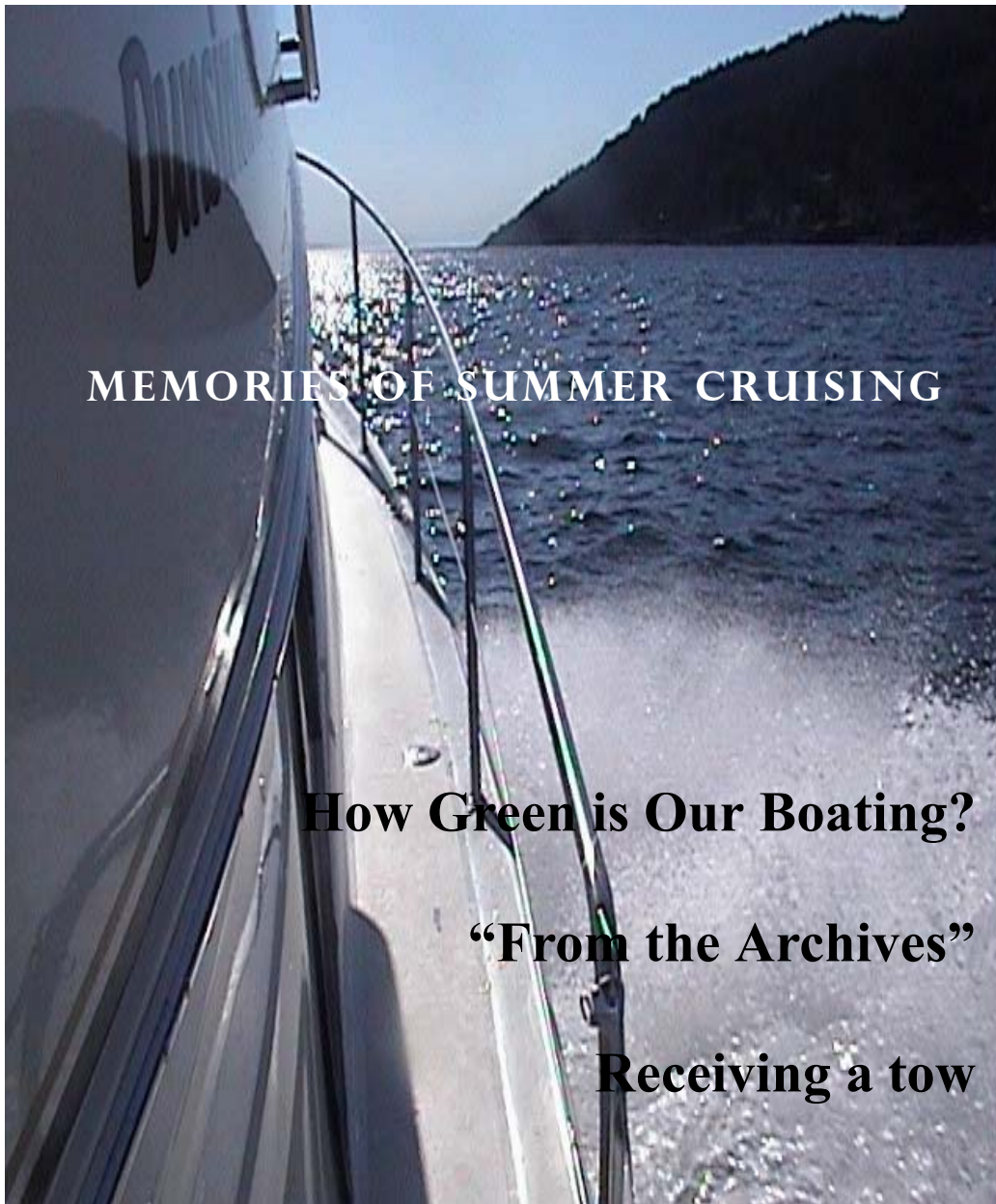




# CAP CURRENT

Fall 2004

Volume 13 Issue 2



## MEMORIES OF SUMMER CRUISING

**How Green is Our Boating?**

**“From the Archives”**

**Receiving a tow**

### ***Inside this issue:***

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### **Captain's File**

This issue:

**Wind Speed  
Hypothermia  
Awareness**

## EDITORIAL JOTTINGS

Thank you to all those members who were kind enough to give such positive feedback on our first new magazine style Cap Current.

Now that Fall has arrived I hope you enjoy the Summer Cruising memories in this issue. Lynda and Dugal have probably enjoyed the longest summer cruise. But wonderful memories also come from much shorter trips—a week or even just a weekend. We are so fortunate here in British Columbia to be able to go just short distances and feel that we are 'away from it all'. Perhaps as you read this magazine you will relive some of your own trips.

This magazine also focuses on utilizing

Pump-out facilities. We would like to produce a Capilano Power Squadron



"Good Pump -Out Guide" for members reference. As an introduction to this Mark Sampson's comments below, and Gerard McKenzie's article, should encourage us to think about this aspect of responsible boating very seriously.

Please email me with your comments on this subject and also your opinion on various pump-out locations. Use Mark's article on page 8 as a guide for grading and listing the location, convenience, cleanliness/ease of use, sewage treatment and applicable charges.

I look forward to hearing from you.

**Marilyn McBeath**

## FROM THE COMMANDER



As a boater and member of CPS you may be interested in knowing that your bridge has become increasingly concerned about the lack of awareness, much less the use of, pump out stations on the BC Coast.

Adopting an "environmentally friendly"

attitude is one thing but a number of us have made a concerted effort to find, use and even evaluate the pump out stations we are aware of in BC. Those of us who have been in US waters know that it is illegal to dump raw sewage in the waters off The San Juan Islands and if caught will be subject to a fine of US\$250.00. In addition pump out stations are provided at a number of the larger ports and have become a part of the boating culture in the US.

Regretfully here in Canada cruising guides often do not even mention pump-out stations much less, indicate where they can be found. I expect this is partially due to the fact that there does not appear to be an enforceable law, the inclination or manpower to enforce such a law, or the will to even inform the boating public.

Armed with data from the Georgia Strait Alliance where the most up to

date directory can be found <http://www.georgiastrait.org/index2.php> we are hoping to;

1. encourage you to seek out and use these facilities
2. have you provide feedback on the locations, ease of use, price etc
3. help us keep our site current with all locations identified
4. encourage boaters you know (based in the US and Canada) to do the same
5. make a difference a little at a time

**Mark Sampson**

## GEORGIAN BAY TO THE ERIE CANAL DELPHINA'S EASTERN CRUISING ADVENTURE

**"No tides, easy anchoring, fresh water and a constant 23-30°"**

After four wonderful summers cruising the west coast aboard MV Delphina – our 36' Monk trawler - the Purdie Wrigley family decided to broaden our cruising horizons. So in June 2003, we gave up our moorage in Snug Cove, Bowen Island, packed up Delphina and had her trucked to Midland on Georgian Bay on Lake Huron, where we began a two month adventure through rural Ontario via the Trent Severn Canal system, 1000 Islands & Rideau Canal.

