

February 2009



THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock, BC

Commander's Report...



I hope all of you have survived that ridiculous barrage of snow that lasted the better part of 6 weeks. Hopefully nobody suffered any boat damage. It is hard to believe but a new boating season is almost upon us and it couldn't have come sooner.

Our spring courses are well underway, unfortunately our Boating enrollment is down by 38%, Seamanship/Piloting, Marine Radio & Celestial Navigation all have a healthy enrollment.

It seems that in addition to preparing our boats for the new season, many of us are taking the important step of preparing ourselves by improving or refreshing our knowledge of boating.

Over the past five years White Rock Squadron has offered boaters in this area every one of the boating courses CPS currently offers. This is truly an accomplishment envied by many other squadrons, and a tribute to our instructors, proctors, training officers and many others on whom we depend to organize and support our classes.

On January 26th, we held Graduation ceremonies at Beecher Place for students in our Fall classes. To all the new member "Welcome to White Rock Squadron". We hope you will stay involved with the Squadron in some way for many years to come. With the new members from the fall class, our Squadron membership stands at four hundred ten.

At the Vancouver Boat Show, members of the White Rock Squadron members joined other lower mainland squadrons and Deputy Executive Director, John Gullick, at Canadian Power and Sail Squadrons booth. We met hundreds of boaters and dispensed information on our organization and courses.

Transport Canada will no longer allow us to issue PCOC cards to people who passed the Boating Exam prior to 1999. However, John Gullick mentioned that members who joined prior to 1999 and don't have their PCOC card will be allowed to write the PCOC exam and be issued the PCOC card at no cost.

Spring is also the time of renewal for our Squadron bridge. We are anxious to have new faces on the bridge to add ideas and input, and to ensure the workload to keep Squadron healthy falls on the shoulders on many, rather than burdens a few.

An exciting task will be facing our new bridge-- the planning of the celebration of White Rock Squadron's **50th anniversary in 2011**. We have a long and storied history with boaters, boating education and boating safety in this area. We look forward to re-discovering some of our early history and recognizing those individuals who helped take us from our early days to the strong Squadron we have today.

If you have enjoyed our courses or activities in the past and would like to "**return the favour**" helping a new generation of boaters by joining our bridge or helping in any way, please contact Past Commander Gerry Spence, or email us at info@whiterocksquadron.org.

"Volunteers are not paid – not because they are not valuable, but because they are priceless!" (source unknown).

Rick Hepting
Commander



Happy Valentine's Day!

White Rock Squadron
2008-2009 Bridge
www.whiterocksquadron.org

Commander	Rick Hepting	576-6670
Executive Officer	Michael Webb	531-9232
Training Officer	Clifford Harvey	778-294-6035
Asst. Training Officer	Gerry Rapp	538-1410
Secretary	Roger Gibb	535-6702
Asst. Secretary	Ken Tomkow	536-9420
Treasurer	Ted MacKinnon	538-7553
Membership Officer	John Naylor	538-2720
Asst. Membership	Grant Hadlan	531-9373
Supply Officer	Shirley Jones	531-0053
Cruise Master	Barry Baniulis	542-0519
MAREP	Shirley Shea	288-7089
Editor	Carlos Fuenzalida	535-0369
Communications	Marsali Workman	531-5373
Historian	Gerry Durant	535-3573
Public Relations	Andrew Pothier	536-0430
Port Captain	Ken Penny	531-5602
Programmes Officer	Linda Spence	531-9817
Environment Officer	John McLellan	538-6282
Webmaster	Harald Hanssen	538-7311
Past Commander	Gerry Spencer	531-9817
Member-at-Large	Norm Headrick	531-7425



Canadian Power Squadron booth at Vancouver Boat Show

Matters that may be of interest to recreational boaters:

1. Golden Ears Bridge Project

Tests have shown that the bridge piers fitted with radar reflectors do not provide for adequate radar detection. More sophisticated technology is definitely required and will be installed in due course.

2. Second Narrows (Vancouver Harbour)

CCG and Port Metro Vancouver have initiated a marine risk assessment of this crossing and thus far, it has determined that the aids to navigation in the vicinity of the 2nd Narrows Bridge definitely require improvement.

3. CHS Update

CHS will have a booth at the upcoming Vancouver Boat Show at which they will be more than willing to accept input from all boaters.

