

December 2000



The ANCHORLINE

Training Officer's Report

The following are the adjusted dates for the courses we are planning to offer in the spring:

Wednesday classes	Boating	Jan 10 - Apr 11	\$150.00
	Piloting	Jan 10 - Apr 11	\$ 90.00
	BoatPro	Jan 10 - Jan 31	\$ 65.00
	BoatPro	Mar 7 - Mar 28	\$ 65.00
Tuesday classes	Seamanship Power	Jan 9 - Apr 11	\$ 90.00
	Weather	Jan 9 - Mar 6	\$ 90.00
	Instructor Training	Jan 23 - Feb 13	
	GPS	Feb 27 - Mar 6	\$ 45.00
	Radio Talk (VHF)	Mar 13 - Mar 27	\$ 45.00

Exams for Boating, Piloting and Seamanship Power are scheduled for Wednesday, April 11th.

As Christmas nears I'm reminded once again that we have just completed a very successful term of fall classes. It takes a dedicated team of enthusiastic volunteers to achieve this, and I would like to extend my thanks to all who have contributed.

I was out of town most of November, and therefore not available. Thanks to Andrew Pothier, our Assistant Training Officer, for watching the ship (or is it shop?) while I was on vacation. It was a pleasure to find that all was well on my return.

Preliminary work for spring classes is underway. In addition to Boating and BoatPro, we are planning to offer courses in Piloting, Seamanship Power, Weather, Radio Talk, Instructor Training and a GPS Seminar. For details, check our website. If you have already completed one of these courses, we encourage you to consider volunteering as a Proctor. This is an excellent way to refresh your knowledge of safe boating and enjoy a night out each week with others who share a similar interest.

Merry Christmas, and I hope to see you in the new year!

John Naylor





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Commander's Report



A heartfelt season's greetings to all squadron members from all the Bridge members.

Update from District - New format of courses in progress.

Modularization over the next 5 years of many of our courses will be developed. It is felt that by offering our courses in smaller

chunks, it will attract more students that otherwise cannot afford our present time-frame.

Course Changes Advanced piloting is currently being rewritten, targeted for start-date of Fall 2001.

Dinghy Drill Team is recruiting members for next season. The CPS message is wonderfully presented by this group and great fun for the team members. If interested contact Ken Steinberg at 325-9777.

Bellevue Crab Feast. January 20th is date for the annual crab feast in Bellevue. This is a fun event & organized by Rhonda Jones at District. Please join us.

Vancouver International Boat Show Feb. 7-11, BC Place Stadium - Coal Harbour. We have tickets available for \$5.00 each. See Commander Shirley.

AGM 2001 - Kelowna - Spirit of Sail....Just a reminder that the AGM next October is to be held in Kelowna. All members are invited to attend. An Octoberfest theme, winery tours& golf. See Commander Shirley for registration.

Remember as always, if you know someone who should be taking safe boating classes to speak up and encourage them. Recommending our courses by our own members is the best way to get our message out there! And don't forget the Mini Grad at Crescent Beach Marina - January 22.

Special thanks to our training department, instructors and proctors and best wishes to all for a safe and happy holiday season.

Commander Shirley



Winds in the Upper Atmosphere

Wind moves differently in the upper reaches of the atmosphere than it does at or near ground level. In the upper atmosphere, two forces are involved. The first is the *pressure gradient* force — simply the tendency for air to move from high to low pressure. Normally, the greater the difference in pressure over some distance, the bigger the pressure gradient, resulting in faster movement of air. The second force is the *Coriolis force*, which results from the rotation of the earth. The Coriolis force deflects to the right of its original path.

These two forces tend to balance each other in the upper atmosphere. Therefore, the wind, rather than flowing from high to low pressure, tends to snake between the major high —and low— pressure systems, undulating from west to east in the Pacific Northwest.

When upper-atmosphere winds exceed 50 knots, meteorologists refer to them as the jet stream. Below that speed, they are generally called steering currents. In either case, these winds serve to steer the weather distur-

bances at the surface of the earth into storm tracks. Different storm tracks bring different precipitation patterns.

