



February 2005

THE ANCHORLINE

White Rock Power & Sail Squadron, White Rock BC

Commander's Report...

First, welcome aboard to all of our new members. I trust that you will enjoy this association with your new found Squadron.

Exciting things are about to happen for White Rock Squadron. We have been selected to host the Pacific Mainland District's Annual General Meeting (D/AGM). This event will be held at the Sheraton Guildford Hotel May 27th and 28th, 2005.



John Naylor, our Executive Officer, has volunteered to chair our committee and has laid the early foundation for this event, and some of our members have volunteered to assist him. However, there are many tasks to be performed, which will require many of our members' help. Should you wish to support this endeavour please contact our Squadron telephone at 604-515-5566 and leave a message. Our Squadron Communications Officer will get back to you. He too is a volunteer so it may be a day or two before he can respond.

Another important event for our Squadron in the Annual General Meeting, combined this year with our Change of Watch, scheduled from April 30th, 2005. More details will follow.

By now we are back into the classrooms with our winter courses, with two Boating Courses, plus advanced courses of Celestial Navigation and Global Weather. Welcome to our students. It is always rewarding to learn new things. I congratulate you all for taking this opportunity to enhance your knowledge. Later this winter we will be offering Marine Radio (was called Radio Talk) and Boat Pro.

The boating season will soon be upon us. Perhaps it is time to plan on joining our Squadron Cruises. The schedule is listed in this newsletter. These cruises are an excellent way to expand your boating skills and to socialize with other like-minded Squadron Members. Hope to see you on the water.

Ken Penny
Commander

White Rock Squadron
2004-2005 Bridge
www.whiterocksquadron.org

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## Important Notices...

Fisheries and Oceans Canada



### STATEMENT

The Canadian Hydrographic Service and  
Nautical Data International

4-Jan-2005

Since 1993, Canadian Hydrographic Services' digital charts have been distributed by Nautical Data International Inc. (NDI) and its value-added resellers.

Over the past year, DFO has received over a hundred complaints about NDI. These complaints have come from a variety of sources, including recreational boaters, the navigational chart industry, and other levels of government. Complaints range from frustration with NDI's pricing practices, to boaters being unable to obtain the electronic chart products they need. In addition, DFO has had serious difficulties with NDI, including non-payment of royalties for DFO-owned products.

Despite repeated efforts to remedy these problems, there has been little improvement in the situation. As a result, DFO has terminated its agreement with NDI. Effective immediately, and in the interim, Canadian Hydrographic Services' dealers will be distributing the digital certified products. CHS will be considering digital distribution options over the coming months.

Terminating the contract with NDI is in the best interests of Canada's recreational boaters and navigational chart industry, DFO, other government departments and Canadian taxpayers, who rely on the best, most accurate charts possible for safe navigation.

The Canadian Power Squadron Roster will be printed and distributed very soon. As allowed by the Privacy Act, if you choose not to have your name and address listed as member of the White Rock Squadron, please advise our Membership Officer to that effect.

### We need you !!!

We are looking for volunteers to help on Tuesday and/or Wednesday evenings to provide coffee for our students.

We also need somebody to take over the position of Environment Officer, which became recently available.

If you feel you have the time and interest, please contact our Commander or any of our Bridge members.

## Training Department...

With a very successful Fall session completed, instructors and students are getting down to work on a full slate of spring courses. We have 41 students registered in our Boating class, including 8 couples. There are 7 students enrolled in the Global Weather course, and 7 in Celestial Navigation.

The VHF Marine Radio Seminar will start on Tuesday February 22<sup>nd</sup>, and for the first time will include a module on the DSC, GMDSS features. We will provide more information in the near future on how people who currently possess a Restricted Operator's Certificate (Marine) can update their certificate with the new module.

The Boat Proficiency course will be offered on Wednesday evenings starting March 2<sup>nd</sup>.

The Seamanship Power course was cancelled due to an instructor not being available; however, we are hoping to offer it in the Fall as there was a great deal of interest in this course.

