

## Summer Cruise – Desolation Sound



## Long Weekend September – Snug Cove



## Spooktacular Halloween



## On the Water Practical



## Remembrance Day



# The Quarterdeck

The Official Newsletter of the Port Moody Power & Sail Squadron

[www.portmoodypss.com](http://www.portmoodypss.com)



NOV 2005

## Commander's Comments

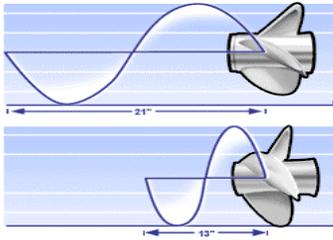
Well the summer is finally over and we are now heading into fall with the last of our summer cruises by now being memories. The Desolation Sound cruise at the end of July, the first Bedwell Bay Raft-up at the end of August, the Labour Day cruise to Snug Cove and the second Bedwell Bay Raft-up, both in September... I would like to thank our Cruisemaster Extraordinaire - Robin Sheldon - for doing such a great job. We sailed to new destinations and visited many familiar ones enjoying each time out. Check out our schedule for 2006 – there's something there for every one.

Although the weather may not be as pleasant now as it was during the summer, PMPSS is making sure that our boating social life does not slow down. Our Social Committee headed by Roni Clark already has a number of events planned to take our mind off the winter doldrums. Our Halloween Party was another great success with Playboy Dave Burrell and his Playmates putting on a fantastic evening. There were some great costumes, but, one of the simplest proved to be the favourite. Les (aka Kramer) Palmer proves it's all in the presentation.

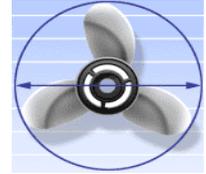
We are now well into our fall Training schedule. Let's not forget that our primary objectives is 'Safe Boating Through Education'. Our Training Department, capably led by Doug Cousins and Lawrence Schmidt, have organized a number of great courses for the fall and spring. While you may have missed the fall sessions, check out our website at [www.portmoodypss.com](http://www.portmoodypss.com) for information on upcoming courses in the spring. If you really want to help make a difference, why not volunteer to proctor or help as an instructor. While on the subject of Training, the PMPSS recently received the prestigious G.T. Lea Training Award for Advanced and Elective Training. Once again, congratulations and accolades go to Lawrence Schmidt who has been advocating Advanced and Elective Training Courses for a number of years now and has spearheaded the Squadron's leadership in this Field. We as a Squadron now offer more advanced and elective courses than any other Squadron in the District. Well done to all who have participated in presenting, proctoring and taking the Advanced and Elective Courses and an extra Well Done! to Lawrence for his time, effort, commitment and tireless dedication to moving the Squadron to this level!

There is always room for improvement and our main strength is each and every one of you. It won't be long before our eyes turn to the new year and a new bridge. We would love to receive your comments and suggestions and your participation. Please feel free to give Chris or myself a call

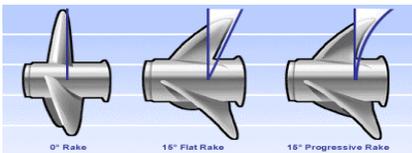
Kevin Walker  
Commander



**Pitch** - Pitch is defined as the theoretical forward movement of a propeller during one revolution -assuming there is no "slippage" between the propeller blade and the water. For most boats, there is slippage and therefore the distance advanced is less than the design pitch. The amount of slippage varies from boat to boat.



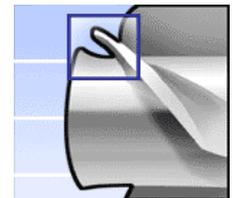
**Diameter** - Diameter is two times the distance from the center of the hub to the tip of the blade. It also can be looked at as the distance across the circle that the propeller would make when rotating.



**Rake** - Rake is the degree that the blades slant forward or backwards in relation to the hub. Rake can affect the flow of water through the propeller, and has implications with respect to boat performance.

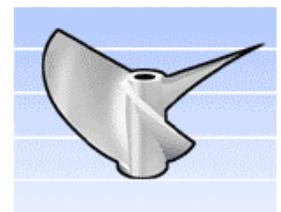
Aft Rake helps to trim the bow of the boat upwards, which often results in less wetted surface area and therefore higher top end speed. Aft rake propellers also typically "bite" better on ventilating type applications. Forward, or negative rake, helps hold the bow of the boat down. This is more common in workboat type applications.

**Cupping** - Many of today's propellers incorporate a cup at the trailing edge of the propeller blade. This curved lip on the propeller allows it to get a better bite on the water. This results in reduced ventilation, slipping, and allows for a better hole shot in many cases. A cupped propeller also works very well where the motor can be trimmed so that the propeller is near the surface of the water. The cup will typically result in higher top end speed on one of these applications.



**Number of Blades** - Propeller blade count is a compromise. Increasing the number of blades will reduce vibration and improve the "holding" of the propeller, but the increased drag will reduce top-end performance. Although lowest horsepower outboards frequently have 2-blade propellers, for most marine engines a 3-blade propeller will deliver the best overall performance. The 4-blades are used when (1) additional "bow lift" is needed to reduce hull drag, (2) there's a problem with ventilating - see below - or (3) the engine is primarily used for towing.

