

**Gabriola Island Power and Sail Squadron  
Bridge Member Reports for the Executive Meeting  
March 22, 2018**

**Squadron Educational Officer**

Intro To Cruising Course (Boating 2 and 3) ongoing. No other courses planned for the remainder of the spring.

Workshop scheduled has been slightly revised to avoid a conflict with the AGM as follows:

Anchoring – Sunday, April 15  
Docking – Saturday, April 21  
Sail Handling and Rig Tune – Saturday, April 28  
MOB – Sunday, April 29  
Weather – Saturday, May 5  
Splicing – Sunday, May 6

Note that complete workshop descriptions are attached as Appendix A. Sheila Malcolmson, MP Nanaimo-Ladysmith will be speaking at 1300 hrs, April 7th at the community hall regarding Bill C352 and the issues surrounding derelict and abandoned vessels. We have the full cooperation of the Silva Bay Yacht Club with regards to setup, tear down, and cost-sharing. Formal invitations to attend this presentation have been sent to the Doug Routley, MLA, Gabriola Chamber of Commerce, Islands Trust, RDN, Rate Payers Association, Gabriola Historical and Museum Society, and GAFA. Event notices will be placed in the Sounder (2 weeks out and then 1).

The edition of the Sounder before the event (April 3) will include a small ad, an article and the 2nd of the two event notices (costs to be shared 50-50 between the Squadron and the Yacht Club). Note that admissions to the event are to be by donation.

Respectfully submitted,  
Bert terHart, SEO

**Communications / Scuttlebutt Officer**

**Scuttlebutt** was published end of February and on time. I had some good feedback on the workshop information. I'm always hungry for anything to publish, in addition to the usual Educational and Commander reports.

**Communications Committee** Nothing new here. I intend to call a meeting when Mike is back to look ahead and discuss the survey results in more detail.

I have had a couple of responses for the Rudy Bohm award – this will need discussion at the meeting. We will need to decide on all the recipients to arrange for the engraving in time for the AGM.

I will prepare for the video of the Squadron activities, and the agenda items for the screen, as well as the Commander's Citations, and Certificates of Appreciation. I will send out the 'official notice' with the Nominating Committee report after the Exec meeting tonight.

**Privacy:** Silence is golden.

Respectfully submitted  
Don Butt

### **Membership Officer**

At this time there are 64 members in the Gabriola Power & Sail Squadron. Two members have dropped out since the last meeting, but I am confident that they will both renew soon. Currently there are 61 regular members and three lifetime members.

Respectfully Submitted,

Elaine Pearce  
Membership Officer

### **Financial Officer Report (February 2018)**

#### **February Opening Balance: \$3765.59**

#### **Expenses: (-)**

CPS-course materials	\$180.00
Nanaimo Power Squadron-Course materials	\$320.00

Total Expenses:(-) -\$500.00

#### **Deposits: (+)**

<b>Maritime Radio-Aaron Dunn</b>	<b>+\$95.00</b>
CCCU interest	+\$0.03
<u>Total Deposits:(+)</u>	<u>+\$95.03</u>

**March Opening Balance: \$3360.62**

Respectfully Submitted,  
Jude Briscoe, Financial Officer

## APPENDIX A

### **Gabriola Power Squadron Spring Workshop Series**

Spring heralds the beginning of the recreational boating season here on BC's west coast. For those of us lucky enough to live here, some of the most pristine cruising grounds in the world are within a day or two's sail in sheltered waters. Easy access, however, doesn't always mean easy. Any skill, no matter how well learned or practiced, becomes rusty and untrusted from disuse. My father, having sailed all over the world, referred to the Pacific Northwest as the 'All or nothing coast'. Either it's blowing like fury or not at all.

I would go one step further and say that, as boaters, we need all our skills or none at all. Docking is either a simple exercise until it turns into a nightmarish gong-show.

Anchoring is a no-brainer until you find yourself drifting down onto the rocks at 3am in a terrific blow against tide that is churning up waves that only the devil could muster. No matter how you put it, it's a seaman-like way of saying that it's all fun and games until someone puts an eye out.

Thus to my point: Any skill not recently exercised is no skill at all. You may have heard me espouse the Three-P's. As in Plan, Prepare, Practice. During weekends in April and May, we'll be offering anyone interested in learning a new trick or two, thinking about purchasing some new bit of gear or revamping an old one, or wondering if there's a better way to do it some practical, hands-on, over-the-shoulder help and skills training. These workshops are intended as practical, on-the-water exercises to help boaters see first-hand and discover some of the tricks and tips that help make boating safer, more fun and way less stressful.

