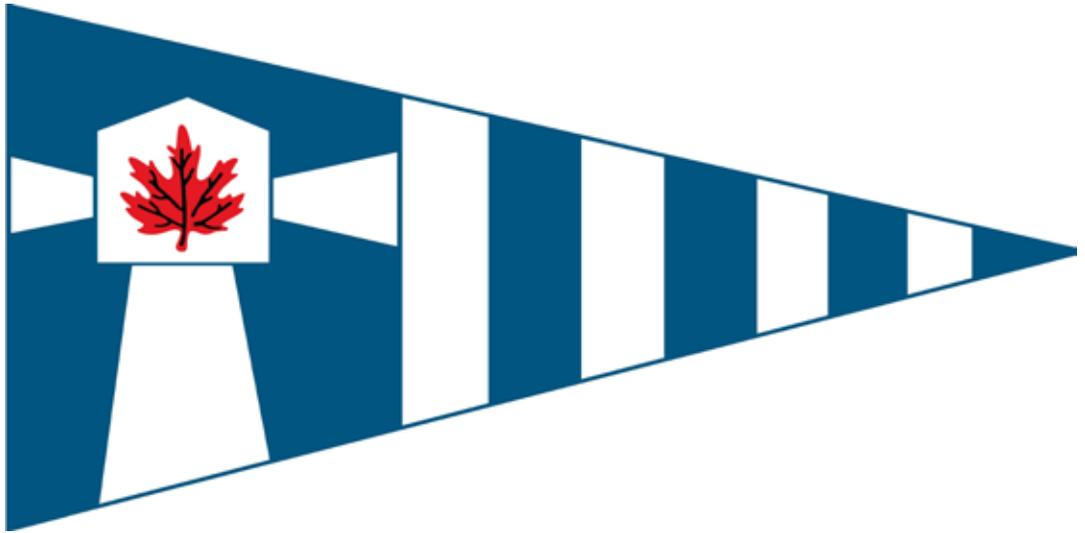


SCOUTS
BUT



Gabriola Island Squadron

Canadian Power & Sail Squadrons

PO Box 71

Gabriola BC V0R 1X0

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

Google "Gabriola Power Squadron"

A Squadron in Vancouver Island North District

<http://www.vind.ca>

Happy New Year Everyone!

January - February, 2013



Upcoming Events

- The Buddy Holly cruise to Chemainus on April 3
- Winter Social - TBA, check the website for updates
- Squadron AGM - Sat. April 27 - Golf Club, 1800 for 1900 Potluck dinner, AGM about 2000
- Graduation Cruise, probably June 9
- Half-way to Christmas cruise with Nanaimo Squadron June 23
- Squadron picnic at Pages July 27
- Corn & Strawberry Cruise Aug. 17-18
- Dracula cruise to Chemainus Oct. 24

Workshop on Emergencies at Sea

Monday Jan 7, at 7 to 9 PM

School, east end at the Parks and Recreation Centre

Workshop fee only \$10

Go to the Squadron website for course description, <http://www.powersquadron.gabriola.org/courses.html>

Look at the painting of the square riggers on the Squadron's home page, <http://www.powersquadron.gabriola.org/>

Email Bob Derksen robert_derksen@yahoo.com (who really knows history) and describe what is going on in this painting.

First person to accurately describe the what's going on in the painting gets a free admission to the workshop

Marine Weather Services Survey

Environment Canada (EC) is responsible for providing marine weather and ice information, and issuing all marine weather alerts for Canadian waters. Environment Canada is committed to understanding the needs of mariners. A survey is being conducted to better understand those needs and the use of their services.

If you are a mariner please take a few minutes to complete the survey. If you know other mariners who may be interested in participating, please share this invitation with them.

Your participation will remain completely confidential and anonymous. Results will be used to shape the weather information that EC provides to mariners.

To begin this survey, please click here:

<http://ec.sondages-surveys.ca/s/marine2012/langeng/>

RENEWING MEMBERSHIP

Many of you have been notified by Headquarters regarding your membership renewals. There are a number of members requiring renewal at the end of November and throughout December. It is easy to renew on-line. Just go to www.cps-ecp.ca and click on membership. On-line renewal is a great way to go. It is so quick and easy.

Getting to Know You: Bios of Bridge Member at Large, Don Hutton



I was born in Calgary in 1941, when there were less than 100,000 people. My childhood was spent camping and fishing in the foothills and Rockies, and hunting birds in the prairies east of Calgary. Obviously there were limited boating opportunities and my first contact with boating was as teenager when a friend asked me to help him test his hand made plywood hydroplane on Chestermere Lake, a 1.02 sq. mile man made reservoir east of Calgary. I clearly remember driving that small craft at well over 40mph bouncing off waves... not really having any clue what I was doing...or how dangerous it was...no thought to lifejackets back then! My next encounter was in my mid 20's canoeing the Bow River from Banff to Calgary...and learning (several times) what happens when you try to reach shore by turning a canoe broadside to the current.

