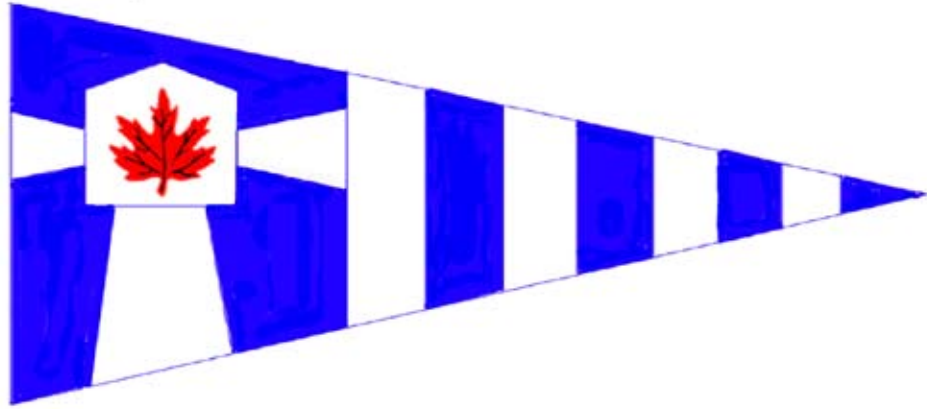


SCUTTLEBUTT



# Gabriola Island Squadron

Canadian Power & Sail Squadrons

PO Box 71  
Gabriola BC V0R 1X0

<http://powersquadron.gabriola.org/>

January - February 2007



## The Squadron Bridge 2006 - 2007

POSITION	NAME	PHONE
Past (acting) Commander	Russell Pearce, P	247-7538
Commander	Leonard Sutherland	247-8301
Executive Officer	Boswell Malcolm	247-9199
Training Officer	Ralph Hagen, <u>AP</u>	247-8491
Secretary	Carole Lemieux, P	247-9889
Treasurer	Ian Waymark	247-7381
Membership Officer	Elaine Pearce	247-7538
Public Relations Officer	Boswell Malcolm	247-9199
MAREP/Weather	Russell Pearce, P	247-7538
Assistant Training Officer	Frank Croft	247-8210
Assistant Training Officer	Digby Jones	247-9150
Assistant Training Officer	Don Spears	247-9556
Assistant Training Officer	Bob Weenk	247-0267
Cruisemaster	Russell Pearce, P	247-7538
Port Captain	Russell Pearce, P	247-7538
Supply Officer	Patrick Griffin	247-8897
Webmaster	Robert Derksen	247-9792
Social Officer	Florence Sutherland	247-8301
Historian/Archives Officer	Judy Weenk	247-0267
Communications Officer	Don Butt, <u>AP</u>	247-7804
Scuttlebutt Editor	Don Butt, <u>AP</u>	247-7804
Privacy Officer	Don Butt, <u>AP</u>	247-7804



### SQUADRON EVENT CALENDAR

Student Cruise - February 24  
 Squadron Social with speaker, Sat Feb. 24, 1900 at the Haven  
 Squadron AGM, Graduation, and Potluck.  
 Gabriola Golf Club Saturday April 21, 1800 for 1900  
 District AGM at the Haven, June 1 - 2, 2007

## The Christmas Party at the Golf Club

Saturday December 2 at the Golf Club - it was a record number of members and guests attending the Squadron's annual Christmas Potluck and carol sing-a-long. Our Social Officer, Florence Sutherland did a first class job of organizing the event, including coordinating the cooks to bring just the right balance. No, there were not 45 desserts and no vegetables!  
Thanks Florence!



Cdr Ray Orr presented our Commander, Leonard Sutherland with the Honour Roll Certificate from National. This recognizes the Squadrons donation of a dollar per member to the CPS Foundation, which in turn provides funds for Training material and innovation and other CPS programs that otherwise might not be funded.



## From the MAREP department..

Nancy DeGagne, District MAREP Officer

Hope you all are anchored down with these blows we have had. Please consider that aids to navs and other anchored items might be out of place, also lights might be damaged and sunk vessels etc -so be careful out there. The NOTSHIPS have been busy with reports of such as listed below(only some of them are listed here so check your area)

- Canadian Tides and Current Tables Juan de Fuca and Georgia Strait available for \$20
- Electronic Nav Charts: Desolation Sound and Malispina Inlet available
- Lots of Lights, Buoys and Sound signals changes
- only one I picked out chart 3540 Campbell River north
- Most others around SaltSpring if you are going that way check them out

P-0024 THETIS ISLAND - TELEGRAPH HARBOUR Activated:1730 03 Jan 2007

A partially submerged 26ft green hulled sailing vessel has been reported tied to a mooring buoy off Thetis Island Marina at 1730 PST Jan 03, 2007. Considered a hazard to navigation.

