

December 2002



THE ANCHORLINE

Get into the Christmas Spirit...



**Give a lifesaving present this Christmas:
GIFT CERTIFICATES**

For one of our courses....

2003 SPRING SCHEDULE FOR COURSES

At

**Canadian Power and Sail Squadrons,
White Rock**

BOATING T, Jan.7....\$175 single
W, Jan..8....\$275 couple
Coastal navigation, cruising skills,
& required Pleasure Craft Operator Card.

PILOTING W, Jan.8\$100 CPS members
Further knowledge, charting, tides, plotting
...general seamanship.

WEATHER W, Jan.8...\$100 members
\$120 non-members
Learn the significant aspects of formation
of weather & behavior...easy-to-understand
practical approach.

MARINE MAINTENANCE ..T, Jan.7 \$100 member
Learn preventive, season & emergency \$ 120 non-member
maintenance...repairs to wood, fiberglass
& metal hulls, elec. mechanical systems,
Gas & diesel, etc.

VHF Radio Talk Seminar
T, Mar 25...\$45 CPS member
\$55 non-member
Learn "radio talk" for the Restricted
Operator's Maritime Certificate.

Boat Pro ... W, Jan 8 \$70
W, Mar 5 \$70
Learn Boating Safety standards and
practices...earns Canadian Coast Guard
Pleasure Craft Operator's Card.

GPS Seminar T, Feb. 25 \$35 member
\$45 non-member
Learn basics of Global Positioning and
navigating with GPS.

Classes held at Earl Marriott Secondary.
15751 – 16TH Avenue
Surrey, B.C.

For further info contact 604 515-5566 or visit
www.whiterocksquadron.org





White Rock Squadron Our Bridge...

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Asst. Training Officer

Shirley Shea 538-6226
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Seasons Greetings

To our Membership

A heartfelt Merry Christmas and a
Happy New Year

From all of us at the Bridge



Defining Current Terms

Currents have both strength and direction, which are described by the following terms:

The *set* of a current is the direction towards which it is flowing. A current that flows from north to south is termed a southerly current and has a set of 180°. (Note the difference here from the manner in which wind direction is described - it is exactly the opposite: A wind from north to south is called a northerly wind).

The *drift* of a current is its speed, normally in knots. Current drift is stated to the nearest tenth of a knot. (River currents are in mph; 1 knot = 1.15 mph = 1.85 km/hr5.)

Velocity is a rate of movement with a definite direction and is used in connection with a current.

Speed is a rate of movement in any direction.

A tidal current is said to *flood* when it flows from the sea toward the shore and results in higher tidal stages. Conversely, a tidal current *ebbs* when the flow is seaward and water levels fall.

Slack water is when the current ceases flowing prior to reversing direction. It does not necessarily coincide with HW or LW stand.

Maximum current refers to normal maximum speed of ebb or flood current. Extreme weather may affect this.

Extracted from Chapman Piloting...



It was just a little fire...



It was a Friday evening in late October 1977. I was preparing to bring my boat back down the Rideau system to Ottawa. My wife dropped me off at the Narrows locks on the upper Rideau Lake at about 8 pm. I was going to overnight on board and get an early morning start.

It was dark and there was a little chill in the air as I rowed out to my anchorage. Once on board, I stowed my gear and pumped the alcohol stove in preparation for my steak dinner-for-one. I popped a cork - no driving or boating tonight - and prepared to light the stove. I primed the bowls and lit them and went about other chores while keeping an eye on the burners. As the fuel in the primer bowls got burned off, there was a flash, and the bottom catch pan was aflame. I stood in front of the stove and watched the flames hoping they would burn off. In the meantime I considered my options. Use water? No, too much alcohol in the pan. Water would likely spread the flame. Use a wet towel to smother the flames? No, the location of the pan was too sheltered by the stovetop. My last option was to use the fire extinguisher, which I now held in my hand. By now the flames were climbing higher with no likelihood of diminishing.

