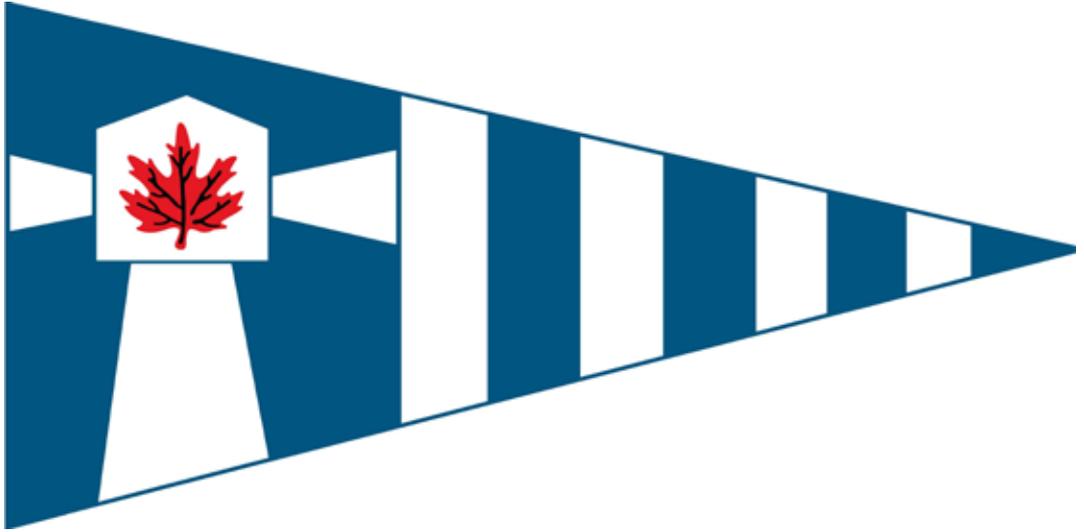


S
C
U
T
T
L
E
B
U
T
T



Gabriola Island Power and Sail Squadron

Google Gabriola Power and Sail Squadron

Already thinking of next summer?

You can still see Bert's voyage at:
<https://www.sailblogs.com/member/seaburban/>

September - October 2021



Your Squadron Bridge 2021 – 2022

POSITION	NAME	PHONE
Commander	Jean-Pierre Van Praet	250 325-3064
Past Commander	Mike Hoeinghaus, <u>AP</u>	250 247-8799
Executive Officer	Nigel Wells	250 325-0052
Educational Officer	Agathe Gaulin	250 247-9714
Secretary	Carole Lemieux	250 247-9889
Financial Officer	Jude Briscoe	250 247-8600
Membership Officer	Elaine Pearce	250 247-7538
Webmaster	Andy Hunter	250 325-0857
Communications Officer & Scuttlebutt Editor	Don Butt, <u>AP</u>	250 247-7804
Privacy Officer	Don Butt, <u>AP</u>	250 247-7804
RVCC Officer	Bob Wood	250 247-7339
Member at Large	Ivan Bulic	250 247-2032
Member at Large	John Bullas	250 739-3295
Member at Large	Sean Lewis	250 325-1857
Member at Large	Li Decosas	250 247-9884
Member at Large	Gary Small	250 247-9884

***Gabriola Power and Sail Squadron
PO Box 71
Gabriola BC V0R 1X0***

***We are a Squadron of Canadian Power and Sail Squadrons (CPS-ECP) in
Vancouver Island North District***

<https://www.cps-ecp.ca/contact/squadron-locations/gabriola-island/>

<http://www.vind.ca>

MEMBERSHIP RENEWAL ISSUE

Thank you to those who have managed to renew your membership. Apparently there have been difficulties renewing Family Members in the new website system. Our Membership Officer, Elaine Pearce will help you so that you can renew via snail mail. Please call Elaine if you are having any difficulties with renewal of your membership - she is ready to help.

Elaine Pearce 250 247-7538

Courses

Always check the website for details - "Courses and Upcoming Events"

The National website has undergone a major update and is ready to accept course registrations. One should go to the Squadron web site where there is information about the courses and links on the Courses and Workshops page to the National registration pages.