### Boating Class Survey

As in prior years we surveyed students enrolled in our Boating course, to determine how they learned of our courses, whether they were interested in power or sail boating, and whether they currently owned a boat.

More than half of the respondents said they learned of our course through word of mouth. Twenty percent cited road signs; while radio ads., newspaper ads., and the Internet were each cited by ten percent. More than half of the students listed their interest as power boating, while twenty percent were interested in sail and another twenty percent in both sail and power.

Almost seventy percent of the students responding owned a boat, and more than thirty percent were planning to purchase a boat.

Results from the survey are used to evaluate the effectiveness of our advertising and help us plan to better serve our students and members.

Gerry Spence  
Asst. Training Officer

## We are pleased to welcome these new Members:

Thomas Button  
John Cadeau  
Elizabeth Cant  
Kenneth Casswell  
Morgan Davidson  
Helga Farquharson  
Graeme Farquharson  
Kathy Garner  
Floyd Garner  
Sylvie Gelineau

Jennifer Hepburn  
Robert Hepburn  
Larry Hill  
Hormoz Houchmand  
Lorran Jack  
Joanne Johnson  
Glen Jones  
John Laysell  
Peter Maitland  
Audrey Mostert

Clarence Mostert  
Georgina Moxam  
Larry Plain  
Elly Roselle  
Garry Scott  
Kal Tmana  
Darlene Topliss  
Pat Webb  
Mike Webb

# Be aware !!!

## British Columbia has now adopted the Canadian Federal Government Contraventions Act

This one page, a summary of 18 official pages, has been prepared by Jack Wainwright, Cdr. of Burnaby Squadron, as an alert and a service to CPS members to indicate the possible penalties for non-compliance. It does not cover all possibilities so it must not be considered as the official regulations. Call Transport Canada for official answers to queries. This schedule of fines comes into effect in 2005. The Contraventions Act allows enforcing officers to write tickets for infractions rather than have all infractions dealt with by Summary Conviction. Serious infractions, especially those covered under the Criminal Code, will still require a court appearance under Summary Conviction.

### A Summary of the Contraventions Act as it will be enforced in British Columbia starting in 2005.

You must read the official requirements for your vessel and comply or face fines for each infraction. It might be prudent to get a CCG Aux. Courtesy Check before the fact.

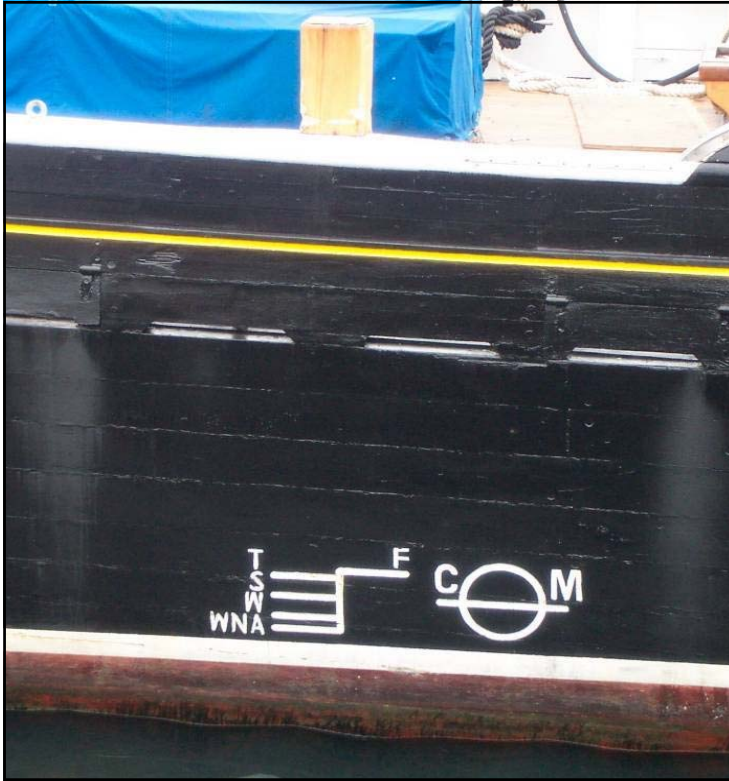
Fines are levied on operator, owner, and/or person authorizing the vessel's use. Don't forget that these fines also apply to non-motorized watercraft such as rowboats, canoes, paddle boats, etc.