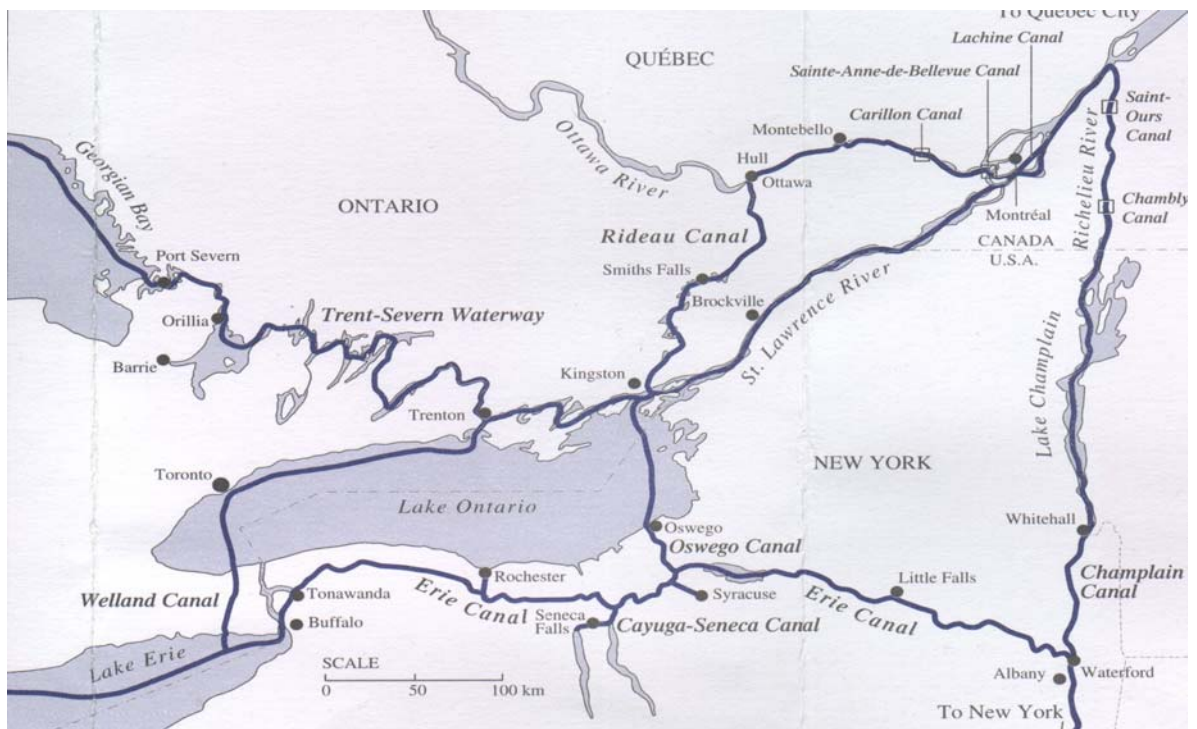
Delphina spent the winter safe in a shed at Manotick Marina on the banks of the Rideau near Ottawa, ready to continue our trip for another two months in 2004

along the Ottawa River to Montreal, down the St. Lawrence and Richelieu Rivers, Quebec, then across the border at Lake Champlain into NY State and eventually west along the Erie Canal from Albany to Buffalo.

Logistics of this project were a bigger challenge than the cruising itself: finding a trucking company, locating marinas which could handle our boat, (trawlers aren't common on the inland waterways), finding charts & cruising guides, obtaining insurance for eastern waters, coordinating arrival dates, set-

assorted on board guests, and even testing the best dose of doggy valium to help our black lab, Tango, manage the flights.

But once Delphina was re-assembled and afloat (the fly bridge had to be taken off for the trip across Canada), an entire new world of cruising opened up to us: a network of rivers, lakes and canals of warm, clean, fresh water, through Ontario, Quebec & New York State. No tides, easy anchoring and navigation (road maps often sufficed), and a constant 23°-30°. An ever-changing picturesque country-



ting up an on-board communications system to maintain work connections while afloat, coordinating travel arrangements for

side floated by, dotted with quaint, welcoming towns and all the services one could want. Old bicycles on board served as our

.....DELPHINA'S ADVENTURES

*(Continued from page 3)*

local means of transportation. Tango learned to trot alongside.

Last summer, after 10 days of cruising among the 100's of islands which dot the shallow waters of Georgian Bay, we entered the Trent-Severn Canal system at Port Severn. Meandering through small town Ontario, we arrived in Trenton on Lake Ontario three weeks later, after passing through over 40 locks, including hydraulic lift locks resembling huge mobile bathtubs and a 100 yr. old marine railway, which lifted Delphina effortlessly in a huge sling up and over the land into the next lake. Although there are private marinas along the canal system, our lock pass allowed us to moor overnight at the locks, which were usually in lovely settings with gardens and lawns and a short walk to local services.

Kinston Marina on Lake Ontario is the gateway to the cruising paradise of the east – the 1000 Islands which lie between Kingston and Brockville in the St. Lawrence River - like a compact version of our Gulf Islands. Also

from Kingston, is the start of the 202 km. Rideau Canal which took us on a delightful two week journey right into downtown Ottawa, passing through 49 locks and more charming towns along the way. Tied up next to the national Arts Centre on the canal, we had the best “hotel room” in town, with everything only a short walk or cycle away: Byward market full of fresh produce and cheeses from nearby Quebec, the fabulous Museum of Civilization in Hull, Rideau Hall, and the Parliament Buildings.



*Join Lynda and Dugal on 28th October at West Vancouver Yacht Club for their Slide Show—details page 17*

This July we flew back to Ottawa, put Delphina back in the Canal, had our annual diesel fill-up, then descended the eight

locks into the Ottawa River for a two day cruise through Carillon and St. Anne de Bellevue locks into Montreal for a few days at the graceful old Royal St. Lawrence Yacht Club in Dorval, then into the seaway locks we shared with freighters to navigate into the old port of Montreal. A day cruise down the St. Lawrence

took us to Sorel at the mouth of the Richelieu River which flows south through charming, historic 18<sup>th</sup> century towns into Lake Champlain in New York. Dotted with islands and plenty of tranquil anchorages, Lake Champlain is a cruising haven for Quebecers, being only an hours drive south of Montreal.

