

December 2005



The ANCHORLINE

Commander's Report



Before I wish each of you Holiday greetings, I would like to report on some issues of current interest in CPS. Ken Sissons (Squadron Assistant Training Officer) and I attended this year's National Conference in Winnipeg in late October. Norm and Anne Headrick also attended; Norm has accepted a position as a General Director on National's Governing Board and is also our new Course Director for the Advanced Piloting Course. Congratulations, Norm! I might add that PMD is well represented on National.

Our new Chief Commander is Serge St. Martin, from Cartier District. Serge outlined several objectives for the coming year. He will be pushing to make improvements to Members Moorings by enhancing the electronic library of information and data stored on the site. You can access Members Moorings on National's website www.cps-ecp.ca and sign in as a member by entering a user name (your membership number) and password (your postal code). Serge wants to ensure that the website is user friendly, with forms and templates based on Microsoft Word and Excel formats that are familiar to our computer literate members. If you haven't already, take a moment to explore this website, and look for continuing enhancements during the coming year.

The CPS Strategic Plan, which has been under development for some time, was approved at the AGM and is now posted on Members Moorings, providing details on National's objectives during the next five years.

A 'Memorandum Of Understanding' was recently signed, transferring the Office of Boating Safety from the Canadian Coast Guard to Transport Canada. This will give OBS new enforcement authority and potentially enhance the Pleasure Craft Operator Card program.

National is currently working on an agreement with the publishers of Boats & Places to provide CPS members with the choice of receiving either the Canadian Yachting magazine or the Boats & Places magazine (or both, at additional cost). National is seeking feedback from the membership on the value of other benefits currently offered to members. What benefits do you value, which ones are of no interest, and what other benefits would you like to see added?

National has just released a new training CD for the Radio Talk course, including a DSC (Digital Selective Calling) simulator program. Similar CD's for GPS training and Distress Signalling are almost ready. A manual on Radar is in for editing and graphics, so we should see it soon. Other 'just released' manuals include 'Distress Signalling' and 'Course Plotting and Labelling Standards'.

Finally, on behalf of your Squadron Executive, I would like to wish you and yours all the best for the Holiday Season. Courses start again in January, and I will be teaching Marine Maintenance – how about a CPS course for a Christmas gift?

John Naylor
Commander



**White Rock Squadron
Our Bridge...**

<u>Commander</u>	
John Naylor	538-2720
<u>Executive Officer</u>	
Ken Tomkow	536-9420
<u>Training Officer</u>	
Gerry Spence	531-9817
<u>Asst. Training Officer</u>	
Ken Sissons	538-2071
<u>Secretary</u>	TBD
<u>Treasurer</u>	
Ted MacKinnon	538-7553
<u>Membership</u>	
Rick Hepting	576-6670
<u>Supply</u>	
Michael Webb	531-9232
<u>Cruise Master</u>	
Barry Baniulis	542-0519
<u>MAREP/Coast Guard</u>	
Ken Penny	531-5602
<u>Editor</u>	
Carlos Fuenzalida	535-0369
<u>Communications</u>	
Gerry Durant	535-3573
<u>Historian</u>	
Alison MacMillan	542-2276
<u>Public Relations</u>	
Andrew Pothier	536-0430
<u>Port Captain</u>	
Bill Bateman	536-4507
<u>Programmes</u>	
Shirley Shea	538-6226
<u>Environment</u>	
Denise Stevenson	535-3069
<u>Webmaster</u>	
Harald Hanssen	538-7311
<u>Past Commander</u>	
Ken Penny	531-5602
<u>Member at Large</u>	
Norm Headrick	531-7425

www.whiterocksquadron.org
 Box 499
 800- 15355 24th Avenue
 Surrey, BC V4A 2H9

Squadron Activities...

Sometimes You Shouldn't Trust The Chart!

