

May 2009



THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock , BC

Commander's Report...



'Tis the season for change in the Squadron. We have had our AGM and our COW, and the Pacific Mainland District AGM and COW are just ahead of us. Our Easter Cruise is behind us, and the Victoria Day weekend cruise to Otter Bay is just ahead of us - Spring has definitely sprung and it's time to get out on the water. The gray whales have moved on out of Semiahmoo Bay headed north, and I saw some dolphins just off Blaine Harbor last weekend.

Our new Bridge has been sworn in. While some Squadrons feel lucky to put together a 10 person bridge, White Rock Squadron has 21 volunteers on the new Bridge, and I am glad to be able to welcome three new faces, Denise Foxall, Laurel Quelch and Lawrence Parkin to help keep us refreshed. Several people have taken on new roles, so we have a healthy balance of new ideas and experience.

We have planned the Fall and Winter schedules, and as well as Boating and Boat Pro, advanced (Advanced Piloting) and elective courses (Fundamentals of Weather, Global Weather, Marine radio, Radar, Navigating with GPS, Electronic Charting) will be in the mix. A challenge faced by our Training Officer Cliff Harvey is the school closure due to the 2010 Olympics - so he's getting creative. Courses start early in September, so start thinking about what you would like to learn more about.

A special thank you to all our volunteer instructors and proctors last year; they are Erik Laursen, Phil Kowalski, Terry Haig, Tom Fee, Tom Foxall, Kevin Dean, Brian McMurdo, Marilyn Mitchell, Lorne Wells, Harald Hanssen, Carlos Fuenzalida, Shirley Shea, Laurel Quelch, Andrew Pothier, Ken Penny, Gerry Rapp, Lawrence Parkin and Gerry Spence.

Our Programmes Officer, John Naylor, is putting together an interesting programme of social evenings for us to attend once the weather turns south in the Fall. And our Environment Officer Mars Workman is looking forward to getting more useful material on the environment in front of us all.

We will have a booth at the Sea Festival in August to help promote our courses to the general public - drop by for a chat if you see us.

And finally a big thank you to our award winning Anchorline editor, Carlos Fuenzalida. Carlos has been publishing Anchorline for over eight years; this is his final edition. Carlos continues to be an instructor and involved with Pacific Mainland District, as well as being our Executive Officer. You did a great job Carlos, thank you. Carlos' role as editor is being taken on by Linda Spence.

Our next Bridge meeting will be Thursday August 13th at the ABC Family Restaurant on King George Highway. Our meetings start at 1900; please do join us if you would like to get involved, or would just like to hear what we do.

**Roger Gibb
Commander**

White Rock Squadron 2009-2010 Bridge

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Webmaster	Harald Hanssen	604-538-7311
Port Captain	Ken Penny	604-531-5602
Asst. Membership	Lawrence Parkin	604-538-1016
Asst. Communications	Laurel Quelch	604-536-9161
Member at Large	Norm Headrick	604-531-7425
Member at Large	Ken Tomkow	604-536-9420
Past Commander	Rick Hepting	604-576-6670

**We welcome these new members
to our Squadron:**

Christopher Cronin

Rudy Hueller

Don Kaltenbach

Lynn Kaltenbach

Hal Langpap

Keith Martinsen

Adrian Robertson

Jodi Robertson

Mark Stephenson

Jennifer Tennant

Holly Valentine

Ross Barichiev

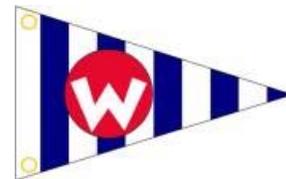
Craig Coombe

Bonnie Foster

Elaine McAuley

Chuck Messenger

Karen Treffry



Update your CPS Profile

The national CPS website now includes your membership data. Among other official uses, the annual *PMD Roster* draws its information from these data. It is your responsibility to ensure your information is current. This is easily accomplished by going to www.cps-ecp.ca/ and logging in to **Members Moorings** and then going to **My Profile**, where you can make any necessary corrections or additions, including renewing your membership and updating your MMSI number.

