



October 2006

THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock, BC

Report from your Commander



At the time of our previous report we were getting ready for the fall classes, the sun was shining and we were still boating. What a change in two months: classes are approaching half-way, it is dark and raining and most of our boats are winterized. But things are not boring, far from it.

A special thanks to the instructors and proctors for our classes. Their dedication and time is what Power Squadron is all about: teaching safe boating.

First of all classes are going well. Boat Pro has finished and VHF/Marine Radio has started. I would like to thank all those involved in the classes for all the work they are putting into the classes.

One major issue that I would like to mention (See more in Denise Stevenson's full report) is the ongoing discussions on the proposed legislation on pumping of holding tanks. A fundamental bylaw of CPS is that it is not a lobby organization, so this is not CPS talking. I'm talking as an individual who is concerned for our environment but a citizen who wants the laws our government passes to protect us to make sense. This new proposed legislation on pumping of holding tanks, in my opinion, does not make common sense and taking it to the extreme will make many commit illegal acts or stop people from boating due to not wanting to break the law. One of the points for this new law that I have heard is that a similar law was passed in Lake Ontario and so they want to do the same here. Correct me if I am wrong: the Pacific ocean and coastline of B.C. is not similar to Ontario. I do not want to get long winded on this but the bottom line is to ask you to please read Denise's report and check out the material on our website. As concerned boaters we owe it to ourselves to be informed on the major issues affecting our way of life.

Another major issue much in discussion at CPS is the upcoming National Annual General Meeting, at the Marriott Pinnacle Hotel, in Vancouver, October 26 – 28, 2006. This is the first time in many years it has been held in Vancouver and is a great opportunity for all member to see and hear how the organization works at the national level (get more information at www.cps-ecp.ca). This years' meeting is especially important because, from the national survey mention in the last Anchorline, a number of motions (12) are being put forward to make major changes to CPS (a list of these motions will be posted on our White Rock Squadron web site (www.whiterocksquadron.org)). All members are encouraged to review these motions and attend the AGM to hear the various views and outcomes. We as volunteers sometimes get a little too caught up in all the small issues we have to deal with, where a national meeting like this helps put the whole picture in better perspective.

A third point I would like to mention: White Rock and Langley Squadrons have been invited to join Sur Del Squadron for their Christmas Dinner and Dance, Friday November 24 at the Sunrise Banquet Hall, Langley. We do not have ticket price or tickets as yet but will notify all members by email as soon as we have it. This is a good opportunity to meet members from the surrounding Squadrons.

Ken Tomkow
Commander

**White Rock Squadron
2006 - 2007 Bridge**

Commander

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Gerry Spence 531-9817

Training Officer

Ken Sissons 538-2071

Asst. Training Officer

Gerry Durant 535-3573

Gerry Rapp 538-1410

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[www.whiterocksquadron.org](http://www.whiterocksquadron.org)

Box 499, 800—15355 24th Avenue  
Surrey, BC V4A 2H9 604-535-0369

**Welcome New Members!**

ALEX BENEKRITIS  
MIKE BLAKEMAN  
JENNY BLAKEMAN  
JORGE CANAL  
GARY CUMIFORD  
NEIL CUTHBERTSON  
REG DUNKLEY  
MAUREEN DUNKLEY  
CHRISTOPHER FRYER  
VICTORIA FRYER  
ANDREI GLOUCHAK  
GEORGE HATCH  
MICHELE HAZZARD  
STEPHEN HEDLER  
ED HIPSZ  
DREW HUNT  
STEVEN JAMES  
MELANIE LARMONT  
SHIRLEY LOCKE  
JOE MACEACHEN

BILLY MALOUIN  
RON MARTIN  
CHARLENE MARTIN  
EVAN MICHAELSON  
KARI NORMAN  
GARY OLSHASKI  
LORETTA PEDERSEN  
CRAIG RICHMAN  
SCOTT ROSS  
PAUL ROUILLARD  
THOMAS SHERLOCK  
ALISON WALKER-TRINKAUS  
REINER BOLLMANN  
KATHY BOLLMANN  
MARK EDWIN  
BRIAN MCDOWELL  
CLIVE PHILLIPPS-WOOLEY  
GERARD PONSFORD  
JIM STEVENSON