Winds in the upper atmosphere strengthen when the contrast between temperatures in the mid-latitudes (from 30 to 60 degrees) and those in the Arctic increases. That usually occurs between late autumn and early spring. The Arctic, thanks to minimal heating from the sun, plunges into the deep freeze. The stronger the jet stream or steering currents, the stronger the weather disturbances at the surface of the earth and the more likely they are to intensify.

Think of surface weather systems as riding on the steering currents of the atmosphere, somewhat like a boat on a river. For the purpose of this article, we can consider upper air winds to be those at and above 18,000 feet (about 5,500 m). Some television weather presentations show, at least in a general sense, the directions of the winds aloft.

One reason that weather maps of upper air patterns are so useful is that they indicate

both where existing weather disturbances will tend to move and where new pressure systems will likely develop. Surface high- pressure systems tend to be downwind of an upper ridge of high pressure, and surface low-pressure systems tend to be downwind of an upper trough of low pressure. Even if an upper trough hasn't produced a surface low-pressure system, one can develop at any moment. Seeing such an upper trough just offshore on weather maps should lead to caution and restraint in venturing out from safe harbor. Fast winds high up in the atmosphere tend to produce fast winds at the surface. Along the West Coast, watch the cirrus clouds that arrive in advance of an approaching weather disturbance. If you can see those clouds moving, the winds aloft are probably blowing in excess of 100 miles per hour (160 km/h). Expect strong, gusty winds soon.

From the book *Northwest Marine Weather*, by Jeff Renner.

Congratulations to Harald and Brenda !



Our Executive Officer Harald Hanssen and wife Brenda, seen here celebrating their 25th wedding anniversary.



Harald and Brenda 25 years ago...



Have you ever wished...

... you had the power to point your finger at that jerk, and his engine would cease to function, or worse? Yes you have!!! Be honest now, you know what I am talking about...

That time when you were in Harbour all tied up nice and neat, enjoying the serenity of the evening, when 'the jerk', whose main boat lies well inside the marina, away from the wake of passing boats, decides to take his dinghy out to visit friends, who had enough smarts to anchor their boat two miles away from where he was. He has only two speeds: 'go like hell' and 'stop', and he uses the former 99% of the time, when he is at least 30 feet from his own boat.

Well we managed to find one of these 'persons' at Harbour Marina last summer, and taking advantage of their new floats, we decided to enjoy the quiet, peaceful evening with a good book and a cup of coffee onboard, when 'the jerk' roared by us at full speed, leaving a wake of at least 4 feet. The gymnastics required to keep your place in the book and try to grab and balance a full cup of hot coffee, and at the same time, try to not scald yourself, while seated with your feet up on the coffee table, could only be described as

something out of a martial arts film.

After surviving the first attack of the jerk's leaving the marina, and recovering some of our grace, we decided that it was just a passing moment in life, and to dwell on the nice things in life. Well, the jerk returned, at the same sedate speed of 'go like hell', bringing his wake with him.

Well, he is finished for the evening, now we can relax, right? Nope, not being satisfied with his efforts to flush the marina of all sane boaters the first time, he goes to visit his friends again. This time on his way out, we, the sane and somewhat p***** off boaters, manage to get in a few yells to the jerk, to encourage him to slow down, but to no avail.

I was on the aft deck when he returned, with my best and loudest shouting voice primed and ready, when the stern of his dingy started to do a dance that could only be described in nautical terms as the 'marine twist'. It oscillated back and forth so rapidly that I thought he was giving me the nautical version of 'flipping me the bird'. The engine's leg flipped out of the water and bounced across the waves a couple of times, and then, very graciously the engine departed the dinghy and rose two feet into the air. Its entry into the water could only be described in Olympic

terms as a swan dive. Had I been an Olympic Judge, I would have awarded the engine a 9.9.

The silence was deafening, and the stunned look on the jerk's face was priceless. Oh to have had a camera! He seemed to be at a loss as to what to do for an encore, but recouped enough to fasten the oars and row to his boat.

