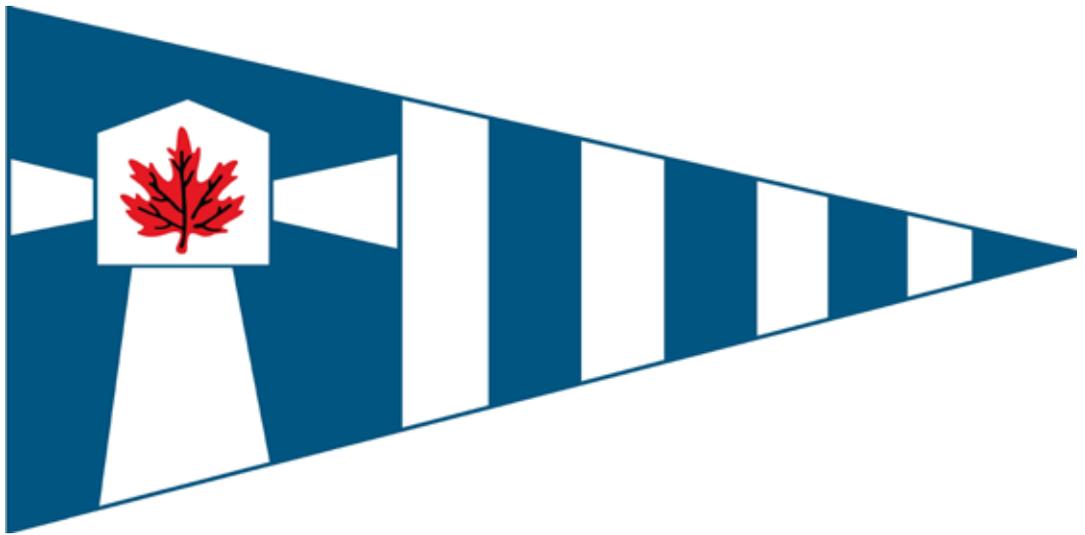


S  
C  
C  
U  
T  
T  
L  
E  
B  
U  
T  
T



# Gabriola Island Power and Sail Squadron

Google Gabriola Power and Sail Squadron

*All the best for  
safe and enjoyable boating in 2022*

January - February 2022



## 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
PRO/Marketing Officer	Li Decosas	250 247-9884
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	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. Also see SEO Agathe's comments in "from the Educational Officer":

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

Squadron Educational Officer: Agathe Gaulin, seo-gabriolaisland@cps-ecp.org

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 2021 - 2022. 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 Pearce, Membership Officer



They're available! The new Squadron pennants to adorn your boat! *Or your Christmas tree?* 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 any one of the Bridge/Exec members: phone numbers listed on page 2, "Your Squadron Bridge".



*From the Wheelhouse\**  
*John Van Praet - Commander*



**COMMANDER'S DREAMING WEEK  
BETWEEN CHRISTMAS and NEW YEAR**

Preamble note: The duties of the old year are no longer and the chores and responsibilities of 2022 have not arrived yet. This is a brief week of respite for the Squadron's Commander . He spends this week dreaming and philosophizing.

Between our White Christmas and New Year, you may be like me thinking and dreaming about getting out on the water. Only a few months more and we will be in the middle of preparations. In my case, anything to do with water has always been foremost in my mind. The whole world of water and waterways is just fascinating. Water and the oceans change everything all the time, for individuals as for great empires.

And there are endless aspects and considerations.

**THE POWER of NATURE**



There is the power of nature and how it controls the oceans and rivers through gravity forces from the sun and the moon, through precipitation, orbital rotations, earthquakes, wind and fog and radiation. Just as an example, the 1755 All Saints Day earthquake followed by a tsunami destroyed the city of Lisbon and all the ships in the harbour.

*Earthquake and Tsunami , Lisbon  
1755*

**INVENTIVE MAN**

Man is just as fascinating as Nature. He/she are always inventing new ways to make life and commerce easier, and to overcome the challenges of nature. Transportation on land over navigable rivers proved to be very efficient, and lead to regularisation of rivers, to canals and locks and terminals and ports. Shipbuilding became an art in itself with bigger and bigger ships proving to be even more

efficient and also requiring deeper water, dredging equipment, and larger and larger terminals and ports. Terminal technology has become extremely sophisticated with specialized equipment not only for containers, but for oil and gas and all sorts of materials, from copper to iron to sand and gravel and cement.



