

Gabriola Island Squadron

Canadian Power & Sail Squadrons

PO Box 71
Gabriola BC V0R 1X0

www.gabrielaisland.org/powersquadron

November - December 2005



The Squadron Bridge - 2005 - 2006

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|--------------------|--------------------------|----------|
| Commander (acting) | Russell Pearce P | 247-7538 |
| Past Commander | Don Butt <u>AP</u> | 247-7804 |
| Executive Officer | Russell Pearce P | 247-7538 |
| Training Officer | Ralph Hagen <u>AP</u> | 247-8491 |
| ATO | Rufus Churcher <u>AP</u> | 247-8779 |
| ATO | Leonard Sutherland | 247-8301 |
| Treasurer | Ian Waymark | 247-7381 |
| Secretary | Carole Lemieux P | 247-9889 |
| Membership | Elaine Pearce | 247-7538 |
| Supply | Patrick Griffin | 247-8897 |
| Public Relations | Bud Curtis | 247-7671 |
| Cruisemaster | Russell Pearce P | 247-7538 |
| MAREP/Port Capt. | Boswell Malcolm | 247-9199 |
| Webmaster | Robert Derksen | 247-9792 |
| Historian | Eileen Nichols | 247-8930 |
| Social Officer | Florence Sutherland | 247-8301 |
| Scuttlebutt Editor | Don Butt <u>AP</u> | 247-7804 |
| Communications | Don Butt <u>AP</u> | 247-7804 |

It's here... Gabriola Island Squadron's new arrival -

A new website!

Secretary Carole Lemieux's husband, Andre, has made space available on his own website, Gabriola.org for the squadron's website. Our webmaster, and recent Boating graduate, Rob Derksen is arranging the design. Rob's professional work has been in teaching and consulting in web design. We are indeed fortunate to have his talents available to us. Thanks Rob!

And many thanks to Andre Lemieux for so generously making space available to us.

And while we are in a thanking mode, let's not forget the great work Keith Poulton has done over the years on the excellent web site for our squadron!

From the Wheelhouse
Russ Pearce, P - Acting Commander

Greetings from Acting Commander Russ Pearce.

As some of you may not be aware, our commander Richard DeLissa recently resigned his position on the squadron bridge.

Since I had agreed to be backup as XO, I find myself completing his tenure, and attempting to fill some rather large shoes.

So you are getting the beer, not the champagne.

I shall give you some random (and rambling) observations on the squadron and its mission and status as I see it.

We have some challenges ahead of us.

For instance, our communication and information flow from headquarters has been compromised due to illness and personnel changes back there. Hopefully the turmoil will have settled down so that they can service this squadron more effectively in the future.

Maintaining interest in, and membership numbers in the squadron is and will continue to be an ongoing task.

That is to some extent because this is not primarily a social organization, but rather a classroom training team. On the surface that sounds rather dry, but we have been known to have fun at the social events and cruises that we do have.

I can tell you from personal experience that the idea of training and certification for safety on the water is crucial in my view.

My wife and I were involved in racing and cruising sailboats large and small , as well as powerboats in southern California for many years. This was, and probably still is, the Mecca for the instant skipper. You got the bucks, you have the boat, you are a captain.

I don't have the stats at my fingertips but the incidents and accidents are legion.

So we are going in the right direction, focusing on safe and enjoyable boating through education.

Having said that, I have one more observation;

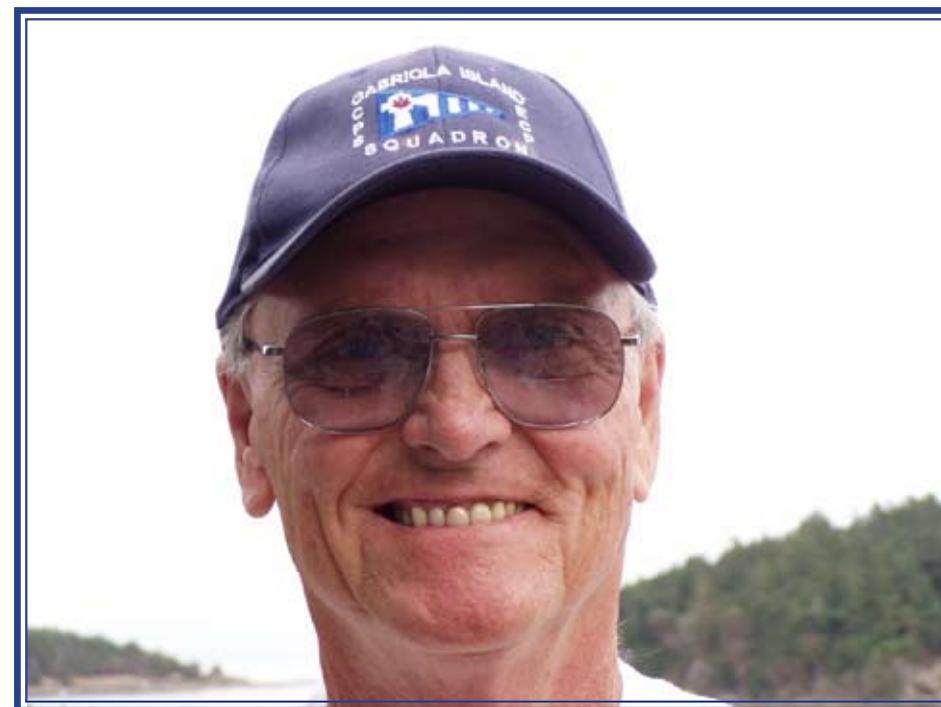
Elaine and I have lived on Silva Bay for four years, with a view of the entrances.