I left home at 15 years old to work in the road survey and construction camps in the National Parks (my first job paid \$1.10/hour but Diefenbaker gave us an "election" raise to \$1.25) and after several years of that moved into 'building' construction throughout Alberta and Saskatchewan as a concrete foreman and later a steelworker for the next 6-7 years. I worked on numerous high-rises of 25+ floors, Calgary Tower, many major bridges and the Waterton and Qu'Appelle River/Gardner dams. After all that cleared my system I married at 27 and went on to University to get my Masters Degree in Animal Ethology/Morphology. Just as I finished that, the National Park Service offered me a job in the Calgary Regional Office...which eventually led to me becoming the first A/Superintendent of Kluane National Park in 1972. What an exciting opportunity that was!

I spent the next 40 years in the Yukon in a variety of occupations including National and Territorial Parks & Historic Sites, land claim negotiations, house builder, contractor, consultant...and finally retired (sort of) from the Yukon Government (as ADM of Forestry, Land & Agriculture) in 2004 to build our retirement home on Marsh Lake about 50km east of Whitehorse. After my wife Paule retired in 2007... the winters started getting longer and the drive to town harder and harder. So, having been to The Haven on several occasions and becoming familiar with Gabriola, we finally decided to cut ties in the Yukon and we moved to this paradise in December 2012. Strangely, living here reminds me very much of life in the Yukon 40 years ago where people and community were forefront...and everyone helped each other. Sadly that has declined in the Yukon today.

During my time in the Yukon I got into boating in many different ways. My first craft was 16' aluminum...which I sank at the first launch (forgot the plug) and then progressed to many different types

cont...

of boats ranging from 22' freighter canoes to river skiffs to aluminum lake boats to Zodiacs to kayaks. Of course my early years working with Parks required days/weeks of water travel in all kinds of crafts on numerous large lakes, the Yukon River and, the Mackenzie Delta and Beaufort Sea around Shingle Point and Herschel Island. I did over 12+ trips alone from Whitehorse to Dawson City on the Yukon River...some 440 miles...with no navigation aids of any kind.

After the Road from Whitehorse to Skagway Alaska opened year around in about 1988-89, many Yukoners converged on the sleepy Skagway harbor, including me. My first boat was a rare 25' Tollycraft which quite soon got small and I went on to a 30' Tolly (FishHawk II)...and travelled all over SE Alaska for the next 16 years catching record halibut, rockfish, salmon, crab and shrimp. I also made the 1000 mile, 8 day run from Vancouver to Skagway up the Inside Passage in a 37' diesel power boat and later travelled aboard a small tug from Skagway to Anchorage...only to get turned back at Dixon Entrance because of big broadside seas.

After moving into our retirement home, we downsized to a trailerable 20' Hewescraft Sea Runner...and became quite familiar with Valdez, Alaska and Prince William Sound...absolutely the best Coho fishing I have ever experienced. More recently Paule and I 'crewed' with the owners on their 64' Nordhaven crossing the 1000 miles from The Kingdom of Tonga to New Zealand...and found out that after 6 days of being totally out of contact in 5-7 meter seas....we are not blue water sailors. Nonetheless, we are now the proud and recent owners of a 2006 Camano Troll 31 (Blue Moon) which is our dream boat and Paule and I will spend many pleasurable hours with her in the waters around Gabriola...and further...maybe even SE Alaska someday.

Shortly after getting my feet wet in the salt water, I realized I needed training to understand all the aids and protocols in what was a completely different environment than lake/river running. So I took the Boating Course with CPS in about 1991...and almost immediately after I was recruited to help instruct the same course...which I did for the next 18-20 years along with Piloting (now Seamanship). I did my Seamanship in 1994, Piloting in 1995, Navigating with GPS in 1996...and received a "Senior Member" status in 1996...whatever that means. I wrote my Registered Examiner status exam for Marine Radio in 2004 and have instructed on average one Radio course each year since in various Yukon Communities and Atlin BC. During my time with the Yukon Squadron I served as Instructor (before ATO's), STO, Exec. Officer and as ATO until I left about 10 months ago, although I had stepped back a bit during the last couple of years. I received my 15th Merit Mark a couple of years ago.