Email or phone Squadron XO: Nigel Wells, nigelwells@shaw.ca or 250 325-0052;

Squadron Educational Officer: Agathe Gaulin, seo-gabriolaisland@cps-ecp.org or 250 247-9714

Commander John Van Praet: johnvanpraet@hotmail.com

<https://www.cps-ecp.ca/contact/squadron-locations/gabriola-island/>

COVID-19

The Squadron is following the guidelines set by CPS-ECP. No meetings or courses are to be held in person. Meetings are held via Zoom or similar method, as are courses. Read the reports from Cdr. Jean Van Praet and SEO Agathe Gaulin for details, and of course, the website. No one knows when the pandemic restrictions will be eased and the normal will again prevail. It is worth noting that any breach of the CPS-ECP restrictions will not be covered by the insurance policy.

Important Renewal Information

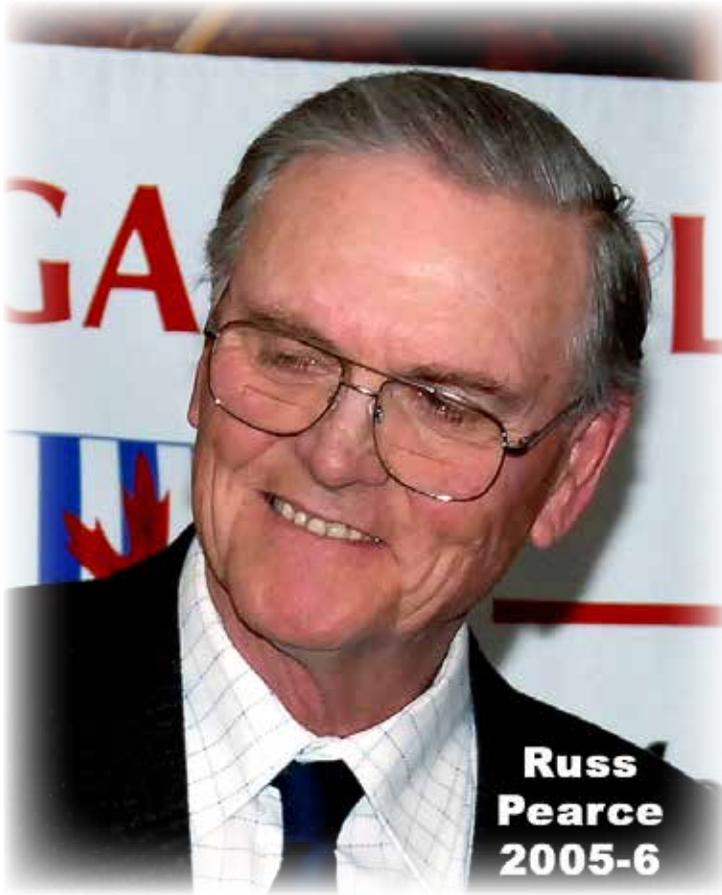
It used to be that, if a member let his or her membership lapse for more than a year, the member would have to start from scratch to bring their membership up-to-date. It is no longer the case. A number of members did not renew their memberships during 2020. They can renew this year without penalty. If they run into problems renewing on line, please have them contact me at (250) 247-7538 or russelaine3@shaw.ca. Elaine.



They're available! The new Squadron pennants to adorn your boat! They do tend to fade like all flags so why not spruce up the appearance of your boat with a new pennant - they look good. Really good! Spruce up your boat for spring. Call Jude Briscoe, 250 247-8600. Reduced price! Call one of the Bridge/Exec members: phone numbers listed on page 2, "Your Squadron Bridge".

Only \$15 each, we've kept the price as low as possible. Spruce up your boat!

Russ Pearce July 9, 1937 - August 17, 2021



Sadly Russ passed away after a brief period of recurrence of pancreatic cancer diagnosed in 2014. He had a long history with the Squadron with positions of MAREP Officer, Cruisemaster, Executive Officer, and as Commander during 2005 and 2006. He contributed in a significant way organizing the student cruises with a purpose of applying their classroom learned skills to safety and enjoyment on the water.

Russ was a native of Winnipeg, Manitoba, became involved with the International Brotherhood of Electrical Workers (IBEW), extending his career in California for 37 years where he was heavily involved in the electrical construction industry. Ever the community conscious person, he was involved in Scouts, Sea Cadets and raced a Hobie Cat. Following retirement in 2001, he and Elaine moved to Gabriola, and soon became involved in the boating community and Squadron to the benefit of us all.

