



November 2000

The ANCHORLINE

White Rock Power & Sail Squadron, White Rock, BC

Training Officer's Report...

The three boating classes are progressing well with the students writing the Pleasure Craft Operators exam on November 29th. Their final boating exam will be written two weeks later on Dec. 13th.

Another very successful Boat Pro course was completed on Oct. 25th. The class was instructed by Anré McIntosh and assisted by Stephen Stewart and Andrew Pothier. Eight people wrote the Pleasure Craft Operators exam and all passed.

The Piloting and Seamanship Sail classes are continuing well and their exam will also be written on Dec. 13th.

A three night VHF Radio Talk course was held on Oct. 3rd, 10th and 17th with seventeen students. John Naylor and Bill Nichols were the instructors

A GPS Seminar was held on Nov. 8th and 15th with fourteen students. Andrew Pothier was the instructor with Harald Hanssen and Norm Headrick assisting.

A mini - graduation is tentatively scheduled for Jan. 22, 2000.

I wish all students success in their studies and upcoming exams.

Andrew Pothier
Assistant Training Officer

Forthcoming Events:

Christmas Dinner Meeting. All Squadron Members are invited...ABC Restaurant, Dinner at 18:30, meeting at 19:30. Monday, December 11th. Reservations are necessary. Call Marilyn at 943-9058

Mini Grad for fall classes - tentatively scheduled for Jan. 22nd at Crescent Beach Marina.

Canadian Hydrographics, Sydney, B.C. - Jan./Feb. Saturday tour to be arranged. If interested, please contact Commander Shirley at 538-6226

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From the editor's desk...

Sailing - The fine art of getting wet and becoming ill, while going nowhere slowly at great expense.

Beam Sea - A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends to produce extreme physical discomfort. The other three are 'bow sea' (waves striking from the front), 'following sea' (waves striking from the rear), and 'quarter sea' (waves striking from any other direction).

Boom - Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.'

Bulkhead - Discomfort suffered by sailors who drink too much.

Calm - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.

Course - The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Crew - Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Current - Tidal flow that carries a boat away from its desired destination, or towards a hazard.

Flashlight - Tubular metal container used on shipboard for storing dead batteries prior to their disposal.

Fluke - The portion of an anchor that digs securely into the bottom, holding the boat in place; also, any occasion when this occurs on the first try.

Gybe - A common way to get unruly guests off your boat.

Tack - A common sticky substance left in the cockpit and on deck by other people's kids, usually in the form of foot- or hand-prints. (See Gybe for removal technique.)

Painter - A line you use to tow the dingy... also especially useful for preventing Tack.

Jack Lines - 'Hey baby, want to go sailing?'

COB - Cash Over Board

BOAT - Break Out Another Thousand.

Red and blue boats collide... When that happens, they are marooned...

Yo, yo, yo - A ship carrying a cargo of yo-yos, bound for San Francisco from Hong Kong, was hit by a typhoon and sank twenty-three times.

Sailing language - See course.

I hope you enjoyed the humor...

Carlos Fuenzalida

To all of those registered in all our fall classes, congratulations for choosing to widen your boating knowledge and all the best in completion of the courses. It has been an enthusiastic group this year with our stats telling us boating students are about half power boaters and half sailors. Just about half our class consists of couples, the other half are single students.

This leads me to ask...WHO will bring the boat back for those single students if something should HAPPEN to them??? This is a great concern to me. I worry about those folks who may be boating with possibly someone who hasn't been trained in emergency procedures...calling for help, bringing you back on board should you fall over, returning the boat, docking etc. I encourage those of you who have significant others and first mates not trained in boat handling and emergency procedures to PLEASE get them into classes ASAP...your own life could depend on it.

Boating consists of 2/3 male students and 1/3 female students at the present time and I sure would like to see more women on board! I attended the GPS Seminar instructed by Andrew Pothier, and Marjorie Tannen and myself were the only women out of 15. Now we were just a little distressed that we didn't get a better showing from our lady 'associates'. Marjorie stated "How disappointing it was not to have their first mates sharing this knowledge." So please let's get all those significant others and first mates up-to-date on their boating skills.

* * *

As you may notice in this issue of The Anchorline, we have advertised class gift certificates for Christmas presents. We also have the Veronica Neufeld as Supply Officer and she has some excellent items that make wonderful Christmas gifts.

* * *

National Convention - I attended the CPS National Convention in Toronto and was very impressed by this outstanding organization. I put faces to names and realized how many dedicated hard working generous volunteers there are in

CPS. I could not believe how many positions and years people have dedicated to this organization. It was inspiring and helps motivate one to contribute more...