The Squadron will be supplying a light lunch, snacks and hot and cold drinks for all full day workshops. Handouts, laminated checklists and the like will be provided as well as any materials required (ie: ropes and cord for the splicing workshop, etc.)

Lastly, these workshops are open to the public. All that is required is an interest in boating! Space is very limited and demand is typically very high. To ensure space, book your spots early! Contact the Squadron Educational Officer, Bert terHart at 778.557.2824 or at [bert.terhart@gmail.com](mailto:bert.terhart@gmail.com) for more information.

### **Anchoring – Sunday, April 15th 9:30am – 4pm: \$79\*/person**

The most basic, fundamental skill in boating is knowing how to anchor your boat. Nothing will improve your confidence afloat more than knowing you can anchor safely. We'll review anchoring in general, including what gear works and what doesn't, and inspecting your anchoring gear. Once aboard, we'll demonstrate single, tandem and double-anchoring, Bahamian mooring, setting a drudging anchor, setting a stern anchor, using a counter-balanced trip line, choosing and setting snubber, using an anchor bridle to reduce shock loads and using an anchor bridle to adjust the boat's heading. We'll discuss retrieving a fouled anchor and lastly, anchor etiquette. Specifically:

#### **Dock Walk:**

1. Examine different anchors and discuss pros and cons of each

- a. What works best in what bottom
  - b. All-chain vs all-rode vs combination rodes
  - c. Size
  - d. etc
2. Examine different anchor gear installation and discuss
- a. Windlass installation and operation
  - b. Bow-rollers
  - c. Chocks
  - d. Fairleads
  - e. Chain-stoppers and brakes
  - f. Chafe gear
  - g. Snubbers
  - h. etc
3. Seek out anchor and/or anchoring gear weak points and discuss best-practices in light of found faults
- a. Shackles too small
  - b. Shackles improperly seized
  - c. Different metals used in the gear that could lead to galvanic corrosion issues
  - d. Properly securing the anchor
  - e. Anchors too small
  - f. Improper use of an anchor swivel
  - g. Etc

**Out of water anchor deployment:**

1. Set out a combination rode (50' 5/16" hi-test chain and 100' 3/4" nylon plait) attached to a 35lb Danforth
2. Bring the terminal end of the rode up to the landing at dock, simulating a 2.5:1 scope)
3. Demonstrate how a pulling force on the rode causes the rode to lift and the angle of attack on the rode vs anchor changes
4. Demonstrate how little force is required to raise the rode
5. Show and discuss the rode's catenary.

**On the water anchor deployments:**

1. Discuss selecting an appropriate and anchor location based on bottom conditions, existing anchored and/or moored vessels, weather (both current and expected), and tide
2. Discuss effective communication between foredeck crew and helm
3. Discuss anchor and rode selection
4. Practice deploying:
  - a. Single anchor
  - b. Single buoyed anchor
  - c. Forked anchors (two anchors set out at 45-60degrees)
  - d. Tandem anchors (two anchors set in-line)
  - e. Bahamian moor

- f. Bow and stern anchors
- g. Using an anchor bridle
- h. Using an anchor snubber
- i. Using two snubbers in severe conditions
- j. Using a drudging anchor off the bow to reduce yawing
- k. Using a drudging anchor off the stern to reduce yawing
- l. Deploying a riding sail
- m. Sailing out an anchor.

Post exercise critiques and comments (submitted anonymously).

*\*An additional \$10 will be charged for non-Power Squadron members*

### **Docking – Saturday, April 21st 9:30am – 4pm: \$79\*/person**

If you're like the vast majority of recreational boaters, the most stressful part of the whole boating experience is docking. There's a reason why everyone loves to stop what they're doing and watch you dock. There is also nothing quite as satisfying as silencing the peanut-gallery. We'll be practicing the essential skills necessary to safely leave and return to a slip. We'll be warping the boat onto and off the dock, how to use wind and current to your advantage, how best to deploy crew and when, if ever, you should use dock-side help. Lastly, we'll go over the short and single-handed docking skills and the one and only line you cannot do without when docking. Specifically:

#### **Dock Walk:**

1. Examine and discuss:
  - a. Different dock lines and their names
  - b. Different dock line attachments points on different vessels
  - c. Snubbers
  - d. Chafe gear
  - e. Over or undersized lines
  - f. Knots