The Erie Canal took us about 600 km. from Albany on the Hudson River to Buffalo on Lake Erie, with the aid of 35 locks, through dozens of American towns which usually welcome boaters with free dockage, power, showers, laundry, pump-out and even offers of courtesy taxi service. Most boaters enter and leave the Erie via the Oswego Canal into Lake Ontario, mostly because of low bridges, so they miss the eastern section which is by far the more interesting. By taking our mast, radar and even sun shade down, we cleared all the bridges by several inches and were pleasantly surprised by the delightful sights along the way: villages with turn of the century houses often with huge US flags on the

.....DELPHINA'S ADVENTURES

(Continued from page 4)

verandas, old stone churches, Saturday markets, orchards, cornfields, lakeside wineries complete with docks and a cycle path alongside the canal between Rochester and Buffalo. ....And at \$75US for a New York canals pass for the season, including overnight moorage, it was a great bargain.

After two fascinating summers of eastern cruising, Delphina is now back in Snug Cove and

looking forward to re-discovering our magnificent west coast.

Lynda Wrigley



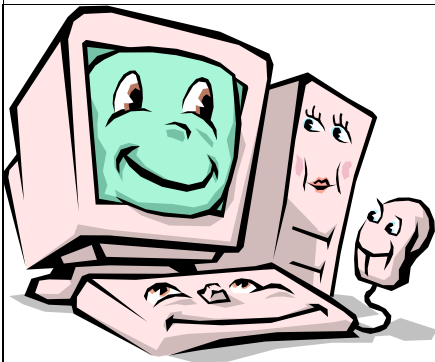
More Summer Cruising Memories—See pages 12, 13 and 18

EVERYTHING I NEED TO KNOW, I LEARNED FROM NOAH'S ARK...

1. Don't miss the boat
2. Remember that we are all in the same boat
3. Plan ahead. It wasn't raining when Noah built the Ark
4. Stay fit. When you're 60 yrs. old, someone may ask you to do something really big
5. Don't listen to critics; just get on with the job that needs to be done
6. Build your future on high ground
7. For safety's sake, travel in pairs
8. Speed isn't always an advantage. The snails were on board with the cheetahs
9. When you're stressed, float awhile
10. Remember, the Ark was built by amateurs; the Titanic by professionals

(reproduced from Squamish Weekly "Tongue in Cheek")

EMAIL TRAINING REFRESHERS



ABANDON

1. Wild state in which sailor acquires a boat
2. Wild state in which a sailor relinquishes a boat

AYE-AYE

Somewhat-somewhat redundant – redundant nautical-nautical method-method of-of saying-saying "yes"

CLOTHING/FOUL WEATHER GEAR

Type of weatherproof clothing usually needed only in the fall, winter, spring and summer months

CANVAS

An abrasive sailcloth used to remove excess skin from knuckles

As instructed by Diane Foley





**HOW GREEN IS OUR BOATING?**

As the boating season winds down we begin reflecting on issues that affected our experiences on the water and what we could do next year to improve our enjoyment while boating. A particularly unpleasant sight is observing another less ethical boater discharging their holding tank into a marina or an anchorage. With new rules in place this happens less than before but black water remains an important subject that is still far from solved.

When I first began thinking about this issue I was somewhat cynical and used to fall back on the fact that the City of Victoria

pumps raw sewage into the ocean at a rate that surely exceeded all boaters combined. Obviously my crummy 10 gallons [US gallons at that] was a drop in the proverbial bucket compared to that. What possible harm could I be doing as long as I was in a channel with good flow and was not in a marina, an anchorage, or in a no discharge zone?

I received a rude awakening and a shattering of my preconceived ideas when I read an article in the June issue of Pacific Yachting by Sarah Verstegen . This was the first time I had seen some science applied to the discussion and it forced me to recognize that I [and every other boater] was indeed a potential problem. I strongly recommend everyone read the original article but the essence of it is raw sewage [which we all have in our holding tanks] has 10,000 times more bacteria per cc than treated sewage. [yes

that's right ten THOUSAND times]. In other words my 10 gallons has as many bacteria as 100,000 gallons of treated sewage. To put this in perspective my first mate and I produce as much bacteria every day as the whole town of Sidney. Suddenly the numbers are important. So what has been done about this and what more can be done?

New legislation requires that a holding tank can't be emptied unless 5 miles from land. For most of us that only allows discharge into the Strait of Georgia in mid channel. "No problem" you say "I'll just pump out" which in my opinion is the best solution. Sounds great but is it that easy and are pump outs readily available? Marina guides usually give locations of pump out stations but as our Commander can testify some are

not listed and others are difficult to use or access. A case in point is the pump out at Gibsons. The Coast Guard auxiliary has used up most of the space at the pump out dock and it can be very difficult especially in windy conditions to use the facility. This is one of the few sites in the Vancouver area that even has a pump out and



*"my 10 gallons has as many bacteria as 100,000 gallons of treated sewage"*

....HOW GREEN IS OUR BOATING?

I'm sure if it was easier to use more boaters would take advantage of it. Another difficulty for some boaters is most pump out stations charge a fee per use. While I personally do not have a problem with this, some boaters may use this as an excuse not to pump out. It should also be noted that Canada lags far behind our US neighbours on this issue. The US is far stricter with legislation and compliance than Canada. The US provides excellent facilities as a rule to make it easy to comply with the law. Anyone who has been to Roche Harbour and experienced the "Fecal Phreak" can appreciate how great it would be to have a

similar service in our marinas or national park anchorages.

In essence then I think the new legislation is well intentioned like a lot of other government rules but in order to make it effective they will have to increase the number of pump out stations throughout our boating area and with better access boaters will have no excuses to pump black water into our ocean playground.

*"perhaps we could all be more proactive on this issue and write to our MLA this winter"*

One way for government to do this would be to insist that any fuel dock have a pump out available as part of the fuel dock license. There would also have to be a secondary treatment facility for the collected sewage maintained by

the fuel dock owners. The above mentioned fee would make it a break even or even profitable venture for the licensee.

Most boaters in my opinion would like to boat in a clean and ethical manner but unless it is made easily available and affordable many if not most will feel guilty but still pump overboard less than 5 miles from land. As suggested by Sarah Verstegen in her article the least we

can do is have holding tanks and either use pump outs or discharge in high water exchange areas.

Perhaps we could all be more proactive on this issue and write to our MLA this winter suggesting solutions to the lack of pump out facilities and then maybe next year we will have helped enrich our boating season.

Gerard McKenzie



## SALT SPRING ISLAND PUMP-OUT FACILITIES

*(Mark Sampson and family visited Salt Spring Island this summer. This is his experience of using the Pump-Out there. Use this as a guide for grading facilities and let us have your experiences of other Pump-Out Stations. Ed.)*

The pump-out station on Salt Spring Island is on the public dock on the NE side of the bay in Ganges Harbour. It is marked with a large yellow stripe and is easily visible from the water. Regretfully the Port Authority does not monitor 66A and although the sign at the station suggests you can raise them on VHF Channel 9 we found that to no avail. Once more when we arrived we found the station locked.

