



The Quarterdeck



January 2004

The Official Newsletter of the Port
Moody Power & Sail Squadron
Editor: Grace Burrell



It was a great day for the Penguin Swim!

COMMANDER'S MESSAGE

Hello all!!! Hope each and everyone of you had a wonderful Christmas Season and a very Happy New Year.

We attended the Halloween Party and had a great time. There were a lot of old faces and a lot of new faces. Good to see every one out and having a good time. Many thanks to the Social Department (great food), the Bartenders, the Decorators and the clean up committee for making it possible. The Remembrance Day Service was held at Belcarra Park. We

were joined by the Coquitlam, Burnaby , Burrard and Vancouver Squadrons. It was a great turnout. Many thanks again to the social department for putting off a great lunch held after the service.

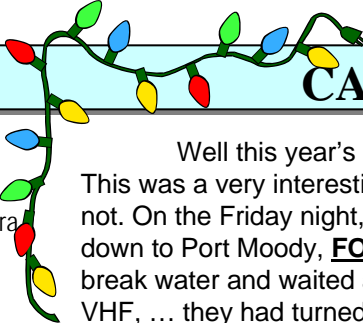
The large Carol ships were a no show again this year but that didn't stop the Squadron from putting off our own parade. It was a beautiful evening, with some fog, but once that lifted we headed to Rocky Point Park and around the north side of loco to the delight of the people holding house parties. Our annual Christmas Party was held at Cheryl
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Oh those CRAZY Halloweeners!



Carol Ships 2004!



Remembrance Day, 2003

The turnout for this year's Remembrance Day service at Belcarra Park on Tuesday, November 11th, was one of the biggest yet. There were boats from Port Moody and Coquitlam Squadrons and Power Squadron members from Port Moody, Coquitlam, Burnaby and Burrard squadrons. The threatened rain did not materialize. Instead the sun shone, accompanied by brisk winds that came up about fifteen minutes before Gordon McCrady began his address. Gordon always expresses so well the feelings of those that are assembled at dockside. I counted nine boats, though I may have missed some. Lawrence's charming and quiet dinghy carried our esteemed Commander, Julie Shepherd and three wreaths which she set afloat upon the water. They floated rather faster than usual, away from the dock in the quickening breeze. As they have done for over 25 years, a formation led by John Northey, Past Commander of Port Moody Power and Sail Squadron made two passes over the dock. Originally the formation was all Swifts, but in the past year or so, as 'Swifters' have had to drop out, the Nanchang pilots have stepped in the fill out the formation - this two Swifts and three Nanchangs. Leaving the dock, we walked up the slope to partake of another delicious chili feed with hot and cold drinks and other accompaniments. Thanks are in order to Deanna O'bray and Brian Williams, assisted by Nadine and Steve van Gaalen, Julie & Dave Shepherd and others who pitched in to put together a good feed. It warmed us all up and sent us home reflecting not just on the losses we remembered in all the wars, but thankful for the friendships we have in our boating community.

Gay Northey



FORE!

You are invited to be a partner and a participant in the 1st Annual Joanne Kennedy Classic Memorial Golf Tournament! We all know Joanne was an amazing person who always went out of her way to please others. There was no request that Joanne wouldn't attempt to fill, if it put a smile on someone's face.

In her honor, a Memorial Golf Tournament is being held to raise money for brain cancer research. Whether you are a 1st timer or a scratch golfer, the day will have something fun for and exciting for everyone. The goal is to continue raising money for cancer research so that in the future we can have more events with the special people in our lives, instead of in their memory. The tourney is being held on June 12, 2004 at Carnoustie Golf Club. For more information, please contact Ken Kennedy at 604-937-1660 or Karen Carson at 604-6161. Hope to see you on the links!

Well this year's Carol Ships are done until next year. This was a very interesting year - some things good, some not. On the Friday night, the Vancouver Ships did not get down to Port Moody, **FOG**. We went out and tied up to the break water and waited and waited. Finally it came in on the VHF, ... they had turned back. We waited a while longer and still the fog hung in there. Finally some went back to the dock to tie up for the night. That was the signal for the fog to lift, and in less than 5 minutes, it was gone and so were those left still tied to the break water. Off we went to Rocky Point. As we got closer to Rocky Point, most of those who had gone back to the dock came out one by one. There were about 50 people standing on the dock patiently waiting. I slowed the line to allow the rest to catch up and soon we had a convoy to go past all the parties and blinking house lights along the Pleasantside shore. We made a short but vibrant line. After we passed, most of the boats turned back to do it again. Dream Weaver and Nia and one other boat continued on to Barnett Marine Park where we were greeted by about 20 kids waving sparklers. They had built a bon fire and put up some colored lights. I wish we could have been 20 boats strong, maybe next year.