**Blade Thickness** - Thinner blades improve propeller efficiency. Minimum blade thickness is determined by the tensile strength of the material. Stainless steel propellers, being stronger than their aluminum counterparts, can maintain rigidly and durability with thinner blades.



That's why a higher cost stainless steel propeller can be a better top-end performer than its aluminum counterpart. Of course, the primary reason to select a stainless steel propeller is for the increased damage resistance it offers.

If you want to receive the Quarter Deck by email, please contact the webmaster, Barbara Walker, at [webmaster@portmoodypss.com](mailto:webmaster@portmoodypss.com)

Steve van Gaalen  
MV Saranade

Silva Bay

Nanaimo

Schooner Cove

Pender Harbour



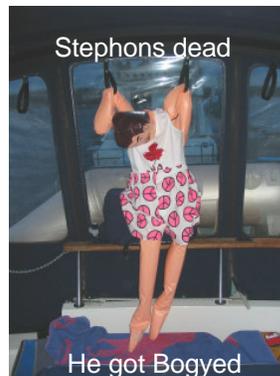
.....mock bill  
my a\$\$!



The Wind in the Willows....



Magnum PI  
in disguise



Stephons dead

He got Bogged

## TOP 10 Cruise Highlights

1. Christening of Bull Durham
2. Canada Day celebration in Nanaimo
3. Deana belting out "O'Canada"
4. Maverick "hic-upping" his way through an outdoor wedding ceremony in Schooner Bay
5. Fabulous Dinner at Silva Bay which Dave arranged and failed to appear. Alas, he was awarded the bill
6. Hot tub and navy boys
7. The "Mosquitos" nightly blood bath
8. Cheryl's stunned super charged Bee flew up Gary's shorts and stung him. In comes Melva to the rescue with her Sting Stop Tampon.
9. Kids Fishing Derby
10. Rob & Bev's 26<sup>th</sup> wedding anniversary at Garden Bay Pub

Actions speak louder than words



It was a great boating Summer, after a rocky start in June and early July. However, now we begin the Fall and Winter boating season, which has its own attractions. Those crystal clear still days on the uncrowded local waters are balm for the harried soul. However, they can also “re-harry” your soul with little mercy if some simple precautions are not observed in your planning for a day or weekend trip.

Remember that once we hit November, Environment Canada does not issue Small Craft Warnings. Understand what the weather is really doing, and pay attention to the actual and forecast winds in conjunction with the tides. Also recognize that weather system changes can occur rather more quickly with less forecast reliability than during the summer. Watch for building pressure gradients – particularly with big Highs in the cold interior and an offshore Low, as very strong outflow winds can ruin your whole day. Monitor your barometer for significant drops in pressure, and head for home.

OK, so back to that ideal clear, still, bright winter day, and the trip to False Creek, Snug, or Gibsons for the obligatory \$300.00 hamburger. The possibility of **fog** is one of the concerns which should be uppermost in your mind. Apart from checking the marine forecast and actual weather, check to see whether fog had formed overnight, and then dissipated before you arrived at the marina. This would have been radiation fog, formed when the temperature dropped to the dew point overnight. Bear in mind that the air mass picks up moisture and condensation nuclei under stable conditions, and the period of clear weather is reduced each day the stable conditions prevail. If you try and use all the daylight to stay out, you may find as the heat of the day wanes late in the afternoon and the temperature drops, the dew point will have climbed and fog will reform before you are back at the dock. This time will be earlier each day. Best preparation is to check the previous evening’s temperature/dew point spread, and today’s forecast spread on the Weather Channel or the Text Forecast at [www.weatheroffice.ec.gc.ca](http://www.weatheroffice.ec.gc.ca).

Better yet is to select “Aviation Weather” on this website, select the METAR/TAF box, select “plain language” and insert CYVR (Vancouver airport) in the “get the bulletins” box. This will give you the last three hours of actual temperature/dew point and limits to visibility, and a forecast for the next 24 hours, which will include the time when any fog is likely to form and the visibility in that fog. Just remember that this information is for the airport, and other local conditions may vary – so be conservative.

Fog can materialize from another source. In clear conditions, and with a light southerly wind which brings relatively warm and moist air up the Strait, **advection fog** can form as this air is cooled by the cold water. This can be a real bummer, as this fog will not necessarily dissipate with daytime sun, and could stay in place until the next frontal system comes through. You may have seen such a fog bank as it moves in to cover English Bay and insinuate itself through First Narrows. If you are in Snug when that happens, you may have an extended holiday, or a ferry and bus trip home!

P/Cdr John Northey AP



**Polar Bear Swim**  
January 1, 2006  
Rocky Point Park

## STILL WANTED

### Information

leading to the awarding of the  
**BENT PROP**

If you have any info of anyone  
screwing up, fiddling around,  
flipping out, or any activity which  
may qualify him, her or them for the  
wearing of the  
**Green Jacket**  
you are requested to contact the  
current wearer  
(namely me.)

