



**December 2006
Christmas Edition**

THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock, BC

Report from your Commander



It is hardly boating weather. As I write this it is cold (-6° mid afternoon) and we are covered with snow. Anything but boating weather, but it is Christmas weather. With that said we are nearing the end of the fall class schedule. The PCOC, VHF Radio and Fundamentals of Weather have been completed and the rest will be shortly. We are also well underway in the planning for the Spring classes (see the complete schedule further in this issue). Our primary purpose is to teach safe boating, so we encourage all members to take all courses available.

The National CPS Conference was held in Vancouver at the end of October and was a success. We had 14 members at the AGM, which was a great turnout. I'm not going to rehash all the points reviewed at the meetings (all are available on the National CPS web site, Members Moorings) but one major piece of news is that CPS will be implementing a "Web-based Management System". This will allow all daily workings to be done online: membership, course registration, ships stores, training department forms and everything that is done on paper will be able to be handled online with this new system. This will save time and expense and will enable the organization to be more responsive to members. The Conference was a very good opportunity to see the workings of CPS and meet the people who do so much work on our behalf.

I would like to congratulate our members who entered various competitions at the National Conference and were recognized: Anne Headrick (craft), Carlos Fuenzalida (photos) and Kevin Dean (training aid). Also, congratulations to Denise Stevenson for her excellent slide show.

I would like to compliment Shirley Shea on a very successful Education Night (regarding the St. Roch II travelling through the Northwest Passage). It was held at the Rotary Field House and was very well attended.

Our squadron had been invited to join the Sur-Del Squadron's Christmas party on Nov. 24th and a great time was had by all. We have been asked by Sur-Del to do more joint events. We plan on doing this, which should make more events and occasions available to all members, an opportunity to meet more new people and share more stories.

I would like to take this opportunity on behalf of myself and all your Squadron Executive to wish you and yours a happy and safe Holiday Season.

Ken Tomkow
Commander

Seasons Greetings

White Rock Squadron 2006 - 2007 Bridge

Commander

Ken Tomkow 536-9420

Executive Officer

Gerry Spence 531-9817

Training Officer

Ken Sissons 538-2071

Asst. Training Officer

Gerry Durant 535-3573

Gerry Rapp 538-1410

Secretary

Roger Gibb 535-6702

Treasurer

Ted MacKinnon 538-7553

Membership

Rick Hepting 576-6670

Supply

Michael Webb 531-9232

Cruise Master

Barry Baniulis 542-0519

MAREP/Coast Guard

Ken Penny 531-5602

Editor

Carlos Fuenzalida 535-0369

Communications

Linda Spence 531-9817

Historian

Gerry Durant 535-3573

Public Relations

Andrew Pothier 536-0430

Port Captain

Bill Bateman 536-4507

Programmes

Shirley Shea 288-7089

Environment

Denise Stevenson 535-3069

Webmaster

Harald Hanssen 538-7311

Past Commander

John Naylor 538-2720

Members at Large

Norm Headrick 531-7425

John McLellan 538-6282

www.whiterocksquadron.org

Box 499, 800—15355 24th Avenue
Surrey, BC V4A 2H9 604-535-0369

CPS now has a MMSI group number

You may not be familiar with the Maritime Mobile Service Identity numbers, so let us tell you about them.

They are used by the new marine VHF radios. The new feature is called DSC (Digital Selective Calling), and as a member of CPS, you now have a distinctive MMSI number. The MMSI number is like a telephone number in your VHF (and also in your MF radio).

The CPS Group number is **031 600 018**. This means that if you have DSC on your VHF radio, by clicking on this number, every CPS member who has DSC and is in radio range can receive your call.

All new VHF radios being made today have DSC. Each owner of a DSC radio can get a free MMSI # from Industry Canada. DSC is a new, efficient way of making Distress, Urgency, Safety and normal communication calls. In setting up a call, whether distress or non-distress, a digital data stream is transmitted on VHF channel 70. It contains such information as the name of the vessel, the owner, its present position and the nature of the call - Distress, Urgency, Safety or 'routine' (regular). If you place a routine call, it can be sent to an individual vessel just as you can place a phone call to an individual person. This is done by using that vessel's MMSI number. If you wish to call a number or "group" of vessels you use the "group" MMSI number.

