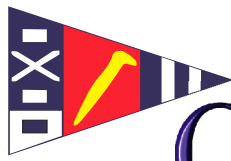


Remembrance Day
Belcarra

Jan. 2005



The Quarterdeck

The Official Newsletter of the Port Moody Power & Sail Squadron



Carol Ship Cruising
with Santa

Crazy Fools of the
New Year

Marine Maintenance
& Weather Reports

EARLY BIRD TICKET PRICING
Upcoming Events
 Annual Change of Water
 May 14, 2005
 Old Orchard Hall

Get your tickets early and SAVE
 information

Carol Ships and Santa - bringing the joy of the holiday season to Port Moody



Commander's Message

I would like to start by wishing everyone a happy & prosperous 2005. Let me bring you up to speed on some of the squadron's activities, since we last talked.

The Remembrance Day ceremony at Belcarra Park was truly one to remember. The early morning fog lent a reverent feeling to this year's service and by noon starbursts of sunshine were burning through the mist, and in its wake a gorgeous day emerged for all to enjoy. Port Moody members were joined by Coquitlam, Burnaby & Burrard squadrons, and together we made up the 200 plus people who came to pay their respects.

Bringing in the festive season, Santa's Christmas ships sailed on Dec. 3rd, 10th, 17th & 18th. Although this was not a squadron function, our members made up the majority of local boats, and were instrumental in all aspects of the events.

New Years morning started with the 25th annual Penguin swim at Rocky Point Boat Launch. Although I was unable to attend this year, it was my understanding that it was beautiful sunny morning. Soap bubbles were supplied by who else but "Big Bubbles"!

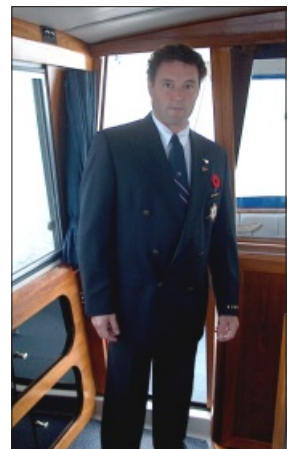
The spring boating class started on Jan. 20th, 2005 at Gleneagles School. If you are interested in participating or would like to take an advanced or elective class, give the training department a call or check out our web site.

All these events and classes require a great amount of time and planning. On behalf of the squadron and myself, I would like to extend a special thank you to everyone who's time and dedication makes us a squadron to be proud of.

Now that another year is under way, I find myself dreaming of spending time with family and friends on this year's upcoming boating adventures. Now would be a great time to do a safety checklist and get started on all those upgrades/repairs that somehow never got accomplished last year.

Remember, the first cruise to Bowen Island is only weeks away. Hope to see you there!

Steve Clark,
Commander



News from Cruise Master Headquarters

Easter Cruise Mar 24, 25, 26,
Union Steamship Marina
Bowen Island
Contact Lilah @ 604-947-0707
Limited space is available
Pot Luck on Saturday, Easter Bunny to make appearance.

Gibsons Cruise May 20, 21, 22
Contact Tina @ 1-604-886-8686
Only allowing up to 20 boats for group bookings.

Summer Cruise (1)
Jun 30, Silva Bay
Contact: Lori @ 1-250-247-8662
Jul 1 & 2, Nanaimo Boat Basin
contact Dave: 1-250-754-5053
Jul 3 & 4, Schooner Cove
contact Wayne: 1-250-468-5364
*Must have overall length.
Jul 5, anchorage at Deep Bay
Jul 6, anchorage at Tribune Bay
Jul 7, anchorage at Skerry Bay
Jul 8, anchorage at Smugglers Cove
Jul 9, Gibsons Marina
Jul 10, Homeward bound

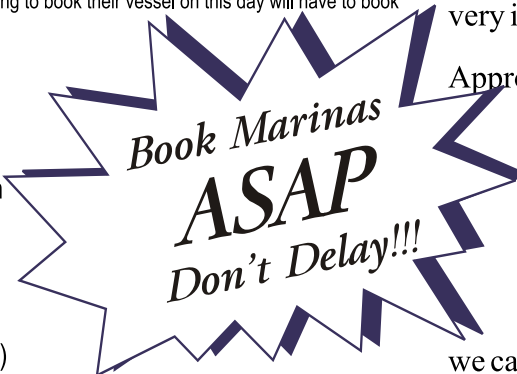


Summer Cruise (2) Jul 29, Gibsons Marina

Please note new policy. They will not accept group bookings for one day on long weekends. For those wanting to book their vessel on this day will have to book as individual.