**Rejoins and Transfers**

BRETT BOND  
JANET BOND  
TOM BURKE  
TOM FEE  
CHARLES PATERSON

TERRY PRESTON  
ELAYNE PRESTON  
GARY SAUNDERS  
GARY SWANSON  
BRYAN WESTBY

**2006 National Conference**

**Activities of interest to our members:**

**Friday Oct. 27 0830 Training Meeting**  
**1200 Training Dept. Luncheon**  
**1330 MAREP/Canadian Hydrographics**  
**1430 Marketing/PRO/Membership**  
**1430 Electronic Communications**

**1900 Escape to Margaritaville**

**Sat. Oct 28 0830 AGM**  
**1230 AGM Luncheon**  
**1430 Training Meeting**

**1900 C/C Dinner Dance**

**For full details, go to <http://www.cps-ecp.ca/conf06/index.htm>**

## Training Section



I hope you enjoyed a beautiful and safe boating season out on the water. Our fall training season started on September 12<sup>th</sup> and 13<sup>th</sup> with both Boating classes filled to capacity, with 48 boating students in total, seven registered in Boat Pro, eleven students taking the Seamanship Sail, five taking the Advanced Piloting and seven taking the Weather Fundamentals course. Carlos Fuenzalida is teaching the Tuesday Boating class, with Kevin Dean, Ken Penny, and Gerry Rapp serving as Proctors. Phil Kowalski is teaching the Wednesday Boating class with Erik Laursen and Tom Burke serving as Proctors. Harold Hanssen is instructing the Tuesday Advanced Piloting class with Tom Foxall serving as Proctor. Seamanship Sail is instructed by Roger Gibb with John Naylor serving as Proctor. Weather Fundamentals is being instructed by Ken Penny with Shirley Shea and Linda Spence serving as Proctors. All seven students completed Tom Fee's Boat Pro course on September 26<sup>th</sup>. The Marine Radio course taught by Brian McMurdo has just started with eleven students registered. Our new on line email registration system proved popular with approximately seventy percent choosing this method. Our student survey indicates that approximately sixty percent would pay on line if it was provided. 30% of our students are female. 61% of the students stated their main interest is power boating and 63% own a powerboat or sailboat. About 25% are considering buying a boat in the near of future. 38% of the boating students said they learned of our courses from our road signs, 47% by word of mouth, and 15% from our website. The new projector is being put to good use and the new inert demo flare kit/DVD has been shown in the boating classes.

We are now planning the spring course schedule, so keep a close watch on our website at [www.whiterocksquadron.org](http://www.whiterocksquadron.org) for full details. Our spring schedule will start on Jan 9<sup>th</sup>. We have not yet confirmed our schedule, but we will be offering: **Boating, Boat Pro, Piloting, Marine Radio and Navigating with GPS** courses. If you are one of last years boating students or are taking boating this year, I would encourage you to take the **Piloting** course, it is a "must" for serious boaters who want to improve their navigation and plotting skills, as well as develop theoretical knowledge in dealing with adverse conditions and emergencies. If you have a particular course you would like us to run, send us an email to [training@whiterocksquadron.org](mailto:training@whiterocksquadron.org).

