$ 95 CPS Member \$110 Non-Member
	Radar for Pleasure Craft	Nov. 7	Dec. 12	None	\$ 65 CPS Member \$ 80 Non-Member
	Boat Pro	Sept. 19	Oct. 3	None	\$ 60

The International Cospas-Sarsat Program will terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. After this date, mariners, aviators and other persons will have to switch to emergency beacons operating at 406 MHz in order to be detected by satellites.

To prepare beacon users for the end of 121.5 MHz frequency processing by satellites, the FCC in the United States has prohibited the use of 121.5 MHz EPIRBs as of January 1, 2007.

The implication of this Cospas-Sarsat decision is that users of beacons that send distress alerts on 121.5 and 243 MHz should switch to beacons operating on 406 MHz if they want the alerts to be detected and relayed by satellites. Meanwhile, anyone planning to buy a new distress beacon needs to be aware and take the Cospas-Sarsat decision into account.

Keith Roberts,
Maritime Radio Course Director

Miscellaneous ...

Why do we refer to Greenwich Mean Time (GMT) as Zulu-Time?

In the late 1700's, an American sea captain named Nathaniel Bowditch wrote his now famous navigation text book, "The American Practical Navigator", in which he proposed a method of referring to local time zones that could be used in a ship's log throughout the world.

Navigators understood that since there are 24 hours in a solar day and 360° of longitude around the earth, then each 15° of longitude constitutes another 1 hour time zone. Bowditch proposed that the prime meridian (0° longitude) be designated as the centre of a 15° time zone, i.e. 7.5° each side of 0° longitude. He then divided the remaining longitudes into 15° segments and designated a letter of the English alphabet to each time zone starting with the first zone east of the Prime Meridian.

The time zone centred on 15° East longitude was named "A"; the time zone centred on 30° East longitude was named "B", and so on. At the International Date Line at 180° longitude, Bowditch used two letters for the time zone since each 7.5° segment was in a different day. Also, the letter "J" was left out since the sound for "J" was not frequently found in many languages of the time.

So, Bowditch named the time zones from 7.5° East longitude to 180° East longitude from "A" to "M", leaving out "J". The time zones from 7.5° West longitude to 180° West longitude were named from "N" to "Y". This left the letter "Z" for the Prime Meridian Time Zone through Greenwich, England. Since one of the phonetic words used to indicate the letter "Z" is "ZULU", GMT is also referred to as Zulu-time.

From <http://www.maybeck.com/ztime> Z-Time by Harold F. Maybeck, Meteorologist/Lecturer at Plymouth State College, NH

International Yacht Club of BC (IYC)

IYC conducts sailboat races on Semiahmoo Bay throughout the Winter, Spring and Fall, as well as two regattas in the Spring and Fall.

Are you interested in crewing? If so, go to the IYC website at www.iycbc.ca and go to the Crew List on the racing page to register.

Most, but not all, of the IYC racing boats sail out of Blaine Harbor or Semiahmoo Marina in Washington. Many of our Canadian crew find it most convenient to park in the Peace Arch Park parking lot behind the duty free store and walk across the border, clearing US CBP at Peace Arch, and then walking down to the Blaine Harbor – it is only a short walk (those with Nexus passes drive down).

Fall Social Education Evening Programme– White Rock Squadron

is scheduled for the first week in November. Tentatively a **Dancing with Sea Lions** video and a talk on Diving in our waters is planned. Location & Date to be announced soon.

Shirley Shea

... continued from page 2 - Rescue at the Dock

John and Rob immediately jumped on the stern of the Albin and each grabbed an arm of a shivering Ed who was about 240 pounds. John said "we've got you but let's take this nice and slow"

The first pull got him partially up on the swim grid, a second resulted in him slowly being pulled up on the swim grid and to a transom door and a third pull had him fully out of the water.

Shivering he was very apologetic for the late night swim and profusely thankful to all who aided his rescue. Ed was urged to get below and into warm clothes which he did. Alcohol played a factor in him sliding into the water, life jackets were in the bottom of the dinghy - not on them and it was very dark.

