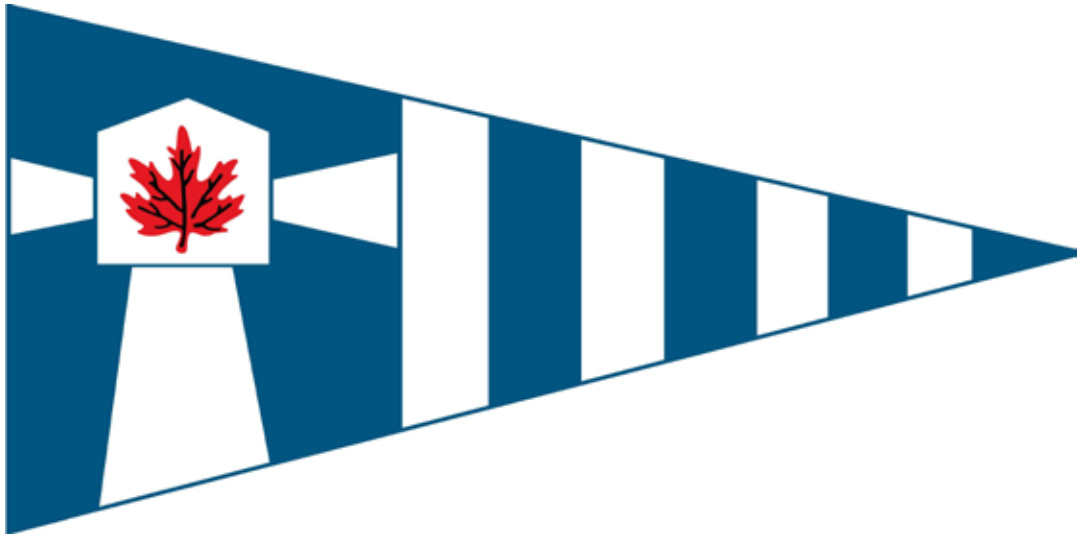


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Gabriola Island Power and Sail Squadron

Google Gabriola Power Squadron

It's been a good summer

September - October 2016



Your Squadron Bridge 2016 – 2017

POSITION	NAME	PHONE
Commander	Mike Hoeinghaus, <u>AP</u>	250 247-8799
Past Commander	Ralph Hagen, <u>AP</u>	250 247-8491
Executive Officer	Jean-Pierre van Praet	250 247-3064
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Secretary	Carole Lemieux	250 247-9889
Financial Officer	Jude Briscoe	250 247-8600
Membership Officer	Elaine Pearce	250 247-7538
PRO/Marketing	George Myette	250 247-7123
Webmaster	Bill Kalbfleisch	250 247-8027
Communications Officer & Scuttlebutt Editor	Don Butt, <u>AP</u>	250 247-7804
Member at Large	John Bullas	250 739-3295
Member at Large	John Woods	250 247-8033
Privacy Officer	Don Butt, <u>AP</u>	250 247-7804

Gabriola Power and Sail Squadron

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

***We are a Squadron of Canadian Power and Sail Squadrons (CPS-ECP) in
Vancouver Island North District***

<http://www.cps-ecp.ca>

<http://www.vind.ca>

MEMBERSHIP REMINDER

Many of you have been notified by Headquarters regarding your membership renewals. It is easy to renew on-line. Just go to [CPS-ECP](http://www.cps-ecp.ca) and click on membership. On-line renewal and rejoin is a great way to go. It is so quick and easy. And have a look at the [CPS benefits](#) of being a member.

For more info call our Membership Officer, Elaine Pearce 247-7538

Upcoming Events

Check the website for details - Courses and Upcoming Events

Maritime Radio: Saturday October 15, 2016. One day with exam.

The Boating series will be offered in the fall. Course description and course fees are posted on the Squadron Website under "Courses". All Boating Course sessions will take place at the Rollo Senior Centre starting at 7 PM on Wednesdays.

CPS Boating 1: (PCOC) Sept 14 to Oct 5

CPS Boating 2: Beyond the PCOC

CPS Boating 3: Introduction to Navigation

Oct 12 to Dec 14

The Boating Course has undergone revisions, not so much in the content, but in the way it will be instructed. Gabriola Squadron intends to instruct Boating 2 and 3 as a unit. Because of the variations in boating conditions throughout the country, needs will differ. Here on the west coast we regard both the content of Boating 2 and Boating 3 as essential knowledge for boaters.