Here is an example. For those CPS members who have VHF radios with DSC capability, they will have their own personal MMSI number. They will also have the option of using the CPS MMSI number which will enable them to call all other CPS members on a group basis - in other words, if they send out a call to the CPS group number, all CPS members with the CPS MMSI number programmed into their radios will get the message and may choose to converse on Channel 68 or some other channel designated for pleasure craft use.

Do you want a DSC radio? Yes, you really do. It has a lot of new capabilities. This is especially important if you are in a distress situation. DSC can do a great job of advising rescue vessels who you are, your exact location and type of emergency without your having to touch the microphone.

If you are buying a new DSC radio, ask the dealer if it is capable of being programmed with both your own personal MMSI number, and your CPS group MMSI number (not all radios have this capability).

All people applying for a new Restricted Operators Certificate (Maritime) must pass a test that includes the same material as we have been teaching for years and also some new material that includes DSC and other related information (called GMDSS). Reminder - while you may no longer have to have a Radio Station Licence, it is mandatory to have a Restricted Operators Certificate (Maritime) to operate your marine radio. Those who already have their Restricted Operators Certificate (Maritime) should upgrade to the new endorsement by taking the Module 2 section of the CPS Maritime Radio Course. Contact your Squadron's Training Officer for information on this inexpensive course and get your new Restricted Operators Certificate (Maritime) with the DSC endorsement. Or call the CPS toll free number 1-888-CPS-BOAT for information on the course nearest to you.

Get a DSC/VHF radio, your personal MMSI number, and also enter your CPS Group MMSI number into your radio. Then you can meet your CPS friends on the air.

P/C/C Tony Gardiner, SN

Remember: You can view this publication in full colour at
<http://www.whiterocksquadron.org/Anchordec06.pdf>

Training Officer's Report



In spite of the wind and snow our fall boating courses are on schedule and nearing completion. Thanks to everyone that helped make it a success. The following program of courses will be offered in our spring session starting Jan 09 and Jan 10th: **Boating, Piloting, Marine Radio, Navigating with GPS and Boat Pro.** **ATTENTION "Boating" course Graduates from the Fall 2005 and Spring 2006 sessions,** I would encourage you to take the **Piloting** course, as it follows naturally from the boating course and is a "must" for salt water boaters who want to improve their navigation and plotting skills, as well as develop theoretical knowledge in dealing with adverse conditions and emergencies. Be a safer boater; take the "Marine Radio" or "Navigating with GPS" course.

2007 Spring Course Schedule White Rock Power and Sail Squadron

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

Pre-register by mailing in 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	Jan 09	April 17	None	\$195 single \$320 couple
	Piloting	Jan 09	April 17	Boating	\$100 CPS Members
	Boat Pro	Mar 27	April 10	None	\$50
Wednesday	Boating	Jan 10	April 18	None	\$195 single \$320 couple
	Marine Radio Seminar (complete)	Jan 31	Feb 21	None	\$55 CPS Member \$65 Non-Member
	Marine Radio DSC only	Feb 14	Feb 21	Marine Radio ROC	\$35 CPS Member \$45 Non-Member
	Navigating with GPS	Mar 14	April 18	None	\$60 CPS Member \$75 Non-Member

Good luck to our students on those upcoming exams!

Remember to reserve the evening of January 29th, 2007 for the Graduation Ceremony.



Time and location to be advised!



Vancouver International Boat Show
February 7 - 11 BC Place Stadium
(604) 678 8820, www.VancouverBoatShow.ca

My Favorite Boating Area *Harrison Lake B.C*

After a few years of coastal boating, we decided to trade-in our boat for an 18-foot bow rider, which we moor at Harrison Lake. We had boated on Harrison several years ago, but this summer we re-discovered its beauty and its beasts.



Harrison Lake is beautiful in any season but our favorite is early summer when the lake is at its highest, and the streams and waterfalls flowing into the lake are rushing torrents.

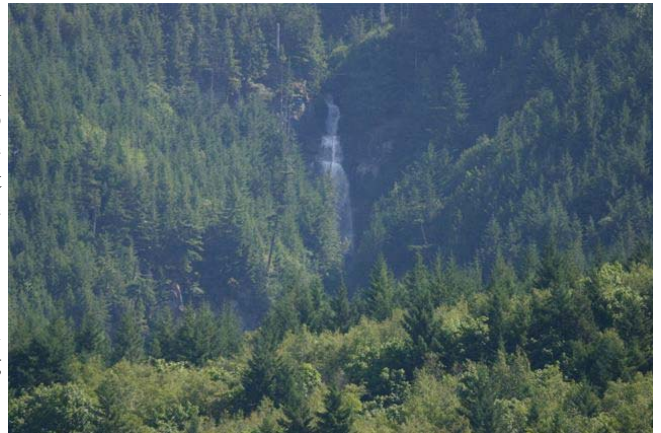
Only a small part of the lake (the southern end near the Village of Harrison Hot Springs) is accessible by road so once you are away from that area you feel like you are in the wilderness even though less than one and a half hours drive from White Rock.