Russ was a recipient of several awards along with Elaine, and included the Rudy Bohm Memorial Award (now renamed the Rudy and Frieda Bohm Memorial Award) on two occasions for exemplary performance in boating embodying CPS-ECP principles. He and Elaine were also recipients four times of the Silva Bay Yacht Club Cruising Trophy for greatest participation in club cruising.

Russ possessed a wry sense of humour and could always be counted on for wise insight into any situation, often in only a few well-chosen words. He will be sorely missed. Our sincere condolences are extended to Elaine and the family.

Elaine continues her outstanding work on the Bridge as the Squadron Membership Officer.

Russ Pearce - Memories



Oh, will I win that 50-50 draw or not?



*From the Wheelhouse**
John Van Praet - Commander



A great trip in August 2021

It seems to me that there are two groups of people: all those that know everything about sailing and cruising, and then those that know not much about it.

But what if you do not belong to any of these two groups? Well, then you are like me. We then form the third group, knowing a bit about sailing and a little bit about cruising, which is less than everything and more than nothing.

This then for my third group colleagues! Ever hesitated before going on a week-long cruise because you didn't feel confident you can do it? Well so did I, but this year, I decided to go sailing for a week in the Broughtons anyway, come hell or high water. My wife agreed to join me for the trip, even though she does not really like sailing or cruising very much, but she has no fear and saw it also as a bargaining chip that would have me agree to a tour of Northern Europe next year. It goes without saying that I did agree! Also joining us was Alex, a good friend of ours.

So, the three of us set off from Port Mc Neil (our boat co-owners had taken the 30' Gaviota up to there) in the middle of August. We left on a Sunday morning for Lewis Cove on the other side of Queen Charlotte Strait. The weather was very foggy and wet, so we did have a lookout at the bow for hours, and eventually got to Lewis Cove where we anchored as only boat in the cove. I took my compass out and by taking bearings on three landmarks, was able to confirm that we were holding steadily.

The next morning the weather was clear and there was quite a bit of wind at the edge of the Strait. So, we were going to do a bit of sailing, and, when I had the mainsail almost up, the shackle on the main halyard came loose, and there we were, sail coming down and shackle up high and totally out of reach! I was very angry at myself for not having paid better attention, but gradually, as we were motoring, my mood was improving now that a group of dolphins had come very close to the boat. In the early afternoon we arrived at Sullivan Bay Marine Resort on Broughton Island. There was only one other boat there when we arrived. The marina was open, but no restaurant and the food store only had essentials. But we made up for it by preparing a gourmet steak dinner with pineapple on our boat's BBQ.

The day after that was spent on the dock at Sullivan Bay in a team effort to recapture the halyard's shackle which was floating teasingly high up near the top of the mast. It is amazing what can be done with advice from our co-boatowners online, using the spinnaker halyard and the topping lift, and with help from a third boat's skipper who had come in. But recover we did the shackle that day!

The fourth day saw us going to Echo Bay, until recently Pierre's, and now Kwaxwalawadi. The weather was nice, sunny, and open, and we did get a bit of sailing in, even though we would have liked a bit more wind! Docking went smoothly. There were a few boats there, but not many, including one sort of "Palace Boat" that I had only seen in Doha and Dubai before. In the marina itself, only one single person was running the show: food store and store and diesel and gasoline pumps. No restaurant though. Dinner was penne a la vodka on the boat.

The fifth day saw us boating through the Retreat passage Southwards. We had chosen this route to stay as protected as possible as strong winds were forecast in the Strait. Crossing the Spring Passage and the Knight Inlet got us into heavier winds which was a little exciting. We arrived safely in "Mound Bay", formed by Harbledown Island and Mound Island. Where we had hoped to be the only boat in the cove, there were 5 other boats anchored there already when we arrived, and two more arrived later. The wind was holding steadily from the West, and we were able to anchor without a problem. Our scope was 4:1, much steeper than recommended, but regular checking of the bearings of three landmarks confirmed that our anchor was holding very well.