Seamanship: To be offered should sufficient interest be expressed.



Social Events

Sunday, September 25th at 7:00 p.m. at The Rollo Center.

He says he's just a guy with an inquisitive mind and an expensive camera. Dr. Phillip Vannini is a professor at Royal Roads University as well as Chair of their Canada Research Department. Phillip has made a movie about float planes. In putting it together he has interviewed float plane pilots up one side of Vancouver Island and down the other as well as some of the Gulf Islands and the Sunshine Coast. Doors will open at 6:00 with coffee, tea and cookies available. Admission is by donation.

Saturday December 17, 6 for 7 PM at the Golf Club

Plan to attend the Squadron annual Christmas Party and Carol Sing-a-Long.

Other social events planned for October and November; watch Upcoming Events at the website.

The Annual Squadron Cruise to the Fireworks at Vancouver

Wed, July 27

Australia put on a great show. *A Cappella* with a crew of four sailed to False Creek for the annual show of fireworks, and it was awe-inspiring as usual. It was a gentle sail to Vancouver but the north-westerly piped up to 28 knots on the starboard bow returning. The eight-foot high breaking waves soaked us thoroughly, but the water temperature was between 23 and 25 Celsius. It was a warm drench.



More Fireworks - but a bad kind

Boat fire – Silva Bay May 28, 2016.

On Saturday, May 28th this year, while registering and preparing for the Silva Bay Yacht Club Sail Past, several Yacht Club and Gabriola Power Squadron members noticed smoke emanating from a small recreational trawler moored to a buoy out in the bay. At first it looked like someone might be firing up a stove but then we realized that the smoke was coming from the hold and there didn't appear to be anyone on the boat. We also noticed 2 dinghys rapidly rowing toward the boat and realized that in fact, there was a fire in the hold. Kent Moen, Larry Campbell and I quickly launched by Malibu runabout after grabbing an extra fire extinguisher and proceeded out to the boat fire.

The two gentlemen who had rowed to the trawler were aboard and were dousing the fire with pails of water. Their quick actions had actually arrested the fire's progress as no flames were visible but there was extensive smoke still being emitted from the hold. We cautiously removed the hatch cover to get better access and continued to pour water into the hold to knock the smoke down. Gabriola Fire Department had been notified and were ferried out to the boat by Don of Silva Bay Shipyard but the fire was well under control by the time they arrived. After it was safe to do so, one of the responders entered the hold and noticed that the burning material consisted of cleaning rags and rubber bins and appears to have been started by shorted batteries as there had been rough weather the day before and something must have shifted on to the batteries to cause a short. We also noticed that there were several cans of oil based paint in close proximity to the fire and it was sheer luck that these hadn't ignited.



You can't see the smoke, but it was quite evident just before the photographer knew about the fire

Overall, the damage was minor, compared to what could have happened and it was due to the quick actions of concerned boaters that a major fire was averted.

This is another example of why it is so important to properly remove or store flammable materials when servicing a boat and to keep all electrical connections safely enclosed.

Submitted by George Myette
George is the Squadron Marketing & Public Relations Officer

Ocean Colour and Global Warming

Submitted by John Bullas

Have you ever wondered what creates the various ocean colours that we most often see? Why is the ocean blue some days, green others or even grey?

Well, the colour we perceive is created by a number of things happening simultaneously to the light we receive from the sun. Two important processes are reflection and scattering. Both depend on solar angle. On a clear day, when the sky is blue and the ocean is blue, many might think that the ocean is reflecting what is in the sky, but this is seldom the case. Instead, the same process that happens in the sky also happens in the ocean, that is scattering. Scattering is a process that breaks light up due to molecules or small particles interacting with the incoming light. In the sky, dust and other particles “scatter” the incoming beam of light in different directions. Since small wavelengths are scattered more than long ones, we get more blue light scattered toward us, making the sky seem blue while the sun, which has its blue scattered away as its remaining light goes straight toward us, seems yellow.

A similar process happens in the ocean. On a clear day, the sun enters the mostly transparent water and the blue wavelengths are scattered back to us while the yellow-red ones penetrate. If the ocean water has little matter in it, the ocean appears a dark blue. If it has matter in it, especially of certain particle size, some longer wavelengths are reflected back also, making it greener. If it has a lot of matter, it can even seem light green to yellow. It also depends on the time of day which affects solar angle.