A friendly passer by suggested walking the three blocks to the Port Authority office to buy a token. After making the walk and paying \$5.00 CDN for a token my outlook slowly began to improve. The pump house was clean and in good working condition. The pump worked well and there was a hose with potable water nearby for cleanup.

Most importantly after speaking

with the PA we were pleased to hear that Salt Spring treats sewage to Stage II before discharging. (I am told this is better than Victoria).

### Conclusions:

**Location:** 5/5 Easily Accessible

**Convenience:** 2/5 The token is a nuisance, communication challenged

**Cleanliness/ease of use:** 5/5 Clean Pump in good working order

**Sewage Treatment:** 5/5 Stage II – excellent

Canadian stations all appear to have various charges. While I am believer in private enterprise there are some things I believe a Provincial Government should regulate, and this is one of them. I am told Sidney charges as much as \$15.00 for a simple pump out. We are sending the wrong signal to Canadian and US boaters alike.

**BC Government message:** If you are a large US based boat in Canadian waters we discourage you from coming into dock to

pump out your vessel borne sewage. We would rather you dump it straight into the ocean inlets like we all do, including some of our heavily populated islands! If you think this is severe than you have not witnessed a US based trawler in Otter Bay pump raw sewage directly overboard into the still shallow bay whilst sitting at the dock. Albeit a mistake (so says the skipper) many of these boaters do not even use the holding tank while in Canadian waters, let alone use a pump out station.

By the way we are no better. We know of a number of vessels in our waters that do not have holding tanks and I would argue that there are a number of skippers who have never been to a pump out station.

**Mark Sampson**



## CATCHING SOCKEYE SALMON

Uwe and Judy Prade are well known within the Squadron for their fishing skills. A favourite annual fishing trip for them both is to Port Alberni (sometime between the middle of June and the end of July) for Sockeye Salmon.

These are Uwe's tips for Sockeye.

"This year we went on the 23rd of June trailering our 18 foot cuddy cabin boat *Judy Rose*. We launched in Port Alberni and motored down the inlet a few miles past China Creek to anchor overnight. You have to start early if you want a good catch Sockeye and so the next day we began at 4.30 a.m.

We like to fish with two electric downriggers—one on each side of the back of the boat. Both are weighted with a 12 lb. lead ball. For Sockeye we also attach a 'flasher' on about 20 feet of line on the ball to act as a 'dummy flasher'. We set up four rods with a 25 lb. line, a pink-red 'hootchie' with two barbless hooks, and another 'flasher' between 22- 24 inches up the line from the 'hootchie'.

The first downrigger brake is freed to allow the weighted cable to go down 15 feet and then we attach the first line release clip. The first rod line is secured to the release clip and we let the cable out another 15 feet. The second release clip is then fitted and the second rod attached. The downrigger cable should then lower the line to a overall depth of 55 ft.

The second downrigger is set up in exactly the same way, but this time we let it take the third and fourth rod line s down to a depth of 65 feet. This is because we never know exactly the depth that the fish can be found on the day, and we wanted to have more than one chance of getting it right. Each year it can be different. Sometimes deeper, sometimes shallower. Often the fish go deeper later in the day and so we make adjustments as we go. Listening to other fishermen on the VHF can help, or talking to fishermen at the cleaning station, campground or boat launch to find out the fishing hot spots. From day to day it can change.

We like to slowly troll our boat between 1.4 and 1.7 knots. (Any faster or slower means that you have to change the distance between the hootchie and the flasher on the line). You can imagine our excitement when we find that sometimes we have a fish on each

rod at the same time. Sockeye can be very active as they are reeled in, especially as they get closer to the boat. However, they have a very soft mouth and so removing the barbless hooks is an easy job.

After our two day limit was up, we trailered *Judy Rose* back onto the ferry with a cooler full of cleaned and ice-packed fish. Back home in North Vancouver we enjoyed a salmon dinner.

This recipe is one of our favourite and so we hope you enjoy it too".



### Baked Salmon with Almonds


¼ cup ready-to-serve chicken broth or water  
 2 lbs. salmon fillets (8 oz each), skin on  
 ¼ cup butter or margarine, melted, divided  
 1 cup unseasoned dry bread crumbs  
 ¼ cup plus 2 Tbs. ground blanched almonds  
 2 tsp. grated lemon peel  
 1 Tbs. + 1 tsp. lemon juice  
 ¼ tsp. salt  
 ¼ tsp. pepper  
 ¼ cup sliced almonds

Heat oven to 375°F. Spray 11x7 inch baking dish with non-stick vegetable cooking spray. Pour broth into prepared dish. Arrange salmon fillets, skin-sides down in prepared dish. Set aside.

In medium mixing bowl, combine 1 Tbs. margarine, the bread crumbs, ground almonds, peel, juice, salt and pepper. Set aside.

Brush fillets with 1 Tbs. remaining margarine. Pat crumb mixture evenly on fillets. Drizzle with 1Tbs. remaining margarine. Sprinkle almond slices evenly over crumb mixture.

Bake uncovered for 10 mins. Drizzle with remaining 1 Tbs. Margarine. Bake for 15-20 mins. More or until fish is firm and opaque and just begins to flake, and topping is golden brown. Ser ves 4



## RECEIVING A TOW IN AN EMERGENCY

Should mechanical breakdown or running aground leave you in need of a tow from another boat, knowing what action to take will make the experience safer and less stressful.

### RIGGING THE LINE

When you are receiving a tow, the rope used should be yours, rather than the towing vessel's. This is partly in case it gets damaged, and partly because it helps to head off any possible salvage claim.

It should be the chunkiest line you have to hand, and ideally the longest. If you haven't got particularly lengthy warps, then join two together, with a pair of bowlines linked through one another or a double sheet bend.

Ensure that any one venturing out on deck to prepare and secure the tow line puts a lifejacket on.

It is difficult to pass a line directly between boats. Make up a heaving line of a smaller, lighter rope tied to the main rope, with a few overhand knots tied in the end to add some weight. Throw this to a crewman on the other craft, so that he can then haul the two rope across.

Alternatively, you can float a line downstream to the towing vessel by attaching it to a fender.

It is safer to rig 'a bridle', whereby the load is spread equally between two forward cleats, rather than have a towing line with a single securing point.

Always attach tow lines to cleats or other securing points in such a manner

that they can be slipped while under strain. The best way is to use either a series of figure-of-eight turns or a round turn and two half-hitches.

In rough water, the tow line is likely to snatch more often, putting extra stress both on the warp itself and on the two boats' deck fittings. Fixing a weight of some kind, midway along the line, will reduce this effect.

### COMMUNICATION

Establish a means of communication between the two boats, preferably by VHF or failing that with agreed hand signals.

Ask the towing boat to start slowly and speed up gradually, until you are riding comfortably.

### KEEPING CONTROL

Inboard-engined motorboats can be awkward to steer without a rush of water past their rudders. Outboard-engined craft are worse still.