In that time, we have observed dozens of groundings of both U.S. and Canadian boats.

This tells me several things. People are not reading or understanding their charts, don't have charts, don't understand aids to navigation, or all of the above.

So, we have our work cut out for us, and kudos to those who take the time and effort to instruct and proctor the boating classes.

Acting Commander, Russ Pearce



VHF Radio Course - Restricted Operators Certificate
Including Digital Select Calling (DSC) for those who currently do not hold a license \$70.00

For those who currently hold a Restricted Operators Certificate (Marine) - ROC(M) license but seek the **upgrade only for DSC** \$40.00.

Contact Ralph Hagen 247-8491 for course registration - limited accommodation - first come - first served

Tuesday, November 15 - basic VHF
Thursday, November 17 - DSC upgrade
Tuesday, November 22 - examinations

Recent developments - end of August.

It is with regret the Bridge accepted Richard de Lissa's letter of resignation as Commander and from all aspects of training and bridge activities.

Richard has worked tirelessly for the squadron practically since its inception, first as Supply Officer, then as Training Officer in which terms he guided the training department to help set the stage for the Gabriola training results to be the best in the district. He continued his involvement in all aspects of Squadron activities as Commander, in instructing, and representing us well at the District level. Richard, you will be missed, and it is hoped some day you may be able to become involved again.

Meanwhile, we sincerely thank you for your immense contributions to the Squadron.

Ed.

Student Cruise -

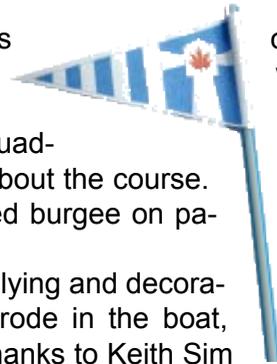
Date - Saturday November 5. Depart Silva Bay at 1000

Leave Silva Bay, proceed outside then through Gabriola Passage, False Narrows, Dodd Narrows, Ruxton Passage, back through Gabriola Passage and Silva Bay where we all join in a pub lunch. Thanks to all those who are allowing use of their boats for the event.

The Gabriola Day Parade, August 27

It was a record crowd lining the sides float in the parade. While there whose floats were worthy of sport- we attracted some interest in the Squadron's training programs. At least two people asked for details about the course. a flag, which is a homemade printed burgee on pa-drinking straw.

Thanks to PRO, Bud Curtis for supplying and decorating his boat, to the District Commander, Barb Hoffstrom who rode in the boat, and to the District for the loan of their colourful trailer. Also thanks to Keith Sim for hauling the trailer, and Elaine Pearce and Robbie Nichols, who marched in



of the road that witnessed our was not no competition as to ing a ribbon again this year, ron's training programs. At Many young people received per, folded and pasted to a

tion his boat, to the District and to the District for the for hauling the trailer, and the parade.

Some Worthy Weblites

CPS-ECP. Check "members moorings" <http://www.cps-ecp.ca/>

VIND. <http://www.vind.org/>

Weather Underground, Lots of other great information here besides forecasts. Nanaimo. <http://www.wunderground.com/global/stations/71890.html#>

Entrance Island live. Gives current conditions at Entrance Is. <http://www.ontarioweather.com/current/conditions/currentconditions.asp?metaricaos=CWEL>

Accurate time. Personalize this site, all sorts of time goodies, including calendar: <http://www.timeanddate.com/>

Tides, Silva Bay. Others readily available too. <http://tbone.biol.sc.edu/tide/nph-tideshow.cgi?site=Silva+Bay%2C+British+Columbia>

Currents, Gabriola Passage. Others available too. <http://tbone.biol.sc.edu/tide/nph-tideshow.cgi?site=Gabriola+Passage%2C+British+Columbia+Current>

Strait of Georgia Marine Weather. http://weatheroffice.ec.gc.ca/marine/marine_e.html?c-sog

Finally watch for the announcement of the launch of our new website.

Not Nautical, but worth a read... Sort of embodies the spirit of the volunteer. You never know till later what might happen, but it's usually good.