The Story ends here? Nope, the jerk manages to find a boater with scuba gear and talks him into searching for the errant engine, but the poor diver is given the wrong area in which to search and spends his first dive down 30 feet finding nothing. It is getting dark now, and feeling sorry, not for the jerk, but for the diver, we manage to get him into the correct area, and he finds the engine.

We really do not expect any reward for our efforts in directing them to the correct area, except perhaps a thank you, but, true to character, the jerk gathers up his engine and casually walks back to his boat, without so much as a smile. There must be a moral to this story, but I will leave it to you to decide what it is.

Submitted by
Anne and Norm Headrick.

Attention Recreational Boaters

Age and Horsepower Restrictions - April 1, 1999

Under 12 yrs of age - may not operate a power boat over 10hp unless accompanied/supervised

12 yrs of age but not 16 yrs of age - may not operate a power boat over 40hp unless accompanied/supervised

Under 16 yrs of age - may not operate a personal watercraft (PWC). No Exemptions.

Boat Rental Checklist

Sept. 1999 - Persons born after April 1, 1983 who rent and operate any powered recreational vessel will be required to complete a Rental Boat Safety Checklist.

As of 2002 - All persons who rent a powered recreational vessel of less than 4 metres will be required to complete a rental boat safety checklist. As of 2009 - All persons who rent and operate any powered recreational vessel. Exemptions: An Operator Competency Card holder.

Operator Competency - 10 year phase-in period

As of Sept. 1999 - Persons born after April 1, 1983 may not operate any power recreational vessel without proof of competency.

As of 2002 - Any person operating any powered recreational vessel less than 4 metres (including personal watercraft) must have proof of competency.

As of 2009 - Any person operating any powered recreational vessel must have proof of competency.



When in doubt.... REEF !!

On August 8th a crew of five set out from Kappas Marina in Sausalito for a day sail on the Relativity, a Hunter 320. San Francisco Bay was calm, in fact we spent most of the morning looking for wind. But as things heat up inland (Sacramento Valley) the winds start picking up out of the west. What an awesome place to sail... Wind... Current... you get them all.

Last November I completed my Basic Cruising certification sanctioned by U.S. Sailing and I need 10 days sailing logged as skipper to go on to my Bareboat Cruising Certification, so I put together this day sail composed of five crewmen including myself. Two of them had never sailed before, Mike who had sailed a lot, years ago as a crew member on a racing team and your very own Carlos Fuenzalida. I am just learning so I looked to Carlos and Mike to lead the way, I have so much to learn, needless to say because Mike was a little more dominant we spent most of the day trimming the sails, I mean a lot. The mainsail was hauled in and out so many times it was a blur, but we made full use of the prevailing winds.

By mid-afternoon the winds were coming out of the west blowing 10 to 15 knots with gust up to 20 knots or so. On a couple of different occasions both Carlos and I had experienced a weather helm, abso-

lutely no control and the boat wanting to turn up wind. With safety always on my mind I recommended we put in a reef. So we turned into the wind, stalled out the boat and put in a reef at the first reefing position. We turned back into the wind and resumed sailing with great control at the helm.

For the next hour or so everything was fine. The wind still blowing out of the west had now increased to 15 to 20 knots with gusts up to 25 knots or so and again we were experiencing a weather helm. But it suddenly got complicated. A smaller, much faster boat came up on our stern and up wind a little. Because we were being overtaken we were the stand on boat and had to hold our course. We were both on a port tack. Personally, if I had been the other boat I would have turned down wind and passed on the lee side but he chose to stay up wind and passed us on the port side. I kept my eye on him and he kept getting closer and closer, much too close for my comfort so I decided to turn down wind. I had the wheel turned all the way to the right, nothing... the wind in equal resistance was trying to turn us up wind.

So there we were, healed over, a boat less than a boat length away just off our port, the wheel turned all the way over to head down wind and the helm not responding,

at any moment the wind could have won the battle and turned us right up into the other boat. Everything held and we all survived.

Both Carlos and I talked about what had happened after we got dock side. A second reef should have been put in but everything happened so quickly that was not an option. The solution was at hand but at the time neither he nor I thought of it. We could have just reached over, let out the mainsail and we would have coasted to a stop or continued under the power of the jib.