Jul 30, Garden Bay
contact Ron @
1-604-883-2674
Jul 31, Two week
cruise to Desolation
Sound and points
beyond are your
Choice.

Supremo (aka Dave Attewell)



If you have any questions or concerns for your Bridge, don't hesitate to call on them.

Bridge members contact information can be found in your Rooster or accessed via email on the web site at www.portmoodypss.com.



The Bridge appreciates and welcomes all squadron members who get involved and volunteer with training and social events.



Remembrance Day 2004

Melva Lamont - Just Coast'n

November 11th, 2004 - Port Moody, Coquitlam, and Burnaby Power Squadrons held their annual Remembrance Day Ceremonies at Belcarra Park.

It was a foggy morning as we headed out from Reed Point Marina on "Big Bubbles No Troubles" with Captain Dave manning the helm, Seaman Brian Nielson keeping a watchful eye, and most importantly, First Mate Maverick who was in charge of reading the radar screen, with the fate of the mighty crew and passengers in his hands.

After a short journey around Admiralty Point out of the fog appeared our destination - Belcarra Park. It was almost eerie watching the boats emerge out of the fog as they arrived at the dock. I believe there were fifteen, which is very impressive considering how foggy the day was.

Approximately 200 people gathered on the dock that morning as Gordon McCrady from the Port Moody Squadron led the proceedings. Commander Steve Clark and Past Commander and Lifetime Member Lawrence Schmidt laid five wreathes on the water in a very touching ceremony honouring all the men and women who gave their lives so that we can live and enjoy this wonderful and beautiful country that we call home.

Following the ceremonies, Brian Williams and Deanna Obay, two members of our Port Moody Social Committee, offered up a gourmet luncheon consisting of chili, sandwiches, and refreshments. During the luncheon the fog cleared leaving us with a glorious, sunny fall day for a slow cruise around Bedwell Bay, Deep Cove, and back home to Reed Point Marina.

Thank you to everyone for contributing to such a moving tribute for our Country's veterans.

Don't forget to check out our great website at:

www.portmoodypss.com

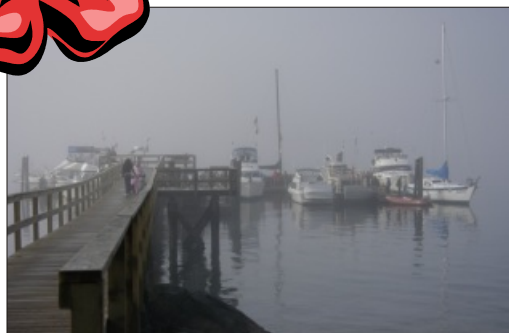
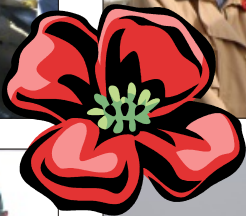


Remembrance Day at Belcarra

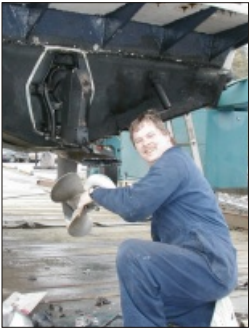


In Flanders Fields the poppies blow
Between the crosses row on row,
That mark our place; and in the row
The larks, still bravely singing, fly
Scarce heard amid the guns below.
We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from falling hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.



Get Stuffed ... Maintenance Update with Steve van Gaalen



Of course we are referring to that pesky seldom attended to stuffing box. Stuffing boxes have come a long way since the day of its conception. In the early versions of the stuffing box you could take it's name literally. It was composed of little more than a box nailed to the hull with a removable lid. The shaft would exit the hull through this box and it was stuffed with various lard or grease soaked materials like leather, burlap or even hemp to hold the water back.