In the spirit of Christmas

A Note of Thanks to all those instructors and proctors who have successfully ran the fall session:

John Naylor, Training Officer and Andrew Pothier, Asst. Training Officer. They both have volunteered many hours to the organization.

To Harald Hanssen, Exec.Officer/Piloting Instructor, and proctors Bill Bateman & Michael Henry.

To Roger Gibb, Seamanship Sail Instructor and proctor Phil Harrison.

To Lorne Wells, Boating Instructor, proctors Erik Laursen and Tom Lauritzen.

To Ken Penny, Boating Instructor, proctors Sandy Wightman and Brian McMurdo.

To Bill Nichols, Boating Instructor, proctors Marilyn Mitchell and Guy Wilton.

To Andrew Pothier, Boat Pro Coordinator, and Anré McIntosh, Instructor and Stephen Stewart, proctor.

Also Andrew Pothier for GPS Seminar and Harald Hanssen proctoring.

To John Naylor & Bill Nichols for VHF Radio Classes.

Special thanks to Mary Lou Wightman for organizing our classes, Marilyn Mitchell for our coffee breaks, to Patt Nagy, Membership responsibilities, Veronica Neufeld for Supplies and to Kelly Reichert for his Secretary responsibilities. To Mona Bateman, Historian, to Cruisemaster Barry Baniulis and to Anne & Norm Headrick for their contributions and expertise and to Carlos Fuenzalida for The Anchorline.

Shirley Shea, Commander

Season's Greetings to all

UUUUU

Salt Water Trout In Cape Breton

In the fall of 1968, I was working out of Halifax, N.S. I was a young kid, employed on one of the many drill rigs in the area. Our foreman and mechanic was Floyd, a tough, crusty old man, who hardly had time for us and almost never smiled. He was unable to drive a vehicle any longer, as the motor vehicle branch lifted his license for causing too many accidents.

My home was in Kentville, about 50 miles away. I would drive into the city each Monday morning, work the week and go home on Friday evening to stay with my folks and see my girlfriend who lived not too far away.

We were eager to have one particular week go by quickly, as a long weekend was approaching with Monday being the holiday. Floyd was uncommonly friendly this week, joking with all of us; something was up. Well, it didn't take long to find out what. Every fall, on this long weekend, he and his wife would head for Cape Breton to go fishing. Not just any type of fishing, mind you, but salt water trout fishing on the Bras d'Or Lake. The lake is salt water but tideless. They had a cabin on the lake and a 18 foot boat. But now, Floyd had no license to drive and his wife had never learned how.

Floyd now needed someone to drive him up there. He had asked all the other guys and had been turned down. I was now his last hope. After two days of the nagging and telling me about the great fishing there, I finally agreed to go.

I phoned my folks to tell them I wouldn't be home until Monday afternoon. I didn't bother to call my girlfriend as I knew she would be ticked and would only try to talk me out of going. I figured she would find out from my folks. The three of us left Saturday morning, the drive was spectacular with the leaves on the hardwood trees turning a bright orange, red and brown. Floyd talked about fishing all the way there.

We arrived there in the late afternoon, immediately unloaded the car and then launched the boat. Motoring on the calm lake, Floyd was like a 20 year old behind the wheel of a hot sports car. He had the boat running wide open, showing me his circles and figure eights. Grinning from ear to ear, he gave me the old jab on the shoulder and asked how I liked the ride. It was great, never had I seen this old man having such a good time. With the boat and engine performing well, we headed back to the dock and made ready the fishing gear for the morning.

The cabin had only one room and one bed, so I slept on the floor over to one corner. I was in a sound sleep, when Floyd started shaking me to wake up and get out of my sleeping bag. He said it was 5 am and we should get out and catch all the fish before anyone else. I said he was nuts and to leave me alone. Pretty soon he picked up the bottom of the sleeping bag and dumped me out onto the floor. Still half asleep, cold and now with a bump on my head, I decided to get dressed. We walked down to the dock in the dark and made the boat ready.

Once out on the water, Floyd immediately headed for the west shore. I thought this was nice as the sun would rise over the mountains on the east side and shine on us first. Floyd didn't care about us getting warm, he said that the fish would be where ever the sun was shining. I wasn't sure about this but we added the weights and baited the hooks. Floyd was careful to put just enough lead on the line so that when we trolled, the line would be only six inches below the surface of the water. He said that's where the trout were and if we let the line down too deep, we would only catch cod which we didn't want.

We started trolling back and forth along the shore only where the sun was shining. I was amazed; we were catching fish one after another, only trout and not one cod. Floyd was in heaven. The trout were from three-quarter to about one and a half pounds in size. Those little fish would give us one heck of a fight. We had to land each fish with a net, careful not to bring them out of the water on the line or they would shake off. Once the sun had come up enough to cover most of the lake,

the trout were gone, so we motored back towards our dock. Along the way, we talked to several fishermen. They were also out to catch the salt water trout. However, none of them had a trout, only cod. Floyd didn't offer any helpful hints.