There is no statute of limitations on  
anything! The truth is semi  
optional. The giving of information  
may keep you out of harms way,  
insuring someone else gets it.

To date, I have 4 + candidates,  
some for repeat offenses.

It may pay you to fink on someone  
else!

Contact: [threecheers@shaw.ca](mailto:threecheers@shaw.ca)

On Sunday, November 6<sup>th</sup>, the Port Moody Squadron hosted the “On the Water” practical with its boating students. There were many squadron members who donated their vessels, time and fuel to make this event possible. There was also a plethora of students, proctors and skippers participating in the cruise exercises which was later followed by what the squadron does best: building relationships over a bite to eat and a glass filled with “something yummy” to wash it all down with. It was a great day.



## SPRING COURSES – upcoming in 2006



In the Spring, we will be offering **Power Boating, Depth Sounders and Advanced Piloting**. The Power Boating and Depth Sounder is being offered for the first time. More information will be provided to you on all three courses via email and/or telephone by Lt. Melva LaMont. All three courses **will begin in early February 2006**.

If you are interested in taking any one of our courses, please let me know at either [threecheers@shaw.ca](mailto:threecheers@shaw.ca) or (604) 941-5430 or go on our web page and register. I will then enter your name in the database for that course. The earlier you register the better ! If you want to have more fun and get more knowledge, take another course.

Five years ago, we in Port Moody Squadron came to the realization if we were to survive and fill our mandate of “Safe Boating through Education” we would have to get into Advanced and Elective courses big time. At the time we would only run one course every second year or so. We then started an aggressive program of running as many Advanced and elective courses as we could. The first year or two was quite an exercise in juggling. We did not know what the courses or exams looked like. We had few instructors in place and no proctors. Now five years later we have set the height of the bar at six Advanced or Elective courses each year. We have graduated well over 100 students. We have over 15 instructors and 4 or 5 proctors in place. If we get over 6 students for any course we can run it. Some of the course material leaves things to be desired. However the instructors we have are more than capable of overcoming these short comings. We have people who really do know their stuff. We are now reaching the point where, as we do in the Boating Course, we can put proctors into the class room to help out.

We have added a new position to our Bridge “Lt. Internet Training”. This is one more first for us. This has helped not only our students but those right across the country and beyond. Last year Art Rendell told me we were breathing down Vancouver Squadron’s neck as the leader in Advanced and Elective Training. He asked me if he should warn them. I told him to wait until we had passed them. I guess he can tell them now fore this year we won the District’s G.T. Le Award for the running of Advanced and Elective courses. All the people who are involved in the running of these courses can be justifiably proud of our achievement. This is truly a team win. Not are we only best at partying, we are best at training too. Thanks to all,

Lawrence Schmidt AP, Past Commander



Special guest: Nicholas Cage



## ALL'S QUIET

SILENCE now for Sixty years  
 We've put aside long felt fears  
 When World War was all we knew  
 And loss of loved ones, daily grew.

The water roared and waves were high  
 As troops landed on a shore to die  
 Or as they waited, in trenches deep  
 Fighting for a piece of land, to keep.

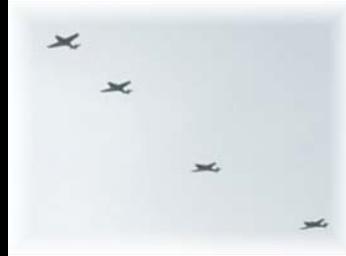
As the call went out to leave their land  
 Perhaps to die on foreign sand  
 The Allied troops together strong  
 Bravely fought against what was wrong.

They lay in graves so far from home  
 Their families shattered; now all alone  
 Lives given for a strong belief  
 Their time cut short and all too brief.

Six decades since you set free  
 Countries surrounded by a sea  
 Of turmoil, strife and in fear  
 Of losing all that they held dear.

So, to those of you who took part  
 Who defended us with all your heart,  
 We thank you and treasure the peace you gave  
 And the freedom fought so hard to save.

Jacqueline Black  
 Daughter of Ken and Ruby Thorne  
 Veteran and War Bride 2005



A very special "Thank You" and accolades have to go to Lawrence Schmidt for his planning, preparation and organisation of the Remembrance Day Service. This year is the Year of the Veteran and Lawrence went all out with this event. And, it was a huge success!!!

Despite the foul weather, we had a very good turnout from Port Moody, Burnaby and Coquitlam Squadrons; even the District Commander, Doris Trelenberg, was in attendance. (Thank you, Doris). From the moment the proceedings commenced, everything went like clockwork, right down to perfect timing of the aircraft fly-by, lead by John Northey. (Thank you, John). So, Congratulations! on a job well done Lawrence!

Kevin Walker, Commander

## Santa's Carol Ships

Decorate your boat and come for a float ...

Friday, Dec. 2nd	loop around Port Moody
Friday, Dec. 9th	loop around Port Moody
Friday, Dec. 16th	into Rocky Point
Saturday, Dec. 17th	up the Indian Arm

For more information about this event, contact  
 Lawrence Schmidt (604) 941-5430 or Robin Sheldon (604) 421-8061

# SPOOKTACULAR HALLOWEEN

