

February 2007

THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock, BC

Report from your Commander



I'm starting to sound like a weather report but what a difference a month and a half makes. Last report it was -6° and today it is $+17^{\circ}$ and the Vancouver Boat Show was just on. Boating weather or at least serious thoughts about boating are close at hand.

We are also now almost mid way through the spring classes, with 47 students in Boating, 13 students in Piloting and 20 students in Marine Radio. GPS and PCOC will start in March. We continue to have great turnouts for the courses we offer, plus we are fortunate to have all the volunteers to put these courses on.

At our January bridge meeting we were honored to have as a guest Dave Magnusson, Commander of Sur-Del Squadron. Dave has put forward the idea of our two squadrons working closer together in the future (as witnessed by the joint Christmas party). Both bridges are in agreement with this approach, which is just to work on the things that we can do together such as social functions, cruises and other possible joint endeavors. But we will continue to be two separate squadrons.

We had a successful Mini Grad on Monday, January 29th. I would like to thank Gerry Spence and Ken Sissons for putting on this enjoyable event.

On the National front, a few changes have occurred that I would like to keep you abreast of. Norm Dyck, Government Liaison officer of PMD, reported that the new dumping regulations have been amended to be more user friendly and reasonable, a more complete report will follow. Also two motions passed the National CPS governing board in January; the first is that there are only two uniforms for CPS: blues and grays for formal events and CPS logo shirts or other CPS logo tops for more informal occasions, and the second is that all military ranks other than Chief Commander, District Commander, Squadron Commander and Past Commanders will be

abolished. All other positions are now called by the title of the position the person holds. In my opinion, these two changes will help our organization on the road to dispel the impression some have that we are stuffy and rigid. We are just a group of people who want to advance the principles of safe boating to all boaters and all those interested in boating.

I would like to remind all members that two important dates are quickly coming up: our annual AGM (Monday, April 23, 7:00 PM, Windsor Square) and Change of Watch on Friday May 11th (location undecided as yet). I'm mentioning this to give everyone ample notice that they are fast approaching and we would like as many members as possible to participate.

In closing, I would like to mention that the Squadron bridge meeting on the third Monday of the month (ABC Restaurant, King George Highway) is open to all members, not just bridge members. We would like to see more members come out and see what goes on.

Ken Tomkow

Welcome new members!

Patricia Anderson	Frank Hillyer
Waltraud Asher	Tracy Holborn
John Barker	Patrick Hyde
Warren Barnard	Deanna Jones
Robert Buswell	Brian Macgregor
Troy Buswell	Alex Rapoport
Ed Edwards	Ken Smith
Steve Floen	Dave Snell
Paul Greenough	Al Snider
Clifford Harvey	David Wainman
Dwight Hill	Dianne Wainman

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
Asst. Training Officer	Gerry Rapp	538-1410
Secretary	Roger Gibb	535-6702
Treasurer	Ted MacKinnon	538-7553
Membership Officer	Rick Hepting	576-6670
Supply Officer	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 Officer	Shirley Shea	288-7089
Environment Officer	Denise Stevenson	535-3069
Webmaster	Harald Hanssen	538-7311
Past Commander	John Naylor	538-2720
Member at Large	Norm Headrick	531-7425
Member at Large	John McLellan	538-6282

CPS-ECP

Brand Name Contest

Enter today!

Contest ends April 30

The Special Projects Committee has announced a **CPS-ECP Brand Name Contest**. The purpose is to identify a brand name that can be used at the Squadron, District, or National levels when marketing the organization. It is not to change the legal name of CPS but to change our marketing image. An example would be The Bank of Nova Scotia (the legal name of the bank) and Scotiabank (the name it uses in the market place). The contest is open to both members and non members and entries will be received by the Special Projects Committee up to April 30, 2007. Two to three finalists will be selected by a judging panel and presented to the Squadrons, Districts and National on June 30, 2007. Delegates to the National AGM will vote on the winner at the Conference October 27, 2007. CPS-ECP will publicly launch the new brand name on January 1st 2008. More details on the contest will be posted on the CPS-ECP web site.

D/C Art Rendell

Purpose of the contest is to:

- Develop a new brand name to be used by CPS-ECP at the Squadron, District and National levels.
- The new brand name will be the singular name used by the organization.
- The use of the names "Canadian Power & Sail Squadrons" and "les escadrilles canadiennes de plaisance" will be limited to legal documents when required.
- The names Canadian Power & Sail Squadrons, les escadrilles canadiennes de plaisance, CPS, ECP and CPS-ECP will cease being used in "day to day" activities.