Cloudy days are different. If the sky is covered with thick clouds, all of the sun’s rays are eventually scattered in the cloud, blue AND yellow and some is reflected back to space so the sky appears grey. Since the incoming light from the cloud is from all angles and is the same intensity, it is inevitable that some of the dark grey light will be reflected back to us from the ocean surface, and we see the ocean as grey.

Case study.

Two weeks ago, Don Butt noticed a huge difference in ocean colour as he looked northeastward from his home overlooking Entrance island. The northeastern portion of the straight was green while the western was a dark blue, and there was a sharp delineating line. He took these pictures:

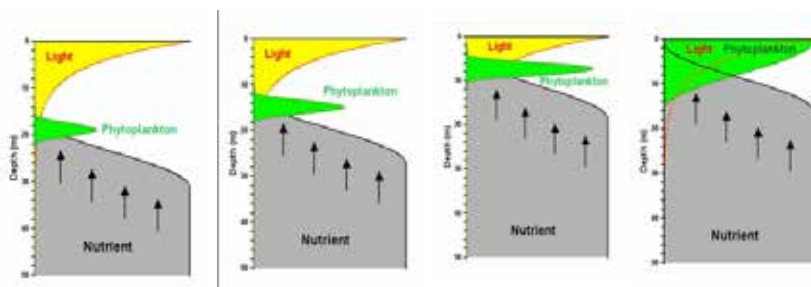
He had never seen this so apparent. Something was different. What was it? Why was this? Was it wave action? Clouds? Mist?



While all of this was possible, the big clue was the sharp division line. Apart from cloud edges, scattering processes in the atmosphere tend to be gradual. So... something had to be different in the water itself. What? The biggest clue was an unusually persistent northwest wind, lasting for weeks. Could this have been a factor? How?

Well, most people will not know that persistent winds create a stress on the ocean surface which causes the surface water to shear away. In a process known as upwelling, the surface water upwind is replaced by water from depth. However, unlike what may seem obvious, the surface water does not move straight down-wind but is deflected to the right by the Coriolis force which is caused by the earth's rotation. So... a persistent northwest wind creates upwelling in the northeast. How can this affect ocean colour?

Enter the diatoms. Plankton and other diatoms have to exist at an ocean depth which balances nutrients (which come from below) and light (which comes from above). As the surface water is sheared away, the nutrient-rich water gets closer to the surface where the sun is even brighter. Thus we get blooms of algae or plankton nearer the surface, which are quite reflective and so the lower wavelengths are mixed in, causing the water to appear green.



From a lecture: Ocean Colour and Primary Production. Authors: Behrenfeld & Falkowski

This process of shearing (upwelling) usually reverses itself in a couple of days as weather systems move along, so seldom do we see its effects. In my opinion, we only saw it this time because the winds have been so persistent.

Implications for the Future.

Is this a sign of global warming? Short answer: no. Long answer: yes. One incident a trend does not make. However, this year we noted an unusually warm blob of water off the west coast. This blob would have strengthened the customary mid-pacific high and so led to the persistent northwest winds. Would warmer water be expected with global warming? Yes. So... it is possible, some might say likely, that we will have more persistent northwest winds in the summer in future and changes to the distribution of plankton and algae near the surface. I'm not a zoologist so we will leave the implications for the rest of the food chain to them.

John Bullas, Member at Large

John is a valued member of the Squadron Bridge and brings 30 years of experience as a professional meteorologist.

About the Anchor

Furiously working through a pre-departure to-do list and surrounded by a mountain of gear, I realize just how much I don't know. I mean you can't know everything, but I wish I knew more. I wish I knew my celestial navigation better. I wish I knew my 500mb forecasting better. I wish I knew my pressure-slope wind regimes for the north coast and Haida Gwaii better. I wish, I wish, I wish...

There is some consolation in at least knowing how much I don't know. Which brings me to my point. There are some nice-to-knows, some oughta-knows and some absolutely gotta-knows.