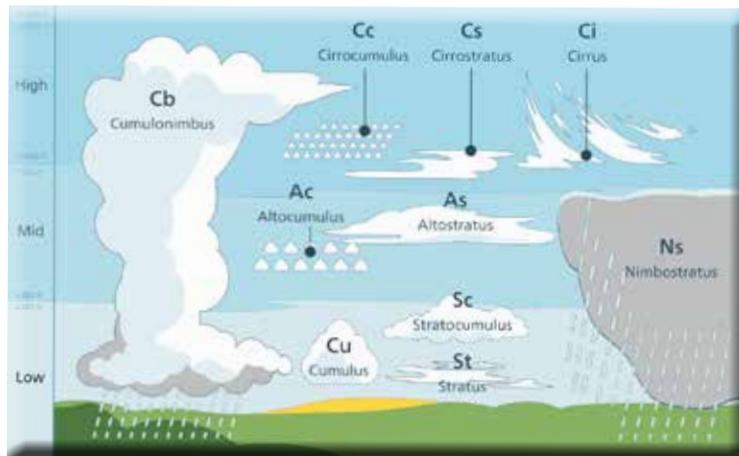
The last two days were easy. We sailed west to Sointula, which harbour – run by the Lions- was full of boats of all sizes; we docked perfectly and spent an afternoon on land visiting the very interesting museum and ice cream shops! And on the last day, we made the crossover to Port Mc Neill.

We had a great time. The Broughtons are beautiful, and even more fascinating when there are so few boats around. We got better and better at docking and anchoring, and we learned to never let a shackle get away on us, never!



Anchor lights at Mound Bay, Warbledown island. Photo JVP

Cloud Types Summarized



*From the Educational Department
Agathe Gaulin - Educational Officer*



**PROPOSED COURSE OFFERING FOR FALL-WINTER
2021-22**

ONGOING:

- VHF Radio operator's certificate (Roc-M): Online study with local in-person exams or via GoToMeeting – Agathe acts as lead Examiner
- Boating Basics (PCOC): Online study with local in-person exams or via GoToMeeting – Nigel acts as lead Examiner

ONLINE COURSES

with weekly check-in of Students via Zoom, for review of material covered in self-study and to present original material:

- Boating 2-3: 12 weeks + Exam session – Mondays, starting October 18th, 2021; continuing to January 10th, 2022 with break for Christmas. Nigel acts as lead Instructor or facilitator; Support for specific weeknight sessions by Sean, John B, Gary, Jean-Pierre, Don.
- Boating 4: 12 weeks + Exam session – starting October 20th, 2021; continuing to January 12th. Exam Jan 19. Debrief Jan 26, 2022 with break for Christmas – last session Dec 15; starting again Jan 5th. Agathe acts as lead Instructor or facilitator; Support for specific sessions by Sean, John B, Gary, Jean-Pierre.

Nanaimo Power and Sail Squadron is going to be holding another virtual West Coast Weather Seminar over 3 nights on October 5th., 12 and 19. This course has been done before but it might be time to update. This is a highly information seminar with valuable information applying not only to the boating community.

See details next page

And a reminder:

Flare Return Day on September 18 at Cabela's in Nanaimo, September 18 from 1000 until 1600. Please tell your friends



Nanaimo Power and Sail Squadron Online Courses for Fall 2021



Keeping Nanaimo boaters safe,
confident, and certified,

All courses are offered online

Introduction to Navigation (Boating 3)

You will learn how to plot on paper charts as well as the skipper's responsibilities. Other topics covered include, tides and currents, handling a boat under sail, environmental responsibilities, electrical hazards, and others.

Start date Wednesday September 8, 2021 — for 6 weekly sessions

Beyond Boating Basics/Introduction to Navigation (Boating 2/3 combined)

You will learn the boating "rules of the road", how to navigate using charts, how to anchor and many other useful tips. It's not just about going out; it's about having fun and getting back safely!

Start date Wednesday October 20, 2021 — for 12 weekly sessions

Near Shore Marine Navigation Level 1 (Boating 4)

You will learn how to cope with emergency situations, as well as many other aspects of boating, such as relative bearings, knots and splicing, medical emergencies, coping with adverse weather, and much more.

Start date Tuesday October 26 — for 12 weekly sessions

West Coast Weather Seminar

Tuesdays October 5, 12 and 19, 2021

The Nanaimo Power Squadron's West Coast Weather Seminar provides boaters with a basic background in meteorology tailored to BC's south coast. It begins with a review of basic weather theory then moves to specific regional weather information.

**For more information on all courses except the VHF course
contact Maurice Donn: xpdonn@gmail.com or 250 668-6375**

VHF Maritime Radio

One day courses on Saturdays are offered monthly, using Zoom
All operators of a VHF radio are required to have a Restricted Operators Certificate (Maritime).
This class prepares you for the exam, which is held after the class.