*Modern Bulk Terminal*

*Container terminal planning*

## THE RISE and FALL of CITIES and EMPIRES

The city of Bruges in Flanders was once THE centre of European business and banking, roughly from 1250 to 1500. I was a port city, a “golden inlet” connected it with the North Sea. Traffic to and from Bruges went as far as Portugal and Danzig. Then nature changed the name of the game and the inlet from the North Sea to Bruges silted in and became unnavigable, leading to the slow economical death of Bruges, which was then replaced by Antwerp and its port.



*The City of Bruges*

### England

The Third Reich might have lasted much much longer than it actually did (thank God it didn't, had it not been for the lousy 33 km distance between the lands France and England, 33 km from Cap Gris-nez to Dover. That is less than the distance from Gabriola to Vancouver. Of course we know that even if the distance is short, one has to know how to transport troops across the water, how to deal with the ocean,

with the beaches, and how to land troops. One has to have a sizable fleet with very experienced crews. Even if the Germans had won the Battle of England (in the air), it is very unlikely that they would have been able to land troops on English soil. Thus one might say - stretching things a bit - that nature was at the basis of Germany's defeat in the second world war.



*The strait of Dover. England to the left. Cap Gris-Nez in France to the right. 33 km.*

## **OCEAN'S MYTHICAL CREATURES, SIRENS and MERMAIDS**

### ***SIRENS***

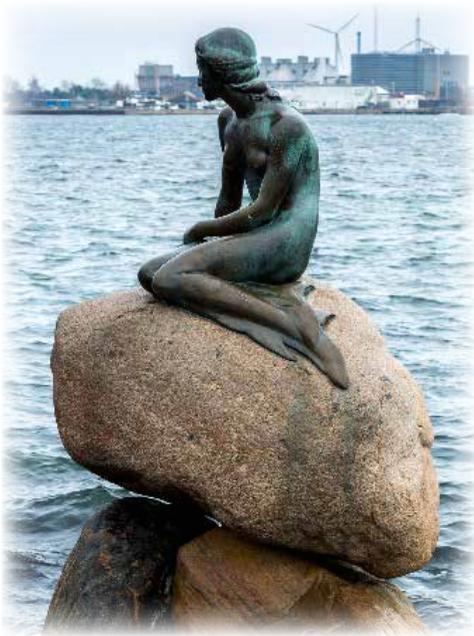
In Greek mythology, the sirens were dangerous creatures, who lured sailors with their enchanting singing voices to shipwreck on the rocky coast of their island.

In Homer's *Odyssey*, Odysseus, advised by the sorceress Circe, escaped the danger of their song by stopping the ears of his crew with wax so that they were deaf to the Sirens. Odysseus himself wanted to hear their song but had himself tied to the mast so that he would not be able to steer the ship off its course. Thus he survived.

### ***MERMAIDS***

A Mermaid is a marine creature with the head and upper body of a woman and the tail of a fish. In European folklore, mermaids were natural beings with magical powers. They loved music and often sang.

Though sometimes kindly, mermaids were usually bad news to man. To see one on a voyage was an omen of shipwreck.



*The Little Mermaid, bronze sculpture by Edvard Erikson, 1913, modeled after a story by Hans Christian Andersen; in Copenhagen harbour.*

v

### **MY DREAM BOAT for 2022**

Dreaming is OK , as long as the timing of the dreaming does not interfere with the timing of other safety related obligations. Between Christmas and New Year for me is the ideal time. I was doing some cleaning around the house and I came upon this picture of my dreamboat. It is the Margherita and the picture was taken in 1913 at Cowes. Cowes, in the Solent, is where yearly regattas take place in August, since 1825.