There are no new requirements. All that has changed is the system of enforcement.

|                                                                                                                                                                                          |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Vessel operator cannot show his Pleasure Craft Operator's card                                                                                                                           | \$250                  |
| Underage operator, including PWC operators under 16.                                                                                                                                     | \$250,                 |
| Failure to have on board proof of age of operator                                                                                                                                        | \$250                  |
| Failure of non-residents to have on board proof of residency                                                                                                                             | \$250                  |
| Insufficient PFDs, /Lifejackets                                                                                                                                                          | \$200                  |
| Insufficient fire extinguishers                                                                                                                                                          | \$200                  |
| Careless operation of a vessel                                                                                                                                                           | \$200                  |
| Removing, tampering with hull ID or capacity plates, etc.                                                                                                                                | \$200                  |
| Placing unauthorized sign restricting boating                                                                                                                                            | \$150                  |
| Mooring to authorized signs, altering, defacing, removing,                                                                                                                               | \$150                  |
| Failure to remove unauthorized sign                                                                                                                                                      | \$150                  |
| Failure to maintain an authorized sign.                                                                                                                                                  | \$150                  |
| Operating in contravention of an authorized sign; speeding                                                                                                                               | \$100                  |
| Failure to have on board as prescribed for your vessel:<br>15m heaving line, manual propelling device, bailer; flares,<br>watertight flashlight; sound signaling device; anchor and rode | \$100 each infraction  |
| Operate vessel without required equipment in good working order                                                                                                                          | \$100                  |
| Operate vessel not meeting prescribed safety standards                                                                                                                                   | \$100                  |
| Operate without prescribed equipment bearing official stamp, mark or label.                                                                                                              | \$100                  |
| All refueling infractions, inside or outside vessel                                                                                                                                      | \$100 each             |
| Failure to display a rigid International flag code "A" on vessel when diving.                                                                                                            | \$100                  |
| Licensing of vessel: failure to produce license papers; no hull ID#,                                                                                                                     | \$100                  |
| Failure to comply with a Peace Officer                                                                                                                                                   | \$100                  |
| No noise abatement device within 5 miles of shore                                                                                                                                        | \$100                  |
| All towing of people infractions: (spotter, seat, after dark,)                                                                                                                           | \$100 each infraction. |
| Speeding over 10 km/hr within 30m of shore (in BC on non-tidal waters)                                                                                                                   | \$100                  |
| Failure to exhibit proper lights at night or in limited visibility                                                                                                                       | \$100                  |



## Miscellaneous news...



Can anybody explain these markings? They are in the circled area on the side of the boat, as shown below. Vessel is **Bluenose II**, from Lunenburg, N.S. Please reply by email to [carlosf@shaw.ca](mailto:carlosf@shaw.ca)

Results will be published on next issue.



Some of our members attended the Bellevue Squadron crab feast. Notice **King Crab** sporting a hat denoting his royal rank !



Please note that we have 2 courses starting soon:

**Radio Talk Seminar**, on February 22th  
**Boat Pro**, on March 2nd

If you have a relative or a friend you think could benefit from one of these courses, please let them know...

## From our Fall graduation...



Graduating Piloting Class, with Instructor Lorne G. Wells



Graduating Boating class, with Instructor Lorne R. Wells.



Boating student Elly Roselle receiving Ralph Maloney award for obtaining 100% score on the Boating Course exam.



Graduating GPS class, with instructor Andrew Pothier and proctor Shirley Shea.



Graduating Boating class, with Instructor Sandy Wightman



Graduating Boating class, with proctors Kevin Dean and Carlos Fuenzalida

For more graduation pictures, visit our web site at [www.whiterocksquadron.org/photogallery.htm](http://www.whiterocksquadron.org/photogallery.htm)



# Digital Selective Calling

## DSC VHF Radios

by Chuck Husick

While most bells and whistles are not of great importance in your choice of a VHF radio, there is one very important aspect of the radio to which you should pay careful attention. The newest radios are required by law to provide an operating mode called Digital Selective Calling, DSC. This new technique is a part of the Global Marine Distress Signaling System, GMDSS (a part of the international SOLAS treaty).