Contact Alexa Stochmal for VHF classes: koraldanser@shaw.ca or 250 390 3805

The Squadron Past Articles in the Sounder

These articles were written by members of the Bridge for general information on boating safety and to promote the educational activities of the Squadron to Gabriolans, kindness of The Sounder

Boating Tips from Capt Gabbie, Gabriola Power and Sail Squadron

Welcome to this first of a series of articles with safety information, tips on local hazards, navigational advice and other such information of interest to the Boaters (Sail, Power and Human-powered) of Gabriola Island. These articles will be written by an assortment of members of the Gabriola Power and Sail Squadron, an organization dedicated to boating education and the maintenance of a safe and enjoyable Boating environment for All.

Ours is a volunteer organization, offering Gabriolans a selection of Boating related courses from the Pleasure Craft Operator certification (Boating Basics), the Maritime Radio operator's certification (Roc-M) different levels of Boater competencies & Navigation, and specialized workshops such as Weather, Boat maintenance, Celestial Navigation, Anchoring, Docking, and any topic as requested by Boaters.

And of course we know how to have fun; socializing around Christmas, the start of the Boating season in the Spring, and hosting informative speaker sessions, often related to environmental protection. We also offer the Recreational Vessel Safety checks (as advertised in the Sounder the past 2 weeks), expired flares collection events, and a multitude of occasions to share knowledge, network and socialize amongst Boaters.

Check our microsite on the CPS-ECP national website:

<https://www.cps-ecp.ca/contact/squadron-locations/gabriola-island/>

Compass Variation

Don Butt

Why doesn't my compass point to True North? The earth spins on its north-south axis and if that axis line is extended way out north into space, serendipitously it points to Polaris, the North star, and will for a long time in the future. That's True North. All our charts are drawn using True North. But our compass bearing is related to the earth's very different magnetic field, which varies in direction anywhere on the earth's surface. And to complicate things even more, Magnetic North is constantly changing. The angular difference from True North is called Variation (or compass declination – same thing). It can be East or West depending on your location.

The earth's center is believed to have a solid iron-nickel core around which molten iron churns, creating a geomagnetic field. No wonder the Magnetic North is a moving target! When we moved to Gabriola 25 years ago the magnetic variation here was 20 degrees to the East of True North. Today it is only 16.6 degrees East.

Why is this important to know? If you are sailing to the passage between Thormanby Islands and Texada in the fog, and relying on your compass, a correction based on old charts showing variation 20 degrees East today will run you into the shoals, and that is guaranteed to ruin your whole day. Magnetic north is moving N-NW 55 Km a year. Lesson: ensure your navigation equipment, charts, etc. are up to date!

A Primer on Cardinal Buoys

Don Butt

Most of us know the “red right returning rule” but how do we remember what side is safe with those yellow and black buoys called cardinal buoys? They have colours, tops, and lights to tell you where safe water is, to the north, east, south or west of the buoy (hence the name ‘cardinal’ as in points of the compass). But how to remember which one means what? They may have white lights, quick or very quick flashing in the pattern of a clock. Here’s my memory jogger, going around the clock.

North Cardinal Buoy: two points “up north”.
Lights continuous flashing

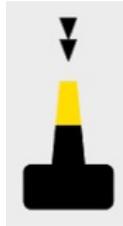


East Cardinal Buoy: Points look like the letter “E” (east) or Greek epsilon. Light pattern is three, pause, three, etc. as in the time three o’clock

West Cardinal Buoy: points together – wasp waist in the west. Light pattern for nine o’clock – you guessed it – nine, pause, nine..



South Cardinal Buoy: Points all “down south”. Light pater is six, pause, then a long flash between the six flashes



Avoiding Collisions On The Water

By Jean-Pierre Van Praet

The rules of the road for boats are called the “Collision Regulations” which are part of the Canada Shipping Act. There are many rules. Here are only a few particularly important ones for general use when the vessels can see each other.

Everything is about safety. As the skipper of your boat, you are always obligated to prevent collisions. Always. Nothing absolves you as skipper and crew from your responsibility to avoid a collision even if you must depart from the rules to do so!

Every boat must have a look-out on duty, watching and listening for anything that might indicate a risk of collision. The skipper must maintain a safe speed, considering the state of visibility, the traffic density (GO VERY SLOW NEAR OR IN THE SILVA BAY MARINA!), the manoeuvrability of your boat, the state of the wind and currents, and navigational hazards. When you pass another vessel, proceed with caution at a speed that will not affect the other vessel.

