



October 2004

THE ANCHORLINE

White Rock Power & Sail Squadron, White Rock, BC

Our Fall Training session is off to a good start. My thanks to our members who pitched in to help our Assistant Training Officer, Gerry Spence, in setting up the schedule, and to those who helped during registration.



Of course, without our dedicated instructors and proctors these training courses could not exist. Therefore we all owe this group our profound thanks, and our ongoing support.

For our members who would like to join this group of volunteers, we can always use your help. Please contact any one of our Bridge members who will ensure that you get involved in those areas of interest to you. Our Bridge meets the third Monday of each month (with exceptions) at the ABC restaurant on King George Highway, at 1915 hours. Guests are welcome to attend as observers. This gives you a chance to see your Executive committee in action, and hopefully the inspiration to become involved and aid in the decision making of your Squadron.

In particular, as host of the Pacific Lower Mainland district Annual General Meeting, our committee chairman, John Naylor, will need your expertise. So get involved. It is fun and rewarding.

We are currently in need of a Social Officer, and someone who would make coffee for our Tuesday and Wednesday training sessions at the Earl Marriott high school.

Ken Penny
Commander

Canadian Hydrographic Service needs your feedback in establishing service priorities. The information you provide Canadian Hydrographic Service will aid in the development of new level of service standards. Please give your feedback by completing the **Level of Service Questionnaire** published in the October and November editions of **Notices to Mariners**, or fill out the web version at:

<http://www.cartes.gc.ca/pub/en/los/>

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2004-2005 Bridge
www.whiterocksquadron.org

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## Membership News...

### Welcome New Members:

Ryan Griffiths  
Wil Steffen  
Chuck Youngs  
Grant Hiemstra  
Gudrun Hiemstra

### E-mail addresses

Are you receiving your copy of The Anchorline via e-mail?

If not, and wish to...

Please e-mail me your current e-mail address...

Rick Hepting  
1<sup>st</sup>/Lt Membership  
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## Executive Officer's Report

The duties of the Executive Officer (and other positions on the Bridge) are outlined in the CPS Handbook. The description starts by stating "In some Squadrons, the Executive Officer does little but attend meetings". However, it goes on to add that "the Commander ... should assign to the SEO the responsibility for a wide range of work".

Responsibility for hosting the District Annual General Meeting is assigned to a different squadron each year, and this year it is our turn. Back in the spring, your incoming Commander asked if I would be interested in chairing our organizing committee. I readily accepted the offer, but time will tell whether this was a wise or a hasty decision.

Back in June I met with the two Ken's, your Commander and your Treasurer, to select and secure a suitable venue. I am pleased to report that we have booked the Sheraton Guildford Hotel for the May 27 & 28, 2005 event. We consider this to be an excellent location for the AGM which we anticipate will attract approximately 175 attendees. In addition to seminars on Saturday afternoon, events will include a theme party with buffet Friday evening and the Change of Watch with dinner and dance Saturday evening.

Hosting such an event is no small task, and this will be our squadron's key project for the year. We are currently assembling our team and will need participation reflecting a variety of talents if we are to achieve our objective. We have some deadlines to meet this fall, so activities will be ramping up in the near future and continue right up to the big event. Please let me know if you're interested in joining our committee.

John Naylor  
Executive Officer

# Training Department News...

## Fall Courses

Enrollment in our fall 2004 Boating course is up significantly over past years. This is a good sign for the continuing good health of our Squadron, and for boating safety. We have 71 students enrolled in 3 Boating classes, including 21 couples. This should make for lots of friendly competition come exam time!

In the advanced courses we have 6 students enrolled in Piloting. We decided to postpone our Celestial Navigation course until January 2005, when we will be able to offer it on Tuesday night, the night preferred by students who expressed interest in the course.

This fall over 40% of the students enrolled are female, again shattering the myth that boating is a male activity. Try telling that myth to the women sailors from our squadron off to cruise the British Virgin Islands!

The continuing success of the Squadron's courses is due entirely to our volunteers, including our excellent instructors who expertly share their knowledge and experience with our students.

## Boating Class Survey

As in prior years we surveyed students enrolled in our Boating course, to determine how they learned of our courses, whether they were interested in power or sail boating, and whether they currently owned a boat.

- More than half of the respondents said they learned of our course through word of mouth. Twenty percent cited road signs; while radio ads., newspaper ads., and the Internet were each cited by ten percent.
- More than half of the students listed their interest as power boating, while twenty percent were interested in sail and another twenty percent in both sail and power.
- Almost seventy percent of the students responding owned a boat, and more than thirty percent were planning to purchase a boat.

Results from the survey are used to evaluate the effectiveness of our advertising and help us plan to better serve our students and members.