Ken Sissons  
Squadron Training Officer



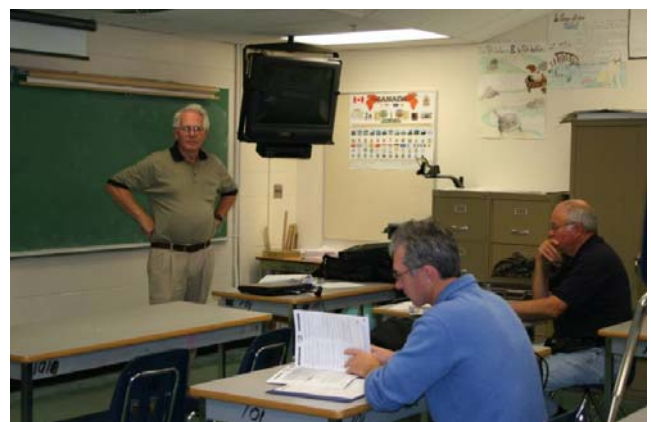
VHF registration night crew



VHF class with instructor Brian McMurdo



Boating class with instructor Carlos Fuenzalida



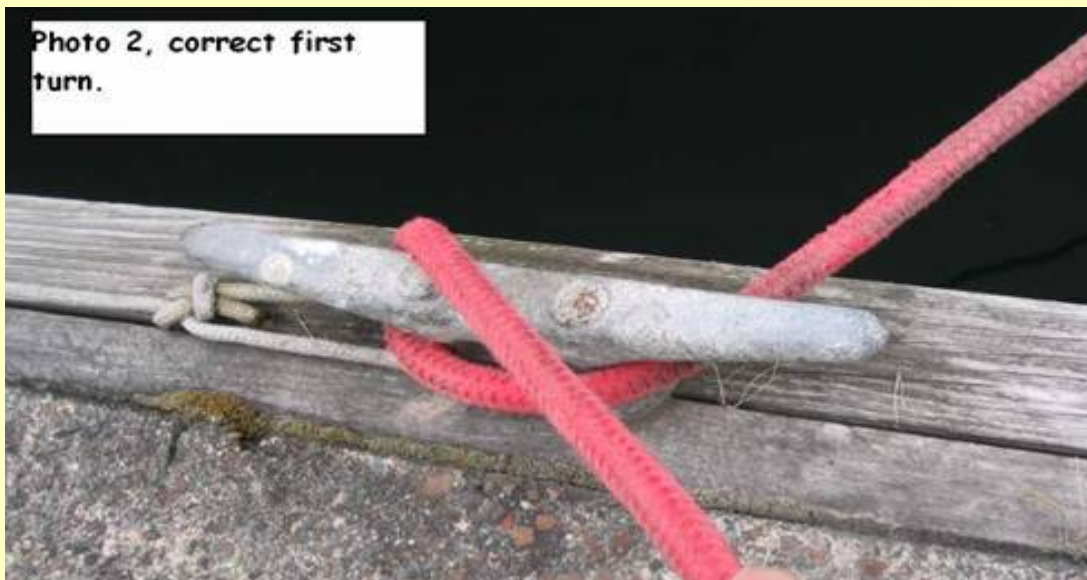
Weather class with instructor Ken Penny

## Belaying to a Cleat

When belaying to a cleat, there are slight differences with respect to both line approach angles, and whether the line should go around the cleat clockwise or anti-clockwise. These approaches are often determined by cleat and boat position or preference. The major difference appears to be the manner in which the first turn is applied to the cleat. Two different methods are being taught for belaying to a cleat, and they relate to this first turn. One method is to bring the line around the cleat as shown in photo 1.



The second method being taught for the first turn (photo 2) is illustrated in numerous references on how to correctly belay a line to a cleat. When the first turn is completed in this manner the line will not jam.



CHAPMANS Piloting and Seamanship describes the first turn as: *start with a turn around the cleat, then go around the cleat so that the line passes under each horn once.* The figure used in CHAPMANS to illustrate the first turn is the same as shown in Photo 2. So there you have it. A picture is still worth a thousand words.

Kevin Dean

## Seal off those holding tanks!

Are you angry, yet?

*Always* go to a pump out station to empty your holding tank. (whether there is one or not)

*Always* keep a log and a receipt to prove that you did not dump into the ocean.

*Keep a log* of how much, what, when and where you emptied. (and how)

*Always* know exactly how much effluent you are carrying in your tank.

unless

You cruise 5 miles off the west coast of Vancouver Island to empty your holding tank into the ocean. If you eat or drink on your return trip your tank may be full again by the time you get back to your moorage but then you can have another trip out west to empty your head again.(she says facetiously)

When cruising to Desolation and points north ... don't even think about using the head.... as there are no pump out stations. That means **don't eat and don't drink!** What goes in must come out and with nowhere to "put out" ... we are truly "scuppered",....(figuratively only one hopes!)

If the above causes you to be angry then read on ..... Following are excerpts from a longer article written by P/C/C Norm Dyck, SN, PMD Government Liaison Officer after he read the proposed Sewage Pollution Regulations

### **Prohibiting the discharge of sewage in virtually all BC waters.**

***The new proposed Regulations as gazetted included a definition of "from the nearest land" which stated that it was to seaward from the baseline from which the territorial sea of Canada is established – in other words some distance to seaward from the west coast of Vancouver Island. This of course was entirely different than what was agreed to, in effect nullifying the agreement and prohibiting the discharge of sewage in virtually all BC waters.***

**Sewage discharge will be prohibited even in areas that are unlikely to have any sewage reception facilities (areas north of 50 degrees North).**