What is my MMSI number and why should I care? When you purchase a new marine radio, most come with DSC, Digital Selective Calling, which gives the user a red emergency button that sends out a distress call to Coast Guard giving your position (when connected to GPS). When you register these radios with Transport Canada and give them all your information (name, address, boat name, boat description) they give you an MMSI number, Maritime Mobile Service Identity. You can also use this number to call other boaters with a DSC radio, without having to hail them on Channel 16. CPS wants to have the MMSI numbers listed with the boat names, as a convenience to our members. For more information go to Industry Canada's website at:

www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08138.html/

Matters of interest to recreational boaters:

Marine Security for 2010 Olympic Winter Games

While the 2010 Winter Games will take place over a period of two weeks (Feb. 12 – 28), the overall Olympic event will be spread over a period of two (2) months from January 23 to March 24, 2010. Marine security will be in place for the Howe Sound corridor adjoining the Sea-to-Sky Highway and for three Olympic venues in the Vancouver area, namely, the Olympic Village in False Creek, Canada Place in Burrard Inlet and the Richmond Oval on the Fraser River.

Marine traffic in the vicinity of these sites will encounter two levels of security. Firstly, each of the sites will be protected by a “no-entry” **Exclusion Zone**. The exclusion zones will be well marked with buoys and signs placed by Coast Guard. Further out, each of the venues will be protected by a **Controlled Access Zone**. Traffic will be allowed in these zones with permission and/or escort from security patrol vessels.

Traffic east of the Cambie Bridge will be restricted by a floating marine barrier. Vessels requiring access to areas east of the Cambie Bridge must be accompanied by a security escort vessel.

The Integrated Security Unit will be issuing security updates from time to time and these will be reported as they are received. CPS members are encouraged to monitor Olympic security plans at: www.tc.gc.ca and www.v2010ISU.com.

There were 67 recreational boating deaths in Washington, Oregon, Idaho and Montana in 2008. Lifejackets were not worn in 48 of these tragic accidents. This is compared to only 45 fatalities in 2007. **This illustrates that more than 72 percent of boating fatalities could have been avoided if only a lifejacket had been worn.**

In Washington, 23 of the 25 boating fatalities were not wearing a lifejacket.

CPS Pleasure Craft Operator Card (PCOC) Accepted in Washington State

Some of you may have seen ads in 48 North or at the Seattle Boat Show about the Washington State Boater Education Card. Effective January 1 2008 some boaters in Washington State are required to have a Washington State Boater Education Card which is being phased in over the next 6 years as follows:

<u>Year</u>	<u>Age Group</u>
2008	25 years and under
2009	30 years and under
2010	12years to 20 years old
2011	35 years and under
2012	40 years and under
2013	50 years and under
2014	60 years and under

After 2014 All boat operators except those exempted

The PCOC issued by CPS is accepted in Washington State through a reciprocal agreement. If you have a card issued by a provider other than CPS it may not be acceptable – take a look at the back of the card and to be acceptable it should have the following statement: **Course also approved by the National Association of State Boating Law Administrators (USA)**. If you have questions or concerns about boater education cards in Washington State go to www.parks.wa.gov/boating This site lists the exemptions permitted. As in Canada you must carry the card with you when on the water operating a boat; it will be enforced by different agencies in different locations.

Planes and Boats in Coal Harbour: A Cooperative Co-Existence

by David Weston, NAV CANADA

Coal Harbour is an unusual place. It is a recreational waterway located within a busy working harbour that also contains a busy airport. Unlike most airports that are secured and separate from other kinds of traffic, the airport in Coal Harbour is a water aerodrome overlaid directly on water that is used regularly by marine traffic. The safe co-existence of marine and air traffic depends strongly on cooperation and common sense.

Many mariners are sometimes unsure of where the water aerodrome actually is. Unlike regular airports, there is no fence to define the airport and no pavement to define the runways. When proceeding eastbound out of Coal Harbour, boaters should easily be able to find a large orange Scotsman buoy in the water to the north of the new convention centre. This marker defines the southwest corner of the main landing area. A line from this buoy to the Burnaby Shoal Marker defines the western boundary of the landing area. The eastern boundary is formed by a line parallel to the first beginning at the northern tip of the Canada Place pier. Most aviation activity occurs directly on the southern boundary of this area and aircraft taxi to the south, between the landing area and the convention centres. Looking up along the shoreline boaters should be able to find a building with the Vancouver Sun and Province newspaper logos around the crown of the building. Atop this building is the control tower, a small glass structure resembling a diamond mounted in a ring.