#### **Attend Seaburban and discuss:**

1. Dock line selection
2. Attachment points
3. Demonstrate:
  - a. The center of lateral resistance
  - b. Momentum and inertia
  - c. How to snub a vessels motion
  - d. The difference between and purpose of a bow and stern line and a spring line
  - e. Sight lines from the helm, bow, stern, and beam
4. Effective communication between crew and helm

#### **On the water Docking drills include:**

1. Demonstrating the vessels:
  - a. Pivot point in forward
  - b. Pivot point in reverse
  - c. Prop-walk in reverse
  - d. Ability to turn a 180 or 360 degree circle in it's own length using forward thrust and prop-walk
2. Coming alongside in forward
3. Coming alongside in reverse
4. Using an anchor to kedge onto the dock
5. Using a breast line to come alongside parallel to the dock
6. Using a breast line to power onto the dock
7. Using a bow after spring to move the stern off the dock
8. Using a quarter forward spring to move the bow off the dock
9. Using an anchor to kedge off the dock
10. Using warps to turn the vessel around at the dock.

Post exercise critiques and comments (submitted anonymously).

*\*An additional \$10 will be charged for non-Power Squadron members*

### **Sail Handling – Saturday, April 28th 9:30am – 4pm: \$79\*/person**

We'll review mast and rig tuning, sail controls, sail inspection and repair and then head out onto the water to hoist, set, trim and reef the main, genoa, jib, staysail, drifter, asymmetrical spinnaker and symmetrical spinnaker. We'll review trim characteristics of each and how to get the most out of each sail. Come along and learn the tricks and techniques to not only get your boat moving in the lightest of airs, but to keep you safe and sound no matter how hard it blows. Specifically:

#### **Dock Walk:**

1. Discussion of the different rig and sail types
2. Discuss the various contrivances to make sail-handling and trim easier, faster, or more convenient for short-handed crew found on the different vessels.
3. Discuss general best-practices and is or is not evidenced on the vessels examined.

#### **Attend Searburban:**

1. Discuss the rig in general including:
  - a. Mast tune
  - b. Size of standing rigging
  - c. Standing rigging connections
  - d. Running rigging
  - e. Fairleads
  - f. Controls
  - g. Demonstrate how flexible the mast actually is
2. Discuss the location and use of her offshore sailing setup:
  - a. Rigged preventers for the main boom

- b. Rigged boom-brake for the main boom
- c. Rigged foreguys and afterguys for the spinnaker and whisker poles
- d. Asymmetrical spinnaker and Code 0 tacks
- e. Jacklines
- f. Inner-forestay and staysail
- g. Lazy-jacks
- h. Running back-stays
- i. Topping lifts.
- j. Reefing lines

### **On the water Sail handling drills**

1. Perform the following:
  - a. Set, trim, furl, and reef a roller-furling headsail
  - b. Set, trim, and strike the mainsail on a beat, reach, and run
  - c. Set all three reefs in the main on a beat, reach, and run
  - d. Set and trim the asymmetrical spinnaker on a reach and run.
  - e. Strike the asymmetrical using a sock
  - f. Set and trim the symmetrical spinnaker on a reach and run
  - g. Strike the symmetrical spinnaker using a sock
  - h. Trim the boat properly on a beat, reach, and run while flying all sails

Post exercise critiques and comments (submitted anonymously).

*\*An additional \$10 will be charged for non-Power Squadron members*

### **Man Overboard – Sunday, April 29th 9:30am – 4pm: \$79\*/person**

In cold water, a man overboard situation is potentially fatal. Ending up in the water can happen anywhere and anytime, including simply falling of a dock! We'll be reviewing the skills, drills and procedures you need to know to safely recover (heaven forbid) someone who falls overboard. We'll review and practice the generally accepted ways to maneuver a power or sail-driven vessel to effectively return and/or search for a MOB. We'll demonstrate and practice different methods that can be employed to safely recover an MOB. Honing these skills can easily save a life. Specifically:

#### **Dock Walk and discussion regarding**

1. Lifeline and stanchion mounting and installation
2. Freeboard and reboarding devices
3. Prevention of MOB at the dock itself
4. Safety gear (ladders, AE, first-aid stations, etc) at the dockside facility itself

#### **Attend Seaburban**

1. Discussion of the different types of PFDs and lifejackets
2. Demonstration of a. Inflating
  - a self-inflating vest-type PFD
  - b. Inspection and changing the charging cylinder on an inflatable vest-type PFD