The Saturday night held it's own adventures. We left the dock at 18:30, did a short loop around Port Moody's North shore and off the Cates Park. There we turned to pass the docks and houses along the Dollarton shore, then into Deep Cove. The reception we got was well worth the effort to get there. I became part of a fire work star burst when someone set off a very large star burst just above my mast and the star enveloped us in glowing colors of fiery stuff. **"VERY INTERESTING"**! A huge bon fire burnt on shore surrounded by throngs of people. Fireworks and flares signaled our passage and off to Lone Rock we went, still the focus of attention for most of all the houses we passed. Once again just after passing Lone Rock Light I had the thrill of having Roman Candle fire balls just over my mast. Just above the sound of the carols blasting from my speakers, I heard someone shout *"I hope you are not afraid of fireworks"*. I am not, but this was the point at which we changed course to go to Ferrier Cove, where once again we got a major reception, lights blinking, people cheering, fireworks firing and fires on the beach. It was here that came the high point of the night for me. As we passed one house, I could see a family standing behind a hand-rail. Mom, dad and two small children standing on tip toes to see all they could. Then mom and dad picked them up and sat them on their shoulders. These two little ones just about knocked mom and dad over arms waving madly with great ferocity yelling at the top of their lungs. That made it for me. Then off to Bedwell Bay, Belcarra, and home.

On both nights the rain held off until we got back to the dock. My thanks to the man upstairs. Thanks also to those who came out and helped keep a tradition alive. So next year come out and join us. It is great fun.

Lawrence Schmidt



Remembrance Day 2003



Students' Cruise - Nov 2003 FLAME ON!



"I wish I would have had a cam on board. The look in their eyes definitely confirmed in my mind I WILL NEVER DO THAT !!!!!" Lawrence Schmid

Rocky Point Park Penguin Swim Jan 1/04



Our very own ICE BREAKER (Thank You!)



John Northey & friends flying for us on Remembrance Day



2004 CALENDAR OF EVENTS

Jan 1	Port Moody Polar Bear Swim, Dock & Raft-up – Rocky Point Marina
Feb 4-8	Vancouver Boat Show – BC Place
Feb 14	Valentine's Day Dance & Fall Class Graduation – Ioco Boat Club
Feb 23	District Training Meeting – Willingdon Church (Burnaby)
Feb 29	Spring Basic Boating Class On the Water Practical – Burrard Inlet
March 20	Splicing Night – Venue to be announced
April 8-11	Easter Cruise – Union Steamship Marina, Bowen Island Pot Luck (Sat), Easter Egg Hunt – Observation Tower
April 24	AGM followed by refreshments – Ioco Boat Club
May 1	Dock 17 Opening Party – Reed Point Marina
May 21-24	Victoria Day Long Weekend – Union Steamship Marina, Bowen Island Pot Luck (Sat), GIANT Crab Competition – Observation Tower
May 29	District AGM – Venue to be announced
June 4	Joanne Kennedy Classic - Memorial Golf Tournament – Carnoustie Golf & Country Club
June 5	Change of Watch – Carnoustie Golf & Country Club
June 6	Commander Sail Past – Burrard Inlet Commander's Breakfast – Mac's Galley, Reed Point Marina
June 26-July 11	Roche Harbor Cruise (Pt. Roberts, Sucia Island, La Conner, Fisherman's Bay, Friday Harbor, Roche Harbor, Bedwell Harbour, Otter Bay, Genoa Bay, Telegraph Harbour, Silva Bay) SUBJECT TO CHANGE
July 2-4	District Rendezvous – Venue to be announced
July 30-Aug 1	Gibsons Cruise
Aug 20-22	Bedwell Bay Raftup
Sept 3-6 th	Labour Day Cruise – Union Steamship Marina, Bowen Island Pot Luck (Sat), GIANT Crab Competition – Observation Tower
Sept 17-19	Bedwell Bay Raftup
Sept 25	Photo Exchange – Venue to be announced
Oct 30	Halloween Dance – Ioco Boat Club
Nov (TBD)	Fall Basic Bating Class On the Water Practical – Burrard Inlet
Nov 11	Remembrance Day Service – Belcarra Marine Park
Dec (TBD)	Carol Ship Party – Venue to be announced

**From Cruisemaster
Headquarters**



**Cruisemaster
Supremo**

NEWS FROM CRUISEMASTER HEADQUARTERS!