On coming to Gabriola I had planned to join the Gabriola Squadron but stay distant from activities which had consumed my last 20 years in the Yukon Power Squadron. However...I love boating and I love teaching/instructing boating courses...and it was/is pretty hard to stay away from the enthusiasm exhibited in our Squadron today. So...here I am again up to my ears in Squadron activities...and enjoying it! As I see it our Squadron has a bright and fulfilling future, particularly if we continue to focus on fostering fellowship among our members, 'practical' training...and remembering that all of our members are volunteers drawn together by a love of boating and related activities on the water.

From the Wheelhouse

Ian Waymark, P - Commander



November was not an easy month for Gabriola Squadron as it was a time in which we said goodbye to a very special person in the Squadron. Digby Jones had been an ATO for as long as I can remember and even when very ill he still had the Squadron at heart. His last words to me were "...stay the course, Commander."

He is missed.

Digby would also want us to move on.

November saw yours truly doing his best to grow facial hair in support of raising funds for research in Prostate Cancer. I thank all of you who supported me. We raised close to \$500.

Yours truly also took the four week weather course taught by Bert Terhart. I did not take the exam but I can say Bert did a tremendous job of presenting what, in the past, has been a very dry subject. Can I forecast the weather, no, but I do have a much better idea of what to expect when I combine the weather forecast with what I see and what I now know about the causes of our local weather.

Many of you attended our annual Christmas Party. Wow, the food was great. What can I say about the singing? It was great but there were no takers when I suggested we have a Squadron choir. I cannot understand why.

It is quiet around the Squadron at this time. The Training Department is on a break but will be in action in January when the Seamanship course resumes.

Paddy and I are heading south to the Coachella Valley just east of Palm Springs. We are not allergic to snow, rain, damp etc, but we do like the sun. I hope to write my next "From the Bridge" article while sitting under a palm tree.

At this time I Paddy and I send you all greetings for a wonderful Christmas and Festive Season and we send wishes for a happy and healthy 2013. May the seas be kind and the wind be at your back.

Sincerely
Ian Waymark



From Training

Ralph Hagen, AP - Training Officer



The fall of 2012 was a busy time with courses and workshops.

BOATING ESSENTIALS

This course finished in December with five successful students becoming members of CPS.

SEAMANSHIP

This course is at the halfway point at the break for Christmas with five students enrolled.

For courses and workshops in the new year check the website -
Google gabriolapowersquadron

Ralph Hagen



In Remembrance..
The Squadron was represented at the Memorial Service, November 11
Cdr Ian Waymark lays the Squadron wreath with P/C Cec Ashley.



The day it snowed, a lonely boat at its mooring in Degan Bay awaiting spring.

Nominating Committee

The Nominating Committee is normally established as per the regulations of CPS-ECP and notice is given at the AGM, and consists of the Past Commander (who chairs the ctte), the Past Commander once removed, and the current Commander. No vote is required.

Should some or all of these individuals be unavailable, the Executive Committee (elected flag officers) appoint a Nominating Committee. This has been done, and the Nominating Committee consists of P/D/C Don Butt (chair), P/C Bob Weenk, and Cdr Ian Waymark. Naturally we eagerly anticipate your wish to volunteer in some capacity. Please call or email Don Butt, donbutt@shaw.ca or call 250 247-7804. Contact us early - you wouldn't want to miss out on this opportunity!

The Christmas Party



Some Squadron Awards on display
Madeleine Ani - National Environment Award
Elaine Pearce - District Membership (Mike Cartlidge) Award
Cec Ashley - District Tug-o-War Trophy
Ian Waymark - District Sqd Challenge Award



Walter Berry - almost ready! Bring your appetites!



A fish story?



Ralph Hagen presents Boating certificates to
Jean van Praet and Paule Senechal



Big rewards in the 50-50 draw!



Wine discernment?

Well Anchored?



This September Paddy and I decided to take a mini cruise to Pirates Cove and Ladysmith.

The weather was ideal, the days were still warm and the sunsets were to be enjoyed. We departed Degnen Bay with Paddy at the helm and proceeded the short distance to Pirates Cove. I took the wheel into Pirates Cove as Paddy was on the bow to drop the anchor. We found a ring on the wall for stern tying. I headed out a reasonable distance and signaled to Paddy to let the anchor go. Our Anchor rode is marked off for

various lengths and at 90' signaled she should tie off the line. I had the engine in reverse, felt the anchor bite, gave a bit of throttle and the anchor line simply went tight, we were hooked.