Once back on shore, we cleaned the fish which were all a pink colour inside. Floyd's wife cooked them up for breakfast, they were delicious. Late in the afternoon, we were back out fishing again. However, now we were on the opposite shore, the east side. Floyd wouldn't start fishing until the sun was low enough to shine on the water only next to the shore. Trolling slowly back and forth, we caught again only the salt water trout. Once again, I was impressed.

Back at the cabin, we had another feast of trout for supper. That evening found us playing cards, drinking rum and talking about the fish we had caught. It was a long day and all turned in early for a good night's sleep.

We left Cape Breton early Monday morning and arrived back in Halifax by noon, where I left Floyd and his wife. I then drove to my home in the valley about an hour away. I arrived at my folks' place and told them of the fun weekend I had had and presented them with some of the trout. They then told me my girlfriend had called and was looking forward to seeing me on the weekend. I thought I had better get over there immediately and patch things up with her.

Well, that girl was mad as a hornet. She said all her friends had spent the weekend with their boyfriends and she had been alone. She refused to accept the trout that I had brought her and said we were through.

I don't know about her, I guess she just didn't like fish.

Andrew Pothier
Ex-Maritimer

A lesson learned ...

For every May Day call to Coast Guard there is a story, an error and a lesson to be learned. Summer 2000 provided such an experience. I was on board a 26' sailboat with three others, only two being experienced sailors (I was not one). However, due to my passion for boating I have taken a number of Power Squadron courses and had in fact just successfully completed Advanced Piloting. In preparation for this four day adventure I had calculated currents and tides and shared this with my sea faring companions. We were leaving White Rock and heading to Galiano Island (Montegue Hbr.). Slack current through Active Pass was 5:10 PM. Our destination would have been Georgeson Pass. However, on a whim, our skipper decided to check out Boat Passage, which goes to Winter Cove on Saturna Island. This is generally considered a poor choice for sailboats regardless of tide or current. In this instance we were 2 hours before slack on an ebbing current. Flooding or ebbing was not relevant as it was an eddying current at approximately 3.8 knots velocity. As we explored this potential disaster we got too close and were swept into it. (I was at the helm, the skipper was at the bow). In a matter of seconds we had lodged our keel on a reef on the right side of the pass (well known to local boaters and clearly marked on the chart). At the same time the painter line to the dinghy got very entwined around the prop. We are now precariously positioned tipping into the current and the skipper and crew took action by stopping the motor, assured life jackets were securely on, checked for drawing water in the event of damage to the boat, and put out a May Day (it should have been a Pan Pan call). Next we raised the main sail. Coast Guard responded immediately to our call and established the number aboard and were we drawing water and requested that we maintain communication with them. Our luck changed: the mainsail picked up the wind, which was blowing in the right direction, the movement aboard freed the keel from the reef and we sailed free. No damage was done.

We all learned a lesson. The one I learned is that, rather than take a passive role, being a female and inexperienced boater, I should have trusted my learning and been more forceful in interpreting the disaster, intervening in the decision by voicing my opinion and objections. After all, I am ultimately responsible for my own safety and is that not why I am learning safety through boating education? I don't need to interfere with the role of skipper but I can speak out in an appropriate way.

Marilyn Mitchell



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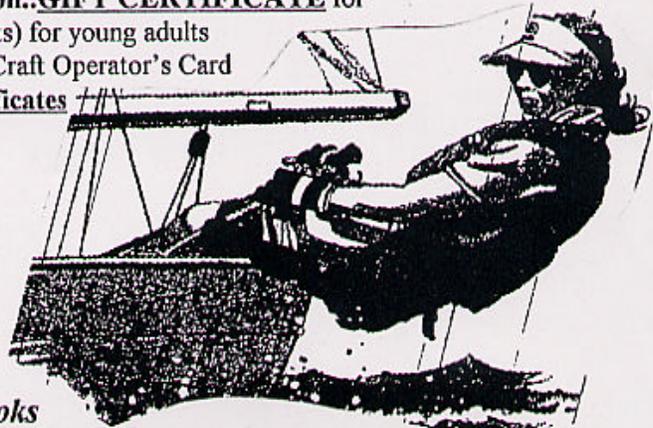
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Join us for fun and fellowship, happy hours, potlucks, dingy explorations, crib tournaments.....

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.

Origins of the Compass Rose Symbology

by Bill Thoen

The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower.

Originally, this device was used to indicate the directions of the winds (and it was then known as a wind rose), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds.

In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as tramontana (N), greco (NE), levante (E), siroco (SE), ostro (S), libeccio (SW), ponente (W) and maestro (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P and M.