The new brand name will be a component of the new official brand logo along with the "flat flag"

- The new brand name must represent all Canadians inclusive of all regions and both official languages.

- You may submit your entry by e-mail or general mail as follows:

Canadian Power & Sail Squadrons
26 Golden Gate Court
Scarborough, Ontario
Canada, M1P 3A5
Attn: Branding Contest
brandingcontest@cps-ecp.ca

As of January 8, 2007 all Canadians travelling by air, whether on holidays or making connecting flights in the U.S.A. will require a valid passport. There will be no exceptions; the rules will apply to everyone including small children and babies. Those of you who winter in warm climates and travel by car, RV or ship have until June 1, 2009 and then you too will require a passport to enter the U.S. This should be no surprise to us as the U.S. has forewarned us a few years ago.

To require a passport you must have a picture (we received ours at London Drugs) but there are numerous places that will do it. Signatures from guarantors and \$87 for each passport. Make sure you have all the documents with you that are necessary to receive a passport. It will save a great deal of time. It will take approximately 3 weeks to process this information if you do this in person. Two months if done by mail. You will receive your passport by courier and a signature will be required.

As of August 2006 new rules for people travelling by air and what is allowed with carry-on luggage for gels, liquids and aerosols.

- 3-oz (90-ml) containers or less are permitted in carry-on luggage through pre-board security.
- Containers must be placed in clear, resealable plastic bags no larger than 1 litre
- Limit one bag per person.

Exempt from such restrictions:

- Baby formula, baby food and milk for passengers traveling with children two years and under.
- Prescriptions and essential non-prescriptions.

Anne Headrick

We Need You!!!

White Rock Squadron is operated entirely by volunteers. Perhaps most visible are the volunteers who staff and administer our courses, but there are many others who are essential for us to serve our members and students. Perhaps you have a particular skill or interest that can assist us with serving our members and students better. Or perhaps you have taken some of our courses and believe that now is the time you can help pick up the torch from past volunteers who have kept our squadron alive and vigorous for almost 50 years. Or, perhaps you see a need for us to change in some way to better serve you.

Why not stand for nomination to our 2007-2008 Bridge. The time commitment need not be large, as we have only one Bridge meeting per month and none at all in June or July. Even a commitment of 20 hours per year is welcomed. The only requirement is that you be a CPS member. If your interest lies in training, we are also starting to develop our list of instructors and proctors for the Fall sessions.

If you are interested in volunteering with the squadron you can either email us at info@whiterocksquadron.org, or leave us a phone message at 604-515-5566, and we will call you to discuss your interest.

We need you and your ideas if we are to keep improving our squadron!!

Sewage Regulations Update!

While MSD's (Marine Sanitary Device) or holding facilities will now be required, basically what it appears has been achieved (5 year phase in for existing vessels):

- nearest land is now "shore"
- record keeping is **not required**
- "facilities for temporary storage" is included to accommodate porti pottis
- providing pump outs are not "available":
- boats with MSD's may discharge sewage 1 NM from shore
- boats with holding tanks may discharge sewage 3 NM from shore
- in bodies of water less than 6 NM across boats may discharge sewage as far from shore as is practical
- 500 metres from shore restriction to be deleted

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

Training Department News



Congratulations to the 43 Boating students that successfully completed the fall boating classes. On January 29 our Mini-Grad was held and certificates presented. The Ralph Malowney Trophy for the highest mark in boating (100%) goes to Gerard Ponsford. Congratulations Gerard! Certificates were also presented to three graduates of the Advanced piloting course, four graduates from Weather Fundamentals course and seven graduates from Seamanship Sail course.

Congratulations to ALL graduates, I know 14 weeks is a long time but the hard work and lost weekends working on CPS courses paid off with high marks. Our instructors did a great job of promoting safe boating, knowledge and an awareness of our responsibilities and obligations of being a boat operator.

Our spring classes started January 9th and 10th with enrollment in our spring Boating classes reaching 47 which is near capacity for two classes. Carlos Fuenzalida is teaching the Tuesday Boating class, with Kevin Dean, Gerry Rapp and Robert Jutras serving as Proctors. Phil Kowalski is teaching the Wednesday Boating class with Ken Penny and Brian McGregor serving as Proctors. Lorne G. Wells is instructing the Tuesday Piloting class (13 students) with Andrew Pothier serving as Proctor. It's nice to see that we have several Piloting students from the fall boating classes. Our Marine Radio course (instructed by Andrew Pothier) started January 31st with 21 students. **The GPS course will begin on March 14th and the BoatPro course will begin on March 27th.**

If you would like to take these courses please visit our website at www.whiterocksquadron.org to and print-out and mail in the registration form. Again, Congratulations Graduates, if you are like me you are looking forward to spring and a new boating season where we can put to use our new safe boating knowledge.