Experiment with small adjustments until the boat sits happily in line, rather than applying too much corrective helm.

A planing hull with tend to plough into the seas and veer, due to its bow being held down by the force on the tow line. It might pay to trim the boat by the stern, by moving weighty equipment and people aft.

In a following sea, you can find that your boat will speed up relative to the towing boat, so that the line goes slack, raising the possibility of the leader's stern gear being fouled by the rope.

To prevent this, make a sea anchor out of a bight of rope, or a bucket with a hole in it, and simply trail it behind you.

### SIDE BY SIDE?

Switch to an alongside tow only once you are in sheltered waters, to make berthing easier.

Use springs to harness the two boats together, plus breast ropes at bow and stern, and lots of fenders.

It is best if the towing boat is positioned slightly towards your boat's quarter, rather than square alongside, as this will give it better steerage.

*Reproduced with acknowledgements to Motor Boat Monthly and the Royal National Lifeboat Institute*





## FROM THE ARCHIVES

### Power Squadrons in the West: how it all started.

*By P/C Bob Thatcher, Vancouver Power Squadron*

It started in the fall of 1953 when my friend and business associate Pat Dahle informed me he was interested in purchasing a boat. Pat was aware that I had been involved with boats for many years and asked if there was a course he could take on piloting and boat handling that would make him reasonably proficient and prevent him from becoming a menace to himself and others on the water. This was a very good question but not easily answered. Books on various aspects of boating and piloting were available and a few courses were held periodically by yacht clubs for members. Yearly courses were held at the Vocational Institute for professional seamen studying for Board of Trade tickets but not suitable for the recreational sailor or boatman.

Up to this time, those bold enough, bought a boat, started the engine and away we went from the dock. One learned mainly by exposure to the sea and picking up information from companions who were probably poorly informed or misinformed. "The serious amateur studied on his own but this was for the few who had great determination. There was no course available for the part-time sailor.

At this time Mr. Lincoln Clarke was introduced to Dahle, Lincoln was a resident of Balboa, California, and was in Vancouver as the chief engineer of

the construction company erecting the Royalite Refinery at Kamloops. It was soon learned that Linc was a keen sailor and a member of the Balboa Squadron, USPS. His advice was to seek the local Power Squadron and take the boating course. It soon became evident that there was no local squadron. Clarke made some inquiries through his own squadron and obtained a P.O. Box number in Toronto for an organization known as Canadian Power Squadrons.

#### CPS Tracked Down

We got a letter away to CPS and asked where and how the course could be taken. It should be remembered that at this stage of the game all we wanted was to take the course. It never occurred to us that organizing a squadron would be a necessary requirement. In due time an answer was received signed by Alec Neville, Chairman of Admissions, CPS. Alec informed us that the nearest squadron was at Port Arthur, Ontario. He also advised us that a West Coast squadron would be welcomed by CPS and gave us all information necessary to initiate a study group leading to the formation of a squadron. Alec also advised us that another inquiry recently came from Vancouver and suggested we get together with this person. His name was Tommy Pakenham.

Tommy was well known to me from a predicted log race to Juneau, Alaska the previous year. A telephone call to Tommy confirmed his enthusiasm to form a squadron and thought it was a great idea to work together. A meeting was then held to decide what we were going to do. We had the feeling by now that we had a lion by the tail and

couldn't let go. For the record, those in attendance at the first organizing meet-



ing were: Tom Pakenham, Pat Dahle, Lincoln Clarke, Bill McBean, a friend of Clark, and Bob Thatcher. It was decided to go ahead with the project as there was a great need for the services provided by CPS. Dahle was named chairman, Thatcher assistant chairman and Pakenham class chairman. A decision was made to commence a class somewhere in the Vancouver area in the fall of 1954.

#### Finding Students a Problem

Strange as it may seem now, it was not easy finding enough people interested in forming a class. Initially those we approached thought they knew all there was to know about boating. There was a good deal of resistance from the major yacht clubs who saw us as a threat to their interests. The more we were ridiculed the more determined we became and the harder we sold the need for CPS. After months of hard work we had a list of about forty names who said they wanted to take the course. Arrangements were made by Tom Pakenham to hold a class at HMCS Discovery, starting the first week of October, 1954. Kits were ordered some time before and arrived in September. Dahle, Pakenham and I put up the money for the first kits because they were shipped COD. As I recall

**"we had the feeling  
by now that we had  
a lion by the tail and  
couldn't let go"**

.....FROM THE ARCHIVES

our cost was five dollars each, including Chapman's (then the textbook required for the course). As an incentive to get people to sign up we agreed to sell the kits at cost. On the first night 32 of the 40 turned up. Many of them, it seemed to me, to get Chapman's at a lower cost than regular retail price. Within a month this group had shrunk to about 15 and we became concerned that we wouldn't have enough to form a squadron after writing the exam. One of our small group, Frank Holden, was stricken with a coronary and was in hospital for most of the time. Dahle was forced to drop out due to business pressure. Our instructors were mostly professional sailors and except for a few, confused us more than they taught us. Eventually we instructed ourselves. We finished the term with Clarke, McBean, Pakenham, and Thatcher doing the instructing and review work. The big night arrived and 14 wrote the exam. One of the 14 was Frank Holden who got permission from his doctor to write the exam in hospital. When the results were mailed to us, the required 12 passed and 2 failed. As it turned out Rolly Ellison, a member of Toronto Power Squadron was transferred by his company to the Vancouver office and became the 13th name of the Vancouver Charter. Rolly also supervised the exam under instructions from CPS.

**Charter Approved**

A meeting was called and application for a Charter was approved, the squadron to be known as Vancouver Power Squadron. The first executive was elected to take office after the granting of the Charter. The first executive was Squadron Commander, Tom Pakenham; Executive Officer, Bob Thatcher; Administrative Officer, Bruce Taylor; Secretary, Cec Hurd; Treasurer, Jim Hatchett.

The Chief Commander of CPS at that time was Bill Thompson, and he advised us that neither he or any other member of the National Executive could travel to Vancouver at that time for the Charter presentation.

This left us in a position of being fully qualified to form a squadron and nobody able to give us the official blessing. This problem was solved when somebody had the bright idea to ask

District Commander Dusty Kemmish of District 16, USPS to preside at the ceremonies.

D/C Kemmish was contacted and said he would be delighted to act on behalf of our Chief Commander. Charter presentation ceremonies were carried out in May, 1955 at

HMCS Discovery, after all candidates for membership were presented with their certificates and given the membership pledge. D/C Kemmish was meticulously instructed in a 17 page telegram he received from C/C Thompson. Dusty was accompanied by a group of officers from District 16 and the Seattle Power Squadron. In addition to Dusty, were Ray Harting, Orville Lupton, Rutherford Hayes, Ivan Pinion and some others whose names escape me now. When the serious part of the ceremonies were dispensed with, we had a bang-up party. A close and continuing friendly relationship was established between District 16 USPS and the Vancouver Power Squadron and eventually the three Western Districts of CPS.