The evolution of the stuffing box has been slow for the pleasure boat. Cost being the biggest factor for boat manufactures the most basic type of stuffing box can be found in the most modern boats today.

The standard box operates very simply, two or three rope type packings are cut in rings to fit the shaft and placed in a tube that the shaft uses to exit the boat (shaft log). The rings are slid inside to take up the space in-between the tube and the shaft. A plate or nut is used to compress the packing down causing it to be forced against the shaft creating a watertight seal.

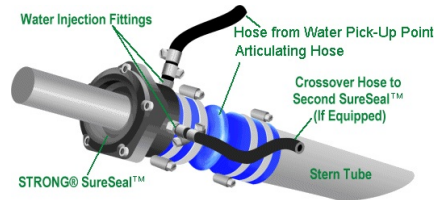
Sound easy right? The main problem with this method is if you compress the packing too tight and stop all the water there will be nothing to lubricate and cool the packing and it will burn out and mar the shaft. So setting up is tricky. You have to leave a little water dripping into the boat (about 1 drip every 5 to 10 secs) at all times. This is a constant source of water into the boat and not acceptable to most boaters.

In comes the drip-less shaft seal. There are two types of drip-less systems for pleasure boats.



First is the mechanical seal type. A stainless steel collar is placed on the shaft and a rubber bellow is

placed onto the shaft log. This bellow has a ceramic or carbon disk, which it forces against the steel collar on the shaft by the tension you set by compressing the bellow during installation. This system works very well under ideal circumstances, however if you get the smallest misalignment of the engine or bent shaft this system will spray water like no tomorrow.



The second system is a lip seal. This is a rubber bevel seal installed in a housing attached to the shaft log. This housing has a cutlass bearing in it to keep things

centered on the shaft. This system is easier to install and has fewer problems than described above. With the installation of the second seal on the shaft, seal replacement is a snap. Simply cut off the old seal and press in the new one. The other system requires you to slide the shaft out of the transmission to service it.

The biggest point of concern with all moving parts is friction. The new system still requires water to cool and lubricate. A water line is taken from the engine to inject water behind the seal to keep it wet. This water supply is the most important part of whatever system you have. You must make sure you clean this hose annually to make sure you have good water flow. Without water the seal will burn out in minutes causing a substantial leak in your boat. If you have twin engines it's a good idea to run a hose between the shaft logs to help cool the other seal during single engine running.

To replace your old packing type stuffing box with a new drip less one will cost you \$500-\$600 per shaft (parts only). This upgrade is well worth the time and money. I will be doing my boat next haul. I think its money well spent. What else do you do with your money when you have a boat, save it?

Steve van Gaalen P

New Boat??? Change of Address???

Let our Membership Officer know, so we can keep your information up to date. New Roster coming out soon, make sure your information is current. Contact Chris at Membership@portmoodypss.com

Mark Your Calendar

Valentines Dance
&

Fall Class Graduation

February 12th

loco Boat Club

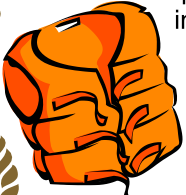


Come out and help the Grads from the fall course celebrate their success. There will be snacks and a non-profit bar selling beer, wine & highballs. Come join in and enjoy an evening of 'boat talk' & travel stories, dancing and good fun.



Fines for Non-Compliance

The Contraventions Act is a federal act which the province of British Columbia adopted as law in 2004. Enforced by local police and the RCMP, the law allows officials to issue on-the-spot tickets and fines for such common violations such as license numbers marked incorrectly, not enough flares, oars or paddles, competency requirements, missing safety equipment, speeding, or careless operation, to name a few. The fines are not trivial, averaging about \$150.00 per violation to over \$250.00. The real kicker, though, is that these fines can be levied not only against the operator of the vessel, but to the vessel's owner as well. So if you lend your boat to your buddy, who then receives a fine for careless operation, you can expect to receive a ticket too!