Every time I go out I learn something new, reinforce something I have already learned and just thoroughly enjoy the people I am with and the sea, or in my case, the bay.

Steve Zielinski
Reno, NV





I WONDER ABOUT HER

It was late September and darkness fell early. I would see her every evening. She would always arrive at dusk. It had stormed for several days and I was waiting for a break in the weather to head back down the coast to Halifax. In the salon on board *Via Sophia* it was cozy. Through the open companionway I could see her approach.

I was alongside on the opposite side of the lock. She would arrive, huddled for protection against the wind and rain. She would slowly move into the lee of the lock masters office where there was shelter.

Her gaze was always towards the open sea as if expecting something to appear. I wondered what she must have been thinking. What had the sea taken from her? husband? sons? She had the appearance of one who had waited on shore through many a stormy night. There she was each evening. She would sit in the shelter under the dim light and just stare as if in a trance. She had likely been a wife, a lover, and a mother. Now she was all alone. After a couple of hours she would slowly walk away and disappear into the misty night.

She was a small woman, perhaps in her late seventies. I was never close to her, so we never spoke. The fact that we never spoke, I'm sure, was meant to be. It was kind of eerie, her face was expressionless. She never acknowledged my presence in any way. I know she could see me because I was only other person there.

Eventually the weather improved, and I was able to leave and beat my way down the coast.

On stormy nights I often think of her. I wonder if she is still visiting the lock, or is she looking down from heaven over that storm swept area of the Atlantic, waiting, expecting... I wonder.

Kevin Dean *Via Sophia*

This is a true experience at St. Peters Lock on Cape Briton Island in September 1994.



I wonder...

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A Trip to Telegraph Cove

A few years ago, my friend Doug had just bought his first boat, a twenty foot Bayliner, decked out for fishing. He asked me to join him on his first trip.

We planned to leave Crescent Beach Marina, motor across to Nanaimo and up the inside passage to Telegraph Cove. I would supply the groceries and Doug would look after the boat supplies.

We launched the boat at seven a.m. and motored out the river. The water had a slight ripple and as we passed Crescent Beach pier, it became more choppy. I asked Doug if he had checked the weather and he said "no", adding that there would be no problem with this boat. When we got out into open water, there were two or three foot waves. Doug drove the boat with full throttle and the bow pounded as we met each wave head on. I asked him to try slowing down so it might be a little easier on the boat and me. He complied but it didn't seem to make much of a difference, so we went at full throttle again. Each time the prop would come out of the water, it would cavitate and the engine would over-rev. It was then necessary to pull the throttle back to neutral each time and engage it again.

As we approached the Tsawassen Ferry Terminal, we saw a ferry backing out of the dock and thought it would be less rough if we followed in its wake. This worked until the ferry pulled away from us and we couldn't keep up. The pounding made it too uncomfortable to sit so we stood on our feet

and bent our knees as the bow broke each wave. I asked Doug where the life jackets were and he said with a laugh, under the cabin seats. I dug them out but he declined to put one on.

Once we got closer to Nanaimo, the seas were smaller and finally it was a pleasant trip as we were now planing. We turned north-west and headed for Campbell River. I noticed the gas gauge was below the quarter mark, however Doug said the gauge must be faulty as this boat could go past Campbell River on a full tank of gas. We had just motored past the entrance to Comox Harbour and were up off the point when the engine quit. We looked at the gas gauge which now read empty. There were lots of other boats around but we had no V.H.F. radio to contact them. When we waved at them, they simply waved back. Doug had his cellular phone with him and he got in touch with the coast guard. He explained that we had engine problems and were without power. When they determined we were in no immediate danger, they said they would send the coast guard auxiliary to tow us in. He then decided to have a nap and I tried my luck at fishing without success.

Hours later he woke up and was surprised that no one had come to help us. He called the coast guard again and asked how our rescue was proceeding. They then said they would get someone out to us soon. By this time we had drifted all the way back to the entrance to Comox Harbour. After four and a half hours the auxiliary arrived and towed us into the harbour. I thought it was odd they were going so slow. When we arrived at the dock, we immediately refuelled and the engine started right away.