DSC capability is available in two forms; Category A DSC and Category D DSC. Both category A and D radios can send and receive digitally encoded distress calls on channel 70, which is reserved exclusively for digital communications. Category A radios, however have two separate receivers, with one constantly tuned to channel 70. Category A radios are therefore more flexible and capable of delivering advanced communication capabilities.

With the press of a button, all DSC equipped VHF radios can send a distress call in digital form on channel 70. The call, sent in much less than one second, includes your unique identification number (MMSI) and if the radio is connected to a GPS or Loran C, the precise location of your boat. The distress call will continue to be sent until it is answered by another station. The station hearing the call will likely call your radio on channel 16 or, in the case of the Coast Guard on 22A and begin the process of bringing you the help you need. Having a highly automatic way of making your need for assistance known has obvious advantages.

Because class A VHF/DSC radios have added capability they are more costly than the Class D versions. The separate, dedi-

cated channel 70 receiver in the Class A radio ensures that it is always ready to receive and respond to both emergency and routine DSC calls, even when it is monitoring any of the normal working channels or weather channels. In addition to the second receiver, most Class A DSC radios are equipped with extensive calling number memory and caller I.D. systems and telephone like keypads that greatly simplify entering the MMSIs and names of frequently called vessels and shore stations.

A Class A VHF/DSC radio makes use of the "Selective" in DSC by calling other DSC radios by their unique MMSI number. These radios usually provide an electronic notepad that stores names and MMSIs for other boats or shore stations. Another station can be called by selecting the name or number from the stored list, choosing the channel number on which you wish to communicate and pressing a button. A digital call containing the MMSI being called, the MMSI of your radio and the channel number on which you wish to communicate is sent on channel 70. The called radio recognizes its MMSI and alerts its operator to the incoming call by emitting a ringing tone. The radio automatically switches to the communication channel chosen by the caller, allowing voice communication to proceed with no further action required of either party. If your MMSI is stored in the called radio's memory the operator will be informed of your identity as in a land-line caller I.D. system. Depending on the particular capability of the radio, it may also provide call waiting alert and log calls received when the radio was unattended. Overall, a Class A DSC radio performs much like a cellular telephone.

With widespread use, the VHF/DSC system will gradually eliminate the need to monitor the often busy and noisy channel 16 for incoming calls or, as required by regulation, for distress calls. At some time in the future, monitoring of channel 16 will no longer be common practice for most boaters and will no longer be a legal requirement for vessels on the high seas.

## Thoughts for the day...

The journey of a thousand miles begins with a broken fan belt and a leaky tire.

Never test the depth of the water with both feet.

If at first you don't succeed, skydiving is not for you.

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

If you lend someone \$20 and never see that person again, it was probably worth it.

If you tell the truth, you don't have to remember anything.

Some days you are the bug; some days you are the windshield.

Good judgment comes from bad experience, and a lot of that comes from bad judgment.

There are two theories to arguing with women. Neither one works.

Generally speaking, you aren't learning much when your lips are moving.

Never miss a good chance to shut up.

Never, under any circumstances, take a sleeping pill and a laxative on the same night.

There is a fine line between "hobby" and "mental illness."

Everyone seems normal until you get to know them.

Whoever thinks by the inch and talks by the yard should be kicked by the foot.