There are no new requirements. All that has changed is the system of enforcement. The prudent boater will want to check the requirements for his vessel as outlined in the free booklet *Safe Boating Guide* or better yet find out more at our next open-house safety forum March 24th. Location and details will be posted on our website soon.



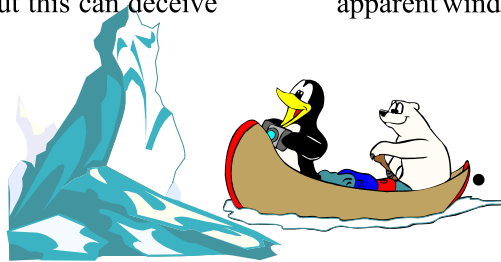
Cheers,
Doug Cousin - Training Officer

The MAREP Report *Assessing Winter Weather Conditions*



As I write this we are several days into one of those clear and cold periods in January, which can be highly enjoyable for a few hours of boating. A few things should be kept in mind before you head out:

- Make sure you are not iced in! With all the local swiftly-running streams, Port Moody's inlet has a considerable amount of lower density fresh water on top of the salt. Even a very thin skim of ice can play havoc with your gel coat. We often sit in a bowl of still air as well, so there may be little wave action to break up the stuff. Reed Point also sits in the shadow of Burnaby Mountain all day, and receives little warmth.
- Our wind may be virtually calm but this can deceive you about what is happening elsewhere. Upper Indian Arm can be another story, as can English Bay, and especially can Howe Sound. In these clear winter conditions we are often dominated by a big high pressure ridge in the interior, and a low or trough west of the Washington coast. This leads to strong outflows through the inlets.
- Log onto www.weatheroffice.ec.gc.ca, select "Marine Weather", and check the "Pressure Slope". The chart given will likely show a north or northeasterly slope. Check the "Slope Steepness", which for example could be "3.5mb per 60 nm". The chart will show you the general wind directions but the slope steepness value shows what the wind speed could be in exposed locations. In this case, multiply 3.5 by 6 to 12, or 21 to 42 knots! Then check Pam Rocks, and you may find



that it is in fact reporting over 40 knots. A Northerly slope will also give strong to gale force winds in Georgia Strait, which can make an outer English Bay excursion rather uncomfortable.

- Along the bottom of the pressure slope chart are the actual hourly slope calculations. These allow you to assess developing trends in the wind speed.
- It is not so much the wave action which is the concern here (the local fetches may not be that large) -- it is the chill factor from very cold and dry air. Remember apparent wind, and then consider air at 0 degrees or less, and an apparent wind over the deck of 30 knots. Not fun when you have a task which takes you outside! It is even worse if you encounter a problem.

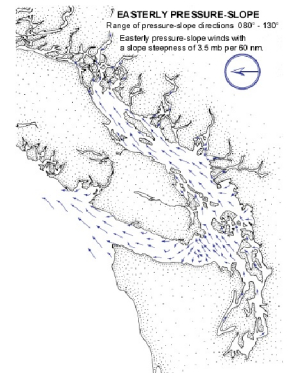
A check through Weatheradio for the wind at Jericho can tell you how far it is wise to venture beyond First Narrows, although you will have the swells from the Strait. Point Atkinson is sheltered from the outflow.

In other words, this trip for the day could be most enjoyable as long as you don't head up to the end of Indian Arm (assume half the speed given for Pam Rocks), or venture much beyond First Narrows.

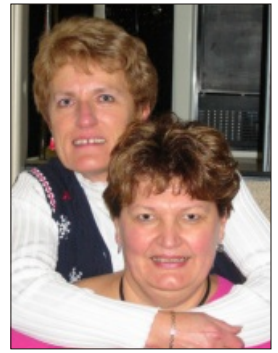
All the best for 2005!