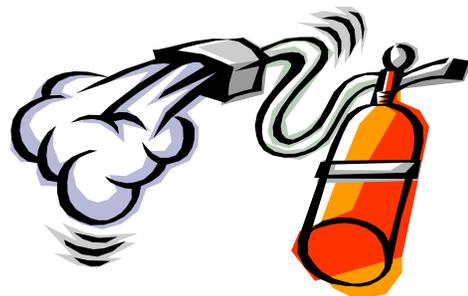
The fire was at a point at which it must be extinguished or I would probably have to abandon ship

and lose my boat. The cove was deserted and there were no cottages within half a mile or so, no help around, just the boat, the fire and me. I aimed the nozzle of the extinguisher at the catch pan and pulled the trigger. There was an immediate loud swoosh, the cabin was filled with a fine white dust and the fire was out. I was left standing there with fire extinguisher in hand; everything was covered with white powder. After my heartbeat slowed down, I checked out the stove, and found a hairline crack around the filling nipple, and also found that the plunger cap was a little loose. I retightened the cap, cleaned out the pan and laid a water soaked cloth in the catch pan to dilute any further leaks. I relit the stove, cooked my steak dinner, enjoyed a nightcap, and slept in a powder-covered berth. The next morning I got an early start and enjoyed two beautiful fall days coming down the Rideau. It was only a little fire but it could have turned into a disaster.

The crack was later repaired. It took a couple of boating seasons to locate and clean out all the powder from inside the boat. Luckily no harm was done but a valuable lesson was learnt. When dealing with stoves - especially if it hasn't been used for a while, check your fittings and look for leaks. Always have an operational fire extinguisher handy and be prepared to use it.

Kevin Dean

Kevin and Sophia sail Via Sophia, a Morgan 32, out of Point Roberts. Their boat in the story was a 28 ft. Owens cabin cruiser.





An excellent offer!



Canadian Coast Guard Auxiliary Unit 5 Crescent Beach

NOT EVERYTHING ON THE WATER IS EXPENSIVE.

The Canadian Coast Guard Auxiliary is pleased to offer at no charge **Pleasure Craft Courtesy Checks** to any interested boat owner. As part of our ongoing boating safety program this will ensure your vessel has the safety equipment on board as required by law. It is also a good opportunity to learn about new regulations to avoid any surprises on the water. The P.C.C.C. is a great way to get the whole family involved in boating safety. Remember no vessel is too small. This program is available for all vessels up to 20 meters in length (65 feet 7 inches) in the water or on your trailer. Upon successful completion a decal will be presented to the vessel owner which can be displayed showing their concern for safety on the water. To arrange for your Pleasure Craft Courtesy Check all you have to do is ask. In B.C. contact your local Canadian Coast Guard Auxiliary Unit who will arrange for a qualified examiner to come to your vessel. In the South Surrey, White Rock area contact Stu Worthington C.C.G.A. Unit 5, Boating Safety Officer at (604) 328 4785.

Let's all do our part to make boating safety our number one priority.





Membership Report...



I hope you all had a wonderful Summer and Fall on the water.

I'm happy to report that we have some new members in our Squadron, who joined while signing up for classes at the September registration.

Welcome to: **Robert Harris**
1856 130A St., Surrey
604-541-7309

Marilyn Wilson
1362 129B St., Surrey
604-535-2445

John Samson
15372 Columbia Ave., White Rock
604-535-7021

We also had two members, formerly from Saltspring Island, transfer into our group. A warm welcome to **Don and Evelyn Walsler** of 878 Stevens St., White Rock (604-538-1306).

Remember folks... if you have taken the plunge and acquired a new boat or sold your old one, please let me know the name of your vessel so that I can include (or delete) it in our roster. The list of boat names are a wonderful way to recognize and connect with fellow Squadron members when you're out on the water!

Mary-Lou Wightman
Membership Officer

Attention all boaters!

The US Coast Guard has proclaimed a new exclusion zone in effect for Puget Sound. Effectively, all boats within 500 yards of any crude oil or product carrying tanker must move at wake-less speeds, and will be challenged by armed Coast Guard escort vessels to move away. All boats are prohibited from being within 100 yards of any tanker at all times.