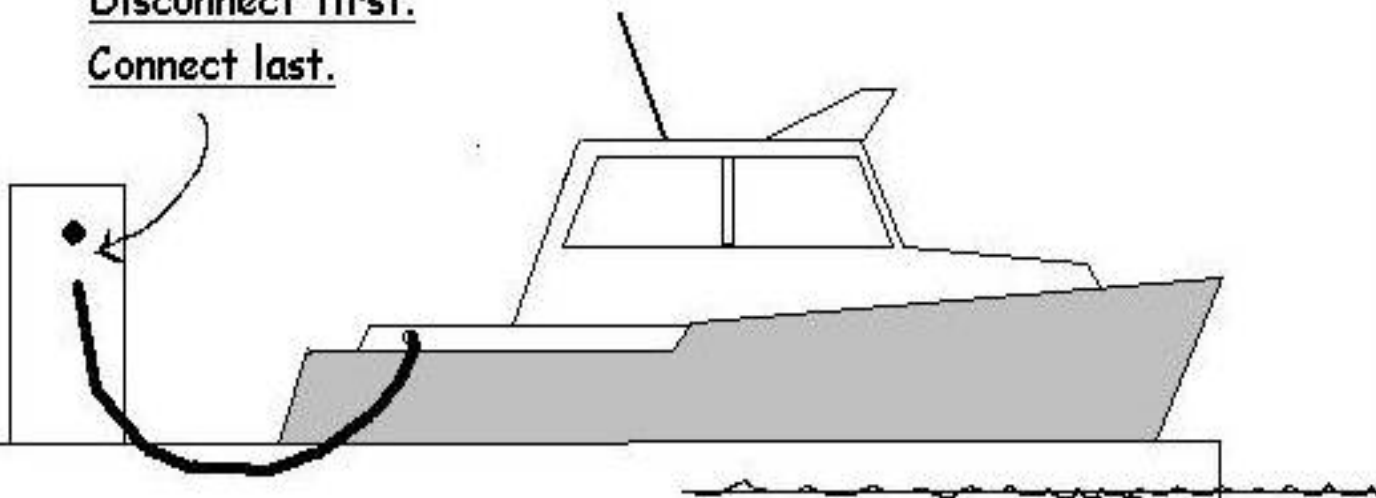
## Be Safe !!!

### AC shore power

### Connecting & Disconnecting

Disconnect first.

Connect last.



Marinas with up to date shore power pedestals will have on/off switches within the connection box. Nevertheless it is a good practice to follow the steps shown in the sketch. Basic boating course safety.

Kevin Dean VEQMRT

### **Small Boat Safety**

In March of 1998 I was transporting material to build our pump house on our small, non-ferry accessible, island: Mudge Island, located between Gabriola and Vancouver Island. The small stretch of water I had to cross was called False Narrows. It is no more than ¼ mile across. On that day it was fairly calm so I decided that I would try to get all the material across in one trip. All of us Mudgkins use little “tin” boats to get on and off the island. My little 12 ft. Sears boat didn’t have a lot of free board but I felt, since I was alone, I could probably fit everything on board. I always wear a PFD when riding these boats, and thank goodness I did that day. Everything was fine until I rounded the point that exposed me to rougher water coming out of the SE. The bow bounced a couple of times and one wave rolled over the bow. That held the bow down and the next wave filled the boat to the gunwales. I was immersed almost to my chest. My first reaction was involuntary and completely beyond my control. My heart rate probably doubled and I began to hyperventilate. This is known as “Cold Water Shock”. The water temperature in March is usually about 5°C. In our waters it is this cold water shock that most often results in fatalities, not hypothermia.

Continued on next page...



## Educational Program Event

**March 10 at 7:00 PM**

**Judith Reeves**, who survived the **Perfect Storm**, vividly remembers the hurricane of October 1991 (off Canada's east coast) – 136 to 160 kilometer (100 mph) winds and 30 meter (100 foot) waves which was dubbed the “**Perfect Storm**” (the movie was based on this storm and Judith collaborated with Warner Bros. on the details). The storm claimed the lives of the Andrea Gail fishing boat crew. During the storm Judith was working as an international fisheries observer on a 150 foot tuna long liner, the Eishin Maru No. 78 when the raging storm struck. She and the Japanese fishing boat crew struggled to stay alive, Reeves was working to co-ordinate their rescue, since she was the only English-speaking person on board. This presentation is highly recommended and Judith is a personal friend of our own Kevin Dean.