### **"Sewage Record Book"**

***Rejected the recommended prerequisite "availability of approved reception facilities", the north of 50 degrees North exemption, deletion of the additional "operational testing" criteria, and continued to insist upon the onerous "record keeping" requirement.***

**The new Regulations require a very detailed "Sewage Record Book" or log to be maintained by every vessel, recording the date and time of any sewage transfer whether internal or external transfer overboard or to a holding tank, quantity of sewage transferred, speed of vessel if underway, position of ship at start and finish of transfer, quantity of sewage transferred, etc. Entries are to be made in the Record Book without delay every time a transfer is made, and if the transfer is to a reception facility a receipt must be obtained from the reception facility.**

**Please write to explain how difficult this is for west coast boaters  
Hand written submissions carry much more weight than emailed.  
No need for postage when you write to Members of Parliament**

Denise Stevenson,  
Environment Officer

## Suggested Mail Recipients list re: Sewage Regs.

The Honourable Lawrence Cannon, PC, MP  
Minister of Transport, Infrastructure and Communities,  
Place de Ville, 330 Sparks Street,  
Ottawa, ON K1A 0N5 cannon.l@parl.gc.ca  
(Constituency Office) 127 Joseph Street,  
Gatineau, PQ J8L 1G1

The Honourable Michael Chong, PC, MP  
President, Queen's Privy Council for Canada,  
House of Commons,  
Ottawa, ON K1A 0A6  
(Constituency Office) 5-200 St. Patrick Street East,  
Fergus, ON N1M 1M4 chong.m@parl.gc.ca

The Honourable John Baird, PC, MP  
President of the Treasury Board,,  
House of Commons,  
Ottawa, ON K1A 0A6 baird.j@parl.gc.ca  
(Constituency Office) 418-2249 Carling Avenue,  
Ottawa, ON K2B 7E9

Right Honourable Stephen Harper, PC, MP  
Prime Minister, Chair, Special Committee of Council,  
House of Commons,  
Ottawa, ON K1A 0A6 harper.s@parl.gc.ca  
(Constituency Office) 1600 - 90th Avenue SW, Suite A-205,  
Calgary, AB T2V 5A8

The Honourable Loyola Hearn, PC, MP  
Minister of Fisheries and Oceans,  
House of Commons,  
Ottawa, ON K1A 0A6 hearn.l@parl.gc.ca  
(Constituency Office) 835 Topsail Road, Suite 206,  
Mount Pearl, Newfoundland and Labrador, A1N 3J6

James Moore, MP  
House of Commons,  
Ottawa, ON K1A 0A6  
(Constituency Office) 2605 St. John's Street,  
Port Moody, BC V3H 2B5 moore.j@parl.gc.ca

John Cummins, MP  
House of Commons,  
Ottawa, ON K1A 0A6 cummins.j@parl.gc.ca  
(Constituency Office) 4871 Delta Street,  
Delta, BC V4K 2T9

Mr. Tom Morris, Manager, Environmental Protection,  
AMSEE,  
Transport Canada, Marine Safety,  
Place de Ville, Tower C, 10th Floor,  
330 Sparks Street,  
Ottawa, ON K1A 0N8 morrist@tc.gc.ca

Mr. Bill Nash, Acting Director General,  
Transport Canada, Marine Safety,  
Place de Ville, Tower C, 11th Floor,  
330 Sparks Street,  
Ottawa, ON K1A 0N8

The Honourable Gerry St. Germain, PC,  
Senator,  
The Senate of Canada, Ottawa, ON K1A 0A6  
Paul Szabo, MP  
Co-Chair, Standing Joint Committee on Scrutiny of  
Regulations,  
House of Commons,  
Ottawa, ON K1A 0A6 szabo.p@parl.gc.ca  
(Constituency Office) 1684 Lakeshore Road West, Unit  
20,  
Mississauga, ON L5J 1J5



Seamanship Sail with instructor Roger Gibb



Supply Officer Michael Webb and son Johnny

## Educational Evening

### Educational Programme Social Evening - White Rock Squadron

Join us Thursday, November 23, 2006 7:30 p.m. Rotary Field House, 2197 – 148<sup>th</sup> Street, Surrey, BC

Guest Speaker Cpl. Kenn Haycock who was a crew member of the coastal patrol vessel that rediscovered the first voyage through the Northwest Passage.