Lessons learned - always wear a life jacket, beware of your alcohol intake and take a light with you in a dinghy at night

FEWER BOATING DEATHS OVERALL

Boating deaths in Canada have decreased each year for five years. During 2000 (the most recent year for which new data is available), there were 147 boating fatalities—a new low. During the past five years (1996-2000), 888 people died in boating incidents?down by 17% from the previous five years (1991-1995). However boating still accounted for one-third of the 472 total Canadian water-related deaths in 2000.

WHAT ACTIVITIES FOR BOATING VICTIMS?

Most fatal boating incidents occur during recreational activities (78%). Boating victims were most often pleasure power boating (33% of boating deaths), sport fishing (27%) and canoeing (13%). However there were fewer fatalities for each of these three activities during 1996-2000 compared to the previous five years. On the other hand, boating deaths while hunting and sailing increased by 40% and 78% respectively during the past five years, although their absolute numbers of fatalities remain much lower than for power boating or fishing.

WHERE DO BOATING MISHAPS HAPPEN?

Half of Canadian boating deaths occur on lakes (53%). Oceans (23%) and rivers/streams (22%) account for the balance. By region, one-quarter (28%) of Canadian boating fatalities occurred in Ontario over the past five years; 21% in British Columbia; 18% in Quebec; 17% in Atlantic Canada; 13% in the Prairie provinces; and 3% in the northern territories.

WHO'S MOST AT RISK?

There are about 10 million boaters in Canada (43% of Canadians 16+ years of age)¹. One-quarter of Canadian boaters are owners of Canada's 2.6 million boats². Almost all boating victims are male (91%). Half (48%) of all boating victims are 35 to 64 years of age. One-third (33%) of boating victims are 18 to 34 years of age.

PERSONAL WATERCRAFT MORE DEADLY THAN OTHER BOATS

Powerboats are the most prevalent pleasure craft, and account for more than half of all Canadian boating deaths. Small open powerboats under 5.5 metres (18 feet) in length are more often involved than larger powerboats. Canoes are the second most involved craft. The absolute number of personal watercraft (PWC) fatalities is low. However the water-related death rate for PWCs, at 11 deaths per year per 100,000 boats, is higher than for powerboats at 6 deaths per year per 100,000 boats, and higher than unpowered craft (i.e. canoes, sailboats and rowboats) at 2 to 5 deaths per year per 100,000 boats. Risk taking behaviour may be contributing to the higher death rate for PWCs. However it must be kept in mind that the statistics do not yet reflect the impact of changes to federal boat operator regulations, which require all PWC operators to be at least 16 years of age, and as of September 2002 to have their Pleasure Craft Operator's Card.

	1000's of Boats For Pleasure Use - 1996 ²	Avg. # of Recreational Boating W-R Deaths 1996 - 2000	W-R Death Rate # of Deaths / yr /100,000 Boats
Powerboats	1,182	75	6
Personal Watercraft	52	6	11
Canoes & Kayaks	965	31	3
Sailboats	124	6	5
Rowboats	294	7	2
Total	2,617	139	5.3

Notes: 1. Source: Canadian Coast Guard, 1995, "Survey of the General Public on Issues Related to Boating."

2. Source: Canadian Coast Guard, 1996, "Small Vessels Inventory in Canada." Includes estimated number of boats for pleasure use in private Canadian households and boats rented for pleasure/recreational use. Estimates are ± 12%.

From a report from **The Life Saving Society, The Lifeguarding Experts**

Cruise Master Reports...