Paddy took the wheel as I headed off in the dinghy to pass a stern tie line through the ring on the wall. Mission accomplished, I started to row back to Shavasan. I heard Paddy say "Aren't we awfully close to the shore?" I turned and saw Shavasan's stern was very close. I knew the anchor had let go. I dropped the stern line, rowed for the boat and climbed aboard. As I threw myself over the gunwale my PFD manual release snagged and the PFD inflated. I tried to get into the cabin but my inflated PFD was too big to let me through the cabin door. I pulled off the PFD, took the wheel and had Paddy haul in the dragging anchor. I kept the boat on very slow ahead as the stern line and dinghy were behind us. As the anchor came out of the water we both saw a piece of wood stuck on the point. We had hooked onto a rotten log on the bottom of Pirates Cove. The rotten log had let go and the anchor, with its piece of wood simply skipped across the bottom.

To add some colour to this you have to realize most of the boats in Pirates Cove, at the time, had skippers and crew sipping wine. We were the entertainment.

By now, the anchor and anchor line were in a raggedy pile at the bow. The stern tie line was tied to Shavasan and to our dinghy. I pointed our bow out of Pirates Cove, retrieved the dinghy and stowed the anchor. Paddy said, "Are we going to try again?" You can imagine what I said. We headed through Ruxton Passage and over to Ladysmith Marina. We tied up securely, pulled the cork and enjoyed our much-earned wine.

Is there a moral to the story? If there is, please let me know. We use a Bruce anchor rated for a 28' foot boat. Shavasan is 22'. We have 25' of chain and ½ " rode. The bottom line, no pun intended, is, you do not know what is on the bottom.

Safe boating and anchoring,

Ian Waymark
Commander

Our Fall Classes



Seamanship will extend into the New Year with Ralph Hagen. Plus one who is absent for the picture.



Boating - Fall Class is completed

A View from a Past Commander

Submitted by P/C Bob Weenk

If you watch CBC, you will be familiar with Rick Mercer and his rants. I'm no Rick Mercer, but I can rant with the best of them. So, here goes.

Isn't it time we laid to rest the tired self delusion that we are a para-military organization? Go to any district meeting or, even more entertaining, a national meeting and see the officers and executive members strolling around in their blue blazers covered with gilt and gold braid. I understand that the origins of CPS were in a post war period when ex military, primarily Navy, were trying to prolong their association with a part of their lives was very important. Because yachters come primarily from the middle and upper classes, they would have been officers. It is unlikely that many enlisted men carried the same affection for the uniform into their civilian life. As the generation that actually wore those uniforms so proudly fades into history, its place has been taken by large number of post war Baby Boomers who put on the regalia in an attempt to capture a life that they have never experienced. It is certainly true that are a number of CPS men and women who actually have worn the uniform (and some with great distinction), but, for the most part, those wandering the halls at District and National meetings are wearing the closest thing to brass that they have ever polished and put on.

What we are is an organization whose sole purpose is the promotion of boating safety through the education of boat-ers. All the rest of it, from gold braid to quasi military ranks and organizational structure is, at best, part of a bygone century, and at worst, a detriment to the recruiting of twenty first century boaters. Try to see a CPS meeting through the eyes of a thirty year old investment banker, who has just bought his first 28 foot Bayliner. What have we to offer him? He may take a course from us, but the first time he gets a look at our organizational structure or our blazers and white belts, he looks at his wife or significant other, rolls his eyes and runs for the hills (or the yacht club bar).

If you don't believe we are focused on the wrong things, check out the number of paragraphs in the operations manual devoted respectively to "Duties of Officers" and to "Uniform of the Day"

Mercifully, it seems that there are fewer and fewer dressed like characters from Gilbert and Sullivan in attendance at meetings and perhaps, as the amount of gold braid is reduced, the number of young faces will increase .

To that end, let's get into the 21st Century. First of all, scrap the military ranks, particularly the term "Training Officer", which I suspect even the military, that most conservative and traditional of organizations, has recognized is no longer sufficient to describe the function of education. "Training" and "Education" are two very different concepts. One implies rote memorization and lots and lots of rules. The other demands reasoning and grasping of large and important concepts. You train a dog, but you educate a human. Let's start treating our boards of governors ("Bridges") like the officers of a corporation rather than subordinates to a dictatorial "Captain" or "Commander". The CEO of the squadron is elected. He does not have the powers of a military commander, and is dealing with volunteers, not draftees.

The goals of CPS are good and honourable. What we do is worthwhile and important. Restructuring away from the military organizational chart will not solve all our problems going into the future, but if it helps us to recruit a younger generation with little interest in militarism, it is probably worthwhile.

CPS was once described to me by a non member as "a 20th Century organization teaching 19th Century skills to a 21st Century audience". Let's, at least, get into the 21st Century.