**Andrea Gail at sea**  
Photo courtesy of Les Nagy  
[www.artseaphotos.com](http://www.artseaphotos.com)

**To be held at Windsor Square, 1959 – 152<sup>nd</sup> Ave.**

Please contact Shirley at [s.shea@shaw.ca](mailto:s.shea@shaw.ca) or at 604 538-6226 to register for the count. A reminder will be sent the week prior to the event.

Shirley Shea  
Programmes Officer

### **Small Boat Safety (continued)**

After about 60 seconds I was able to calm my breathing down but my heart rate was still racing. It never slowed down until I got out of the water. I was very thankful I didn't have my family with me. It would have complicated things even further. I had cut the power off the outboard, but being pushed ashore by the current All told, I was probably immersed for 10 minutes. Aside from some wet clothes and food I was fine. My neighbours helped me drag the boat ashore, with all material accounted for.

Lessons learned and reconfirmed:

1. Always wear a life jacked in small boats.
2. Don't overload your boat
3. Our water is **cold**. You are never going to fall in at an opportune time. Try going in sometime in the Spring or Fall, even with a wet suit. You will have a whole new respect for our water.

Chastened but alive,  
Tom Fee.

## From our stores...

### WHITE ROCK SQUADRON LOGO CLOTHING

**Non Fiction Polo Sweat Shirt**, high quality, 100% cotton, collar, long sleeve, 3 button.

-Sizes, S-M-L-XL-2XL

-Colors, Dark Navy Sand Wash, Pebble Sand, Safari Sand, Burgundy Sand, Black Sand, Surf Sand, Meritas Grey, Wreath Green, Dark Navy, Cherrywood & Black.

-Pricing is: \$59.00, includes embroidered logo.

**Non Fiction Golf Shirt**, high quality, 100% cotton, short sleeve, 3 button, no pocket.

-Sizes, S-M-L-XL-2XL

-Colors, White, Butter, Blue Ice, Cedar Red, Dark Navy, Wreath Green, Black, Dark Navy Sand.

-Pricing is: \$46.00, includes embroidered logo.

**Extreme Golf Shirt**, same as CPS golf shirts.

-Sizes, S-M-L-XL-2XL.

-Colors, White, black and blue ice.

-Pricing is: \$36.00, includes embroidered logo.

**Ladies Non Fiction French Terry Crewneck Sweatshirt**, high quality, 100% cotton French Terry.

-Sizes, S-M-L-XL

-Colors, White, Blue Ice, Sunflower, Dark Navy, Butter, Pink Flush, Blue Iris, Shasta Blue, Raspberry, Ember, Meritas Grey, Cedar Red, Boysenberry & Sand Surf.

-Pricing is: \$38.00, includes embroidered logo.

**Ladies Non Fiction French Terry Full Zip Mock Neck Jacket**, high quality, 100% cotton French Terry.

-Sizes, S-M-L-XL

-Colors, White, Butter, Blue Ice, Dark Navy, Pink Flush, Blue Iris, Shasta Blue, Black & Surf Sand(Blue).

-Pricing is: \$55.00, includes embroidered logo.

**Ladies Non Fiction French Terry Coordinating Pants**, high quality, 100% cotton French Terry.

-Sizes, S-M-L-XL

-Colors, White, Butter, Blue Ice, Dark Navy, Pink Flush, Blue Iris, Meritas Grey, Shasta Blue, Boysenberry, Black & Surf Sand.

-Pricing is: \$43.00, no logo.

**Ladies Brinell Interlock Sport Shirt**, 100% super combed ring spun cotton .

-Sizes, S-M-L-XL

-Colors, White, Black, Navy, New Stone(Beige).

-Pricing is: \$38.00, includes embroidered logo.

**Fleece Vest.**

-Sizes, S-M-L-XL-2XL.

-Colors, Navy, black and charcoal grey.

-Pricing is: \$46.00, includes embroidered logo.

**Cotton Hat.**

-One size fits all.