ANOTHER GREAT CRUISE TO DESOLATION

SATURDAY, JULY 28

Up at 4:50 am - a very overcast sky - departed Semiahmoo Marina at 5:35 am and sped over to the White Rock pier After receiving a Canadian clearance number by phone left at 5:55 am under clearing skies...had Merry Island off the port beam at 8:45 am...water conditions were good ... slight rolling swell until 20 miles south of Merry when the seas turned somewhat ugly resulting in water over the windshield...a quick stop at Secret Cove and proceeded up to Pender Harbor - a big, big following sea so rather than fight the Malaspina went up Agemmon Channel and out Jervis tying up at Westview fuel dock at 11:45.. the sun came out and then it was 1800 RPM until docking at 3 pm at Refuge Cove...Made radio contact with Goosebumps who was proceeding out of Squirrel Cove and heading south....at anchor was Atrevida with Gerard and Mary Ponsford ..acquaintances made and drinks were enjoyed

SUNDAY, JULY 29

Another overcast morning....set up the prawn trap and left at 10 am dropping said trap off the entrance to Prideau Haven and tying onto to Smoochee Two at 11:50 am already at anchor...a Touch of Blue motored in and dropped anchor...coming over for a visit and drinks...arriving at 2 pm were Arendal, Halifax Jack and Perry-Eh...went and pulled the prawn trap and 16 good sized keepers..Atrevida arrived and all attended a wonderful happy hour on Smoochee ...13 in attendance and plans made for the balance of the cruise...an evening pull of the prawn trap only revealed 3 keepers so it was left overnight

MONDAY, JULY 30

A beautiful bright and sunny day ...left at 9:30 and pulled the trap with 14 keepers this time...brought in the trap and at 1500 RPM motored up Homfray Chanel with Smoochee and Atrevida.....the water was simply glassy...checked with Toba Wilderrest Resort but being full anchors were dropped about 1:30 in Walsh Cove ..a very hot day with a lovely happy hour aboard Atrevida

TUESDAY, JULY 31

Up at 6:45 the group motored out of Walsh at 8 am and at trawler speed went down Pryce channel, around Raza Island trying at the Big Bay community dock at 11:20

It was another bright and sunny day. The Atrevida crew joined the writer for a walk to Eagle Lake - leaving at 2 pm and returning at 3:50 coming back via the beach...two deer interrupted the stroll posing for close ups...very tame...a happy hour ashore made the day complete

WEDNESDAY, AUGUST 1

The group left at 11:45 to clear the Dents which were still running slightly...killer whales were spotted at the confluence of Nodales Channel...another bright and sunny day, although the wind seemed cooler at times...all tied in at Blind Channel on West Thurlow Island...a group dinner out was enjoyed at the Cedar Post Inn...good food and good fun

THURSDAY, AUGUST 2

At 10:30 the trio of boats departed Blind Channel...a wind moving down the Johnston Straits kicked up some spray and all fought a current till Chatham Point at the north end of Discovery Passage...down thru the Okisollo at 1:20 pm and into the Octopus Island which had very few boats...a crab trap was dropped and happy hour on Smooche was interrupted by thunder and lightning but no rain of note...the crab trap was empty when pulled

FRIDAY, AUGUST 3

The group went by dinghy at 10 am to the old cabin on one of the small island which has been sort of a "boaters shrine" were different nautical items are left with notes

....At 1 pm all motored out again at trawler speed down thru Beazley Passage at slack ...a breeze was blowing down Hoskyn channel and Atrevida raised its sails and enjoyed an afternoon of being at one with the wind...plans to stay the night at Heriot Bay were abandoned in the face of white capped water and a change of direction took the boating trio to anchor at the head of Gorge Harbor at 5 pm..

*****lousy cell phone reception in Gorge Harbor itself but great outside the harbor

SATURDAY, AUGUST 4

Another bright and sunny day ...the writer enjoyed a dinghy exploration of Gorge and arrived back to find Arendall had joined the group...Atrevida went to explore Shark Spit and Whaletown by dinghy...all enjoyed a group dinner out at the Flothouse Restaurant

SUNDAY, AUGUST 5

The Freedom Too left for Refuge Cove at 8:30 am, Smooche stayed over for a day planning to head to Campbell River to check out an alternator problem, Atrevida moved to Grace Harbor while Arendall went to Squirrel Cove...when the writer arrived at Refuge under very sunny skies he met up with Halifax Jack and Perry-Eh who pulled in for provisions and then carried on to Squirrel...provisioning up and laundry duties were the order of the day ...the admiral of the Freedom Too arrived by floatplane at 5:30 pm bringing in news of the outside world

Continued on last page...