Unfortunately, the Gulf Island Chart atlas #3313 will not be available for sale the boat show. The printing process for this issue is somewhat unconventional and will therefore take a little longer.

CHS has advised that they are also working on the following local projects:

Chart 3491 Fraser River – new edition

Chart 3492 Roberts Bank – update patch

Chart ____ Nanoose Hbr. – new chart (*joint CHS/DND project)

CHS Chart Catalogue - 2009 edition will be available soon

Port Moody range lights: new design pretty well finalized. Boaters in this area are advised that the range will be relocated into deeper water.

4. Marine Weather Forecast

Effective June 26, 2008 Environment Canada adopted a new format for the dissemination of marine weather information. This was done primarily to insure uniformity of broadcasts across the country. Forecast products now consist of the following elements:

Regular Forecast – detailed forecast of wind speed/direction, weather & visibility and any wind & freezing spray warnings in effect for the current day and the following day.

Extended Forecast – expected wind conditions from the end of the Regular Forecast to the end of the 5th day (ie. days 3 – 5).

Technical Marine Synopsis – general picture of the position, intensity and motion of the main weather features (highs, lows & fronts).

Marine Weather Statement – informs of potentially hazardous conditions and significant weather features expected in the Extended Forecast.

Wave Height Forecast – expected significant wave height (ie. average of the highest 1/3 of all waves) rather the maximum wave height.

NAVTEX Forecast – shortened version of all forecast elements intended for international users in Canadian waters.

Environment Canada is looking for input on the effectiveness of the new format and is willing to initiate changes if necessary. I encourage you to monitor the broadcasts and to explore the new system at the following site:

www.weatheroffice.gc.ca. Please note that weather charts can be found only within the aviation weather link. Our advisory committee has recommended that they be also be made available through the marine weather links.

5. Provincial Greywater Regulation (Sec. 13 EMA)

This issue is ongoing and no easy solution is in sight. Transport Canada appears to be taking a “hands-off” approach to the matter and it may take a court challenge to resolve the situation.

See following pages for details...

Jane McIvor of the Marine Trades Association has put together several documents which will likely be made available to the public at the Vancouver Boat Show. They consist of the following:

BCMTA Action Alert

Background Information Sheet

Precedence of Federal Jurisdiction Governing Vessels (previous court decisions dealing with navigation and shipping)

The foregoing documents will be attached to this report. I urge all Squadron Cdrs. to make the information available to their respective members. This item will also be discussed at future meetings of the Western Marine Community (WMC).

6. Private Mooring Buoys

The NANS advisory committee is attempting to gain some background information on the matter of private mooring buoys, particularly unauthorized mooring buoys. To that end, we will be inviting an administrator of the Navigable Waters Protection Act (NWPA) to address our group at an upcoming NANS meeting. CPS members who may have some input on this subject are advised to contact me directly at their earliest convenience. Please refer to the editorial which appeared in the December '08 issue of Pacific Yachting (page 11).



ACTION ALERT: YOUR VOICE IS URGENTLY NEEDED

Despite logic and reasoning, provincial government still intent on implementing grey water discharge ban from all boats in BC

The provincial government (Ministry of Environment) is intent on using Section 13 of the Environmental Management Act (EMA) to implement a ban on grey water discharge from all boats. While initial efforts by the Ministry are focused on houseboats on the Shuswap Lake, it is only a matter of time before this restriction will impact on every boat in British Columbia – both recreational and commercial.

We need your help: Despite putting forth numerous arguments, the Minister's response has been: *"While the requirements in Section 13 are not new, I appreciate that many boaters could be challenged to meet the requirement, if they do not currently have holding capacity on their boats."* The Ministry fails to provide ways to meet the many challenges raised by this section and fails to understand the impact of this restriction on boating, suppliers to the boating community and the economy. And, while Section 13 is not new (it has been in the EMA and preceding Environment Acts for decades), it has never been implemented, and consequently, never challenged. We are now asking our members and colleagues to give Victoria a "loud" message that this is unacceptable and that Section 13 should be repealed. The Minister's response to our efforts to date is attached for your reference.

Here is the wording of the Act:

13 A person must not discharge domestic sewage or waste from a trailer, camper, transportable housing unit, boat or house boat onto land, into any reservoir or into any lake, pond, stream or other natural body of water, except
(a) in compliance with a permit, an approval, an order, a waste management plan or a regulation, or
(b) if disposal facilities are provided, in accordance with proper and accepted methods of disposal using those facilities, and in accordance with the *Health Act* and regulations.