Similar exclusion zones are in effect around US Naval vessels. As well, violations of the Naval Vessel protection Zone are a felony offence, punishable by up to 6 years in prison and/or up to \$250,000 in fines.

The information about the oil tankers was contained in an e-mail sent to the Semiahmoo Yacht Club and relayed to ins members. The original e-mail came from Eric L Peters, BP Cherry Point, RCC/LTSA.

The information on US Naval Vessels is in the form of a poster being displayed in US marinas. On the back of this poster is listed a phone number (800) 368-5647 and a web address www.boating.org



Whale Watching Guidelines

Single Vessel

- **You should not approach any whales, dolphins or porpoises within 100 metres/yards.** In Marine Protected Areas, such as the Robson Bight Ecological Reserve, boats **are not** allowed. Check nautical charts for the location of various protected areas.
- **Slowly approach and depart parallel from the side,** not from the front or the rear. Do not position yourself in their path. Do not approach a line or group of resting whales. Do not separate any group or chase any group or individual.
- **Travel parallel and in the same direction.** Maintain a speed of two to four knots or the same speed as the slowest ones. **Do not alter your speed or change course abruptly.**
- **Keep noise levels down** - no horns, whistles, sonar, depth sounders, fish finders, shouting or racing of motors. If it is safe to do so, turn off your engine or put it in neutral. The whales might approach the vessel. When a vessel is up-wind minimize engine emissions by shutting down engine (s).
- **If your vessel is unexpectedly within 100 metres/yards of the whales** you should stop and shut off engine(s) and wait for them to pass.
- **Limit your time spent to less than 30 minutes** when within 100 - 200 metres/yards.

DO NOT APPROACH ANY MARINE WILDLIFE WITH NEWBORNS.

DO NOT ATTEMPT TO TOUCH, FEED OR SWIM WITH WILDLIFE

More than One Vessel

- In addition to the single vessel guidelines, **avoid any position that would result in encircling the whale(s).** When **parallel stay in a line on one side.**
- **Minimize the time spent and the number of vessels with any one group of whales.** Limit time to less than 30 minutes within 100 - 200 metres/yards and then move out to allow other vessels access to good viewing positions. Commercial operators should coordinate activities by maintaining contact with other operators. Charter owners should ensure that their operators are aware of all existing guidelines and of how to contact all other operators.

Aircraft

- **Limit approaches to 305 metres/1000 feet above the water over the whales.** Do not hover over, circle around or “buzz” whales.
- Landing near whales can endanger human and animal life if you are not aware of their behaviour. You must first observe their travel patterns to be able to ensure that you will be more than 300 metres/yards from the whales for landing or take-off.

Cruiseships

- Follow the previous rules but maintain a minimum distance of 300 metres/yards.
- Avoid turning or the use of bowthrusters.

In addition, everyone should be sensitive to whales and to land based whale watchers. Please maintain at least a 200 metres/yards seaward position from the whales.

Disruption of marine mammals' normal behaviour patterns is shown by actions such as:

- **Escape tactics** which could include a rapid change in direction or speed, prolonged diving, underwater course changes or underwater exhalations.
- **Evasive swimming patterns** which could include rapid swimming at surface.
- **Attempts by whales to protect themselves and their young** which could include tail swishing, tail fluke and pectorals slapsbreaches and other protective movements.

To report incidents of harassment, record the violator's vessel name and ID number, date, time and location. Take photographs and /or video if possible. Report it to any of the following agencies:

Lifeforce Whale and Dolphin Hotline:	604-649-5258
Lifeforce Standing by on VHF 16 & CB 3	
Department of Fisheries and Oceans (BC):	1-800-465-4336



2003 Cruising Schedule



Please complete and submit asap to : **Barry Baniulis**
214-15150-29A Avenue
Surrey, BC V4P 1H1
604-542-0519
email: irishromy@shaw.ca

Join us for fun and fellowship happy hours, potlucks, dingy explorations, crib tournaments.....
Marina moorage is becoming very tight in the summer months. Your immediate attention is requested.