Leaving the Village of Harrison Hot Springs by boat, a short trip up the east side of the lake brings you into Cascade Bay. Boat-access cabins dot the shore here. About half way up the bay, on the east shore, you will see Rainbow Falls. Only a small portion of these very high falls is visible from any one location, but even

that is spectacular in the early summer. There is a dock near the foot of the falls, and a small boat-access picnic/camping area. This is a great spot to put ashore, hike up to the falls to gain an appetite, and then eat lunch at the picnic site or on the sandy beach.

Navigating back southward, around the tip of Cascade Peninsula, then westward through the channel between Cascade Peninsula and Echo Island, you can see two small beach areas beneath the cliffs that make great spots to anchor for a swim. Remember the water is cold, so it will be refreshing on a hot day! Rumour has it that there are native pictographs on the cliffs, but we haven't spotted them yet.

Proceeding northward towards Long Island you can see Eagle Falls on the west side of the lake. In addition to the falls there is a small campsite, one of the few on the lake accessible by road. Proceeding through Tug Boat Straight between Long Island and the west lakeshore, you will come upon an inlet leading to Long Island Bay. This is a delightful little inlet to explore, and the Harrison Yacht Club maintains a dock and campsite at the end of the inlet.



Back in Tugboat Straight you can round the north end of Long Island and head toward the north end of the lake. There are numerous places to explore. Places with names such as Doctor Point, Gold Point, Port Douglas and others evoke thoughts of what the lake was like when it was the main thoroughfare for miners heading north to the gold fields. Or if time is short, round the island and head back to Harrison Hot Springs exploring the west lakeshore.

Cautions

Harrison is a large, deep lake. It is approx 65 kms. long, and more than 200 metres deep. Being largely fed with snowmelt and run-off from adjacent mountains, Harrison is normally quite cold and the water level varies greatly with the seasons. Chart 3061 covers the area, and includes a table of nominal water depth from datum for each month. Usually the lake is quite calm until early afternoon, but then wind comes up. The afternoon is when you see the sailboats and windsurfers on the south end of the lake. Although I am a powerboater my son-in-law and myself spent a great afternoon sailing his Hunter 170 at Harrison. The winds were steady and strong enough for us to get the boat up to full hull speed with minimal sail. That on a day when the lake had been like glass earlier in the morning. Just as on coastal water, you must keep a sharp eye on the weather. Storms can build up quickly and the local weather reports on Weather Channel One really don't help very much as Harrison seems to have its own microclimate. It is a big lake and fighting large waves all the way back to home is not much fun. We have seen nine-foot high waves on the lake and others have told us of even higher ones.

You should also keep a sharp lookout as there is still logging around the lake as can be seen by tugs towing long log booms on the lake. Consequently there can be floating logs and deadheads that could really spoil your day. One day after a large storm we found so much floating debris on the water that we never got over five knots on a trip to Long Island!

Facilities

There are several marinas on the lake, as well as the Harrison Yacht Club. Fuel is available on the lake, and the restaurants, shops and hotels at Harrison Hot Springs will cater to any needs you may have. If you trailer your boat, there are two excellent boat launches -- a paved twin lane launch in the Village of Harrison Hot Springs and a paved launch in the Provincial Park at Green Point. We have heard of boats making the trip up the Fraser River to Harrison, but this is best done with a pilot who has extensive knowledge of the local waters.

There is a public dock in the Village of Harrison Hot Springs but overnight stays are prohibited. You can explore overnight moorage at the Yacht club, one of the local marinas or the boat rental dock.

Once you are away from the south end, there are few facilities. There are anchorages along the lake and in Long Island Bay, but pay attention to the charts for foul ground, and to the weather to avoid unpleasant surprises!



Gerry Spence
Photos by Ken Tomkow

Crabs and Crabbing

Crabbing is popular among sport fishers, as traps can easily be dropped from a boat or from the end of a dock or from shore. Anglers must possess a valid tidal waters sport fishing licence to catch crabs.