Eastern Weekend Cruise



Members of the White Rock Power and Sail Squadron visited Port Sidney on Vancouver Island for the Easter weekend. Blue skies and a smooth Strait of Georgia made for enjoyable boating as Squadron boats checked into the Island marina.

Participating boats were Freedom Too, Kazbar, Carousel, Kitiwake and Akevitt.

Warm temperatures enabled boaters to wander the seaside community in shorts and t-shirts before enjoying a two hour happy hour aboard the Akevitt.

Skies were grey and sullen on Saturday as a system moved through and created off and on rain showers all day but temperatures were warm.

A group dinner out at the Beacon Landing Pub and Restaurant was great fun with 12 in attendance and then it was on to the Kitiwake for wine, cheese and stories.

Sunday was somewhat cloudy as all departed for home ports.

Squadron Survives Rainfall at Genoa Bay

Members of the White Rock Power and Sail Squadron gathered at Genoa Bay for the Victoria Day long weekend. Some began their extended weekend on the previous Monday while others started Thursday.

Those who began the weekend early reported calm seas on Georgia Strait with Friday being the best.

Rain showers and a cool wind buffeted the following boats on Saturday: Kazbar, Plane To Sea, Halifax Jack, Acadia, Wight Mist, Kitiwake, Freedom Too, Smochee Too, Goosebumps, Carousel, Akevitt and Ken Sissons

Most wore heavy winter gear to a brief but lively happy hour with most adjourning to the warm confines of the wonderful Genoa Bay Cafe for supper.

Skies were grey Sunday morning with pitter-patter becoming a very steady rain which eased off about 5 pm allowing 22 to attend a evening potluck on the docks.

The crib tournament attracted 16 participants with first place honors to Susan of Halifax Jack, second place honors to Elmer - her father - also of Halifax Jack and third place to Rob of Plane To Sea.

Of course the sun was shining brightly and the winds were very light for those returning to home ports on Monday

Squadron Celebrates July 1st at Ganges

Members of the White Rock Power and Sail Squadron celebrated Canada's 140th birthday at Ganges Marina on Salt Spring Island. Some were fortunate to leave early and all reported lovely crossings of a very calm Georgia Strait before meeting up at Montaque Marina Park.

At mooring buoys were Arendall, Goosebumps, Freedom Too, Kitiwake, Legally Wild and Carousel who arrived in a heavy rain shower mid afternoon.

The rain lifted and it was a calm and lovely evening with a wonderful sunset.

Boats gathered at the private dock west of the fuel dock at Ganges Marina were in addition to the aforementioned - Bristol Dream, Perrier-Eh, Kazbar, Halifax Jack, Acadia, Plane to Sea, Sugar, Akevitt, No name boat (Glen and Diana)

Arriving on Sunday were PASI and Moyana while Ken Sissons was anchored out.

The day started cool and cloudy but the sun broke through for a great afternoon making for a wonderful happy hour. Some dined out in Ganges while others enjoyed the private party location. Sunday was a day of relaxation, shopping and some enjoyed a dingy tour of the harbour.

The potluck had 38 in attendance and 20 played in the crib tournament. Eleven prizes were distributed and top honors went to Mark McLellan with second to John McLellan - both of Halifax Jack and Lorne Wells of Legally Wild took third.

There was a great fireworks display over Ganges Harbour starting about 10:30 and many partied on till Monday morning.