P/Cdr John Northey AP

MAREP Officer



Carol Ship Cruising with Santa



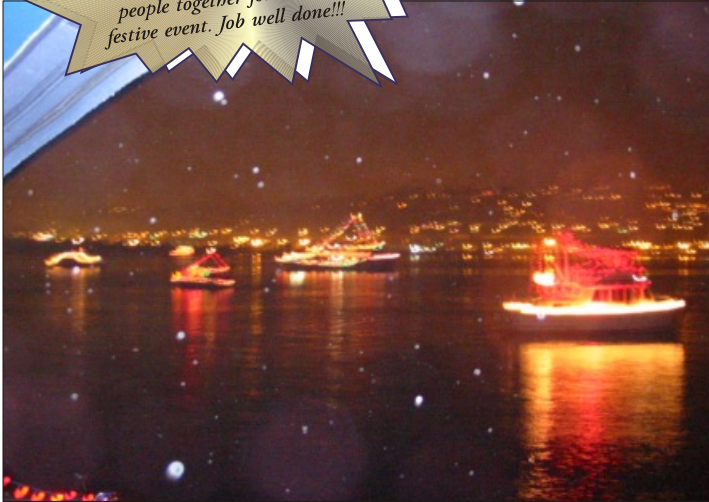
Chris Sheldon - Merlin IV

Christmas 2004 was the year Robin and I decided to join in the festivities of the Carol Ships something we had never done before! A trip to Canadian Tire was needed to prepare Merlin IV with strings of LED lights, candy canes, wreathes, Santa and Rudolph to guide us from the bow. A few days later, our efforts were paid off with a very festive looking boat.

Now we waited for December 3rd the first night out. The weather was far from kind on that first



Special thanks to Barry Wilson for being such a great Santa. We appreciate all his hard work bringing the boaters and people together for such a festive event. Job well done!!!



& House Party



Many thanks to Jeff and Cheryl Findler for hosting the annual Carol Shipping Viewing Party. As always they were gracious hosts and provided a great view of the ships going past.



Friday, and as our new bridge enclosure had yet to be fitted, we had a very wet skipper! Despite the rain, our spirits were not dampened and the night was everything, and more, than we had expected. With friends onboard, Christmas music, and a few seasonal drinks, we cruised to Rocky point, Alderside, and Belcarra Bay with the 15 other boats in the Port Moody flotilla.

On the second night with much kinder weather and another good turnout, we repeated the previous week's cruise but ventured deeper into Belcarra. Again, in the company of friends and with other boats, another great night was had by all.

The third cruise was on another very wet night, but that didn't stop a large flotilla turning out, and this was to be the night that Santa was delivered to Rocky Point. As we approached Rocky Point to raft up, we were greeted by a sea of umbrellas we could not believe just how many people came out on such a cold wet evening to see us and greet Santa! GREAT JOB SANTA!

For the fourth and final cruise we had all of our children on board, including our 3½ year old grandson. The weather cooperated, although there was a lot of debris in the water from an earlier mudslide in Indian Arm. Thanks to "Kona Kai Barry" who led us through the "asteroid belt" of logs and deadheads at Admiralty Point we all made it through without incident.

As we headed into Deep Cove we were joined by the Carol Ships from Vancouver, and were all greeted by large crowds of cheering people along the shore. From Deep Cove to Brighton Beach and into Bedwell Bay there were people coming out of house parties shouting Christmas wishes and letting off fireworks. We were so happy that we could have our family along to share and enjoy something so spectacular.



As usual, Port Moody P S S was well represented during the four cruises by; *Kona Kai, Possibilities, Caliente, Big Bubbles, Sapphire, Kalala, Alibi, Nia, Dolphin Spirit, Celine, Valentine, and Merlin IV.* Thanks to all our friends and family who joined in to make these evenings so special for us, including all of the other boats which were decorated so beautifully. Special thanks to "Kona Kai Barry" for the time and effort he put in to organizing these great events!

This has been a wonderful experience for us, not only decorating our boat but finding such a great way to catch the spirit of Christmas and being a part of something so special. If you've never taken part in the Christmas carol ship cruises, give it a thought for next year I promise it will be an experience you will definitely enjoy and never forget!

Change of Watch Ticket Information



DATE: Saturday, May 14th, 2005

TIME: 6:00 p.m.

LOCATION: Old Orchard Hall in Port Moody



*This year's annual Change of Watch banquet and dance is being catered and held at a new location. Due to the change in venue, there will be **NO tickets sold after April 30th, 2005** and there will be **NO refunds on sold tickets after April 15th, 2005.** Tickets will only be sold to 2005 **PAID** members of Port Moody Power Squadron.*

TICKET COSTS:

Member tickets paid in full between January 1st and March 31st, 2005.