*The Margherita sailing close-hauled.1913*

**HAPPY 2022 TO ALL OF YOU , AND SAFE SAILING !!!**

*From the Educational Department*  
*Agathe Gaulin - Educational Officer*



The Education department of your local Power and Sail Squadron hope you've all had a wonderful Holiday Season! With all the snow on the ground and the wicked cold, it's hard to think of boating ... except of course to worry how our boats are faring in this weather! Fortunately, there were few (or no) power outages around the Marinas and so the heaters are keeping our boat water lines and pumps from freezing up. Yes, speaking from experience here ... ruined a water pump on my Hunter 31 in Comox during a cold snap several years ago!

Our training volunteers continue to teach the online Boating 2&3 and Boating 4 courses, facilitated by Nigel Wells and Agathe Gaulin, respectively. Jean-Pierre Van Praet, Sean Lewis and John Bullis each prepared and delivered subject specific presentations for the 15 Boating 2&3 students and the 5 students of the Boating 4 class. Weekly check-ins and review sessions continue until the end of January, at which time the students will write the online exams and hand in some chartwork for marking.

On December 15th, we held our first "live" event since the beginning of the COVID pandemic. Six persons attended Sean Lewis' Navigating with Aids (fixed and floating) and Collision Regulations. The use of props and charts helped all those attending to better understand the concepts being presented. Maneuvering the toy boats safely around the channels drove home the importance of positively identifying and understanding the "meanings" of various navigational aids and buoys.



Roc-M and PCOC exams are still offered to Islanders and others requesting them. For the PCOC, a person can take the course and exam completely online via the cps-ecp.ca website: <https://www.cps-ecp.ca/pcoc-boating-license/> Alternately, if a person wants to study a "hard-copy" manual, one can purchase one (\$60) from the Gabriola Squadron Education Officer, Agathe Gaulin: seo-gabriolaisland@cps-ecp.org and when one feels ready to write, you contact her to arrange an Exam time

and place (virtual or in-person, depending on pandemic regulations).

For the Maritime radio course, we suggest registering online for the course: [https://www.cps-ecp.ca/ecommerce/course-calendar/?cps\\_show\\_course\\_details\\_id=204&cps\\_show\\_class\\_id=2493](https://www.cps-ecp.ca/ecommerce/course-calendar/?cps_show_course_details_id=204&cps_show_class_id=2493)

This link will take you to the CPS public site and, under the Courses and Seminars tab, find the Maritime radio with DSC - Self-study courses and right at the bottom of the list you will find the Gabriola course. Once you've paid for your course, you'll have access to online study materials. If you wish to purchase a "hard-copy" manual, one can purchase one (\$65) from the Gabriola Squadron Education Officer, Agathe Gaulin: seo-gabriolaisland@cps-ecp.org Again, once a person feels ready to write the

Exam, they can contact the Education officer to schedule a time to do so.

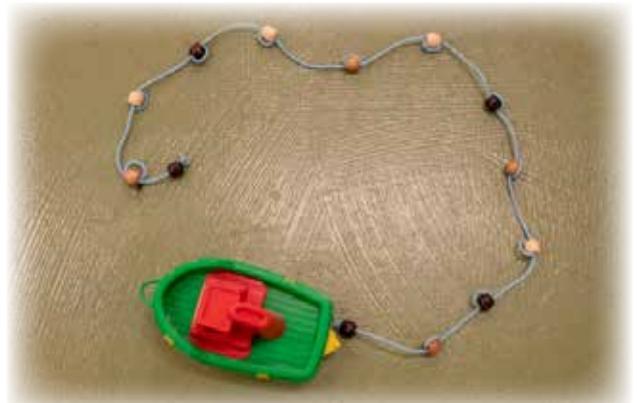
CPS members are encouraged to forward this information to all new Gabriolans, especially the boaters who might not have their certifications to operate their vessels, whether these are in the water or just a gleam in their eye.

**Here's wishing one and all a happy and prosperous New Year  
on and off the water!**



**More photos of the session by Sean Lewis at the  
Community Hall.**

This was a hands-on dynamic learning experience with participants actually “sailing” their water craft in various encounter situations, at times complex, with multiple boats, ferries and tugs with barges in tow.



# Bert terHart's Next Challenge

As if solo circumnavigation, non-stop, using only celestial navigation, (no GPS or calculator) were not enough for one person's lifetime achievements, Bert is planning a cross-Canada solo canoe and portage epic voyage with articles of his progress in Port Hole and the BC Historical Magazine.