All encountered smooth seas on the return trip



The Anchorline



White Rock Squadron

Find us on the Internet
www.whiterocksquadron.org



Comments , photos and contributions are welcomed.
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Or by email to: carlos.f@shaw.ca

Desolation Sound Cruise... (continued)

MONDAY, AUGUST 6

Leaving Refuge at 10 am the Freedom Too dropped the fishing rods but no luck....under a bright and sunny sky but again breezy they toured Okeover Inlet to its end and then went into Tgeodosia Inlet and Wooton Bay before entering Grace Harbor at 3 pm, dropping an anchor and running out a stern line...Arendall arrived and rafted on for the night...good fun but the first mosquitoes of the cruise made an unwelcome appearance....a small boat toured the anchorage serenading all with song and music

TUESDAY, AUGUST 7

A morning of relaxation under a very overcast sky - at 12:30 Halifax Jack and Perry-Eh arrived and tied onto the raft..the crews of Freedom Too and Arendall went ashore at 1:30 and walked to a small lake returning at 3:15 in a misty rain...all gathered for a happy hour and a great evening visit

WEDNESDAY, AUGUST 8

At 8:45 the Freedom Too and Arendall broke away from the group and went to Lund at trawler speed to top off fuel tanks leaving there at 10:50 ...when the sun came out...again at 1500 RPM all the way down to Grief Point were at 1 pm the Freedom Too throttled up and sped down a very nice Malaspina Strait which was basically a lake especially at the south end past Cape Cockburn...in Pender Harbor at 2 pm they tied onto the government dock at Madeira Park...the admirals went shopping while the captains went for a 40 minute dinghy excursion...all gathered for a dinner aboard

THURSDAY, AUGUST 9

Both boats were underway at 5:50 am cutting across the Georgia Strait in water conditions that were basically smooth with some small swells - tying at Brechin Point Esso at 7:25...after fueling up spots were found at New Castle Island Marine Park and breakfast followed by naps were in order.....at 11 am a dinghy excursion was underway to Nanaimo where Atrevida was observed taking dock space ...a quick catch up on boating news and a shopping trip was undertaken...on returning to the dinghy it was discovered that Perry - Eh and Halifax Jack had also grabbed dock space so more visiting...and on returning to New Castle at 1 pm a Touch of Blue was found to have dropped anchor....they joined Arendall and Freedom Too for an evening meal at the dinghy dock pub...heavy rain from 8 pm to 10 pm

FRIDAY, AUGUST 10

At 9:40 the Freedom Too departed ..again at 1500 RPM to clear Dodd's Narrows - joined on the way by Halifax Jack and Perry-Eh.....water conditions were again smooth. Freedom Too took a peek into Pirates Cove Marine Park ..very shallow water.....tying up at Telegraph Harbor marina where Perry-Eh and Halifax Jack were already established....the sun was shining - crab traps were checked and it was a generally lovely, lazy day with another happy hour - of course!!!!!!!!!!!!

SATURDAY, AUGUST 11

Under overcast skies the Freedom Too crew left at 10:45 at low revs to Montaque Marine Park tying to a buoy near Legally Wild at 1:10 pm which resulted in a great visit...A Touch of Blue arrived and grabbed a buoy while Arendall was able to secure dock space....a dinghy trip for ice cream and a park walk was followed by a brief happy hour on the Freedom Too - Atrevida arrived prior to the hoisting of drinks...At 5:50 pm there was a hurried trip ashore to catch the fabled bus to the Hummingbird Pub which was late....it was the pub owner's 50th birthday and the place was packed.....but a spot for nine was soon found and all enjoyed a great meal.....on the return the fabled bus broke down and it was a 3 k plus walk back to the anchorage in a light rain....good exercise for all....

SUNDAY, AUGUST 12

Leaving at 10:50 pm it was again at 1500 RPM down Plumper Sound and around East Point to find -once again - a very flat Georgia Strait...tying at Semiahmoo Marina at 3 pm under sunny skies....another successful and safe trip to Desolation Sound

Barry Baniulis
Cruise Master

Can you help?

We need volunteers to prepare coffee on class nights, Tuesdays and Wednesdays. It takes about an hour to prepare the coffee and then to put things away. If you could lend a hand for just one month at a time, it would help the Training Department tremendously. Please contact Rick at 604-576-6670 to coordinate.

Thank you!