Guest Speaker  
Corporal Kenn Haycock  
relates the exciting ad-  
ventures & retraces the  
first voyage through the  
Northwest passage of  
the RCMP St. Roch.



The St Roch II /Nadon working her way through icefloes in the Northwest Passage



RCMP  
members and  
the Governor  
General  
following  
the voyage.



During the summer of 2000 the R.C.M.P. coastal patrol vessel the St Roch II/Nadon escorted by the MV Simon Fraser re-enacted the historic voyage through the Northwest Passage of 1942 by the original R.C.M.P patrol vessel the St Roch. The St Roch II/Nadon and the Simon Fraser were the first vessels to navigate the Northwest Passage west - east and to circumnavigate North America in the year 2000.

Relive the nautical adventures, trials & tribulations of the journey with crew member Corporal Haycock. Sure to be an exciting evening – don't miss this one!

Refreshments served - Please let Programmes Officer Shirley Shea know if you can attend.

Contact Shirley at 604-288-7089 or [s.shea@shaw.ca](mailto:s.shea@shaw.ca). See you there!

## Cruise Master Reports...

### SQUADRON MEMBERS VISIT DESOLATION

#### **Saturday, July 29**

The cruisemaster and Admiral Romy departed the White Rock pier at 6:15 am in water that was extremely "lumpy" resulting in a lot of spray over the boat....Off Point Roberts conditions moderated and the Freedom Too crew could actually get on plane....met up with Halifax Jack north of Sandheads and Plane to Sea notified both by VHF they had encountered tough water conditions coming out of Crescent Beach but would soon be near...north of the north arm of the Fraser water conditions on the Strait went from good to downright ugly....life jackets were put on, speed was reduced and the Freedom Too crew slowly crabbed their way to Welcome Passage while Halifax Jack and Plane to Sea worked their way to Gibsons. Barry and the Admiral reached the safety of Pender Harbor at noon and after a two hour stop for fuel, booze and groceries motored to the government dock at Egmont

#### **Sunday, July 30**

Leaving at 11 am for Princess Louise radio contact was made with Halifax Jack indicating they would be moving up the reaches to make the 3:45 Malibu Slack....the Freedom Two crew encountered several rain showers while travelling up the relatively sheltered waters to Chatterbox Falls....plenty of space at the dock but no sign of fellow boaters

#### **Monday, July 31**

Overcast and low cloud started the day..picture taking and great visiting with fellow boaters taking in the Falls..at 2:20pm the Freedom Too departed only to hear that Halifax Jack and Plane to Sea were at the Malibu entrance...a brief conference and they proceeded in having spent Sunday night in Pender Harbor with the crew of Kazbar....smooth water to Egmont and sunshine made for a wonderful happy hour.

#### **Tuesday, August 1**

The Freedom Too was experiencing some overheating problems which were solved early in the pm while the other boaters made a trip hike to see the Skoom running.

Freedom Too left Egmont at 2:20 - Halifax Jack and Plane to Sea turned south due to time constraints and went out Jervis and up to Westview...best fuel prices of the trip at 116.9 per litre....smooth water all the way to Refuge Cove were the cruisemaster and first mate were greeted by Tony and Denise from Arendall...drink, fun and food in a relaxing location

#### **Wednesday, August 2**

All departed about 10 am up Lewis Channel to the new community dock at Big Bay and were joined by Donna and Peter from Dreamkeeper....a bright sunny day... some walked to Eagle Lake and all enjoyed a lovely happy hour and visit on the new sun deck

#### **Thursday, August 3**

Another bright sunny day and all proceeded up thru the Dents to Shoal Bay.. some having the experience to see several Orcas travelling down Nodales channel.Pat and Terry of Kazbar greeted everyone at Shoal and ensured all had moorage...some walked ashore while others rested...again..a great happy hour on the dock but a cold wind blowing in off the Johnston Straits made some pull out the fleece and blankets .

#### **Friday, August 4**

Arendall departed for points south while Kazbar, Dreamkeeper and Freedom Too continued around the corner to Blind Channel where all enjoyed a wonderful dinner out at the Cedar Post Inn

#### **Saturday, August 5**

Fresh muffins made a great start to the day and all left about 11:30 am going down Mayne Passage and then the short stretch of the Johnston Strait down to Chatham Point and into Discovery Passage where the trio turned into Okisollo and ran the rapids into Octopus Islands.