In order for the Squadron to be grouped together, it is **IMPORTANT** to book your vessel a minimum of 3 weeks prior to cruise departures. All vessels must be registered with the Cruisemaster if going. Name, length and beam, owner's name and contact numbers must be provided. No procrastinators! (*Where are we going, what are the dates, ..., not sure yet - will NOT be accepted as excuses!*)

As we grow in numbers, it is important that we stay as organized as possible when booking our cruises. I would like to take this opportunity to thank all the staff down at Cruisemaster Headquarters for the many hours they put into organizing our cruise destinations. Come and enjoy the experience, don't be left tied to the dock!

Sincerely, Dave Attewell, Cruisemaster Supremo!



For this column, let's look at those occasional fine late winter days which are cool, bright, and cloudless, and seem just "perfect" for a quick weekend trip over to the Gulf Islands. The Province is dominated by clear skies, with no pressure breakdown or fronts in the 48 hour forecast. However that big high pressure area in the interior of the province can give you a rude awakening.

Most of you are familiar with the outflow winds which accompany interior high pressure, as cold and very dry air pours out of the coastal inlets -- often raised to gale force by the squeeze between the bounding mountains. This is true in spades for major north-south features such as Bute Inlet -- which funnels the interior air right onto the northerly end of the Strait of Georgia. This gives rise to strong northwesterly winds which can prevail for several days, and are considerably stronger on the western side of the Strait than they are along the Sunshine Coast. Combine this duration with the 50 mile plus fetch of the Strait to Entrance Island, and add in a Spring flood tide, and four metre plus steep and nasty seas can be common on the far side of the Strait. Seas could be quite acceptable on our side, but a real bear before you reach your Island destination.

This is just one of the many local conditions which are detailed in "Coastal Weather for British Columbia Mariners" -- a highly recommended publication by Environment Canada. Make it a useful addition to your vessel's library. All the best in the New Year, and safe winter boating!

P/Cdr John Northey AP
MAREP Officer



COMMANDER'S MESSAGE

Continued from Cover:

and Jeff Findler's home and many thanks to Cheryl and Jeff for a great party.

Our next event for our Social Department will be the Fall Graduation and Valentine's Dance to be held at IOCO Boat club on February 14, 2004. This the time for the Fall Students to receive their Certificates of Completion.

Only 88 more days and closing until the first cruise of the year which will be the Easter Cruise in Snug Cove, Bowen Island on April 8th -- 11th. There will be a pot luck dinner at the Observation Tower and an Easter Egg hunt for the children. Contact our Cruisemaster (Dave Attewell) down at Cruisemaster Headquarters for further details.

The boating course has started and is being held at Eagleridge Secondary School in Coquitlam. The piloting course is set to start on January 27th, 2004 and the Marine Maintenance course is set to start on January 29, 2004. Both the Piloting and Marine Maintenance courses will be held at Mac's Galley at Reed Point Marina. Kindly contact the Training Department for further details.

Dave and I are still at Reed Point and are looking forward to moving downtown. We will hopefully be moving at the end of January or February but will be back in Port Moody at least once a month for the Squadron Meetings and other events. Check out the Calendar of Events to see what we have planned for you

over the next few months.
See you all soon!!!
Julie Sheppard
Commander



Name that Member



Paul & Joanne Cass of Caliente

"Fall On the Water".... (take that any way you like!)

We seem to be coming up horseshoes lately with regard to weather. The day of the students' On the Water practicum was one of those days when one wouldn't want to be anywhere else than in Port Moody *on the water!* It sure beats doing it in the pouring rain with condensation sending runners down the windows and making those 'hidden' range lights so hard to keep in line.

There were fewer boats out this time, but lots of enthusiasm from captains, proctors and students. The morning began with Steve Van Gaalen's usual, and often humorous, demonstration of the use of fire extinguishers just east of Mac's Galley. Mac's was open so that all could warm up with hot drinks or eat if they'd had to miss breakfast.