These past few days, I got a first-hand look at two gotta-knows. Here goes:

1. You gotta know how to anchor your boat. It doesn't matter that you 'always tie-up at the dock'. You simply have to know how to anchor your boat. If not for your own sake, at least for the sake of those boats around you. Case in point was the 42 foot power-boat that anchored within 30 feet (yes, you read that right, thirty, as in three zero feet) of me. For whatever reason, and despite my polite objections, he assured me all was fine, that he did this all the time and that there was plenty of room. Well, all was not fine: Shortly after our conversation and with a north-westerly piping up not only did he find his 1.5 to 1 scope inadequate as evidenced by him dragging, but upon re-anchoring he figured that since he got his anchor to stick once at that spot, he should do it again. After a round of fending off and much yelling at his girlfriend (after all, it had to be her fault) he cursed the holding ground and left for the dock. Had he anchored with sufficient scope with sufficient swinging room, he would have been just fine. As were all the other boats anchored nearby.

2. You gotta know how to anchor your boat. No, this is not a typo. This weekend, I was listening to a panic-stricken sailor yammering for help on VHF CH 16 and then 66A because their motor had died. They were sailing in circles in 10-15 knots of breeze waiting for a tow. But it wasn't just me, the fellow who's boat is moored next to Seaburban was listening in as well. Now, this fellow has NO motor in his boat and the last time I saw him, he was ghosting into False Creek, under jib alone. He has sailed this coast for decades without a motor. Listening to the radio, he looked straight at me and wondered aloud "You think he has an anchor?" Our panic-stricken friend could have just anchored and waited for either a fair wind and tide to enter Silva Bay (and then anchor and wait for Don from the shipyard to work his magic) or simply anchored, gone below for a cup of coffee or tea and waited calmly for help to arrive. Either way, anchoring would have eliminated the stress and anxiety he was obviously experiencing.

At least I know (knock on wood) how to anchor. You should too!

Fair winds and following seas...

Bert terHart, SEO Gabriola Squadron.

And a bit more on Anchoring

Many years ago my wife, Mary, and I joined another couple for the task of delivering a Whitby 42 from Atlantic City to Oswego, a port in south east Lake Ontario in the USA. This entailed a sail on the ocean from Atlantic City into the Hudson River at New York City and a long motor trip through the canal and locks to Lake Ontario. And there were many locks to negotiate.

First task entering the canal was to take down the mast and lash it securely to the boat. Done successfully. Next is learning how to get through the first lock. Done successfully, big diesel engine humming.

The first lock bypassed a 8-foot high waterfall from a small lake full of paddlers, swimmers, and people leisurely enjoying the warm water. Half way across the lake our engine just went silent. While there is a certain magic in being on the water in such silence, there is no magic when helplessly drifting slowly back toward a waterfall in a heavy 42 foot sailboat. Two of us tried in vain to bring the engine to life and save us all.

No dice. We began to feel the edge of panic as our drifting collected speed. Then the real magic - my wife watching all this, calmly asked: "What about the anchor!" OMG how stupid we guys are! Anchor soon in the muddy bottom, we gradually eliminated the airlock in the fuel line and proceeded on the journey without incident.

Lesson learned - when your mind blocks the obvious, have a calm wise person aboard to offer sage advice and when all else fails - think anchor!

Don Butt, Scuttlebutt Editor

A quiet evening
anchored in
Montague Har-
bour, Galiano
Island, August 27



From the Wheelhouse

Mike Hoeinghaus, AP - Commander



Your Bridge has had a busy time this summer with Lil' Gabe attending several events, getting our new policy manual through the approval process, new sandwich board signage, and prepping for the Fall courses.

The Communications Committee met several times this summer to discuss and design a new set of "sandwich" board signs. We came up with a design using coroplast panels mounted on a cedar framework. After approval of the design and expenditure by the Bridge, we had the

panels made by Jared Hooper at Sure Signs here on the island. The new signs allow us to change panels as needed to advertise different courses and different dates. They will be up on ferry hill and elsewhere next week.

As usual, Lil' Gabe attended Oceans Day, the Concert on the Green, the Salmon Barbecue and the Street Art at the Theatre Festival. It was welcomed enthusiastically by both adults and especially kids at all events. At the Street Art, we also erected our new sponsor sign for the first time. It really adds to our presentation.

So onward into the Fall. Classes will begin on September 14th with Boating 1 (PCOC), followed by Boating 2 and 3, which we will combine into one long course resembling the old Essentials course. We will be offering a one day Maritime Radio course in October. The Squadron Education Officer, Bert terHart, has spent a lot of time putting the schedule together and getting the materials ready for the courses. Let's support him by getting the word out to friends and family considering taking any of our courses. Registration can be done online through our Squadron website.