Gerry Spence  
Assistant Training Officer

**Currents have both strength and direction**, which are described by the following terms:

- The **set** of a current is the direction toward which it is flowing. A current that flows from north to south is termed a southerly current and has a set of 180°. (Note the difference here from the manner in which wind direction is described—it is exactly the opposite: A wind from north to south is called a northerly wind.)
- The **drift** of a current is its speed, normally in knots. Current drift is stated to the nearest tenth of a knot. (River currents are in mph; 1 knot = 1.15 mph = 1.85 km/hr.)
- **Velocity** is a rate of movement with a definite direction and is used in connection with a current.
- **Speed** is a rate of movement in any direction.
- A tidal current is said to **flood** when it flows from the sea toward the shore and results in higher tidal stages. Conversely, a tidal current **ebbs** when the flow is seaward and water levels fall.
- **Slack water** is when the current ceases flowing prior to reversing direction. It does not necessarily coincide with HW or LW stand.
- **Maximum current** refers to normal maximum speed of ebb or flood current. Extreme weather may affect this.

## At our stores...



**CPS Pacific Mainland District Sweatshirts. Cost: \$55.00, gray or blue. If interested, please contact our Supply Officer, Ken Tomkow, at 604-536-9420.**

## Are you talking to me...?

Returning to Crescent Beach from Port Browning, Pender Island, where I had attended one of our Squadron cruises, I was moving at about 25 Kn. on a calm sea, when I heard a whistle. I thought it was the VHF... waited...but it didn't repeat, so I ignored it. All of a sudden, here is this police boat coming alongside, blue lights flashing and all. Needless to say, I slowed down quickly and came to a stop to answer their questions. Two customs officers and one RCMP constable wanting to know where I was coming from, where the boat was moored, where I was going, had I been in US waters, etc. Pretty difficult to go from Crescent Beach to Pender without crossing US waters, I explained... They knew that, of course, but it must have been a trick question, because they asked it again a few minutes later. After about 10 or 15 minutes of this, they waved me off, wishing me a good trip home. While I was being "interviewed", I could not help reviewing in my mind: Do I have the right safety equipment, radio license, registration? Luckily, those questions never came up and I finished my trip wondering what that had been all about.



Andrew Pothier

The following is a condensed version of an article previously printed in **Seaworthy** magazine. It is from a Boat U.S. Marine Insurance and Damage Avoidance Report.

### Why Boats Catch Fire

|                               |      |
|-------------------------------|------|
| AC and DC wiring/appliances:  | 55 % |
| Engine/Transmission Overheat: | 24 % |
| Fuel leaks:                   | 8 %  |
| Miscellaneous:                | 7 %  |
| Unknown:                      | 5 %  |
| Stove:                        | 1 %  |

Of the 55 % of fires caused by electrical problems, DC wiring shorts accounted for 30 %, caused primarily from DC cables and wire insulation being chafed through. This includes battery cables, bilge pump wires, and in a few cases instrument cables. The chafing often took place where wires rubbed against vibrating engines, and sharp edges on bulkheads. DC engine voltage regulators contributed to 12 % of the fire causes. The main AC source of fires were at the shore power connection point on the boat 4%. AC electrical appliances also contributed 4% of on board fires. AC wire panel 2%, DC battery chargers accounted for 2 % of fires, while power surge contributed 1 %.

Engine/transmission overheating caused 24 % of fires on board. The main culprit being the water intake and exhaust cooling passages became obstructed causing overheating. This in turn caused hoses, and impellers to melt down. There were various causes of the blockage; seaweed, corrosion build-up, and plastic bags being sucked into the water intake.

Fuel leaks, caused 8 % of the fires, within that percentage, as you would expect 95 % were gasoline related. There was an instance where a diesel fuel line ruptured and sprayed diesel fuel onto a hot manifold which started a fire. A good safety precaution here is to use your "nose" and sniff out any gasoline fumes in your bilge, and take the necessary measures to solve the problem.

Under the 7% miscellaneous causes, there was lightning, and being in the wrong place during a fireworks display. The 1% for stoves. Most of the 1 % was caused by alcohol stoves where the operator couldn't see the flame and assumed the fire was out.

Due to the high percentage of electrical fires on board, boaters must be aware that as well as using the proper type of fire extinguisher, electrical circuits must be disconnected. For a DC fire this means being able to disconnect the main battery switch, and for AC being able to turn off the main AC power. Safe boating.

Kevin Dean  
VE7CFS/VE0MRT



## Barry Brewniulis, Prawn Fisher Extraordinaire !



This past summer Barry's Irish bride was either unable or unwilling to make the trek up Georgia Strait and deferred to joining him by float plane at Refuge Cove once the potential long and sometime rough journey north was done. Being an enterprising Prairie boy Barry thought he would take advantage of the week's quiet and work on his prawning skills.