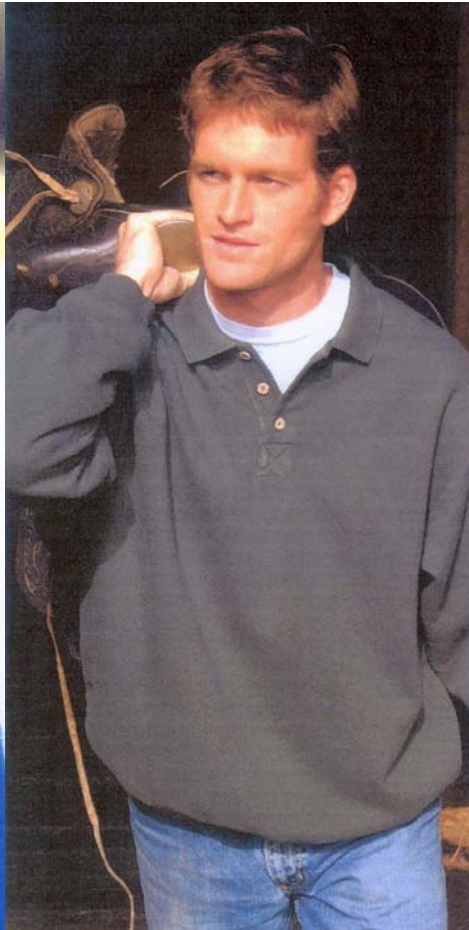
-Colors, Navy, black or tan(special order)

-Pricing is: \$11.00, includes embroidered logo.

**For more information or to place your orders, please contact our  
Supply Officer, Ken Tomkow, at 604-536-9420**



Non Fiction Terry Full Zip Mock Neck Jacket



Non Fiction Polo Sweat Shirt



Non Fiction Golf Shirt



This is the logo that will be used on all our Squadron clothing.



Brinell Interlock Sport Shirt



Non Fiction French Terry Crewneck Shirt



## 2005 Cruising Schedule.....



Please complete and submit asap to : **Barry Baniulis**  
**214-15150-29A Avenue**  
**Surrey,BC V4P IHI**  
**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.

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|                     |                      |                             |                     |
|---------------------|----------------------|-----------------------------|---------------------|
| <b>Easter</b>       | <b>March 25 - 27</b> | <b>Port Sidney Marina</b>   | <b>250-655-3711</b> |
| <b>Victoria Day</b> | <b>May 21- 23</b>    | <b>Genoa Bay Marina</b>     | <b>800-572-6481</b> |
| <b>Canada Day</b>   | <b>July 1 - 3</b>    | <b>Ganges Marina</b>        | <b>250-537-5242</b> |
| <b>Labour Day</b>   | <b>Sept 3 - 5</b>    | <b>Thetis Island Marina</b> | <b>250-246-3464</b> |

**\*\*\* There is no extended cruise for the summer of 2005 \*\*\***

Mark these on your calendar and plan to join us for fun, fellowship, happy hours, potlucks, scavenger hunts, dinghy explorations and crib tournaments. Marina moorage is becoming very tight in the summer months and your immediate attention is requested. Please make reservations directly with the marina to secure berth. Indicate you are the White Rock Power and Sail Squadron.

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

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### How do these people survive?

Recently, when I went to McDonald's I saw on the menu that you could have an order of 6, 9 or 12 Chicken McNuggets. I asked for a half dozen nuggets. "We don't have half dozen nuggets," said the teenager at the counter. "You don't?" I replied. "We only have six, nine, or twelve," was the reply. "So I can't order a half dozen nuggets, but I can order six?" "That's right." So I shook my head and ordered six McNuggets.

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I was checking out at the local Wal-Mart with just a few items and the lady behind me put her things on the belt close to mine. I picked up one of those "dividers" that they keep by the cash register and placed it between our things so they wouldn't get mixed. After the girl had scanned all of my items, she picked up the "divider," looking it all over for the bar code so she could scan it. Not finding the bar code she said to me, "Do you know how much this is?" I said to her "I've changed my mind, I don't think I'll buy that today." She said "OK," and I paid her for the things and left. She had no clue to what had just happened.

## Monthly Meetings...

**Come and meet your Bridge...**

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.