When you overtake another vessel, stay well clear of the vessel being overtaken. For head-on situations, neither vessel has the right of way. Each vessel should alter course to starboard, so that the two vessels pass each other port to port.

When two power-driven vessels are crossing with a risk of collision, the vessel which has the other on its starboard side shall keep out of the way (yield to the vessel on the right).

When sailboats are approaching each other, the vessel that is on a Starboard tack (meaning that the wind is on the starboard side), has the right of way. If both sailboats are on a starboard tack, then the boat that is more to windward (closer to where the wind is coming from) shall give way to the other. The order of priority of boats in different situations is as follows:

- A vessel “not under command” (that is unable to manoeuvre through some exceptional circumstance)
- A vessel restricted by her ability to manoeuvre. (e.g.: dredging vessels, towing vessels)
- A vessel engaged in commercial fishing
- A Sailing vessel (meaning a sailboat that is NOT using its engine if it has one; if it is using its engine, it becomes a power-driven vessel)
- Power driven vessels including sailboats powered by their engine (whether the sails are up or not)

Remember, the rules are for all skippers of all boats. If everyone follows these rules, collisions would be greatly reduced.

Boat Licenses Will No Longer Be Free In Canada

Ivan Bulic

In Canada every vessel powered by a 10 hp or larger motor has to be licensed. Those are the combination letters and numbers you see displayed on the bows of runabouts, sailboats, and inflatable dinghies with outboard motors.

For the past 100 years, obtaining a license from Transport Canada has been free of charge. And up to 2010, that licence was valid for the lifetime of the boat with no requirement to update ownership information or address changes.

Now Transport Canada wants to overhaul boat licensing with changes that will impact every boater in Canada.

Starting in the Fall of 2022, it will cost \$15 to get a new boat licence. Licences will only be valid for five years, after which you will have to pay a \$15 renewal fee. Boaters will also be required to update li-

censing information including change of ownership, addresses and upgrades to vessels within 30 days. Currently there are more than 2.7 million licensed vessels in Canada. They will be gradually phased into the new 5-year validity scheme by 2028.

Transport Canada says the changes will make it easier to identify a boat's current owner in an emergency, or to take action on derelict vessels abandoned on beaches where taxpayers are now left to cover cleanup costs.

Canada is one of the few countries with no license fees. In Washington State, boaters pay a \$20 annual fee. In the UK, it costs about \$260 (CAD) to licence a pleasure boat, and \$120 to renew it every five years.

In Australia, local states regulate boat licensing with fees averaging five to ten times higher than those proposed by Transport Canada.

Of course there is no guarantee that once fees are introduced, they will remain at the same rate. Transport Canada admits that in the future "fees could be adjusted automatically every year."

Details of Transport Canada's new licensing system will be finalized over the next 18 months. That will include empowering police and Coast Guard to make sure boaters comply with the new licensing requirements.

Currents in Gabriola Pass

Many boaters are familiar with Gabriola Pass. The currents may reach speeds of 8 knots, both ebb and flow, although 3 – 5 knots is usual. Turbulence occurs at times.

Shortly after coming to Gabriola, we were taken by boat through the pass. We hit large waves – bam, bam, bam – then we "took air" – and landed safely. We had mistimed our passage. The return passage was calm and without incidents.

Check your tide tables, and your current tables. Generally, the slowest currents align with slack water, low water or high water. The maximum currents are roughly mid way between the slacks. When the tides turn, the current flows, increases to maximum velocity, slows as it reaches slack, then stops, reverses and gains velocity in the opposite direction.

For many with high powered vessels, this may seem to be "no problem". Trying to transit the Pass with a boat doing four knots against a six knot current is ... interesting. You know you are going full ahead, you can see your wake as you move through the water, yet ... you are moving astern over the ground.

Check the tide and current tables and plan your transit. Stay in the centre as much as practicable. Remember there may be counter currents or eddies along the shores. These may be observed by taking a walk in Drumbeg park. Watch and you'll see the water flows.

Finally, please avoid overtaking slower craft in the pass. Be patient. Your motion may push them towards the rocks (ask me how I know!)

Safe boating.

From Agathe, taken from Safe Boating Guide.

Lifejackets and PFDs – Wear Them!

. Carry a Canadian-approved lifejacket or PFD of the proper size, for each person on board. Make sure they are in good condition (check the zippers, buckles, fabric, seams, etc.).