3. Discussion of the different MOB gear to include
  - a. Ring-buoy
  - b. Heaving line
  - c. Life-Sling™
  - d. MOB pole and strobe
  - e. MOM™ (Man Overboard Module) self-inflating and single person raft, pole, horseshoe, light and drogue

### **On the water drills**

1. How to throw a heaving line
2. How to deploy a ring-buoy
3. How to deploy an MOB pole and attached strobe
4. Demonstration of
  - a. Visibility, or lack thereof, of an MOB by throwing a small Scotchman™ type fender overboard and sailing away from it
  - b. Difficulty of maintaining visual contact with an MOB using the Scotchman™ as a proxy for a MOB
  - c. Difficulty of returning and attempting a recovery
  - d. Difficulty of recovery
5. Recovery Maneuvers under sail and power
  - a. Quick Stop Maneuver
  - b. Williamson Turn
  - c. Single Turn
6. Recovery Procedures assuming conscious and compliant victim
  - a. Reboarding devices
  - b. Hoisting/lifting slings and hauling devices
  - c. Lifting strop using sheets and winches
7. Recovery Procedures assuming an unconscious or non-compliant victim a. Hoisting/lifting slings and hauling devices

*Post exercise critiques and comments (submitted anonymously).*

*\*An additional \$10 will be charged for non-Power Squadron members*

### **Local Weather Forecasting and Prediction – Saturday, May 15th 1pm – 4pm: \$49\*/person**

Boating is an outdoor exercise. Why not discover how to read the signs and portents that are on the water and in the skies. A practical review of what to look for and how to interpret what's going on in the skies and on the water so you can augment and improve upon any forecast you might have. A few simple skills are all you need to get a very good, and usually very accurate idea of what the next 2-24 hours is going to bring. We'll go over cloud formations and shapes, local phenomena and events and, most importantly, how to take the guesswork out of what the weather has in store. We'll be emphasizing using local conditions, local charts and any local knowledge to enhance and localize the current weather forecast. In the absence of a forecast, using

clouds, winds, local phenomena (tides, points and capes, et) to create short-term usable forecast. Specifically:

### **Conducted outdoors at Orlebar Point as:**

1. There is a narrow channel just offshore that has strong tidal currents
2. There is a sharp drop-off to 1100' close aboard Entrance Island that is discernible from Orlebar
3. There are frequent out-flow winds streaming out of the entrance to Nanaimo Harbour
4. There is a good view to the North Shore Mountains and Texada Island to the North. These locations tend to generate vigorous orographic cloud forms and their associated winds
5. There is a good view up and down Georgia Strait.

### **Introductory Remarks**

1. Discuss weather in general and specifically:
  - a. Cloud types and altitudes covering the basics (Cirrus, Alto, Stratus, and Cumulus)
  - b. The importance of the barometric trends
  - c. The importance and relevance of local observation
2. Discuss the 5 points above and what impacts they have on the local weather
3. Point out how the 5 points above are impacting the current weather conditions and how those conditions are likely to evolve in the near term

Handout laminated cheat-sheets showing specific cloud types and their implied prognosis.

Handout and discuss a laminated 'Go-No-Go' weather, crew, and vessel cheat-sheet.

Post exercise critiques and comments (submitted anonymously).

*\*An additional \$10 will be charged for non-Power Squadron members*

### **Splicing – Sunday, May 6th 9:30am – 4pm: \$79\*/person**

Discover how everything old is new again. Which is to say that hi-tech ropes and fibres can be used to back-up and or replace expensive and heavy stainless shackles, tackles and fittings. We will go over creating hi-tech shackles, grommets (rings), and strops whose uses are limited only by your imagination. In addition, you'll learn rope-to-chain splices, double-braid eye splices, and how to make hi-tech halyards. All rope and tools will be provided.

### **Introductory Discussion**

1. Traditional Ropes and rope fibres and their usage onboard
  - a. 3-strand
  - b. Single braids
  - c. Double-braids
2. Hi-tech rope and rope fibres and their usage onboard

- a. Dyneema single braids
- b. Dyneema/Vectra cored ropes

## **Splicing tools**

## **Splicing best practices**

### **Splices**

- 1. Traditional Splices
  - a. 3-strand
    - i. Eye
    - ii. Rope to Chain
  - b. Double-braid
    - i. Eye
- 2. Hi-tech splices
  - a. Mobius Brummel eye
  - b. Grommets (rings)
  - c. Soft shackles

Post exercise critiques and comments (submitted anonymously).

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