THRASHER ROCK LL433 reported extinguished.

FORWOOD CHANNEL BUOY P0 UL5282.3 (49 12 20N 123 48 50W) reported gone from advertised position.

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### A few random winter images..



# Nautical Origins

## **Footloose -**

The bottom portion of a sail is called the foot. If it is not secured, it is footloose and it dances randomly in the wind.

## **First Rate -**

Implies excellence. From the 16th century on until steam powered ships took over, british naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a First Rate line-of-battle ship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 48 to 20 guns were fifth and sixth rated.

## **Pipe Down -**

Means stop talking and be quiet. The Pipe Down was the last signal from the Bosun's pipe each day which meant "lights out" and "silence".

## **Windfall -**

A sudden unexpected rush of wind from a mountainous shore which allowed a ship more leeway.

## **Groggy -**

In 1740, British Admiral Vernon (whose nickname was "Old Grogam" for the cloak of grogram which he wore) ordered that the sailors' daily ration of rum be diluted with water. The men called the mixture "grog". A sailor who drank too much grog was "groggy".

## **Three Sheets to the Wind -**

A sheet is a rope line which controls the tension on the downwind side of a square sail. If, on a three masted fully rigged ship, the sheets of the three lower course sails are loose, the sails will flap and flutter and are said to be "in the wind". A ship in this condition would stagger and wander aimlessly downwind.

## **By and Large -**

Currently means in all cases or in any case. From the nautical: by meaning into the wind and large meaning with the wind: as in, "By and Large the ship handled very well."

## **Under the Weather - v**

If a crewman is standing watch on the weather side of the bow, he will be subject to the constant beating of the sea and the ocean spray. He will be under the weather.

## **Above Board -**

Anything on or above the open deck. If something is open and in plain view, it is above board.

## **Between the Devil and the Deep Blue Sea -**

The devil seam was the curved seam in the deck planking closest to the side of the ship and next to the scupper gutters. If a sailor slipped on the deck, he could find himself between the devil and the deep blue sea.

## **The Devil to Pay -**

To pay the deck seams meant to seal them with tar. The devil seam was the most difficult to pay because it was curved and intersected with the straight deck planking. Some sources define the "devil" as the below-the-waterline-seam between the keel and the adjoining planking. Paying the Devil was considered to be a most difficult and unpleasant task.

## **A Square Meal -**

In good weather, crews' mess was a warm meal served on square wooden platters.

## **Nautical Origins (continued)**

### **Son of a Gun -**

When in port, and with the crew restricted to the ship for any extended period of time, wives and ladies of easy virtue often were allowed to live aboard along with the crew. Infrequently, but not uncommonly, children were born aboard, and a convenient place for this was between guns on the gun deck. If the child's father was unknown, they were entered in the ship's log as "son of a gun".

### **At Loggerheads -**

An iron ball attached to a long handle was a loggerhead. When heated it was used to seal the pitch in deck seams. It was sometimes a handy weapon for quarrelling crewmen

Fly-by-Night -

A large sail used only for sailing downwind and requiring rather little attention.

### **Cut of His Jib -**

Warships many times had their foresails or jib sails cut thin so that they could maintain point and not be blown off course. Upon sighting thin foresails on a distant ship a captain might not like the cut of his jib and would then have an opportunity to escape.

and last but not least..

### **Scuttlebutt -**

A butt was a barrel. Scuttle meant to chop a hole in something. The scuttlebutt was a water barrel with a hole cut into it so that sailors could reach in and dip out drinking water. The scuttlebutt was the place where the ship's gossip was exchanged.

Source: fortogden.com/nauticalterms

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## *Some Worthy Websites*

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?metaricao=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](http://weatheroffice.ec.gc.ca/marine/marine_e.html?c-sog)

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

continued..

## From the Wheelhouse Leonard Sutherland - Commander

Last Wednesday, the first night of our "Spring" Boating Course was almost cancelled because of the weather. This particular course is significant in that the Overhead Projector has been retired. Training Officer Ralph Hagen announced that the entire Boating Course will be presented using Power Point. Keep February 24th open for a presentation by Sgt. Scott Elliston from the Search and Rescue Squadron in Comox. Happy New Year and Safe Boating in 2007!

Cdr. Leonard Sutherland



*Happy New Year to All*

**Training Department**  
STO Ralph Hagen, AP

Another season with a new Boating Class which started 10 January 2007. This time we have five students enrolled.