I have been a boater for a few years, and I've taken a number of Power Squadron courses, so I thought myself a fairly knowledgeable navigator. I guess that's one thing about boating--something always seems to happen to humble us and point out that we indeed still have lots to learn. In this case, unlike other instances, my new knowledge was neither painful nor expensive to learn. It came as a result of the trip our Squadron recently took to the Ocean Sciences Center on Vancouver Island. When touring Canadian Hydrographics (the group that produces our marine charts), our host pointed out a little box on several of the charts, which I hadn't noticed before. That box shows the source of the data on the chart, and I guess I must have ignored it in the past.

Our host demonstrated the significance of the little box, by showing us the technology used to collect data over the years. Before 1930, the data was obtained through the use of horizontal sextant sights, and lead lines. Although the sextant sights produced pretty accurate locations, the lead line sampled only a two inch diameter section of the ocean floor each time it was dropped. Therefore, there is at least some probability that dangerous rocks and other features on the bottom were missed, and consequently aren't charted. Even after 1930 and up to 1990, although sonar depth sounders and laser range finders were used, the sonar employed only a narrow beam. Features on the ocean floor could easily have been missed if they lie between the parallel sonar runs. Only after 1990, with the use of GPS and side scanning multi-beam sonar depth finders, can we be reasonably assured that the dangerous features have been captured and displayed on the charts.

So next time you use your charts, check for the little box that shows the source data. If a portion of the data was collected before 1990, be careful. If it was before 1930 be very wary indeed!

By the way, that wasn't the only thing I learned on the trip. There was plenty of useful information from our hosts at Canadian Hydrographics and the Marine Communications and Traffic Services Centre. If you should get a chance to participate in a future trip to Ocean Sciences I think you will find it educational, useful, and fun. I did.

Gerry Spence
 Training Officer

Excerpt from Transport Canada News Release , dated Nov 7/2005

Service Canada to deliver Licences to Pleasure Craft Operators on behalf of Transport Canada.

An agreement has been signed for Service Canada to deliver licences to pleasure craft operators across the country on behalf of Transport Canada. A pleasure craft licence is the number that must be placed on the side of a recreational vessel to assist law enforcement and search and rescue organizations in identifying the owner of the craft.

It is planned to increase the number of locations where Canadians can apply for licences. The Canada Border Services Agency has been issuing pleasure craft licences to Canadians since the 1940s and currently has 120 locations across Canada where applications can be made.

As of April 2006 Service Canada will take over these services at its 320 Service Canada Centres across the country, giving almost 3 times as many places to apply for licences.

continued ...



Squadron members on the bridge of The Spirit of British Columbia. Weather student Linda Spence watching the fog and incoming traffic.



As Linda suspected, another ferry quickly appeared out of the fog bank. Our group was asked to leave the bridge, so the crew could concentrate on their duties.



CHS Tour guide Michael Jennings explaining hydrographic charts to the group.



MCTS Tour guide demonstrating the various traffic zones: Tofino, Seattle, Victoria and Comox sectors.

...Transport Canada continued

In addition to the above, Service Canada will develop a system that will allow SAR and Law enforcement agencies to access licence information 24 hours a day, 7 days a week. This will allow them to respond to emergencies more quickly and effectively.

The Canada Border Services Agency will continue to issue licences until Service Canada implements its service. Information on licensing pleasure craft is available by phoning the Canada Border Services Agency info line at 1-800-461-9999 or Transport Canada's boating safety info line at 1-800-267-6687. The addresses and telephone numbers of the Canada Services Agency customs district offices are listed at: www.cbsa-asfc.gc.ca/contact/rco-e.html.



Miscellaneous...

CANADIAN POWER AND SAIL SQUADRONS NATIONAL CONFERENCE 2006

Next October 27-28 Pacific Mainland District will be hosting the National CPS Conference at the Marriott Pinnacle Hotel in downtown Vancouver so now is the time to mark the date on your 2006 calendar. The 2006 Committee will be looking for volunteers to assist us in this event so if you have any special skills and would like to help, please contact me. Our goal is to have many helpers to reduce the workload and to make the event fun.

The Friday night theme is 'Margaritaville' in the Jimmy Buffet way, so costumes are easy to create. Shorts, a funny hat (with or without a parrot) and sandals are the order of the day.