A new trap, 400 feet of line, fresh bait, line weight, an orange ball float, a good chart, and the presence of nearby traps from others and Barry was busy experimenting. Initial sets yielded an embarrassing few prawns, some star fish, and sore hands but there were lessons learned.

On the morning of his bride's pending arrival Barry was up early from his Homfray Channel anchorage. He judged the depths, checked that he was near but not too close to neighbouring traps, and set his trap. Then he was off to Refuge Cove to shower, shave and get the week laundry done so he was fully ready for the afternoons flight. It will be great to have Roamy on board and will she be excited about my prawn catch tonight, he thought.

Arriving back at the Homfray anchorage Barry secured Freedom II to his friends boats and immediately set off in his dingy for his trap hopefully filled with orange spotted delicacies. Pulling the heavier than usual trap from the bottom, 400 feet below confirmed in his mind a plentiful catch. Imagine his surprise to discover that he had three or four prawns and two cans of Okanagan Spring Pale Ale in the trap !!

What actually happened was that his trap had drifted off the steep side slope of Homfray Channel and the current had taken his trap some distance away. His friends had rescued the drifting gear, recharged his bait after removing some prawns, added the brews, and attached a small 10 pound anchor to prevent drifting.

Fortunately his cruise mates were busy in his absence and had ample fresh seafood with prawns, Greenling filets, Yellow eye Red Snapper, and oysters for the evenings potluck dinner.

Barry Baniulis is Squadron's long serving Cruisemaster and has arranged many, many dozens of successful weekend Squadron cruises in the Gulf and many in Desolation Sound waters and north. Thank you Barry.

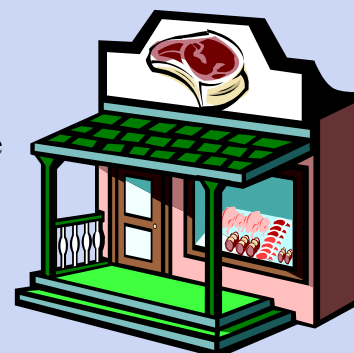
Sandy Wightman



## Monthly Meetings...

If you would like to attend one of our Squadron meetings, they are held on the third Monday of every month, at the **ABC Country Restaurant**, 2160 King George Hwy. Dinner starts at 6:30 PM, meeting starts at 7:15 PM.

Please call one of the bridge members to confirm.



# Cruisemaster Report...



## Squadron ends cruising season at Port Browning...

White Rock Power Squadron members gathered at Port Browning Marina on North Pender Island for the last organized cruising event in 2004.

It was a somewhat overcast morning and a bit "bouncy" for those crossing the Strait but blue sky prevailed in the afternoon.

Participating boats were Wyne Tyme, Rose Marie, Kitiwake, Carousel, Halifax Jack, Wight Mist and Freedom Too who all shared in fun and fellowship at happy hour.

Plenty of dock visiting on Sunday and Freedom Too and Kitiwake undertook a dinghy excursion to Bedwell/Poets Cove to view the new facilities and meet with the marina manager and activities director.

The possibility of a long weekend at this new Gulf Island Resort is under consideration. Please watch The Anchorline and 2005 cruising schedule for details.

The evening potluck dinner attracted 20 hungry boaters and 12 took part in the famous Squadron crib tournament.

First place honors to Anne Headrick, second spot to Sandy Wightman with third place to Norm Headrick.

It was a bright sunny day but cooled off that evening.

All returned to home marina on Monday excepting Kitiwake and Carousel who stayed out to enjoy the Gulf Islands.

Barry Baniulis  
Cruisemaster

## Cruising Schedule for 2005

|                     |                      |                             |                     |
|---------------------|----------------------|-----------------------------|---------------------|
| <b>Easter</b>       | <b>March 25 - 27</b> | <b>Port Sydney Marina</b>   | <b>250-655-3711</b> |
| <b>Victoria Day</b> | <b>May 21- 23</b>    | <b>Genoa Bay Marina</b>     | <b>800-572-6481</b> |
| <b>Canada Day</b>   | <b>July 1 - 3</b>    | <b>Ganges Marina</b>        | <b>250-537-5242</b> |
| <b>Labour Day</b>   | <b>Sept 3 - 5</b>    | <b>Thetis Island Marina</b> | <b>250-246-3464</b> |