The auxiliary personnel were not impressed with us running out of gas. In

any case, we thanked them and Doug promised to send them a donation later.

As we left Comox, all I could think about was the four and a half hours of daylight we had wasted being adrift. We passed Campbell River and entered the Johnstone Strait as darkness was now fast approaching. We motored into Kelsey Bay and tied up at the dock for the night.

The boat had an alcohol stove on board but Doug had brought a can of naphtha gas which he thought was about the same. We filled the stove and lit it. All we got was an orange flame and smoke. It was back to peanut butter sandwiches for supper. We spent a quiet evening on the boat that night recalling the day's events and soon turned in for a good night sleep.

We awoke early the next morning and continued on our journey. Motoring past Robson Bite, we saw a pod of killer whales. I noticed Doug watching the gas gauge more often now. We arrived in Telegraph Cove before noon without any further surprises. The scenery, wildlife and fishing were spectacular, however I thought many of our problems could have been avoided. I then decided before I bought a boat of my own, I would take a boating course.

Andrew Pothier



Sitka



2001 Cruising Schedule

To book, please contact:

Barry Baniulis, Cruisemaster
214-15150-29A Avenue
Surrey, BC V4P 1H1

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.

- Easter — April 13, 14, 15 — **Ganges Marina Phone 250-537-5242**
- Victoria Day Weekend — May 19, 20, 21— **Fulford Harbor Phone 250-653-4467**
- Canada Day Weekend — June 29, 30, July 1— **Otter Bay Marina Phone 250-629-3579**
- Extended Cruise — **North of Desolation Sound**. Departs July 28, returns August 12
- Labor Day Weekend — September 1, 2, 3 - **Telegraph Harbor - Thetis Island Phone 250-246-9511**

Please make reservations directly with the marina to secure a berth. Indicate you are with the White Rock Power and Sail Squadron.



The Galley Gourmet

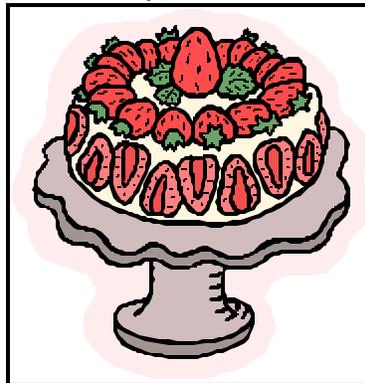
Train Wrecker Beans

1/4 lb bacon (browned, crisp)
 1 lb hamburger
 1 cup diced ham
 1/2 cup ketchup
 1/4 cup brown sugar
 2-3 tbsp Worcestershire sauce
 1 tsp dry mustard
 1/2 onion, chopped
 2 stalks of celery, chopped
 1-2 cloves garlic
 1 can mushrooms
 1 can pork and beans
 1 can kidney beans
 1 can "Primo" mixed beans
 1 can stewed tomatoes
 Salt and pepper to taste

Cut bacon into bite size pieces. Brown hamburger and drain off fat, add ham, bacon, celery, onions and garlic and sauté

for 5 to 6 minutes. Stir in remaining ingredients. Cook at low heat for 1 hour or bake for 1 hour at 350°F. Make sure to stir often so sugar doesn't burn.

Serve with crusty rolls.



If you have any favorite recipes please call Patt Nagy at 531-0606 and I will include them in the next Anchorline.

Lazy Apple Pie

Base 1 cup flour
 1/4 tsp salt
 2 tbsp sugar
 1/2 cup butter
 1 tbsp vinegar

Filling 1 cup sugar
 2 tbsp flour
 1 tbsp cinnamon
 1 tbsp margarine
 3-4 sliced apples

Combine flour, salt, sugar, cut in butter, stir in vinegar. Spread on bottom of pie plate.

Combine ingredients for filling. Save 4-5 tbsps for topping. Pour over base.

Bake for 45 minutes or until brown at 350°F.

This dessert tastes just like apple pie but you don't have to roll out the dough.