

December 2007



THE ANCHORLINE

Commander's Report



This fall has been an active one for the squadron. We have had a very successful training session, offering not only our standard fare of Boating course, but also the Extended Cruising course for the first time in recent memory, and the new Radar course for the first time ever at White Rock. Training Officer Rick has an equally exciting slate of courses scheduled for the spring. So have a look at the schedule elsewhere in this issue to see if there is a course that can add to your safety and enjoyment on the water.

I attended the Canadian Power and Sail Squadron's annual meeting and conference in October. I am pleased to report that I see further progress in improving, and adapting our organization. There is definitely a focus on adding value to our members and to our students. Much of the conference's focus was on training, as it should be. There are new CD's coming out for the Boating and Weather courses, the new Seamanship course is in the final stages of editing, and many other course rewrites and additions are nearing completion. It never fails to astonish me how many very talented and dedicated people we have in our organization. I would be remiss if I didn't congratulate Norm Headrick of our Squadron on his election as chair of the National Rules Committee. There are many people who work very hard for CPS, but none harder than Norm.

The new CPS web-based administration system is being implemented on a progressive basis. This system will help us serve our members and students better, and at the same time reduce the paperwork our volunteers are faced with. I would particularly like to draw your attention to YOUR member's profile. You may access it through the CPS national website at www.cps-ecp.org. You can update YOUR profile yourself; changing your address, your e-mail address, etc. If you have a new DSC Marine radio and have received an MMSI number, we encourage you to enter it in your profile. We are hoping to add MMSI numbers to the roster, so that members with DSC radios can easily call other members digitally, without the need for a voice call on channel 16. If these acronyms or features are new to you, you may wish to register for our Marine Radio seminar, which covers these relatively new and very useful features on most of the new Marine Radios.

As I write this we have just returned home from the Tri-Squadron Christmas party. This year with the participation of Sur-Del, Langley and White Rock Squadrons we had more than 130 people in attendance. The food, music, and door prizes were all first rate; but what really made a good party a great party was the people! One of the long-term members recalled that the three squadrons often got together for social activities in the seventies; and had many good times together. I guess not all good ideas are new!

With the approach of the holiday season Linda and I wish you and yours a merry Christmas, and a Happy Holiday Season. We trust the New Year will bring you health, happiness, fair winds and smooth sailing.

Gerry Spence
Commander



White Rock Squadron 2007 - 2008 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
Cruise Master	Barry Baniulis	542-0519
MAREP	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 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

Safe Boating Is No Accident.

Every year, about 200 people die in boating accidents across Canada.

There are some things you should know to help ensure your safety and prevent accidents.

Wear your life-jacket. Approximately 90 per cent of all drowning victims in recreational boating incidents were not wearing a life-jacket or personal flotation device. There should be a life-jacket or personal flotation device for every person on the boat. They must be Canadian-approved and of an appropriate size for each person. Don't drink and drive. At least 40 per cent of all power boating fatality victims had a blood alcohol level above the legal driving limit. Driving a boat while impaired is a Criminal Code offence. You could be fined \$600 or more, prohibited from operating a boat for up to three years and imprisoned, possibly for life, not to mention seriously injured or killed.

Keep fire extinguishers at the most fire sensitive areas on your vessel such as the galley or engine room. Ensure your crew knows where the fire extinguishers are located.



Cold water shock is thought to cause more deaths than hypothermia. Be aware of the dangers of sudden, unexpected immersion in water below 15 degrees Celsius. Even strong swimmers experience rapid exhaustion from cold shock.

The sudden exposure to the cold water could make you gasp for breath, swallow water and choke. You could also experience breathing difficulties, muscle spasms, a rise in your heart rate and blood pressure, and a heart attack or stroke. If you fall in cold water, it will be crucial for you to conserve energy and body heat. Struggling to stay afloat will tire you and cause you to lose valuable energy.

Wearing a lifejacket or personal flotation device (PFD) could save your life. A PFD can keep you afloat while you gain control of breathing and prevent drowning from loss of muscle control. Expect the unexpected and wear your PFD at all times. Once you're in the water, it may be too late.

More information on cold shock and hypothermia is available at www.boatingsafety.gc.ca or call toll-free 1-800-267-6687.