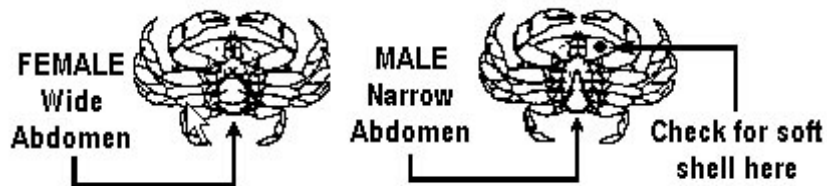
Check with the Fisheries and Oceans Canada office nearest to where you intend to harvest for crab closures and check the area you wish to crab in for limits.

For information regarding the type of trap that can be used to harvest crabs please visit

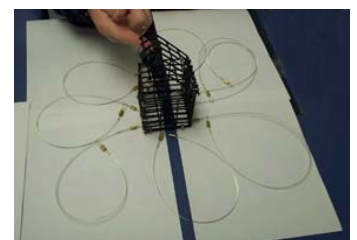
http://www.pac.dfo-mpo.gc.ca/recfish/Law/crabtraps_e.htm

It is requested that harvesters voluntarily release female crabs to protect stocks by allowing for maximum reproduction.

Line drawing illustrating male and female crabs



Snare traps, like the one shown at right, are illegal. Fisheries and Oceans Canada is asking recreational harvesters to ensure that their crab trap(s) are not of this type. Check with your local tackle shop or recreational fishing store for more information or to ensure that your trap(s) are not snares. It is the responsibility of all recreational harvesters to know the rules and current regulations, including minimum size limits and daily limits.



Successful Educational Evening



The St. Roch II / Nadon



Cst. Kenn Haycock and his captive audience

The social Education Evening on November 23 was a great success with Cst. Kenn Haycock making a presentation regarding the 2000 journey of the RCMP St. Roch II/Nadon retracing the voyage of the St. Roch through the NW Passage. A fascinating presentation and certainly inspiring to our members and, hopefully our organization will contribute to the preservation of the ailing museum that currently houses the St. Roch. School children have been visiting this museum for decades and the museum is an important part of Canadian history. So, I hope that we as a group will get behind the effort to preserve the St. Roch. Seasons Greetings to all and we look forward to another social ed. evening next session.

Shirley Shea
Social Education Programmes Officer

From Fisheries and Oceans Canada— Fast Facts

Coastal and Water Statistics

Surrounded by the Arctic, Atlantic and Pacific Oceans, and home to the Great Lakes, Canada is one of the foremost maritime nations on the planet. Canada boasts the world's:

- * longest coastline (243,792 km) - stretched out as a continuous line, it would circle the equator more than six times (25% of world's coastline);
- * largest offshore economic zone (200 nautical miles) - 3.7 million square km, equivalent to 37% of Canada's total landmass;
- * largest freshwater system - Canada's two million lakes and rivers cover 7.6% of our landmass (755,000 square km);
- * longest inland waterway (3,700 km) - from the Gulf of St. Lawrence to Lake Superior;
- * largest archipelago - Canada's Arctic islands, including six of the world's 30 largest islands, cover 1.4 million square km;
- * world's greatest tidal range - 16 metres in the Bay of Fundy.

Marine Safety

The Canadian Coast Guard (CCG) works to save lives and protect the marine environment. Each year, CCG helps more than 4,500 small fishing vessels or recreational boaters in distress. On an average day, CCG employees:

- * save eight lives
- * assist 55 people in 19 Search and Rescue cases;
- * service 55 aids to navigation
- * manage 2,436 commercial ship movements
- * handle 1,127 radio contacts
- * initiate 14 Boating Safety education activities
- * process nine Navigable Water Protection applications;
- * respond to five reported cases of environmental pollution incidents;
- * carry out five fisheries patrols
- * escort four commercial ships through ice; and
- * support three hydrographic missions and three scientific surveys.

Government Liaison Report

In discussions at the Environmental Committee we were advised that the sewage regulations "Record Keeping" requirement was going to be dropped. This was good news. The Council of Marine Carriers asked that "and accessible" be added to the "available reception facility" to accommodate tugs; however Transport Canada were not supportive. East Coast representatives advised Transport Canada they had not been aware of the Gazette Part I publication of the Sewage Regulations and were extremely concerned. I requested withdrawal of the Gazette Part I publication, however Transport Canada wish to go to Gazette Part II, and agreed to give stakeholders another opportunity to comment on proposed changes being made in response to comments received on the Gazette Part I publication.