Bert's research reveals 'there's only one other Canadian to sail around Cape Horn and then cross Canada on foot. In 1808 no less. He was in Fort Astoria after having sailed around the Horn as part of John Astor's ill-fated plan to monopolize the fur trade between North American and China. Shortly after he arrived at the mouth of the Columbia, David Thompson appeared proudly flying the Union Jack after having successfully descended the Columbia River to the Pacific.

When it became obvious that Astor's plans would come to naught, this man hitched a ride on back to Montreal on one of the North West Company's furtrading canoe brigades. Given up for dead, he arrived back home after having been away for more than 3 years.'

Stay tuned. We wish Bert full success with this ambitious venture.



## Li Dacosas and Gary Small

From time to time, Scuttlebutt features articles about our members. Our recent new members of the Squadron Bridge, Li Dacosas, PRO/Marketing Officer, and her husband, Gary Small, Member at Large are featured here. The photo was taken during their sailing in the North-West Passage



On August 8, 2006 my husband Gary Small and I set sail on our maiden offshore voyage heading south to Mexico on our 44ft sailing vessel "Moloda". On August 9th, after clearing customs in Port Angeles we headed west on Juan de Fuca Strait towards Cape Flattery beating into a wester. No sails today! Rounding the Cape, a north-wester picked up, we hoisted sails off Tatoosh island and headed on a course west by southwest.

This would be the first of many all night, all day sails we would embark on. The land slowly disappeared into the multi-dimensional horizon as Moloda settled into

the long journey south. We took shifts of four hours on and four hours off and made 116 kilometres at six knots on our first serious leg of the long journey. Only 3000 clicks to go! Apart from the odd fishing boat, we were alone in the Pacific blue swell, blue skies, blue ocean and the occasional albatross or puffin for company.

One hundred miles off shore from Astoria on the Oregon coast, I began my shift at 04.00 hours. I ran the checklist we had established for shift change. Not necessarily in order, it runs like this: radar, GPS, computer course, compass bearing, wind direction, speed over course, sheets lines and anchor tackle secure, sails performing and a NOAA weather update. Then I settled in with a strong cup of Java for the next haul.

There is something eerie about about sailing in the dark, silence but for the wind in the halyards; the whooshing of ten foot rollers as they solemnly creep up behind you, crest, and then the down-

ward plunge as Moloda surfs into the next trough. Imagination alert, alive and well - alien spaceships, pirates, sleeping whales, hurricanes - all there to intimidate you if you allow it. I questioned my sanity, my ability, my wisdom and my fears. Am I an adventurer? Can I do this. Well folk, there,s no going back at this point.

At 0600 hours, dawn arose to blue skies, a pleasant 25 knot favourable wind and its time for another cup of Java and a walkabout on my jack line. Port side clear, all lines secured, I approached the starboard side from the bow, leaning over the handrail I saw what looked like a giant plastic bag floating alongside the Moloda stretching from bow to stern. Now I am not totally green, but I am as green as the next person and green enough to haul garbage out of the ocean. So, with gaff hook in hand, I leaned gingerly over the handrail to haul the offending flotsam aboard.

Well folk, as my gaff hook contacted the opalescent plastic bag, the bag rolled over, a gigantic dorsal fin that rose some 4 ft out of the water. Oh my goodness! I was about to gaff a great white shark in the belly.

So much for being green. I now had to add naive green to my linguistic arsenal and pallid green to my complexion. The Great White, thankfully, from my perspective, glided off into the unknown realm of the Pacific with not even the flip of a fin in a farewell gesture or thanks for the secure, free ride he had no doubt enjoyed. Needless to say I did not get a photo. Ah well, next time. A phrase that would haunt me for the rest of the journey.

We continued south for two more days, basking in all the elements including a school of tuna that decided to accompany us and with all due reverence implied, fed us. We dined in style on tuna marinated in wasabi and ginger sauce, barbecued to perfection and accompanied by a glass of “so cheap white wine” (yellow tail at \$3 a bottle). Paradise is upon us, the question, for how long?