Later on about March we will be offering a Maritime Radio (VHF) class and a GPS Navigating class as well as a Saturday morning PCOC course for those who just need to have their Operator's Card.

We closed out last year with the Boating Class of seven all passing with an average of 91.7%. The Radio class had 13 pass with 90+ % average.

Anyone having a need in my absence for training information call Bob Weenk at 247 0267 or Len Sutherland 247 8301

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## Yacht Club

Commodore Ralph Hagen, AP

The Silva Bay Yacht Club has started a new year of activity with a new Commodore, Frank Shoemaker, and a new cruising schedule that promises to be even better than last year. Anyone interested should go to their website [www.silvabayyachtclub.com](http://www.silvabayyachtclub.com)

The club's annual on-the-water event Salute The Compass on New Year's day was held in the pub at Silva Bay due to the weather with about 65 members and guests participating followed by lunch.

The Commodore's Ball will be held on 9 March 2007 and as the seating is limited it is expected to be an early sellout and anyone interested should get their tickets from Jerrie MacFarlane at 247 9973 soon.

The next cruise is a day trip to Wakes Cove on Valdez Island with a soup and sandwich event on the dock and interesting scouting around the north end of the island. Contact Jennie Ireland at 247 8300.

*SNOW? Not for fair-weather sailors.*

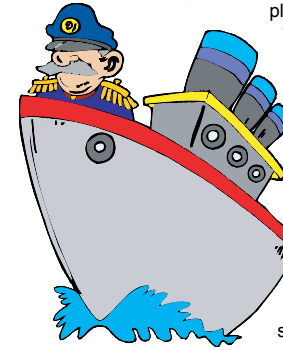
*January - so far a memorable month.*



## A TRIP TO REMEMBER

by Boswell Malcolm

Getting a new boat is always an exciting event. We were on our way to pick it up for its journey home to Gabriola. We had planned well ahead bringing a GPS, safety gear, appropriate clothes and tide charts. A friend was to drive us from Horseshoe Bay to Crescent Beach Marina where it was moored. Catching the early ferry off the Island we arrived there as planned to begin our voyage.



Anyone who has navigated out to open water from Crescent Beach knows that this passage can be a bit tricky and a high tide is essential. After many delays due to traffic, settling accounts, finding lost boat house keys, and a delay in opening the rail bridge, we departed two hours late into a rapidly falling tide.

Finally on our way, I anxiously checked all the instruments, turned on my depth sounder, VHF, and radar and headed into the shallow channel ahead. Sand bars loomed ominously on each side. I cautiously followed the channel markers toward the open water, seemingly endless perilous miles away.

Constantly monitoring the depth sounder, I was surprised that there was more than sufficient water to avoid going aground, even on this low tide. I could now relax as maybe they had dredged the channel since my last trip here years earlier. With great relief we soon found ourselves, thanks to my trusty depth sounder, safely out in open water and on our way.

Strangely though, the depth a kilometer from shore still indicated very shallow water. It was about the same as that which we had experienced in the channel. I immediately slowed as maybe there was an unmarked shoal in the area.

It was then to my horror I discovered that in all the excitement & frustration to depart on the tide, I had inadvertently switched the depth sounder on to simulation mode, rather than to actual. By luck and the grace of who ever guides us seafarers safely home, we had made safe passage to the sea. Needless to say that will never happen again, as surely nobody can be that lucky twice.

Editor's note: I promised not to nominate Bos for the Yacht Club's *Off Course Compensator Award*; besides, it's too late anyway!

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Our Squadron of more than 70 members is one of eleven in the Vancouver Island North District (VIND). Gabriola Squadron is one of the smallest, but is certainly active in training and social events. Each year, the first weekend in June, VIND holds its Annual Conference and General Meeting, and various squadrons in the district take turns hosting the event. This year Gabriola Squadron is the host. We have an excellent working group to organize the event, to be held at the Haven. There will be plenty of camaraderie and fun, and opportunity to meet like-minded folk from Duncan to Port Hardy and Powell River.

Some might have been at the 2000 VIND AGM and Conference, hosted for the first time by Gabriola. That was memorable, and one of the best-attended events in years.

**Plan on attending.** There's a Friday evening "Meet 'n Greet" with music at the Phoenix room, meetings Saturday till early afternoon, then a Dinner & Dance Saturday night with John Capon's group. While delegates are busy in the meetings, the accompanying members will be on tour around our island visiting artisans, points of interest, and a lunch at Silva Bay with a talk on our local geology by Squadron Life Member Rufus Churcher.

Watch for further information and the registration form, to be posted here next edition.