To the common observer of air traffic in Coal Harbour the flow of air traffic sometimes appears chaotic and unpredictable. To air traffic controllers and pilots the situation is as normal as can be. Pilots and controllers are always seeking the safest possible way to operate within a unique and dynamic area. If you recall your most recent visit to an airport you should be able to remember that once your aircraft left the gate you entered a highly controlled world. When you began your run down the runway there was no garbage on it, there were no vehicles out for a pleasure ride, and there were no rolling bumps in the pavement. At Vancouver Harbour, the “runway” contains all of these obstacles in the form of floating logs and other debris, working and recreational boats, and swell. Other important factors such as the strength and direction of the wind, the rising or setting sun, other air traffic, and myriad other factors also affect takeoff and landing direction.

Vancouver Harbour also has some advantages afforded by the lack of strictly defined runways. When one direction for takeoff is obstructed, another may be available. When more than one aircraft is ready to go at the same time, several “runways” may be found on the water to permit simultaneous takeoffs. The same is true of landings. So while a common observer may have difficulty seeing logic and order in the orchestration of air traffic in Vancouver Harbour, it is really a highly organized but dynamic routine.

At a regular airport served by a control tower, all vehicle movements are controlled by air traffic controllers. Vancouver Harbour Tower does not have this ability and must share the landing and takeoff area with all other users. Aviators, air traffic controllers, and the various harbour authorities work together to carry out a smooth operation while keeping safety as the highest priority. Controllers in the tower promote a safe operation with boaters by cautioning pilots on boat activity that they may not be aware of. In certain circumstances the tower may ask the Harbour Master or police to take action with a problematic vessel, but as much as possible the aim is for a cooperative co-existence between aircraft and marine vessels. So what can the boaters do to enhance the safety and enjoyment of this area? Here is a list of suggestions for boaters transiting through or around the landing and takeoff area:

- Watch. Aircraft are often difficult to hear on approach when their engines are at idle. Other noises may prevent boaters from hearing manoeuvring aircraft. Pilots may not always see all vessels due to limited sight lines from the cockpit.
- Be predictable. Boats on a steady course that do not make sudden turns are much easier to work around.
- Slow down. Slow moving boats are easier to predict and work around and create less swell for the aircraft to deal with.
- Avoid. Some boaters have been observed fishing or sun tanning in the landing and takeoff area. This is simply not wise and there are other better areas in which to do this. Boats should only come and go through or around the landing area and avoid loitering.

Here is to another enjoyable and above all SAFE summer on the water in beautiful Vancouver Harbour!



Your new Bridge for 2009-2010



Receiving their 10 Year Merit Mark Award from left: Roger Gibb, Harald Hanssen, Andrew Pothier, Ken Penny and Shirley Shea from Squadron Past Commander Rick Hepting and District Commander Don Griffin

Remember: MAREP Reporting is important for keeping our waters safe!

If you see anything amiss on the water, charts that do not jive with your findings, let's check it out. Reporting is also an enjoyable exercise in practising your skills and analyzing the situation even if there is no official report. You are the eyes on the water and any help offered is appreciated. If it is an emergency remember to report the incident to VHF *16 first.

Report forms are found at this [link](#).

*16 Calls – Did you ever wonder who accepted these calls?

MCTS – Marine Communication Traffic Service centre is located in the Sears Tower in Vancouver as well as in Sydney, B.C. Our squadron has visited both locations in the past and visiting the downtown Vancouver facility is the fastest and least expensive and most efficient tour. If you are interested in attending a tour in June or in September, please send an email stating your preference. Reply to s.shea@shaw.ca, your Marep Officer, White Rock Squadron.



Pacific Region MCTS - Vancouver



Tuesday Boating Class

Wear a life jacket	Carry a VHF-FM marine radio
Don't drink and boat	Check weather forecasts
Make sure boat is in good repair	Check all safety gear. Ensure everybody is trained on it
Don't overload your boat	Keep a sharp lookout and monitor weather and sea conditions



Boating Graduates Receiving the CPS Challenge



Wednesday Boating Class

We have received information that the RCMP and other police units that do boat safety checks in the West Coast re looking to see if the operators of boats equipped with marine radios have their Restricted Operator's Certificate (Maritime). CPS has been told that this will be a priority in this area and that fines could be issued to offenders (although warnings are likely at first).