Upcoming Boat Shows

January 5 - 13

Portland Boat Show

www.otshows.com

January 24 - February 2

Seattle Boat Show

Indoors and afloat

www.seattleboatshow.com

February 6 - 10

Vancouver International Boat Show

Indoors and afloat

www.VancouverBoatShow.ca

March 14 - 16

Anacortes Floating Boat Show

Cap Sante Marina

Anacortes, WA

Discontinuation of Single Vessel Label Program

Following consultations held as part of the Canada Shipping Act 2001 regulatory reform process, Marine Safety has concluded that the Single Vessel Label Program will be discontinued. In order to prevent causing any inconvenience to pleasure craft owners, it has been decided to discontinue the program before the regulations contained within the CSA 2001 come into effect.

As part of the phasing out process, vessels that are not serially produced will no longer be required to have a single vessel label. If you are in the process of building your own pleasure craft, or if your pleasure craft does not presently have a Capacity or Conformity Label affixed, you will no longer be required to obtain a Single Vessel Label.

Owners of vessels that are required to have Hull Serial Numbers (HIN) and which do not have one, will be directed to the manufacturer, builder or importer. If the owner is unable to obtain a Hull Serial Number (HIN) from the manufacturer, builder or importer, the owner need take no further action, but must be able to demonstrate that they have made reasonable attempts to obtain one.

From Transport Canada, Office of Boating Safety.

Overloading Your Boat

Overloading your boat with people or equipment is incredibly dangerous and can have fatal consequences. The number of people who can be carried safely depends on the type of vessel and the distribution of weight. Poor distribution of weight on board will affect your boat's stability for the worse.



As the operator of your vessel, you must follow the limits on the capacity plate as the recommended gross load capacity or the equivalent number of adult persons. When following these limits, keep in mind the maximum load is calculated for fair weather conditions and evenly distributed weight. Keep the load as low as possible on board and secure equipment to prevent it from shifting and affecting the stability of your pleasure craft.

From Transport Canada, Office of Boating Safety.



Miscellaneous...

Important Notice

This is the last printed issue of *The Anchorline* you are going to receive by regular post

In order to reduce our mailing costs, volunteer hours in producing mailings and help the environment by decreasing paper usage, we are switching to electronic format only, starting with the first issue for 2008. The newsletter will be posted on our website and members, for whom we have email addresses, will receive a notification by email, advising them of the new edition having been posted on line, with a direct link to the newsletter.

If you are not on our list, we urge you to contact the Squadron to supply us with your email address. It will be kept confidential and used only for this purpose.

You may call L. Spence, Communications Officer, at 604-531-9817 or send an email directly to info@whiterocksquadron.org

Thank you for your understanding.

Carlos Fuenzalida
Editor



Fog at Beaumont Park in early September...

Submitted by Ken Penny



Transportation and Trailing

Those of us with smaller boats spend almost as much time trailering as we do on the water or at a show. We prepare the boat but may not spend the time ensuring that our trailer is prepared and properly hooked to our vehicle.

A basic check list:

The trailer must be strong enough and long enough to accommodate the weight and length of vessel. Since there are various types of hull shapes, the rollers and/or bunks should be set up to provide maximum support and stability for the vessel. There should be snug, even support for the hull. This will help prevent warping and sway. Trailer lights should be working properly and you should carry spare bulbs. The license plate must be clearly visible. Car mirrors should be adjusted so you can see past the trailer.

The combined weight of your boat and its contents should not exceed 80% of the trailer's carrying capacity. Contents should be spread evenly and properly secured, with heavier items closest to the floor. Secure the boat to the trailer with good tie downs. Attach a line from the boat's towing eye to the trailer's tongue or winch. Transport Canada requires tie downs and security chains from the trailer to the vehicle. Fully and securely covering the boat eliminates wind damage and flying items that might hit a following vehicle.

Trailer hitches come in a variety of shapes and sizes. Make sure you have the type that suits the towing vehicle and that the receiver bar keeps the trailer as horizontal as possible. Make sure you have the correct ball size. Never use a ball that is too small and remember to adjust the clamp that secures the trailer to the ball. Lock the clamp down after securing it to the ball. Two safety chains should be crossed under the receiver and ball from the trailer to the vehicle. This will allow the chains to support the trailer hitch if it comes off the ball.