The 32 points are therefore simple bisections of the compass' directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know was the names of the points. Naming them all off perfectly was known as "boxing the compass"

There is no absolute standard for drafting a compass rose, and each school of cartographers seems to have developed its own. In the earliest charts, north is indicated by a spearhead above the letter T (for tramontana). This symbol evolved into a fleur-de-lys around the time of Columbus, and was first seen on Portuguese maps. Also in the 14th century, the L (for levante) on the east side of the rose was replaced with a cross, indicating the direction to Paradise (long thought to be in the east), or at least to where Christ was born (in the Levant).

Galley Gourmet

These chicken Wings are the best I've ever tasted!

3 lbs. chicken wings - disjointed
1/2 cup honey
1/4 cup ketchup
1/4 cup Bar-B-Que sauce
1-2 garlic cloves
3-4 tsp. tobasco - more if you like'em hot!

Place wings in large shallow pan, cover and bake for 30 min. @ 375 degrees F.

Drain fat from pan. Coat wings with sauce. Baste every 10 minutes until sauce has reduced and the chicken is cooked for 30 minutes.

This recipe freezes well. Just thaw and reheat.

Patt Nagy

White Rock Squadron Ship's Store...

White Rock Squadron coffee mugs	\$ 7.00
White Rock Burgees	\$15.00
CPS Navy Blue corduroy cap, gold embroidered with CPS logo	\$12.00
CPS polo shirt, navy with white color, cotton and Polyester. Extra large size. (Other sizes available)	\$40.00
CPS heavy weight T-shirt, white cotton, large	\$14.00
CPS cotton golf shirt, navy, large	\$37.50
CPS Flag, polyester, 12" x 20"	\$ 9.00
CPS ladies brooch	\$10.00
CPS blazer crest	\$13.00
CPS decal	\$ 1.50
White Rock Squadron pins	\$ 5.00
Pacific Mainland District sweat shirts Small, medium, large and extra large White, navy or dark grey	\$39.00

Call Supply Officer Veronica Neufeld at 538-3298

ELECTRONIC AIDS TO NAVIGATION by D/Lt. Edward Duda, AP

LORAN (LONg RANGE Navigation) is probably the oldest electronic aid still in common use, in spite of the government's attempts to shut it down. Its life has been extended several years into the future as the transmitters - which are maintained by the U.S. Government - are not being shut down next year as originally planned. Advantages of LORAN include low cost interfacing with other NMEA devices such as autopilots, and low cost. LORAN is also highly accurate in its ability to return you to an established waypoint that helps offset its comparative lack of accuracy in finding exact lat/long position. Its disadvantages include the short life expected before the equipment is obsolete, requirement for a long antenna, and poor signals in the southern offshore areas.

GPS is available in models to suit most anyone's needs and budget, from a small runabout to the largest yacht. It is available in handheld models, fixed-mount models, monochrome or color screens, and can display a chart or route, or simply lat/long coordinates. We are now seeing GPS installed in automobiles and on bicycles and motorcycles, as well as in boats and planes. As with Loran, GPS will interface to other NMEA devices, and with the addition of a differential receiver, will provide accuracy of 15 to 30 feet. Other advantages are reasonable life expectancy of the GPS service, low-profile antennas (important for sailboaters and small craft), and with portable units, the ability to use your GPS both on your boat and in your vehicle. Disadvantages include the higher cost per unit and the possibility of failure of the satellite system that causes the GPS to operate.

ELECTRONIC CHARTING PROGRAMS such as The Cap'n (www.thecapn.com) or Nobeltec's (www.nobeltec.com) Visual Navigation Suite require a computer to be used, as well as charts which are available on CD-ROM or floppy disk. These programs will interface to a GPS or Loran and provide a "real-time image" of the exact position of your vessel as you travel along, but only at considerable expense. First you must have a computer to install the charting program on, then the programs themselves are not cheap (averaging \$500 for the more complete versions). Charts specifically designed for this use on CD-ROM average \$200 per region, and individual charts on floppy disk are about \$15 each. The Cap'n offers a Tides and Currents function that works the same as Bowditch as well as including Celestial Navigation functions to reduce your sights. A more (financially) reasonable solution is Seaclear (www.sping.com/seaclear/index.htm) software. This charting program is freeware and offers GPS/Loran integration, an electronic logbook, and other features found in commercially available software. Disadvantages are that it still requires charts on floppies or CD-ROM, and these must be loaded into the program in a format that it will recognize (BMP, PCX or GIF formats), not in the compressed format that the chart producing services provide. The sping.com website provides several links to other electronic aids available as freeware or shareware.

Never rely on one aid alone! Use DR as well!