This is how the Vancouver Power Squadron was formed and the beginning of Canadian Power Squadrons on the West Coast of Canada. Most of the charter members became very active and within two years we

were trying to accommodate classes numbering over a hundred. At first we were overwhelmed but with help and advice from District 16 and Seattle Power Squadron we gradually brought the organization under control. Through all of this, the energy, enthusiasm and devotion of one man stand out above all the others, Tommy Pakenham, the first Commander of VPS. It was fun. I wouldn't have missed it for anything!

Sheila Dallimore

**“Frank Holden got permission to write the exam in hospital”**



*To: the Vancouver Power Squadron:*

Gentlemen,  
The following members wish to resign....



**In the next issue:**

**The formation of Capilano Power Squadron**

# CAPILANO SQUADRON SUMMER CRUISE

## *Gulf & San Juan Islands 1<sup>st</sup> to 8<sup>th</sup> July, 2004*

### Cruising Diary:

1<sup>st</sup> July: Telegraph Harbour, Thetis Island: The day dawned hot and bright with 14 out of 15 registered boats arriving at various times. Some boaters had arrived the night before to celebrate in style (boating black tie!) the 25<sup>th</sup> wedding Anniversary of Sue & Gerard McKenzie on Rivendell. The day was mostly spent in walking (to the Pub), enjoying milk shakes (best in the islands) from the Burgee Café, or taking the dinghies through “the Cut”, the very narrow channel, passable at high tide, but generally only experienced by brave boaters! Canada Day was celebrated with flags and a potluck barbecue on the dock, followed by competitive games of Boules and volleyball.



2<sup>nd</sup> July: The first “casualty” of the cruise was when one of our number, the sail boat Merriell, experienced a break in the engine manifold, which resulted in them deciding to sail back to Vancouver. The rest of the fleet then sailed on in



fairly grey weather, to overnight at the new Poet’s Cove Marina on Pender Island. Most boats rafted up in the harbour and enjoyed further eating and drinking

3<sup>rd</sup> July: This turned out to be a very eventful day! Once again the sun was hot as boaters set off, first for Friday Harbor on Orcas Island, to clear US Customs and then on to Fisherman Bay on Lopez Island to spend the next two nights. Friday Harbor saw the loss of another boat, when US Customs refused entry to Henni! Despite having Canadian Residency cards and having crossed into US waters for the

past 5 years, the US had changed the rules on 1<sup>st</sup> July, restricting entry to Canadian citizens and visa holders only!

The cruise master managed to sneak in, as he happened to have in his passport an unexpired (and unreturned) green “visa without waiver” card. The previously low fuel price at

Friday Harbor was another thing that turned out to have been changed on July 1<sup>st</sup>.

The fleet continued on to Lopez Island, but as the entrance channel into Fisherman Bay is extremely narrow and challenging and this day was the lowest tide of the year, most boats delayed their entry until late afternoon when the tide was higher. Rafting was the plan and a large one was formed. However the very strong wind and the sandy bottom caused the anchors to drag and with over 400 boats in the Bay it was decided to break up the raft and anchor separately. It was at this point that the cruise master (Dunsinane) found that they were unable to start the port engine with the consequent loss of steerage in a very crowded area. After having almost been blown onto the shallow and rocky shoreline two other boaters came to the rescue with lines attached to dinghies, assisted by dinghies from Southern Cross and Good Company who “bumped” Dunsinane into a safer position. The wind was such that it required 150 feet of chain in only 15 feet of water to anchor the boat to the sandy bottom. Marine Assist arrived from Friday Harbor and helped the engine restart.

4<sup>th</sup> July: American Independence Day – another hot one. Boaters used this day to relax and explore the island. Some cycled, some joined in the parade! Our reason for going to Lopez Island on this day was to experience

.....SUMMER CRUISE

the fantastic firework display that is put on here. (The island manufactures fireworks!). Last year we had watched the display on July 5<sup>th</sup>, as on the 4<sup>th</sup> the display was stopped when it set the island on fire! The anticipation of a great show was certainly high as the display started with fireworks being fired from a sand bar across the lagoon. But, you've guessed it, within 5 minutes a large fire started up and the display was, once again, abandoned! We were told that this was the second year in office for the new island Fire Chief – we don't know whether he will be around next year!



7<sup>th</sup> July: Although now nearing the end of our cruise, this day was one of the most eagerly awaited by many boaters, the visit to Sucia Island. This island is a real jewel in the ocean, peaceful, with numerous bays and beaches and warm water for swimming. Our destination

ocean paradise called the Southern Gulf Islands. Watch out for dates and details in the next issue of Cap Current.

Ian McBeath

5<sup>th</sup>/6<sup>th</sup> July: Most boaters made an early start to move on to Rosario Resort on Orcas Island. Some stopped on the way at Spencer Spit a beautiful marine park at the north of the island, for lunch and a swim. Rosario Resort has it all – Spa, swimming pool, tennis courts, restaurants—and quite small docks! This was the destination for a further two days and allowed boaters to explore the quaint little town of Eastsound or just to laze and do nothing. Happy hour(s) and barbecue on the dock was held on the first evening, with a large group enjoying a sumptuous meal at a superb waterside restaurant on the second evening.

was Fossil Bay, which allowed for both dockside mooring and anchoring. Walking, exploring and swimming (and of course more eating and drinking) filled our two days here.

8<sup>th</sup> July: The official “last day” of the cruise. Some boaters headed back to Vancouver, others extended their trip and set off to visit other islands. The weather continued to be glorious.

The Capilano Squadron cruise will happen again next year, although probably it will remain in Canadian waters. (If they can't be nice to us, why give them our Canadian business - eh?)! Despite missing out on their friends, Henni went on to explore other islands and have given us lots of ideas for new places to visit and explore next year in this

*Henni's  
Summer  
Cruising  
Memories on  
page 15*

## HENNI'S CRUISING MEMORIES EMAILED ON 2ND AUGUST

*(Henni's planned weekend trip with friends didn't work out—but they give us a taste of the joys of cruising in our wonderful British Columbia waters. Angie Schmidt is the Squadron's Treasurer and Harald Schmidt is Public Relations Officer)*



*Henni left Mosquito Creek Marina on Saturday, July 30 at 10.00*

*hours. We are glad to report that we had a safe trip though the weather was pretty rough on Saturday, lots of wind and waves between 4 and 6 feet. Not a very comfortable ride.*

*This situation held on until we arrived in Welcome Passage where it considerably calmed down. Our planned lunch stop on Thormanby (Buccaneer Bay) did not happen as it looked totally crowded over there. So we decided to go on to Pender Harbour.*