Too much weight on the ball will cause "tail dragging" of the towing vehicle. Too little weight will cause swaying. The rule of thumb is to have 10% of the trailer's total weight up to a maximum of 135 kg (300 lbs) on the ball. For compact cars, the gross weight of trailer and boat should not exceed 450 kg (1000 lbs) even if the ball and hitch have a higher capacity. For long distance towing, a transmission cooler for your automatic transmission is very inexpensive insurance against transmission overheating.

When it comes to overheating don't forget the trailer's wheel bearings. At the start of each season raise each wheel off the ground and give it a spin. If you hear a grinding sound it is time to change the bearing. If the wheel is loose, remove the cap and cotter pin and tighten the axle nut. Spin the wheel again. If it is still loose, remove the wheel and check for excessive wear. Replace all worn parts. Make sure the bearing is well packed with grease. Check this again half way through the season. Bearing Buddies, a bearing chamber cap replacement, are a very good idea. They allow you to fill the bearing through a grease nipple and they have a spring loaded plate that compresses the grease automatically if it leaks out of the bearing chamber. Grease not only lubricates the bearing but it keeps out water, a bearing's worst enemy.

Before starting out, practice backing up the trailer. Remember the trailer moves in the direction opposite to the direction you turn the steering wheel. Take great care in passing other vehicles. Remember you will lose speed going up a grade. Allow extra room before you pull back in. If you brake for a prolonged period when going down hill, the braking power will fade due to heat build up. Sudden stops can cause the trailer to "jackknife" if the trailer does not have brakes or if they are poorly adjusted. If a loaded trailer weighs more than 1500 kg (3300 lbs) it must be equipped with a trailer braking system. Check provincial regulations for details.

At the launch ramp, pull over to one side. Take off the tie downs and boat cover. Disconnect the electrical system from the vehicle and attach a long line to the boat to assist with recovery when the boat comes off the trailer. Your preparation time will allow the trailer brakes to cool down before they enter the water. Tilt the outdrive or outboard engine up. Install the drain plug. Remove any debris from the launch ramp. If you are launching a sailboat with the mast installed, check for any overhead wires. Back slowly down the ramp and if you must leave the vehicle for any reason, put the shift into park, apply the parking brakes and use wheel chocks if necessary. You don't want the boat, trailer and car rolling in. Watch out for children. Make sure the drain plug is installed. I think I already said that.

When putting the boat back on the trailer follow the above steps in reverse. When leaving your trailer unattended it is a good idea to remove a wheel and lock it in your trunk. Add a hitch lock so the trailer cannot be easily taken away. If you have dual wheels you can chain and lock two together. If you are in a group, you can chain and lock a number of trailers together.

For more great boating safety and handling information order the **Boating Handbook**.

John Gullick,
Deputy Executive Director

Training Officer's Report



Congratulations to all students from BoatPro, Marine Radio, Fundamentals of Weather, Extended Cruising, Radar and Boating who have passed their respective courses.

We are actively promoting our Spring 2008 Courses and look forward to many repeat students to upgrade their knowledge by taking additional courses with us.

Following is our schedule of courses for 2008. Hope to see many old as well as new faces in January.

All courses given at Earl Marriott Secondary School, 15751 - 16th Ave, 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	Jan 15	April 22	None	\$275 single \$425 couple
	Global Weather	Jan 15	March 11	Fundamentals of Weather	\$ 95 CPS Members \$110 Non-Member
	Marine Radio (VHF)	Feb 5	Feb 26	None	\$ 55 CPS Members \$ 65 Non-Members
	Electronic Charting	March 4	April 22	Navigating with GPS	\$ 65 CPS Members \$ 80 Non-Members
	Boat-Pro	Jan 15	Jan 29	None	\$ 60
Wednesday	Boating	Jan 16	April 23	None	\$275 single \$425 couple
	Piloting	Jan 16	April 23	Boating	\$120 CPS Member
	Navigating with GPS	Jan 16	Feb 13	None	\$ 65 CPS Member \$ 80 Non-Member
	Boat-Pro	April 2	April 16	None	\$ 60