It's time for Victoria to hear our voice: BC Marine Trades Association has been diligently working on this issue for the past 10 months. We have written letters, met with senior bureaucratic representatives (both provincial and federal) and tried, in vain, to convince government that this requirement is not logical, not feasible and will have a very negative affect on boating and the economy in British Columbia.

We need your voice to get the message through to the Minister of Environment. Please forward a letter on your company letterhead, along with copies to the Premier, the Minister of Tourism and federal government representatives. You may wish to also contact your local MLA.

This is critical to our industry!

If you have any questions, comments or need for further information, please contact Jane McIvor (604-683-5191) or by e-mail: jane@bcmta.com or visit <http://www.bcmta.com>

When visiting U.S. waters...

Pleasure Boat Reporting Requirements

Pursuant to 19 CFR 4.2, operators of small pleasure vessels, arriving in the United States from a foreign port or place to include any vessel which has visited a hovering vessel or received merchandise outside the territorial sea, are required to report their arrival to CBP immediately (see 19 U.S.C. 1433).

The master of the vessel reports their arrival at the nearest Customs facility or such other place as the Secretary may prescribe by regulations. These reports are tracked in the Pleasure Boat Reporting System. Pursuant to 8 CFR 235.1, an application to lawfully enter the United States must be made in person to a CBP officer at a U.S. port-of-entry when the port is open for inspection.

Reporting Requirements

CBP has designated specific reporting locations within the Field Offices that are staffed during boating season for pleasure boats to report their arrival and be inspected by CBP. The master of the boat must report to CBP telephonically and be directed to the nearest Port of Entry to satisfy the face-to-face requirement, or report to the nearest designated reporting location along with the boat's passengers for inspection.

Exceptions to Face-to-Face reporting to CBP

Alternative Inspection Systems (AIS) satisfy the boat operator's legal requirement to report for face-to-face inspection in accordance with 8 CFR 235.1, but boaters must still phone in their arrival to satisfy 19 USC 1433.

There are four exceptions to the face-to-face inspection at a designated reporting location, NEXUS, Canadian Border Boat Landing Permit (I-68), Outlying Area Reporting Stations (OARS), and the Local Boater Option (Miami, Tampa, and San Juan). Participation in any of the programs does not preclude the requirement for physical report upon request by U.S. Customs and Border Protection.

Any small pleasure vessel leaving a United States port into international or foreign waters, without a call at a foreign port, does not satisfy the foreign departure requirement. Therefore, certain fishing vessels, cruises to nowhere, or any vessel that leaves from a United States port and returns without calling a foreign port or place, has not departed the United States.

Marine Forecast Notes

Wind Speed and Direction: The **wind speed** is the average wind that is expected over the open water, given in units of knots (1 kt = 1.852 km/h). **Wind direction** refers to the direction from which the wind is blowing (based on true north and not on magnetic bearings). It should also be noted that with the rugged Pacific coastline, considerable **local variations** from the forecast winds are possible.

Weather and Visibility: A brief description of the weather is included in the forecast when visibility is expected to be reduced to near or below one nautical mile (1.852 km).

"MEDICAL EMERGENCIES AFLOAT"

Presented by Graham Magnusson

Thursday, February 26, 2009

1900 HRS (7:00 pm)

Earl Marriott Secondary School

Room 306

NB: r.s.v.p.

As maximum seating for this event is 32, please contact Linda Spence at 604-531-9817 to reserve your place.



Squadron Commander Rick Hepting (left) and Executive Officer Mike Webb getting ready to start the graduation ceremony.

From our Fall Class Graduation...

Ceremony held on January 26, 2009



PMD Administration Officer Dave Magnusson giving Boating graduates the CPS Challenge



Wednesday Boating Class with instructor Phil Kowalski



**Graduates from Marine Radio class
with instructor Andrew Pothier**



Fundamentals of Weather Class with instructor Ken Penny



**Advanced Piloting graduate Josseline Bayliss
with instructor Harald Hanssen**



**Jeff McSherry and Bill Ruppel displaying Ralph Malowney award
for achieving highest marks on Boating Course exam.**



Radar for Pleasure Craft class with instructor Ken Penny



Tuesday Boating class with instructor Carlos Fuenzalida

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	August 1 - 16	
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.



Hey Erik... the perks of being an instructor !!