Operator Competency – Are You Ready to Head Out on the Water?

- . Take a boating safety course.
- . Always carry your Pleasure Craft Operator Card or other proof of competency on board.

Weather – Check and Monitor the Marine Weather Forecast

Sail Plan – File Your Plan Before Heading Out

- . Use the sample sail plan in this guide.
- . Tell a person you trust where you are going and when you will be back.

Safety Equipment – Required by Law and Essential for Safety

- . See equipment required for your boat.
- . Make sure all equipment is on board, in good working order and easy to reach. Carry a first aid kit, basic tools and spare parts.

Charts, Compass and Local Hazards – Know Where You Are at All Times

- . Make sure you are aware of all local hazards, water levels and tides.

Fuel – Check Your Tank and Remember:

- . 1/3 to go, 1/3 to return, 1/3 reserve.

Boat Condition – Should Your Boat Leave the Dock?

- . Check the hull for cracks or other damage.
- . Check the electrical, fuel, propulsion and cooling systems.
- . Make sure the throttle and steering work well.
- . Check the oil.
- . Check all hoses and lines for leaks or cracks, and replace if necessary.
- . Make sure all clamps and belts are secure and in good shape.
- . Inspect, clean and replace spark plugs if necessary.
- . Check and change oil and water filters if needed.
- . Check the battery's charge.
- . Make sure the drainage plug is in place.
- . Carry spare **plugs** for all through hull fittings.
- . Make sure the load on your boat (gear and people) is well distributed.
- . **Run the blowers for four minutes before starting the engine(s) and check for airflow.**

Safety Briefing – You Are Legally Responsible for Your Guests

- . Show everyone where you keep the safety equipment and explain how to use it.
- . Make sure the communication equipment works and everyone knows how to use it.

Courtesy Boat Checks Successful Again

Bob Wood, organizer



Bob Wood reported to the Bridge that 22 boats had courtesy boat checks for required equipment and most passed. Only a very few had outdated flares, and they will be “passed” when in-date flares are obtained.



Lil' Gabe at the Village with Gary Small and John Van Praet, inviting my visiting granddaughter to consider taking a Boating Course. Lil' Gabe is actually fully certified by DOT for licensing.

Chuckle Time

The English Language is FULL of contradictions:

- *1) Found Missing*
- *2) Open Secret*
- *3) Small Crowd*
- *4) Act Naturally*
- *5) Clearly Misunderstood*
- *6) Fully Empty*
- *7) Pretty Ugly*
- *8) Seriously Funny*
- *9) Only Choice*
- *10) Original Copies*
- *11) Exact Estimate*
- *12) Tragic Comedy*
- *13) Foolish Wisdom*
- *14) Liquid Gas*
- *15) Working Holiday*
- *And The newest Mother of all is*
- *16) "Social Distancing"*

Actual Questions Asked by Banff Park Tourists

- Are the bears with collars tame?
- Is there anywhere I can see the bears pose?
- Is it okay to keep an open bag of bacon on the picnic table, or should I store it in my tent?
- I saw an animal on the way to Banff today - could you tell me what it was?
- Are there birds in Canada?
- Where does Alberta end and Canada begin?
- Do you have a map of the State of Jasper?
- Is this the part of Canada that speaks French, or is that Saskatchewan?
- If I go to B.C., do I have to go through Ontario?
- How far is Banff from Canada?
- What's the best way to see Canada in a day?
- When we enter B.C. do we have to convert our money to British pounds?
- Where can I buy a raccoon hat? ALL Canadians own one, don't they?
- Are there phones in Banff?
- So it's eight kilometres away... is that in miles?
- We're on the decibel system you know.
- Where can I get my husband really, REALLY, lost??
- Is that two kilometres by foot or by car?
- Don't you Canadians know anything?
- Where do you put the animals at night?
- Tourist: "How do you get your lakes so blue?"
- Park staff: "We take the water out in the winter and paint the bottom."

We say thank you to all who have generously supported us:

WE THANK THE BUSINESSES AND INDIVIDUALS LISTED BELOW FOR THEIR SUPPORT OF OUR SQUADRON'S ACTIVITIES.v



Mr. & Mrs. Don Powell

Sandi Winter

Dr. Bob Rooks

SEE OUR SQUADRON SPONSORS BOARD
AT EVENTS AROUND THE ISLAND