Rick Hepting
Training Officer

Meet your 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 2008



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](mailto: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	March 21 - 22	Port Sydney Marina	250-655-3711
Victoria Day	May 24 - 25	Otter Bay Marina	250-629-3579
Canada Day	June 30 - July 1	Ganges Marina	250-537-5242
Extended Cruise	August 2 - 17	Desolation Sound - Schedule being developed	
Labour Day	August 30 - 31	Genoa Bay Marina	800-572-6481

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 CELEBRATES LABOUR DAY ON VANCOUVER ISLAND

Members of the White Rock Power and Sail Squadron gathered at Maple Bay Marina on Vancouver Island to celebrate Labour Day and the last organized cruising event for 2007.

Boats attending were Kazbar, Arendal, Freedom Too, Halifax Jack, Perry-Eh, Moyana, Legally Wild, Wyne Tyme, Acadia and Kitiwake

Water conditions crossing the Strait were excellent and there was plenty of visiting with everyone recounting boating adventures during the summer

Blue skies gave in to very cloudy conditions in the later afternoon but they didn't deter all from a great happy hour from 6 pm to 7 pm in the gazebo area

There was rain during the night and off and on light showers Sunday but a group picture was taken between the raindrops and plenty of dock side fun

The potluck attracted 18 hungry boaters and the crib tournament had a dozen players with first place going to Norm from Wyne Tyme, second place to John from Halifax Jack and third spot to Anne from Wyne Tyme

Good fun with presentations taking place aboard Legally Wild to avoid a somewhat damp evening

Departures took place Sunday morning with some encountering fog in several locations although water conditions again were flat making for a wonderful trip back across the Strait

Barry Baniulis
Cruisemaster



BEWARE OF CHARTPLOTTERS

We were proceeding into Ganges on Friday, August 31 about 11:30 am in a light misty rain when we heard the call "coast guard, coast guard"

They immediately responded and a gentleman - sorry did not get boat name - said " I need help quickly - my wife has been injured" Of course they asked for a location and he replied -" do not know exactly but between Welbury Point and Ganges - I only have a chartplotter - no paper charts - have hit rocks and my wife has fallen into the cabin, has hurt her back and has no movement in her legs"

It was determined he was in the rock pile east of Second Sisters Island and soon a fast rescue RIB from Ganges was on scene. We carried on into Ganges Marina and tied up

While I was looking after moorage the RIB arrived back and the lady was quickly carried off and placed in an ambulance and rushed to Lady Minto Hospital

I informed the staff of the accident and was told by an individual they had been going down Tod Inlet at Butchart Gardens with a chartplotter but with paper charts - the chartplotter was placing them on the university grounds in Victoria

Told the story at the happy hour at Maple Bay and the Perry Eh crew told how they were tied to marina at Ladner yet chartplotter had them in Active Pass.

Perhaps there is too much reliance on electronic instruments these days but the moral of the article is to know your position at all times and please have paper charts aboard.

Barry Baniulis
Cruisemaster

Events Calendar 2007 - 2008

Event	Date	Time	Place
Social Evening	Nov 1	1900	Rotary Field House
Bridge Meeting	Nov 19	1915	ABC Rest.
Christmas Party	Nov 30	1900	Sun-Rise Centre
Final Boating Exam	Dec 11 & 12	1900	Earl Marriott H.S.
Spring Registration	Jan 15 & 16	1820	Earl Marriott H.S.
Bridge Meeting	Jan 21	1915	ABC Rest.
Fall Graduation	Jan 31	1900	Rotary Field House
Bridge Meeting	Feb 18	1915	ABC Rest.
Social Evening	Mar 13	1900	t.b.a.
Bridge Meeting	Mar 17	1915	ABC Rest.
Bridge Meeting	Apr 21	1915	ABC Rest.
Final Boating Exam	Apr 22 & 23	1900	Earl Marriott H.S.
A. G. M.	Apr 28	1900	Windsor Square
Change of Watch	May 9	1800	t.b.a.
Spring Graduation	May 27	1900	t.b.a.
PMD's AGM	May 30, 31		