On August 12th at 14:00 hours, I came on shift. Gary had just dropped the mainsail with one broken baton. The jib was ripping up the leach so we hauled that one in tow and threw up the handkerchief-sized storm jib for stability.

NOAH weather station broadcast an extreme low in Alan’s heading our way, that translates to huge and confused seas coupled with winds from forty knots gusting to sixty knots, racing down waves at 11knots, crawling up the backside at two knots, ten foot peaceful swells transformed to thirty foot high rise buildings or perhaps better described as the Great Wall of China descending on our stern every 15 seconds. Oh my, my, something to behold!

We have traversed the Hecate Strait in the winter, we have been lambasted on the central coast in a sudden squall. This however, with biblical ferocity took the proverbial cake, sails and oomph from right beneath our feet. I was in the galley, hatch open, handing Gary yet another cup of coffee. I looked up and saw a vast green grey wall reaching up to the sky, encompassing everything in sight in-

cluding Gary. It swept down the hatch in a torrent, knocked me off my feet, displaced the steaming cup of coffee I was about to hand to him. Oh my goodness!!! We got pooped big time.

On August 13th, after a hazardous day and night of sailing, reaching for the shore, As advised by our knowledgeable cruising guides to attempt a night anchorage, we limped into harbour at Crescent city, dropped the hook at 04:30 and slept and slept and slept.

Exhausted, deflated, adrenaline defused, we pondered the sanity of our venture.



## From Scuttlebutt, 2004

### **Help Wanted Ad (crass commercialism)**

I know that many of our members are anxious to have the opportunity to come on board the Squadron Bridge. A few positions will be open, and therefore a wonderful opportunity to have some fun, camaraderie, get in the know more about things Boating, and also, do something for the noble purpose of safe and enjoyable boating through CPS. There will be opportunities in both the training, and the administration aspects, and time commitments vary depending on the activity, but are whatever is comfortable for you.

Now how could anyone refuse an offer like that!

Here's how to at least inquire - call Don Butt 247-7804. I am ready to take your call. But hurry, the opportunities won't last long....



# Nostalgia Time

## Just in case you might want the words

Should auld acquaintance be forgot,  
And never brought to mind?  
Should auld acquaintance be forgot,  
And auld lang syne.

CHORUS

For auld lang syne, my jo,  
For auld lang syne.  
We'll tak a cup o' kindness yet,  
For auld lang syne.

And surely ye'll be your pint-stowp!  
And surely I'll be mine!  
And we'll tak a cup o' kindness yet,  
For auld lang syne.  
REPEAT CHORUS

We twa hae run about the braes  
And pu'd the gowans fine  
But we've wander'd mony a weary foot  
Sin auld lang syne.  
REPEAT CHORUS

We twa hae paidl'd i' the burn  
Frae mornin' sun till dine.  
But seas between us braid hae roar'd  
Sin auld lang syne.  
REPEAT CHORUS

And there's a hand, my trusty fiere!  
And gie's a hand o' thine!  
And we'll tak a right guid willy waught,  
For auld lang syne.  
REPEAT CHORUS

Should old acquaintance be forgot  
And never brought to mind?  
Should old acquaintance be forgot,  
And long, long ago.  
REPEAT CHORUS

And for long, long ago, my dear  
For long, long ago.  
We'll take a cup of kindness yet  
For long, long ago.  
And surely you'll buy your pint-jug!  
And surely I'll buy mine!  
And we'll take a cup of kindness yet  
For long, long ago.  
REPEAT CHORUS

We two have run about the hills  
And pulled the daisies fine;  
But we've wandered manys the weary foot  
Since long, long ago.  
REPEAT CHORUS

We two have paddled in the stream,  
From morning sun till dine;  
But seas between us broad have roared  
Since long, long ago.  
REPEAT CHORUS

And there's a hand, my trusty friend!  
And give us a hand of yours!  
And we'll take a deep draught of good-will  
For long, long ago.  
REPEAT CHORUS

# Happy New Year!

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



Mr. & Mrs. Don Powell

Sandi Winter

Dr. Bob Rooks

SEE OUR SQUADRON SPONSORS BOARD AT EVENTS AROUND THE ISLAND