Plenty of attentive students had a chance to put out a sizeable fire. They sure found out which sealing devices open the easiest -- a graphic demo, really. No one wants to be struggling with that d--- seal in a real fire situation.

Once the course was completed we gathered at Belcarra Park and this time we used the dock for ease of movement between the boats. Thanks to Steve Van Gaalen for BBQing the meat and to Nadine Van Gaalen and Roni and Steve Clark and all the others who helped serve or brought contributions to the lunch. The idea of docking made it much easier for students to take a look through any boats they wanted to inspect.

Gay Northey, Ceol Mara



Need we say more?
Happy Halloween!

DELIGHTFULLY
TACKY,
YET UNREFINED



With more and more home appliances and electronics coming on board some considerations need to be made regarding your battery bank and charging system.

The first thing you have to decide is what kind of boating will you be doing. Will you be at a marina every second night? Or will you be staying in a quiet bay for two days than a short trip to the next secluded destination. Maybe the traveling is your favorite part and a six-hour run is more your cup of tea.

Regardless of what kind of boating you do your charging system should be matched to you style of boating. The power consumption on an average boat is about 150 Ah per day.

- Fridge 6Ah @ 33% duty cycle 48 Amp hours
- Cabin lights for 5 Hrs 40 Amp hours
- Anchor light for 10 Hrs 20 Amp hours
- TV or laptop computer for 3 Hrs 10 Amp hours
- Charging handheld VHF on inverter 10Hrs 7.5 Amp hours

Many other loads not considered above would all contribute to discharging you battery bank.

If you have 4- 6Volt 220Amp hour golf cart batteries installed for your house bank you have 12 Volt 440Ah to use. That will give you almost three days of sitting without requiring a charge. Right? Wrong, unless you want to replace your expensive battery bank every two years. Batteries are considered discharged or "flat" at 50% That is to say your 440Ah bank will only give you 220Ah before they are considered flat and in need of charging.



The science of batteries can be very complicated, so for the purpose of your reading pleasure we will keep it simple. Think of batteries like your water tank on your boat. When you take out a sink full of water you have to put it back some how. If you have a good hose on your dock you can fill your tank very quickly. But if you had to fill your tank with a cup it would take considerably longer.

The time factor is the point I am trying to make. To use my own boat as an example I use about 120Ah/day and I have 220Ah of useable power in my house bank. I like to sit for a day or two and move on to the next little bay and stay a day or two there and so on. Now I cruise at 18 Knots this means I do not run my engine for more than one or two hours at the most. A standard alternator is 55 to 60Ah charging at full capacity. With the stock voltage regulator you will be lucky to get 30Ah of charge back into your batteries in a two hour run. The voltage regulator on your alternator controls the alternators out put so it does not overcharge you batteries. It works like when you are filling your water tank. When you get close to the top, you slow the filling so you don't spill. Unfortunately a stock voltage regulator is not so smart and begins to slow down too soon. Therefore a stock alternator is a poor battery charger for my style of boating. It could take up to eight hours of cruising to recover one day's consumption. Installing a LINK 10 battery monitor was a bittersweet experience. Before, I had little idea how much power I was using and how long it took to replace it. My solution was installing a 150Ah alternator with a Next Step three-stage voltage regulator. Now I can fully charge my batteries in a short trip. And I am no longer forced to stay at a dock to charge up.



If you have a genset and use your shore power charger the same time factor applies. Lets assume a vessel with a genset is a little bigger and has a larger daily consumption of 180Ah. With a 40Ah battery charger you have to run the genset for 4- ½ hrs per day just to keep up with the demand. In this situation the installation of a 100Ah to 150Ah charger will drop your genset run time to just over one hour. Your batteries will have a good full charge before the water in the hot water tank is ready for your morning shower or breakfast dishes.

When it comes to battery capacity, bigger is always better. You must have the capacity to suit your demand and a charging system to charge in a reasonable amount of time. A deep discharge of a battery is good for them once and a while, but if done constantly it will shorten their life. When it comes to your charging system all you have to decide is how long do you want to run or how long you want to listen to the genset.

Are those speakers within the legal limits of the Carol Shipping Act?



Carol Ships Night
Dec 03- Some who braved the outdoors and others who watched from in!



So what do you really have on under that crazy suit Dave?