Ken Sissons
Training Officer

Congratulations to All Graduates of our Fall Courses

Advanced Piloting

Andrew Pothier
Shirley Shea
Bryan Westby
Brian McDowell

Seamanship Sail

Denise Foxall
Gary Cumiford
Mike Webb
Hugh Mackintosh
Marsali (Mars) Workman
John Gleadle
Kathy McDowell

Weather Fundamentals

Murray Braem
Glen Jones
Paul Schmidt
Lorne Wells

Boating

Barb Barker
John Barker
Warren Barnard
Chris Buswell
Robert Buswell
Troy Buswell
David Fontaine
Greg Jackson
Deanna Jones
Dennis Laviolette
Brian Macgregor
John Munson
Debbie Ouellette
Matt Palmer
Alex Rapoport
Louba Rapoport
Bob Rauscher
Geoff Richards
Ronny Svardfeldt
David Wainman
Dianne Ireland
Claire Whiten
Ron Wiseman

Boating

Patricia Anderson
Waltraud Asher
Randy Ayers
David Bagan
Emerald Floen
Steve Floen
Paul Greenough
Clifford Harvey
Frank Hillyer
Patrick Hyde
Sharon Hyde
Deborah O'Connor
Gawain O'Connor
George Pasek
Michelle Pasek
Gerard Ponsford
Mary Ponsford
Jeffery Romanyk
Ken Smith
Al Snider

Of interest to all boaters in our area...

An independent cost-benefit study commissioned by the Fraser River Debris Trap Operating Committee (FRDTOC) shows that the Fraser River debris trap, which prevents large amounts of wood debris from ending up in the Lower Fraser River and southern waters of the Strait of Georgia each year, saves a minimum of \$8 million in downstream damage — more than 12 times the trap's operating cost.

The FRDTOC, with assistance from the Fraser Basin Council (FBC), works annually to secure funds for the debris trap from many sources. To ensure continuity and improve efficiency, the FRDTOC recommends that the federal and provincial governments, the Greater Vancouver Regional District and the Fraser Valley Regional District facilitate a multi-year, shared funding agreement to ensure continued operation of the facility. The Province of British Columbia has recently committed to fund one-third of the estimated operating and contingency costs on a five-year, renewable term. The current annual cost of the debris trap is \$750,000, which includes an annual operating budget of approximately \$640,000 plus a contingency reserve. Without long-term funding commitments from other levels of government, the FRDTOC may have to shut down the trap in early 2007.

“The cost-benefit study clearly shows that the Fraser River debris trap is an invaluable safeguard against conflict with human activity on the water,” says Pat Cruickshank, FRDTOC Chair. “It helps ensure the safety of people and vessels on the Fraser River and Strait of Georgia during the high flows on the river in spring and early summer. It also protects shoreline infrastructure and avoids habitat damage in the Fraser River estuary, where excess accumulations of debris are already a big problem. It is now time to put in place financial certainty for this critical facility.”

The Fraser River debris trap includes a specially designed fin boom that is extended into the Fraser River each spring, just downstream of the town of Hope, BC. The average volume of debris captured by the trap is between 45,000 and 55,000 m³. In a year of peak flows, as in 1999, the trap prevents an estimated 100,000 m³ of debris — some 2,400 highway logging truck-loads — and enough to fill 13 football stadiums to a depth of three metres. Such high volumes of wood carried by river currents, tides and storms create a dangerous situation.

The trap captures 90% of the debris generated upstream, most of it natural deadfall such as branches, twigs, bark and snags (trunks with root balls attached). Since 1979, the trap has protected people, businesses and infrastructure in the lower Fraser and southern Strait of Georgia from risks posed by free-floating wood, submerged deadheads and debris build-up on shorelines.