One night, at 11:30 p.m., an older African American woman was standing on the side of an Alabama highway trying to endure a lashing rainstorm. Her car had broken down and she desperately needed a ride. Soaking wet, she decided to flag down the next car. A young white man stopped to help her, generally unheard of in those conflict-filled 1960's. The man took her to safety, helped her get assistance and put her into a taxicab.

She seemed to be in a big hurry, but wrote down his address and thanked him. Seven days went by and a knock came on the man's door. To his surprise, a giant console color TV was delivered to his home. A special note was attached..

It read: "Thank you so much for assisting me on the highway the other night. The rain drenched not only my clothes, but also my spirits. Then you came along. Because of you, I was able to make it to my dying husband's bedside just before he passed away... God bless you for helping me and unselfishly serving others.

Sincerely,

Mrs. Nat King Cole."

Language of the Sea

The sea has contributed countless words, expressions and concepts to mainstream English. We seldom reflect upon their oceangoing origin when we use such expressions as: all in the same boat, blow over, crabby, don't give up the ship, down the hatch, getting the drift, happy as a clam, keel over, like a fish out of water, making headway, navy blue, small fry, the coast is clear, go off the deep end, take the wind out of his sails, or wide berth. Other expressions with less obvious nautical roots include:

Groggy comes from "grog," the name sailors in the British Royal Navy disdainfully used for their daily ration of a half-pint of rum, after it was decreed in 1740 that the rum should be diluted with an equal amount of water. The unpopular order was issued by Vice Admiral Sir Edward Vernon, nicknamed "Old Grog" because of the impressive grogam cloak he wore on deck.

Horse Latitudes refer to the regions of calm found at latitudes 30 degrees N. to 30 degrees S. It is said that sailing ships carrying horses to America, when becalmed in these latitudes, had to throw horses overboard in order to lighten their vessels and take advantage of any gentle breezes that might blow their way.

Overwhelm comes from the Middle English word meaning "to capsize."

Pooped out originally described the condition of seamen caught on the poop or aft deck after a wave from heavy seas crashed down upon it.

Rummage sale stems from the French word *arrimage*, meaning "the loading of a cargo ship." Damaged cargo was occasionally sold at special warehouse sales.

Skyscraper traditionally referred to the topsail of a ship and only more recently has come to mean a tall building.

Slush funds were once the personal funds of ship cooks, who earned them by skimming off the fat, or "slush," from cooking and selling it when the ship came into port.

Stranded vessels were ones that had drifted or run aground on a strand or beach.

These nautical sayings come from the Smithsonian Institution's Ocean Planet exhibition and from the book *Ocean Planet: Writings and Images of the Sea*, by Peter Benchley and Judith Gradwohl (published by Harry N. Abrams Inc., 100 5th Ave., New York, N.Y. 10011)

Who's working on your behalf? Bob Derksen, webmaster

I didn't grow up with boats. In post-war 1950's Netherlands this was not within the realm of the possible. But we were surrounded by rivers, canals, drainage ditches and the North Sea. As children we watched the barges go by, were enthralled by the busy ocean ports, went fishing, caught tadpoles, and in the cold winters of the 1950's, went skating (like in the Breughel pictures). While every boy in Canada seems to dream of becoming a hockey player, kids in my rural village wanted to go to sea. It was quite a shock to come to Canada as a ten-year-old, and settle inland in Guelph, Ontario, far away from the water. Almost from the start, I was determined to get back to it, but growing up and going to university prolonged the absence.

Within a few years of landing jobs and buying our first house, my wife, Mary Jane and I bought a cottage at Long Point, on Lake Erie. It was on the water; it had a boat house. We spent twenty years boating on Long Point Bay in small power boats, and in later years, kayaks. On average, we spent one-third of the year living in this paradise.

When we retired to Gabriola three-and-a-half years ago, we were in for quite a shock. The waters were unfamiliar. They were busy with pleasure craft and commercial traffic. There were rocks and other hazards we had not had to deal with, and there were tides. For two years our kayaks just sat there. It's at this point that I decided to take the Power Squadron Boating Course. Since, we've been out kayaking, and we're looking for a power boat to replace the one left behind in Ontario. We're looking forward to spending much more time on the water, like we used to. The Power Squadron has been a great introduction to the West Coast's waters, and I decided, through designing and maintaining the GPS web site, to try to something back to the great people who make up this organization.

In real life, my wife and I were secondary school teachers at one time or another in Ontario's Peel, Wellington and Waterloo counties.



It's early I know, but next edition is in 2006 - so:

**Merry Christmas
Happy Holidays
and all the best for the New Year**

SQUADRON EVENT CALENDAR

Squadron Member's Night - Silva Bay Marina - Saturday October 22. Ralph and Helen Hagen and their boating experience as they set out to round Vancouver Island.

Student Cruise - Saturday, Nov 5. Leave Silva Bay at 1000

Squadron Christmas potluck party and Carol Sing - Golf Club - Saturday December 3.

Members Night - Saturday Feb 18

Squadron AGM - Potluck supper - Saturday April 22

Student Social Cruise - In the spring, TBA