- Easter – April 18, 19, 20 – Port Sidney
- Victoria Day weekend – May 17, 18, 19 –Ganges Marina
- Canada Day weekend – June 29, 30 – Otter Bay Marina
- Extended cruise – an exploration of Desolation sound and points north. Departs July 26 returning August 17. This is a three-week cruise up the coast returning via the Vancouver island side.
- Itinerary is under development.
- Labor Day weekend – August 30, 31, September 1 – Telegraph Harbor – Thetis Island

PLEASE CHECK THE CRUISES YOU WILL ATTEND

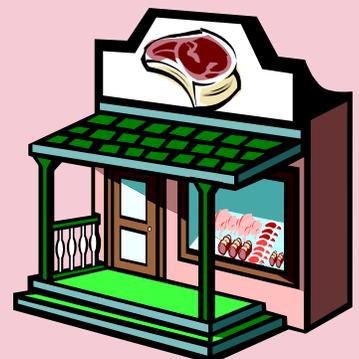
Boat name.....Length.....Sail/Power (circle one)
 Your name.....
 Address.....Postal Code.....
 Telephone.....email.....

PLEASE MAKE RESERVATIONS DIRECTLY WITH THE MARINA TO SECURE A BERTH.
INDICATE YOU ARE WITH THE WHITE ROCK POWER AND SAIL SQUADRON

PORT SIDNEY MARINA	1-250-655-3711
GANGES MARINA	1-250-537-5242
OTTER BAY MARINA	1-250-629-3579
TELEGRAPH HARBOR MARINA	1-250-246-9511

Meet your new Bridge! Come to our next monthly meeting...

If you would like to attend one of our Squadron meetings, they are held on the third Monday of every month, at the **ABC Country Restaurant**, 2160 King George Hwy. Dinner starts at 6:30 PM, meeting starts at 7:15 PM. Please call one of the bridge members to confirm.





Miscellaneous...

BOATERS HINTS

The next time your boat is out of the water, take photos of side views, as well as stern and bow shots and keep copies on board. Before taking the pictures it is a good idea to temporarily stick wide pieces of masking tape on the sides of the hull. Mark arrows on the tape pointing to areas on the bottom where transducers, impellers, and other thru-hulls are located. Later in the season when your impeller is not rotating, or your transducer is not operating properly, use the photos to locate the areas and give them a gentle scrub with a pole brush. Fouling of such areas can occur in spite of using proper antifouling paint. The side photos can also assist lift operators with strap placement when lifting out. Most of this information should be in your owners manual, but often over the years this information gets lost. Safe boating.

Kevin Dean

Special thanks to Ken Morrice and Rob Donaldson for the **Coast Guard Auxiliary** presentation November 28th at Windsor Square. Also we thank them for their efforts and countless, seemingly-thankless hours they spend on the water training, searching and rescuing!. Let's make sure we all let them know they are appreciated by giving them a wave the next time you see them! Also thanks to Sandy Wightman for the Facility that made this event possible!

Dates to Remember:

Grad Ceremonies for Fall Classes – Crescent Beach Marina - January 27 at 1900 Hrs
Seattle Boat Show – Seahawk Stadium - January 17 - 26
Vancouver Boat Show - BC Place - Feb. 5 – 9
Fraser Valley Boat & Sportsmen's Show – Tradex Abbotsford... March 7 – 9
Semiahmoo Regatta - April 26 and 27
Change of Watch - May 3

National Annual General Meeting Notes...

Motion to admit PCOC card holders for full membership to CPS:

For: 407 (13%)

Against: 2666 (87%)

For Chief Commander for 2003-2004:

Tony Gardiner 2004 (72%)

Ron Smith 871 (28%)

For National Secretary:

Mal Bland 2273 (74%)

John Bishop 802 (26%)

Respect and Protect Marine Life

Habitat loss, pollution, global climate changes, overfishing, net entrapment, marine debris, whaling, aquarium captures and invasive experiments are some of the threats which continue to face marine life. Human survival is also at risk because all life on earth is dependent on healthy ecosystems.

This is a message from the **Lifeforce Foundation** (604) 649-5258. Email: lifeforcefoundation@3web.net
Box 3117, Vancouver, B.C. V6B 3X6 or Box 121, Pt. Roberts, WA 98281-0121