I have just returned from the 2005 National Convention that was held in Winnipeg and it was a great success with about 260 members and guests attending. We are expecting upwards of 450 to attend our 2006 conference, given the beauty of the Vancouver area.

At these National events there are numerous competitions in which members can enter their special projects and one of the competitions is for Squadron Newsletters, and I am very happy to report that our own Carlos Fuenzalida (newsletter editor) won SECOND place in the competition that was open to more than 179 Squadrons!!
WELL DONE CARLOS!!!

You will be hearing more on the 2006 National Conference in later newsletters.
Norm Headrick,
Secretary 2006 Conference Committee.
(604)531-7425.

Remember T rue V ariation M agnetic D eviation C ompass ?

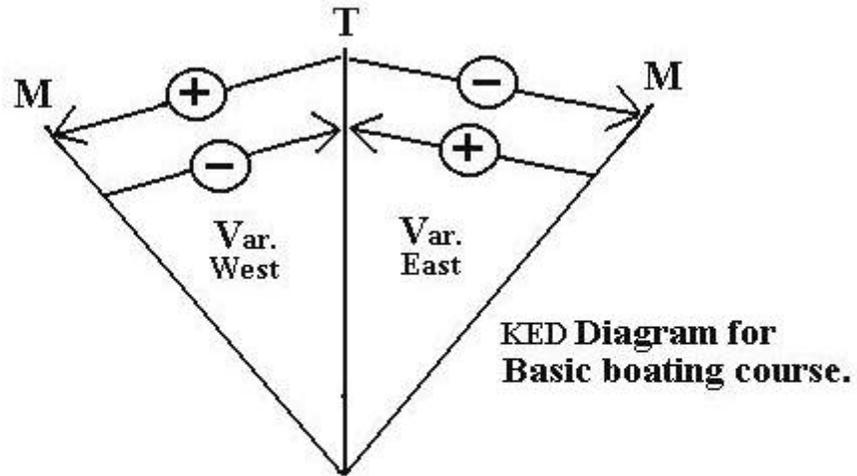
If you have ever had problems keeping track of your signs when solving variation and deviation problems this simple diagram on the next page may be the answer:

KED Diagram

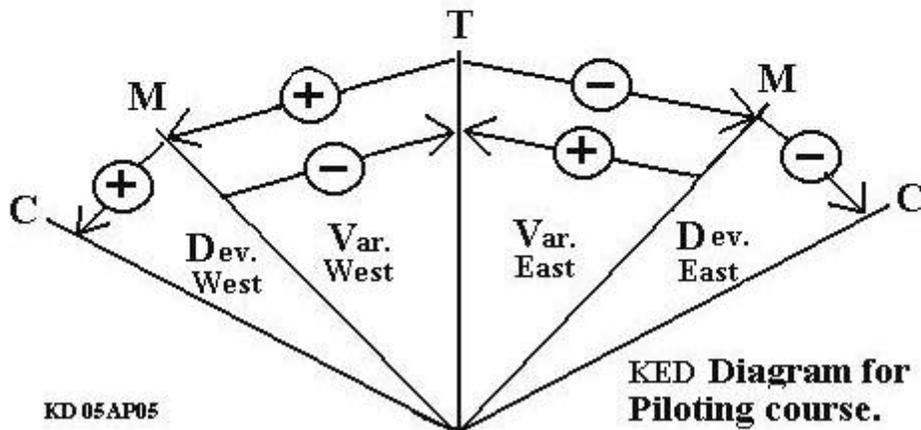
The KED Diagram is a simple training aid to assist CPS Boating and Piloting students when solving *variation* and *deviation* problems. The diagram illustrates both east and west variables together with a single *true* reference. The direction arrows ensure the student selects the correct sign (+), or (-). True bearings are referred to as "correct." Converting from a *magnetic* (M) to a *true* (T) bearing is referred to as correcting the compass reading. The reverse direction from T to M is known as uncorrecting the compass. Conversions require adding or subtracting the *variation* (V). The KED diagram is used in conjunction with the T V M D C columns. Fill the columns with the known information. The *Variation* will be east or west, and the direction will be apparent from the columns. Deviation direction will always be from Magnetic (M) to Compass (C), except for fictitious exercises. To construct the diagram, remember *east is least*, and *west is best*.