If you haven't visited our website lately, there is a lot of new material posted. Our Webmaster Bill Kalbfleisch has done a great job and as usual, Don Butt, has submitted myriads of photographs of our events which Bill has posted. It is worth the time to check it out.

Our Social Committee, headed by Elaine Pearce and Jude Briscoe, have set up a series of Social Evenings this coming fall. Each Social will have a guest speaker and will be held at the Rollo Center. The Christmas Party is also in the works for December 17. More on these events will be sent out at a later date. Check the website and watch for the emails.

We are still looking for members to become involved in the Bridge and/or on some of our committees. Please come share your ideas to make the Squadron better.

Mike Hoeinghaus, Squadron Commander

From the Educational Department
Bert terHart



July 16th saw our first ever 'Intro To Boating Safety for Kayakers and Paddlers' workshop. We had a tremendous turn-out and an energetic fun-filled day expanding our on-the-water comfort zones.

The workshop was inspired by a somewhat less auspicious event. Someone commanding a paddle board with another person and a cooler aboard tried their darndest to run Seaburbs down. It dawned on me then and there that perhaps this person wasn't the only paddler who had no concept of boating safety, let alone Collision Regulations and Rules of the Road.

Regardless of its origins, the workshop was a success and something I hope the squadron will undertake again. It was also very adeptly supported and advertised by George Myette, the Squadron's Public Relations Officer, on Facebook. In fact, all the registrants could be attributed to the Facebook posts made by the PRO. Pardoning the pun, it's a wave of the future for certain.

I'm very excited about the Intro To Cruising course the squadron will be offering this fall. We will be taking the best of Boating Essentials, a smattering of Seamanship and a pinch of Advanced Piloting and giving students a solid, real-world jumping off point for cruising in and around BC's inner coast. Existing Boating Essentials and Seamanship alumni are reminded that they can audit one, some of all of the classes if they wish. I hope to see some of you there.

Lastly, Squadron members holding a Marine Radio Operator's Certificate, (ROC-M) can audit the **October 15th radio course**. It's a fun half-day and the goodies and snacks that the Social Committee comes up with are to die for. Or at least Mayday for.

Bert terHart
Squadron Educational Officer



A bit late for Canada Day, but have a try..

1. Canada is a bilingual country, but what is the only officially bilingual province?

- a) Quebec
- b) New Brunswick
- c) Ontario
- d) Nova Scotia

2. How many oceans border Canada?

- a) 1
- b) 2
- c) 3
- d) 4

3. What is the oldest walled city that still exists north of Mexico?

- a) Montreal
- b) Halifax
- c) Quebec City
- d) Vancouver

4. Where does the word Canada come from?

- a) Jacques Cartier
- b) Samuel de Champlain
- c) Jean Nicolle

5. Whose face is on the Canadian hundred-dollar bill?

- a) Wilfred Laurier
- b) John A. MacDonald
- c) William Lyon Mackenzie King
- d) Robert Borden

6. What is the population of Canada?

- a) 30 million
- b) 23 million
- c) 32 million
- d) 37 million

7. What are the two most multicultural cities in Canada?

- a) Toronto and Montreal
- b) Victoria and Toronto
- c) Vancouver and Toronto
- d) Vancouver and Montreal

8. What is Canada's national sport?

- a) Hockey
- b) Lacrosse
- c) Curling
- d) None of the above
- e) Both a and b

9. When did O, Canada officially become the national anthem?

- a) 1880
- b) 1920
- c) 1950
- d) 1980

10. How many points did Wayne Gretzky score in his career?

- a) 1,876
- b) 2,295
- c) 2,857
- d) 3,204

11. What is the world's tallest free-standing structure?

- a) CN Tower
- b) Burj Dubai
- c) Empire State Building
- d) Ostankino Tower

12. What major sporting event was held in Canada in 2010?

- a) Summer Olympics
- b) Winter Olympics
- c) World Cup
- d) Commonwealth Games

13) In what year did Queen Elizabeth start her reign over Canada?

- a) 1958
- b) 1957
- c) 1954
- d) 1956

14) True or False – Saskatchewan & Alberta were created out of land that had been a part of the Northwest Territories?

15) Who was the longest-serving Prime Minister of Canada?

16) Name the first Canadian woman in space?