*Arriving and anchored safe and sound in Gerrans Bay we were looking out for our company. When nobody answered the VHF we decided to give Gerard a phone call and heard about their sad news. Later on Malcom phoned to let us know that he could not make it either. So there we were, all of a sudden totally on our own. The weather was beautiful and we set out in our dinghy cruising through all the various bays and finally docking in Garden Bay at the pub (we knew from other visits that their food is excellent).*

*Garden Bay was just overflowing with anchored boats and the marinas were full as well, lots of big US boats. We*

*were lucky to get a table at the pub, it took forever to order our food when all of a sudden we saw familiar faces coming onto the patio, Hillary and Alan Collings also enjoyed a weekend at Pender Harbour. So we shared our table, had a nice chat and good food and thoroughly enjoyed ourselves, feeling really sorry for you guys left behind.*

*Sunday was spent in the dinghy as well, having lunch at Irvines Landing with a nice hike to Daniels Point. The blackberries were ripe and abundant and we filled our stomachs on our hike back to Irvines Landing.*

*We met Hillary and Alan a couple of*

*the weather report and sure enough the report announced for Monday morning 10-15 knots northwesterly winds increasing to 15-20 knots southwesterly winds in the afternoon. Since we wanted to avoid the same conditions as on Saturday we decided we would rather leave Pender Harbour earlier than later and take advantage of the ebb tide.*

*So we left P.H. at 10.20 and arrived back in our marina at 12.40. We had a great trip but we missed your company. We hope to see you out on the water soon.*

*Angie & Harald*



**Look behind you!!! Henni crossing the Georgia Strait for the Squadron Cruise earlier in the summer**

*times during Sunday, they enjoyed cruising by dinghy in this wonderful harbour as well.*

*After a nice nap on Sunday afternoon we had another good dinner at Garden Bay Marina's pub. It was as busy as the night before with live music, good food, good drinks, etc. After coming back to Henni we decided we better listen to*

## MEMO

**TO:** CAPILANO SQUADRON MEMBERS

**FROM:** HARVIE WALFORD

**SUBJECT:** KEEPING YOU IN TOUCH—*OFFICE OF BOATING SAFETY*

Recently boating regulatory functions has been transferred from the Coast Guard (which is part of the Fisheries and Oceans Ministry) to Transport Canada. The Office of Boating Safety now operates under Transport Canada ([www.tc.gc.ca](http://www.tc.gc.ca)), as do the Navigable Waters Directorate and Inspectors who check vessels for adherence to pollution regulations.

To bring you all up to date I would like to draw your attention to the following:

- Boaters can check recent updates to the Collision Regulations on the Boating Safety Web Site.
- Note that the bell is no longer required as Mandatory Equipment for vessels 12 to 20 m. An axe is still required.
- Full Small Vessel Regulations can now be found on the Transport Canada web site
- Crewing regulations may require a certified captain in charge for vessels over 20m/65 ft. long—check the Transport Canada web site.
- Problems with the administration of the PCOC exam on the internet continue. It is highly likely that such exams will be modified and perhaps even cancelled. So if anyone wants to get their PCOC via the web, they should act quickly.
- Transport Canada has just issued an excellent new safe boating book called *Small Commercial Vessel Safety Guide* which has much in it to aid the pleasure boater; safety equipment, construction standards, emergency procedures, collision avoidance, radio equipment, charts and publications, vessel stability, maintenance and more. It is printed on water-proof paper and, being wire bound, lies flat when opened. Pleasure boaters can obtain a copy free of charge from the Office of Boating Safety by phoning or leaving a message.

As for The Canadian Coast Guard Auxiliary (CCGA) there is an excellent article in the October 2004 issue of Pacific Yachting on page 35. The article emphasizes Search and Rescue, but the activities of free vessel inspections and attendance at public displays are also mentioned. Bruce Falkins is quoted by the author as an officer of the BC CCGA organization. Bruce is the owner/operator of the fueling station at Fisherman's Cove in West Vancouver.

Of the auxiliary vessels mentioned in the article, 30 are designated as *Fast Response Vessels* which means what it says. The aim is to increase this number over the next few years. In fact, the Auxiliary is in the process of receiving four used, but sturdy vessels from the Coast Guard. They were built in North Vancouver a few years ago and are well equipped. The boats are 30 feet long, built of aluminum and powered by a single diesel engine. They will be placed in area of BC's mid coast, that is south of Prince Rupert. In some of those isolated parts of our province, the Auxiliary is the sole provider of Search and Rescue services.

On a different note, our BC Coast Guard Auxiliary Search and Rescue team is preparing to attend the international SAR contest to be held this fall in Wisconsin. In past contests they have done very well against both Canadian and American teams.

### Office of

### Boating Safety

7th floor,

800 Burrard Street

Vancouver

Chris Seeley and Paul James

**Tel:** 604.666.4526

**Leave a message:** 604.666.0445

**Fax:** 604.666.1911

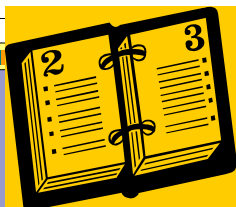
[www.boating.safety.gc.ca](http://www.boating.safety.gc.ca)

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**MEMO** (CONTINUED)**TO:** CAPILANO SQUADRON MEMBERS**FROM:** HARVIE WALFORD**SUBJECT:** KEEPING YOU IN TOUCH—*OFFICE OF BOATING SAFETY*

Finally, these notes are from the minutes of the national marine committee meeting in Ottawa in May of this year.

- **Pleasure Craft Licensing:** Licenses will continue to be issued by Canada Border Services (previously Canada Customs) until at least March 2005. However the future approach is still being considered in Ottawa.
- **Magnetic Compasses:** The requirement of all pleasure craft to carry such compasses is being debated in Ottawa
- **Canadian Hydrographic Service (CHS):** Program restructuring for the issuing of charts is under consideration within the CHS. High risk areas will receive priority. For navigation CHS charts must be used—other charts may be useful but are not official. There is still debate about the use of electronic charts which have been issued by firms without a CHS copyright. Updating these charts is difficult, if not impossible. NDI still has the monopoly in Canada, until at least 2008.
- **Operation of PWC's at night:** Ontario proposes to ban the operation of jet skis at night. Most of the US operates this ban. Further discussion is required.
- **Fitting PFDs with reflective tape:** There was much discussion about the difficulty that rescuers have in finding dark coloured PFDs at night. Reflective tape would help. Mustang advised that it could produce PFDs with tape already applied, such that the tape could be covered if the wearer wanted, e.g. if the wearer was hunting.
- **Disposal of Flares:** Still a problem. Practices vary across the country. When in doubt, ask the local police or fire authorities.



## Diary Dates

*Thursday 28th October*  
Lynda Wrigley and Dugal Purdie

West Vancouver Yacht Club  
Open Bar from 7 p.m.