A bright and sunny day and the only time Freedom too dropped a crab trap... seven climbed in and but only one was legal and it tasted good!! Happy hour was held ashore and cool drinks were appreciated on such a warm day

Continued on next page...



## Cruise Master Reports...



See our **cruise calendar for 2007**. Please select cruises from the list and contact Barry at:

**Barry Baniulis**  
**214-15150-29A Avenue**  
**Surrey, BC V4P 1H1**  
**604-542-0519**  
email: [irishromy@shaw.ca](mailto: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 Sept 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.**

### **SQUADRON MEMBERS VISIT DESOLATION (Continued)**

#### **Sunday, August 6**

The group took a dinghy excursion to the "boaters cabin" were visitors to Octopus have left momentos of their boats and fun times....another bright and sunny day with another great evening get together

#### **Monday, August 7**

Freedom Too left at 7:30 am down thru Surge Narrow and then Hoskyn Channel to Gorge Harbor Marina.....

Kazbar followed while Dreamkeeper stayed behind for another day of sunning at Octopus Island.

The Freedom Too crew took a two hour dinghy excursion of Gorge Harbor...lots of aquaculture activity here plus a logging operation...they were joined by Kazbar for a wonderful night of dining and fun at the Float-house Restaurant.

#### **Tuesday, August 8**

Freedom Too departed at 9:40 and motored over to Manson's Landing getting space at the government dock... pitter patter turned to a steady rain as Barry and Romy walked to the Cortes Market and then returned to take advantage of low tide and enter the lagoon where they picked up clams and oysters....due to the rain the planned trip to Squirrel Cove was shelved and they returned to dock at Gorge for the day

#### **Wednesday, August 9**

Kazbar was away early.....Freedom too left at 10 and proceeded down and thru Baker Passage off Herando and Savary Islands making VHF contact with Arendall which was proceeding south down Malaspina.... contact was made off Cape Cockburn and both vessels motored into Pender Harbor joining up for a potluck dinner.

#### **Thursday, August 10**

An early start...leaving the government dock at 6 am to head for Newcastle Island in Nanaimo...whisky gulf was going active at 8am so both throttled up cutting by Ballenas and then down past Winschellsea under sea conditions that were somewhat crappy with large following seas...despite the weather and including a fuel stop at Brechin Point Freedom Too was tied up at 8:45 at NewsCastle followed by Arendall and at noon by Kazbar who came over from Secret Cove.....a bit breezy during the day but still sunny...all made different sojourns to Nanaimo and all gathered at the Dinghy Dock Pub on Protection Island for a farewell dinner.

Continued on next page...

Find us on the Internet  
[www.whiterocksquadron.org](http://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: [carlosf@shaw.ca](mailto:carlosf@shaw.ca)

## SQUADRON MEMBERS VISIT DESOLATION (Continued)

### Friday, August 11

Kazbar and Arendall departed for home marinas while Freedom Too motored to Genoa Bay for the night encountering a sharp chop which kicked up considerable spray from Thetis island down thru Samsun Narrows.

### Saturday, August 12

Seas were flat when Freedom Too departed at 10:10 making a side trip to Cowichan Bay and then Mill Bay before dropping anchor at Montague at 1:30 pm. A lovely sunny day and a dinghy trip to the marina facilities for ice cream

### Sunday, August 13

The Freedom Too departed at 7:30 and found the Strait to be smooth....some fog and commercial fishing activity near the bell buoy but was outside the marker to Semiahmoo Marina by 9:15 am only to be stopped by coast guard who had closed the entrance due to a swim event...drifted for 45 minutes and were given permission to enter the marina at 10....another great trip...50 hours running time on the engine...why not make plans and join the trip north in 2007???

Cruisemaster Barry Baniulis



Boating class



Advanced Piloting class



## Christmas Party !!!

Book November 24th for our party with Langley and Sur Del Squadrons  
Details to follow...



### Some nautical origins of common words and phrases...

A boat is called “she” because there is always a great deal of bustle around her; there is usually a gang of men about; she has a waist and stays; it takes a lot of paint to keep her looking good. It is not the initial expense that breaks you, it’s the upkeep. She can be decked out; it takes an experienced man to handle her correctly, and without a man at the helm she is uncontrollable. She often shows her bottom and when coming into harbour always heads for the buoys.

By Vance Broad, Mumbles Sailing Club.