Use the KED diagram and you will get the correct solution every time!

Conversions made easy...



T	V	M	D	C
090	20E			
	20W	100	0	100
100	18W		5E	
	20W	60	4W	



KD 05AP05

Our students love these helpers... Big thanks to our Boating Course proctor Kevin Dean!

Training Officer's Report

Our Boating classes proved popular again this fall. Both Tuesday and Wednesday night classes are completely filled with a total of 48 students. This fall we have 11 couples enrolled in boating, and 35% of our students are female. 75% of the students state their main interest is power boating and 50% own a powerboat. 35% of the boating students said they learned of our courses from our road signs, 30% found out by word of mouth, and 15% from our website.

We also have nine students taking Piloting, 11 enrolled in Weather Fundamentals, and 16 in the VHF Marine Radio Seminar. The Celestial Navigation course started in the spring will conclude this fall. Due to the teachers' strike we could not use Earl Marriott classrooms for two weeks. Thanks to everyone who helped us through that disruption and a special thanks to Sandy Wightman and the staff at Windsor Square for letting us use the mall for our boating classes.

We are now planning the spring course schedule, so keep a close watch on our website at www.whiterocksquadron.org for full details. Our spring schedule will start on Jan 10th. The schedule, subject to change, is as follows:

Course		Starting Date	Ending Date	Cost to Members	Cost to Non-Members
Boating	(14 Tuesdays)	Jan 10	April 18		\$195 Single/\$320 Couple
Boating	(14 Wednesdays)	Jan 11	April 19		\$195 Single/\$320 Couple
Marine Maintenance	(14 Wednesdays)	Jan 11	April 19	\$100	\$120
Global Weather	(9 Wednesdays)	Jan 11	Mar 8	\$100	\$120
Marine Radio Seminar	(4 Tuesdays)	Feb 14	Mar 7	\$ 55	\$ 65
Navigating with GPS	(3 Tuesdays)	Mar 21	April 18	\$ 60	\$ 75
Boat Pro	(3 Tuesdays)	Mar 21	April 4		\$ 70

Pre-registration is required for Marine Maintenance and Global Weather and is strongly encouraged for all our programs to avoid disappointment. See our website for a registration form.

It is not too late to add to our program, and we are looking for ideas for the fall as well. The CPS training group has been quite active, releasing several new or updated courses that may be of interest. These include two short seminars: "Distress Signalling", a course dealing with marine flares and other distress signals; and "Finding Your Way With GPS", an introduction to the use of hand-held GPS for the boater, angler, hunter, backpacker or anyone else for that matter. People who already possess a Restricted Radio Operator's Certificate can obtain the DSC endorsement by taking only the two-day DSC portion of the VHF Seminar. Some of us will all be using DSC equipped radios, so consider getting your certificate upgraded now.

As you can see your training committee has a number of courses to choose from to complete this spring's schedule and to consider for next fall. We want to respond to your needs so, if you have a particular course you would like us to run, send us an email to spencegl@telus.com.

Gerry Spence, STO

Welcome New Members:

Paul Schmidt

Daphne Cant

Kathleen Greenen

Ronald Hart

Do we have your email address?

Help us reduce our mailing costs by receiving this newsletter electronically instead of via regular mail. Please contact rrhepting@shaw.ca so we can update our records and add you to our email list.

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.





Cruising Schedule for 2006



Please select cruises from the list below and contact Barry at:

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, dinghy explorations, crib tournaments.....
Marina moorage is becoming very tight in the summer months. Your immediate attention is requested.

Easter	April 14 - 15	Port Sydney Marina	250-655-3711
Victoria Day	May 20 - 21	Telegraph Harbor Marina	250-246-9511
Canada Day	July 1 - 2	Ganges Marina	250-537-5242
Extended Cruise	July 29 - August 13	Desolation Sound North - Schedule being developed	
Labour Day	Sept 2 - 3	Maple Bay Marina	250-746-8482

Mark these on your calendar . Please make reservations directly with the marina to secure berth. Indicate you are with the White Rock Power and Sail Squadron.