The new Small Vessel Regulations are to be gazetted shortly and will combine Pleasure Craft and Non-Pleasure Craft regulations. Existing Pleasure Craft licences are expected to be "grandfathered" however when ownership changes or new vessel licences are issued they will require renewal every 10 years.

National RBAC Meeting – I once again requested withdrawal of the Sewage Regulations Gazette Part I – TC not in favour, but will allow further comment as outlined at the NCMAC meeting. Members were given an update on the Office of Boating Safety and it appears that a strategic planning session may be held early in the new year.

Draft Sewage Regulations – on Nov 28th, I received a draft of the proposed regulations with a number of changes, the most significant are as indicated below. Note change of terminology from "nearest land" to "from shore". While there is still some clarification required on the wording, we appear to be moving in the right direction.

Summarizing, sewage discharge is to be permitted as follows:

(e) in the case of a ship in Section I or Section II waters, but not in inland waters or a designated sewage area, that is less than 400 tons gross tonnage and is not certified to carry more than 15 persons,

(i) the discharge is made at a distance of at least 3 nautical miles from shore while the ship is enroute at the fastest practicable speed,

(ii) the sewage is comminuted and disinfected using a marine sanitation device and the discharge is made at a distance of at least 1 nautical mile from shore; or

(iii) if it is not practicable to comply with subparagraph (i) because the ship is located in waters that are less than six nautical miles from shore to shore, the discharge is made into the deepest waters that are the farthest from shore while the ship is en route at the fastest practicable speed in waters with currents moving away from shore.

(3) In the case of a ship referred to in subparagraph 1(e) (iii), the discharge is not authorized if a reception facility is available to receive the sewage.

[Note: Subdivision 6 (section 131) (Record Keeping) has been deleted.]

At the closing Plenary session of the November 2006 National CMAC meeting, the Assistant Deputy Minister, Safety and Security, Marc Gregoire, announced that Marine Safety officials would provide additional opportunities for the review of these recent amendments to the proposed Regulations before the end of December this year.

Over the next few weeks, Marine Safety officials will be holding meetings to discuss these changes and resulting amendments, prior to recommending the revised Regulations for final approval and publication in Part II of the Canada Gazette. The upcoming meeting dates and locations are noted below. If you plan on attending any of these meetings, please contact Transport Canada by email at cmac-ccmc@tc.gc.ca and provide them with your name and the session you wish to attend. A good turn out will help ensure the regulations are acceptable.

Written submissions on the revised draft of the proposed Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals may be forwarded to Mr. Bob Gowie, Project Manager, Regulatory Services and Quality Assurance, Transport Canada Marine Safety, 330 Sparks Street, Ottawa, Ontario K1A 0N8, or by email at gowier@tc.gc.ca. All comments should be *received by no later than January 15, 2007*.

P/C/C Norm Dyck, SN, PMD Government Liaison Officer

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Comments , photos and contributions are welcomed.
Please send them to:
White Rock Squadron
Attention Editor
Box 499, 800—15355 24th Avenue
Surrey, BC V4A 2H9
604-535-0369
Or by email to: carlosf@shaw.ca



See our **cruise calendar for 2007**. Please select cruises from the list 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 6 - 8	Port Sydney Marina	250-655-3711
Victoria Day	May 19 - 21	Genoa Bay Marina	250-746-7621
Canada Day	June 30 - July 2	Ganges Marina	250-537-5242
Extended Cruise	July 28 - August 12	Desolation Sound	
Labour Day	September 1 - 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 be made by VHF radio on channel 66A.

From the Quotable Sailor...

Wind is to us what money is to life on shore.

- Sterling Hayden

Life hangs on a very thin thread and the cancer of time is complacency. If you are going to do something, do it now. Tomorrow is too late.

- Pete Goss

The sea finds out everything you did wrong.

- Francis Stokes

There is something about boats which makes one feel they are living creatures - each as different from her sisters as human beings are from each other. The very fact that one refers to a boat as "she" shows that since time began men have loved their boats.

- Francis Kinney

I don't know who named them swells. There's nothing swell about them. They should have named them awfuls.

- Hugo Vihlen

Twenty years from now, you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbour. Catch the trade winds in your sails. Explore. Dream. Discover.

- Mark Twain