Wimbledon Choral Society

Handel's Messiah - the Yorkshire Variation

Most of us are familiar with the words and music of this great oratorio but old Yorkshireman Bill Jones had never been to a performance, and he tried to persuade a friend to go with him t'local Town Hall to hear it but his friend declined.

"Nay," he said, "that sort o'music's nowt in my line. I like a good comic song or a lively jig me, but I reckon nowt to this sacred stuff as they calls it. It's beyond me, that. Another thing, there'll be none of our sort there. It'll be mostly religious folk and swells done up in boiled shirts, and wimmen wi' nowt much on. Nay, you go by thee sen and then you can tell me all about it sometime."

So, Bill went by himself and the next time the old pals met the following conversation took place:
"Well, cum on then ... how did you get on at Messiah?"

"Ee well!" said Bill "It were fair champion. I wouldn'ta missed it for all'tea in China. When I got there the Town Hall were crowded. It were choc full o'folk and I had a job to get a seat but no wonder - it were all them singers -- they took up half the gallery, like. There was a chap larking about on t'organ although he weren't playing nowt in particular, just running his fingers up and down as if he were practising.

Well, after a bit a lot of chaps came in carrying fiddles, then they brought in t'Messiah - well, that's what I took it t'be. It were the biggest instrument on t'platform and it were covered in a big bag. Well, they took the bag off it and then some bloke rubbed its belly with a stick and you should have heard it groan! It were summat like a dying cow!

I was just thinking of going when a little chap came on, all dolled up in a white waistcoat and wi' a flower in his buttonhole, and everything were dead quiet. You could have heard a pin drop! He had a stick in his hand and started waving it about and all the singers stared at him I reckon they was wondering what was t'matter wi' him. Then they all started to sing and they hadn't been going long before they was fighting like cats! I reckon he shoulda walloped one or two of 'em with that stick of his. First one side said that they were t' King o'Glory then t'other side said they were, and they went at it hammer and tongs, but it fizzled out and I've no idea which side won.

Then there were a bit of bother about some sheep that was lost. I don't know who they belonged to but one lot of singers must have been very fond o'mutton 'cos they kept on singing "All we like sheep". I couldn't help saying to a bloke next to me that sheep's all right in moderation but I like a bit o'beef meself, and he looked daggers at me and said 'shhhh' so I shushed.

A lot o'wimmen stood up after that and a load of 'em looked as if they were well ... getting' on a bit, you know. Some of 'em must ha' been 65 if they were a day! They sang "Unto us a child is born" and t'chaps sang back "Wonderful" an' I thought t'meself - Wonderful? It's a bloomin' miracle!

After that they sobered down a bit and sang about a lass called Joyce Greatly. I've never heard of her meself but the chaps had 'cos they all looked mighty pleased about it. Then some bloke got up and said he were the king o'kings, another one said he was and then, blow me. they all started arguing about it. I was getting a bit fed up when everybody stood up to see what was the matter and they suddenly shouted "Hallelujah it's going t' rain for ever and ever". Well, at that I jumped up and made straight for t'door. I'd 'ad me money's worth and besides, I was thinking that if it were going t' rain for ever and ever I'd better get home before the floods came.

Still, it was a real good do though - you shoulda come but, oh, I do hope they find them sheep."

Your Squadron Bridge 2012 - 2013

POSITION	NAME	PHONE
Past Commander	Cecil Ashley	247-9653
Commander	Ian Waymark	247-7883
Executive Officer	Dawn Reeves	247-7132
Admin. Officer	Douglass Legg	325-7877
Training Officer	Ralph Hagen	247-8491
Secretary	Wendy Geddes	247-7918
Treasurer	Siggi Andrun	247-9794
Membership Officer	Elaine Pearce	247-7538
Public Relations Officer	Rufus Churcher	247-8779
MAREP/Weather	Bill Kalbfleisch	247-8027
Assistant Training Officer	Robert Weenk	247-0267
Environment Officer	Madeleine Ani	667-7891
Cruisemaster	Douglas Cunnian	247-7669
Supply Officer	Douglass Legg	325-7877
Webmaster	Robert Derksen	247-9792
Social Officer	Walter Berry	247-8651
Safety Officer	Robert Wood	247-7339
Port Captain	Dawn Reeves	247-7132
Communications Officer	Don Butt	247-7804
Scuttlebutt Editor	Don Butt	247-7804
Privacy Officer	Don Butt	247-7804
Member at Large	<u>Don Hutton</u>	247-0019
Member at Large	Bert Terhart	247-9301