Reservations at these marinas may also be made by VHF radio on channel 66A.

Cruisemaster's Report

Squadron Completes Cruising Season at Thetis Island

The White Rock Power and Sail Squadron completed the official cruising season by gathering at Thetis Island Marina for the labor day weekend. Many were able to break away on Friday morning making for a wonderful four day mini holiday.

Gathering at the marina under cloudy and overcast skies were Freedom Too, Goose Bumps, Legally Wild, Kitiwake, Acadia, Halifax Jack and Tourqsea.

Threatening skies held off and all enjoyed a dock side happy hour on Saturday, September 3 to kick off the weekend activities.

Many went up for supper at the seaside pub and then all went aboard Legally Wild for some great fun, music, dancing and drinks.

Dock side visiting took up Sunday morning and several took the ferry in the afternoon, to visit Chemanius, the Vancouver Island community of murals.

A real trouper for the day was Leslie of Legally Wild who tramped around Chemanius with a severe cold but still managed to shop.

The crew of Acadia circumnavigated Thetis Island by dinghy looking for a rumoured "nudist camp" while the cruisemaster scouted out an island for sale. All got very wet as a series of heavy showers swept through the area.

A potluck dinner attracted 13 participants and due to threatening skies was held aboard Goose Bumps.

Only eight tried their hands at crib and the first foursome of John, Ken, Gladys and Barry were knocked down to the bottom four after they were found to be utilizing six cards rather than five... Needless to say this controversy shall rage for some time!!!!

First place honors went to Rosemary, second place to Lorne and third place to Andrew. There were sufficient prizes however that everyone went home a winner.

Labor day was bright and sunny with very smooth seas for those returning to this side to the Gulf.

A big thank you to Sandy Wightman , Prestige Medical and the Halifax Jack crew for crib prize donations.

Plans are underway for the 2006 cruising season. Details above.

Barry Baniulis
Cruisemaster



Educational Program Event coming up!

COME JOIN US FOR A FREE MARINE INFORMATION EVENING

Thursday, December 1, 2005

7:30 P.M.

**Location: Windsor Square
1959 – 152 Avenue
Surrey, B.C.**

Please join White Rock Squadron on this social education evening. We have two very informative speakers coming : CPS government liaison Norm Dyck and R.C.M.P. Corporal Dale Johnstone, of the Integrated Enforcement Border Marine Team (IBET).

Norm, from Fraser Squadron, is a Past Chief Commander and participates on many committees affiliated with the marine industry and recreational boating. Norm will provide us with an update on many of current issues, like:

- The CHS/NDI law suit
- False Creek anchoring
- Transport Canada's vessel licensing program
- Trends with the vessel safety check program, including initiatives in Ontario



A question and answer period will follow

Corporal Dale Johnstone from White Rock's RCMP detachment has agreed to speak regarding the new Integrated Border Enforcement Marine Team. Corporal Johnstone was formerly involved with Coastal Watch and is now a member of IBET.



An opportunity for questions will follow.

Please RSVP if you would like to attend this event to s.shea@shaw.ca or call 604-538-6226.

Refreshments will be served!

The White Rock Squadron has recently been assigned by Industry Canada a group **MMSI** number. This number is: **0316 000 23**. MMSI stands for Maritime Mobile Service Identity.

Vessels with the new VHF / DSC radios are now able to enter their own private MMSI number into their radio as well as the White Rock Squadron's number.

While out on the water for a weekend, they can now send a digital group message to see who else is out there from the Squadron. Better yet, while on a Squadron cruise, we can contact any or all vessels in the Squadron with one call. This would be similar to a conference call on a regular telephone.

The MMSI numbers are obtained free of charge and are good for life. I have found the new DSC radios on the market priced from \$249.00 to \$379.00. My advice: buy the best one you can afford.

Andrew Pothier
VHF Examiner