Early Bird Price: \$40.00 each

Member tickets paid in full between April 1st and April 30th 2005.

Non Discounted Price: \$50.00 each

Students from Fall 2004 and Spring 2005 classes.

Tickets paid in full between January 1st and April 30th, 2005.

Student Costs: \$40.00 each

NO tickets sold after April 30th

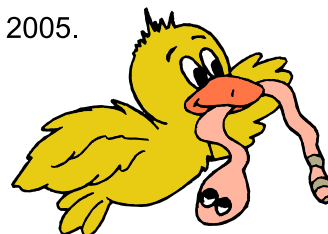
Purchase your tickets at:

Burrell Auto

2925 Murray Street

Port Moody, B.C.

604-461-7995



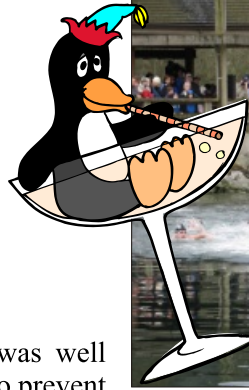
Crazy New Years Celebrations



Chris Reniers - Alibi



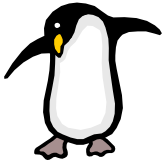
For the 25th year, more than one hundred brave souls dared or were dared to make the plunge into Burrard Inlet at Rocky Point in Port Moody on New Years Day. Some would suggest there is a fine line between bravery and stupidity and surely there were individuals on both side of that line!



Port Moody Power & Sail Squadron was well represented as 8 of our finest vessels rafted up at the dock to prevent any more foolish swimmers from going too far. With our various ways of generating heat (diesel, propane, alcohol – yes that kind too) we cheered encouragement to all including Vera, the coolest penguin of them all.



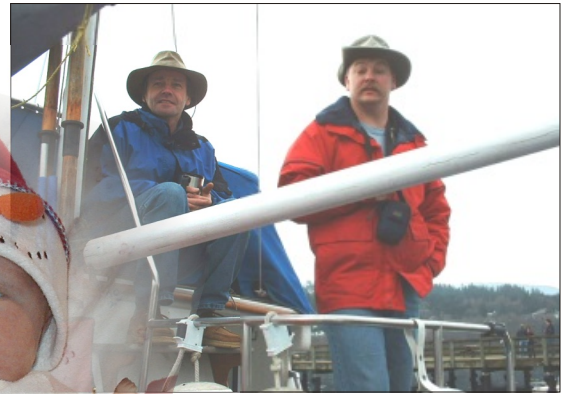
Big Bubbles lived up to her name as Dave, the Bubble Man; Burrell employed his latest toy – a bubble maker - to the thrill of all the children lining the docks. What will be next?



Competing for attention were the van Gaalen's showing off their new babies (Nadine has her Sara and Steve has his Brendan - new boat name TBA). Sara is slightly behind in the weight department coming in at a full 9 pounds while Brendan tips the scales at 37,000. We will see if Steve takes to changing diapers as he does changing oil! Truth be known, Sara has been boating more in her first three weeks than many Power Squadron members in the last 3 months! Good on you Sara – Lawrence already has you on his database of potential students.



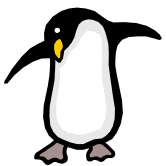
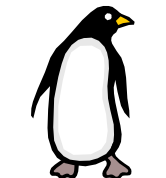
Speaking of Lawrence, he volunteered to position his dinghy for the 'round the dinghy race'. Yes, he did get splashed a bit but according to Eleatha Reniers, the dinghy was already soaked as she discovered being ferried on little Nia from the dock to Alibi. Carpeting does not make a good seat cover!



The weather, while a little cool, made it a perfect opportunity to give our boats a well-deserved run.



Wishing everyone a great boating year ahead.



**Contribute to the Quarterdeck
email photos or articles to navg@telus.net
All contributions are greatly appreciated!**