### *"Ottawa and Beyond"*

A Slide Show presentation on their continuing journey in *DELPHINA*. This summer's cruise took them further down the Eastern Seaboard via Montreal....The St. Lawrence Seaway... Lake Champlain...eventually making their way to Buffalo NY

*Friday 10th December*  
*Christmas Party*

West Vancouver Yacht Club

*Put these dates in your diary and watch for more emails with party details and about other events*



## FAVOURITE RECIPES

### BOUILLABAISSE

- 1 large onion chopped
- 3-4 cloves garlic minced
- 1 pkg Tilly's Bouillabaisse Mix
- 1.5 cups white wine
- 1 can clam nectar 400 ml.
- 1 can tomatoes & juice, 796 ml. break up
- 1 can 156 ml tomato paste
- 1.5 cups hot water

100-150 gms. each Salmon, Cod, Halibut, Snapper  
1" chunks  
8-10 butter clams  
8 large or 16 regular Mussels  
12-16 Scallops  
150 gms. shelled shrimp

In a Dutch oven saute onion/garlic, add Bouillabaisse group.

Bring to boil, simmer 15 min

Add fish, bring to boil, simmer 3 min

Add shellfish, bring to boil, simmer 8 min

Thicken 3 tsp starch dissolved cold water

Serve w/ green salad, rolls or bread

Garnish w/ lemon slices

Serves 4

*Al Ingram says "this is by far the best Bouillabaisse I have ever tasted. I made this when we went to Desolation and the only seafood in it was fresh crab caught during the day right off our bows. It was spectacular, Just use whatever seafood or fish you have available and it will turn out just fine".*

*By special request after the Snug Cove Cruise — another kind of Cruising memory!*

### Angie's German Potato Salad

Ingredients:

- 4-5 pounds small potatoes (the smallest you can find)
- 2 cups sour cream
- salt & freshly ground pepper
- 1 small finely diced red onion
- 1 bunch Italian parsley finely chopped
- 4 tablespoons red wine vinegar
- 5 - 6 tablespoons sunflower or any other oil but not olive oil

Cook potatoes for about 20 minutes until tender. Cut the peeled or unpeeled (as you like it) potatoes when they are still hot into small slices. Mix together in a large bowl vinegar, oil, salt & pepper, onions and parsley. Mix in the sour cream until smooth. Season to taste. Fold the sliced potatoes into the dressing until everything is well coated.

Enjoy!!

*Angie Schmidt comments "you could also slice the potatoes when they are cold (much easier then or when you have left-overs). Before you mix your dressing take about 1-2 cups of hot chicken or any other broth you have and coat the potatoes with that. Then fold this together with your dressing.*

*You can also leave out the sour cream and instead include very crisp bacon broken into small pieces and mix this into the salad - that would be the Bavarian version. So there are some varieties."*

## CAPILANO POWER AND SAIL SQUADRON

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### CAP CURRENT

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Check out our Web Site  
[www.capilano-squadron.com](http://www.capilano-squadron.com)



**Canadian Power & Sail Squadrons:**  
CPS is a nationwide organization emphasizing boating safety, power and sail navigation and offering accredited boating courses.

Since 1938, the volunteer trainers of Canada's largest association of boating enthusiasts have offered safe boating courses across Canada.

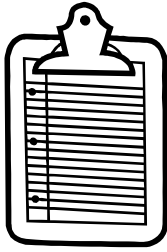
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## BRIDGE MEMBERS 2004/2005

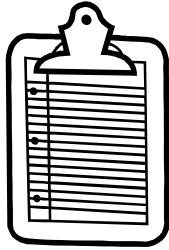
<b>Cmdr. Mark Sampson</b>	
<b>P/Cdr. Don Griffin</b>	Immediate Past Commander
<b>1st Lt. Diane Melody</b>	Training Officer
<b>1st Lt. Bill Foley</b>	Training Aids
<b>1st Lt. Ken Hamer</b>	Ass. Training VHF
<b>1st Lt. Phil Miles</b>	Ass. Training Officer
<b>1st Lt. Marshall Hurst</b>	Ass. Training Officer
<b>1st Lt. Allan Ingram</b>	Ass. Training (Elect. Media)
<b>1st Lt. Frances White</b>	Programs Officer
<b>1st Lt. Ian McBeath</b>	Cruise Master
<b>1st Lt. Harald Schmidt</b>	Public Relations Officer
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<b>1st Lt. Marilyn McBeath</b>	Publications Officer

<b>1st Lt. Mark Lotz</b>	Membership Officer
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<b>1st Lt. Gary Mosier</b>	Ass. Supply Officer
<b>1st Lt. Gerard McKenzie</b>	Environment Officer
<b>1st Lt. Dugal Purdie</b>	Govt. Liaison Officer
<b>P/Cdr. Robert Savage</b>	MARAP Officer
<b>P/Cdr. Harvie Walford</b>	Coast Guard Liaison
<b>1st Lt. Tony Carrigan</b>	Secretary
<b>1st Lt. Angelika Schmidt</b>	Treasurer
<b>1st Lt. Lynda Wrigley</b>	Admin. Officer
<b>1st Lt. Sheila Dallimore</b>	Historian
<b>P/Cdr. Nancy Gibson</b>	Officer at Large



# WIND SPEED

	<b>KNOTS</b>	<b>MILES/HOUR</b>	<b>KILOMETRES/HOUR</b>
	10 kts	12 mph	19 km/h
	20 kts	23 mph	37 km/h
	30 kts	35 mph	56 km/h
	40 kts	46 mph	74 km/h
<b>light</b>	1-14 kts	1-16 mph	1-26 km/h
<b>moderate</b>	15-19 kts	17-22 mph	28-35 km/h
<b>strong</b>	20-33 kts	23-38 mph	37-61 km/h
<b>gale</b>	34-47 kts	39-54 mph	63-87 km/h
<b>storm</b>	48-63 kts	55-73 mph	89-117 km/h
<b>hurricane</b>	Over 63 kts	Over 73 mph	Over 117 km/h



# HYPOTHERMIA AWARENESS

## SYMPTOMS

### EARLY

Shivering  
Slurred speech  
Conscious but withdrawn

### INTERMEDIATE

Slow and weak pulse  
Slow respiration  
Lacks coordination  
Irrational  
Confused  
Sleepy

### FINAL

Weak  
Irregular or absent pulse or respiration  
Loss of consciousness

Water Temp. °C	Exhaustion or Unconsciousness (Non-drowning)	Expected Time of Incipient Death
0°	Less than 15 mins	Less than 1 hr.
1-5°	15-30 mins.	30-90 mins.
5-10°	30-60 mins.	2-4 hrs.
10-15°	1-2 hrs.	3-6 hrs.
15-20°	2-7 hrs.	5-10 hrs.
20-27°	3 –12 hrs.	More than 8 hrs.
Over 27°	indefinite	indefinite