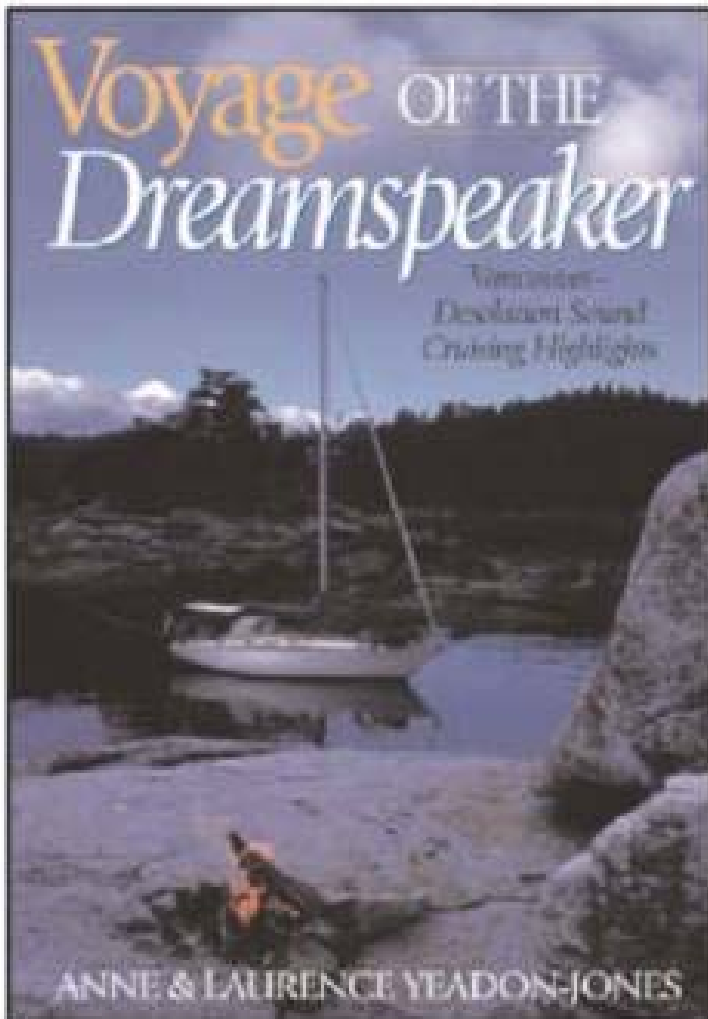
**\*\*\* There is no extended cruise for the summer of 2005 \*\*\***

Mark these on your calendar and plan to join us for fun, fellowship, happy hours, potlucks, scavenger hunts, dinghy explorations and crib tournaments. Marina moorage is becoming very tight in the summer months and your immediate attention is requested.

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



## Upcoming Events



White Rock Squadron presents:

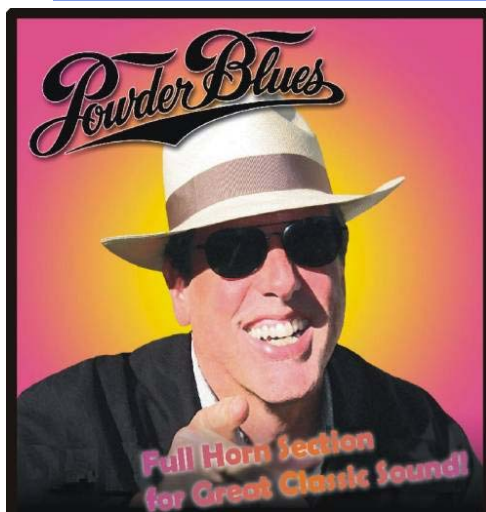
Authors **Anne and Laurence Yeadon-Jones**, coming Thursday, November 4th, at 1900 Hrs at Windsor Square, 1959 - 152nd Street, Surrey, B. C.

They have logged thousands of hours cruising BC's coastal waters in their sailboat, **Dreamspeaker**. With Anne at the keyboard and Laurence behind the lens, they produced the popular **Dreamspeaker Cruising Guide** series about the southern coast of B.C., including **Gulf Islands & Vancouver Island from Sooke to Nanaimo, Desolation Sound & the Discovery Islands and Vancouver, Howe Sound & the Sunshine Coast**.

Plan to attend this interesting educational evening for our boating enthusiasts.

RSVP to [s.shea@shaw.ca](mailto:s.shea@shaw.ca) or 604-538-6226

This event is for members, students and friends. Please RSVP for the count.



**COMING TO WHITE ROCK**  
**Saturday, November 27**  
**8:00 PM**

**STAR OF THE SEA**

**COME EARLY - LIMITED SEATING**

All Proceeds benefit

Coast Guard Auxiliary - Crescent Beach

**TICKETS \$25**

Available at Hampton's Pub

Please support the Coast Guard Auxiliary -Crescent Beach Unit - by attending their fund raiser. It promises to be an unforgettable night!