Seamanship Class



Instructional Development Class



Lynn Kaltenbach receiving the Ralph Maloney Award for achieving the highest mark in the Boating exam.



Roger Kemp receiving the Bill and Mona Bateman Award for achieving the highest mark in the Seamanship exam.



Global Weather Class

Exposure to cold water causes sudden-immersion reflex, resulting in a victim gasping for breath and experiencing breathing difficulties. This can lead to hyperventilation, dizziness, and muscle spasms. The shock of the cold water forces one to gasp and swallow water, causing one to choke. Victims also have difficulty holding their breath. There is a significant rise in heart rate and blood pressure. Cold water immersion can cause a heart attack or a stroke.

The best way to survive cold shock is by wearing a personal flotation device (PFD) at all times. Seconds count - a PFD can save your life.

Golf for Vigilant Tournament



Sign up for a great day of golf, a wonderful dinner and great prizes. Your participation will help our local Coast Guard Auxiliary - Unit 5 - Crescent Beach make the local waters safer and educate the community on water safety.

This year we have secured the Hazelmere Golf Course just after the inaugural City of Surrey Invitational tees off there. The course will be in professional shape!

Our prizes are worthy of a major tournament. Trophies for closest to the pin and longest drive. \$100,000 in Hole-in-One prizes. Putting contest prizes and prizes for all top teams.

Thursday, June 18, 2009
Hazelmere Golf and Tennis Club



Fifth Annual Charity

Start	1:00 p.m. Shotgun Start
Format	Texas Scramble
Putting Contest	1:00 PM until dinner
Dinner & Awards	7:00 PM
Entry Fee	\$175
Includes golf, cart, snack on course and dinner	
Trophies	KP and longest drive
Prizes	Major prizes for Hole-In-One on selected Holes. Prizes galore



All proceeds benefit the Coast Guard Auxiliary - Unit 5 - Crescent Beach

To Register or for further information contact Dan at 604-290-5786 or e-mail SPMRS @ telus.net

Desolation Sound Cruise Schedule:

Saturday, July 18	Meet off Point Roberts - to Refuge Cove on West Redonda Island	
Sunday, July 19	To Prideaux Haven - anchoring	
Monday, July 20	Layover day at Prideaux	
Tuesday, July 21	To the head of Pendrell Sound - anchoring	
Wednesday, July 22	To Big Bay community dock at Stuart Island	
Thursday, July 23	To Blind Channel - at dock - a group dinner out	
Friday, July 24	To the Octopus Islands - anchoring	
Saturday, July 25	Layover day at Octopus Islands	
Sunday, July 26	To Gorge Harbour - at dock - a group dinner out	
Monday, July 27	To Squirrel Cove - anchoring	
Tuesday, July 28	To Grace Harbour - anchoring	
Wednesday, July 29	To Pender Harbour - at dock	
Thursday, July 30	To Nanaimo/Newcastle Island - at dock	
Friday, July 31	Layover day at Nanaimo/Newcastle	Saturday, August 1 - To Telegraph Harbour - at dock
Sunday, August 2	To Montague - anchoring	Monday, August 3 - Return to home marinas

For those planning to go to Desolation Sound...

Cruising to Desolation Sound

By Peter Vassilopoulos

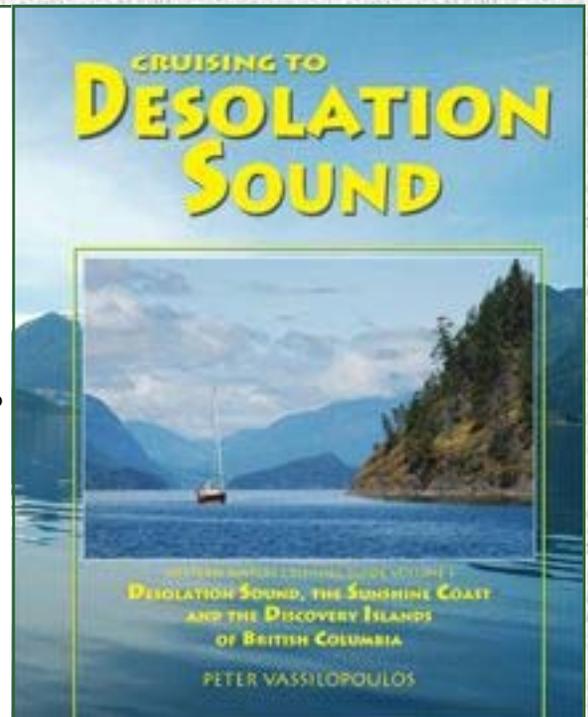
This new boating guide from Peter Vassilopoulos covers the Sunshine Coast, the Discovery Islands and Desolation Sound.