As a multi-stakeholder group that includes government, non-government and private sector representatives, the FRDTOC oversees the trap operations and seeks annual funding from a broad range of sources. According to public and private stakeholders interviewed in the cost-benefit study, debris creates various costs, such as repairs to commercial vessels (propellers and sometimes hulls), repairs to infrastructure (docks, piers, foreshore buildings and bridges), debris cleanup (on beaches, marshes and log booms) and habitat restoration. Decommissioning the trap would result in at least six times more woody debris entering the lower stretches of the Fraser and the Strait of Georgia. Based on the most conservative estimate of 25,000 m³ more debris in the river if the trap is decommissioned, the study estimates the resulting costs would increase from \$1.59 million to \$9.55 million, nearly \$8 million, and that the trap consequently delivers a 12-fold return on investment. Other costs identified but not quantified in the study could include commercial and recreational fisheries losses due to degradation of estuary habitat, pleasure boat and float home repairs, sea dike and seawall repairs, increased frequency of personal injuries and fatalities, the need for more search and rescue resources, expected increases in damages following severe storm events and loss of economic and other opportunities associated with shore-based recreational and commercial land uses.

“The Fraser River Debris Trap Operating Committee, with support from the Fraser Basin Council, has worked tirelessly to keep the trap running, but cannot assure its continued operation in the face of funding uncertainty,” says David Marshall, Executive Director of the Fraser Basin Council, which serves as secretariat for the FRDTOC. “We are seeing a growing appreciation of the value of the debris trap, and it is now time for focused collaborative leadership to take the long view and sustain this facility.”

HAPPY BIRTHDAY VENUS!!

One year ago on February 8, 2006, we plugged the first instruments into the Saanich Inlet Node and data began to flow. On February 8, 2007, we have data coming from 31 sensors on 15 instruments in Saanich Inlet. We have 132 registered users from at least 10 countries and an archive containing nearly half a terabyte of data. The hardware for the second VENUS Array in the Strait of Georgia is now under construction and the Project Team is focusing on the upcoming deployment. Please visit the VENUS website for the latest information on the deployed instruments and data archive developments.
www.venus.uvic.ca

Fall 2006 Classes Graduation



Tuesday Boating Class



Wednesday Boating Class



Advanced Piloting Class

For more pictures of the ceremony, click on <http://www.whiterocksquadron.org/photogallery.htm>

Mark your calendar:

Educational Evening scheduled for March 29, 2007. Details to follow...

Cruise Master Section...



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 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.

International Yacht Club of BC (IYC)

IYC conducts sailboat races on Semiahmoo Bay throughout the Winter, Spring and Fall, as well as two regattas in the Spring and Fall

Are you interested in crewing? If so, go to the IYC website at www.iycbc.ca and go to the Crew List on the racing page to register.

Most, but not all, of the IYC racing boats sail out of Blaine Harbor or Semiahmoo Marina in Washington. Many of our Canadian crew find it most convenient to park in the Peace Arch Park parking lot behind the duty free store and walk across the border, clearing US CBP at Peace Arch, and then walking down to the Blaine Harbor – it is only a short walk (those with Nexus passes drive down).



**Seamanship
Sail
Class**

Find us on the Internet
www.whiterocksquadron.org



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: carlos.f@shaw.ca

Flare Disposal... One Smart Solution!

Options for flare disposal in B.C. are limited at best, and it seems the same is true for our neighbours to the south. Late last spring, the U.S. Coast Guard Auxiliary was told to discontinue its public flare demonstration and disposal program due to safety concerns and questions of liability.

Fortunately for boaters, a program sponsored by West Marine Express in Blaine, WA., has picked up where the government left off. Manager Debbie Morley has developed a program similar to the Auxiliary's, with the focus on providing a safe environment for people to learn how to use flares—before an emergency occurs.

Throughout the year, customers drop off expired or soon-to-expire flares at the store. Morley then uses the collection for her yearly flare shoot-off event in April. At the event, five to six stations are set up with buckets of water and several types of flares—from orange smoke to handheld, and more—for participants to test (using gloves whenever flares are being handled is highly recommended). And of course, the Coast Guard is notified well ahead.

Through this event, boaters not only dispose of old flares but also get the opportunity to learn more about the different flares available on the market. “We’ll have several kinds for people to try so they can see for themselves which are the best options for their needs,” says Morley. “Many find, for example, that pistol-type flares are the most intuitive and the easiest to use.”

When asked about safety concerns, Morley responds with statistics: West Marine has been running programs like hers for 25 years, and no one has ever been injured. Details about the annual flare shoot off event in Blaine will be listed on the West Marine website (www.westmarine.com) in March. Boaters may also call West Marine Express in the US at 360-332-1918.

Extracted from Pacific Yachting.



Weather Fundamentals Class



New Squadron Members