The 304-page book is heavily illustrated and contains a wealth of information pertinent to recreational boating.

Desolation Sound is one of the most popular cruising destinations in the Pacific Northwest. The guide takes the reader from Howe Sound and Vancouver, along the Sunshine Coast and into Desolation Sound. Along the way, it covers popular attractions such as Princess Louisa Inlet and Pender Harbour. It continues through the Discovery Islands to Campbell River with full colour illustrations of fabulous waterways, inlets and scenic coastal vistas. Hundreds of aerial and ambient photographs and numerous diagrams assist mariners choose the best routes, anchorages and places to moor.

The book is available from local marine and book stores. Other books in this series are Gulf Islands Cruising Guide and North of Desolation Sound.

Another series of marine guides by Vassilopoulos comprises the best selling Docks and Destinations and Anchorages and Marine Parks.



“Peter Vassilopoulos is British Columbia’s most prolific author of boating guidebooks. Much of his life has been spent—and is still being spent—cruising with his wife Carla, to make sure the information in his many books is accurate and up-to-date. His guidebooks are revised and reprinted regularly which is a huge plus for boaters.

This Cruising to Desolation Sound guide is easy to use and the abundance of excellent full-colour photos, illustrated harbour charts and practical navigation information combine with the author’s first hand experiences over dozens of years to make this a must-have for anyone cruising the area. Another winner from Vassilopoulos! “

—Peter A. Robson, Pacific Yachting magazine.

For a signed and personalized copy of the book contact laurel@lqmodels.com

If you like jazz...

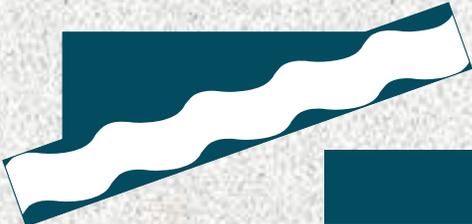
13th annual PENDER HARBOUR Sept. 18–20/09 JAZZ LIVE! FROM THE WORLD'S STAGE FESTIVAL!

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Sunshine Coast CREDIT UNION MARKET PLACE Coast Reporter BC Ferries CKY 91.7 FM

We acknowledge the financial assistance of the Province of British Columbia

For more information visit <http://www.penderharbourmusic.ca/jazz/>



2009 Cruising Schedule.....

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	Port Sidney	April 10 - 11	250-655-3711
Victoria Day	Otter Bay	May 16 - 17	250-629-3579
Canada Day	Ganges	June 30 - July 1	250-537-5242
Long Cruise	Desolation	July 18—August 3	See page 10
Labour Day	Genoa Bay	September 5 - 6	800-572-6481

Mark these on your calendar . Please make reservations directly with the marina to secure berth. Indicate you are with the White Rock Power and Sail Squadron.

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

SQUADRON VISITS SIDNEY FOR EASTER

Members of the White Rock Power and Sail Squadron travelled to Port Sidney on Vancouver Island for the Easter weekend. Calm seas were generally in order for those travelling on good Friday, April 10 although skies were somewhat overcast. Participating boats were Smoochee Two, Kazbar, Freedom Too and Carousel whose crews all gathered aboard the Freedom Too for the first happy hour of 2009.

Great fun was had by all attending

The weather was somewhat unsettled Saturday but not enough to deter all from wandering the seaside community

All gathered aboard the Carousel that evening for a happy hour followed by a group dinner out at the Beacon Landing Pub which was great fun followed by more laughs again aboard the Carousel

The weather Sunday morning was brutal with gale force warnings out for inland waters with high winds and plenty of driving rain. Kazbar however departed at 1:40 pm and reported arriving back at Point Roberts by 4 pm planing all the way with no problems.

Monday was a lovely day for those staying over and all reported smooth seas on returning to respective marinas

Barry Baniulis
Cruisemaster