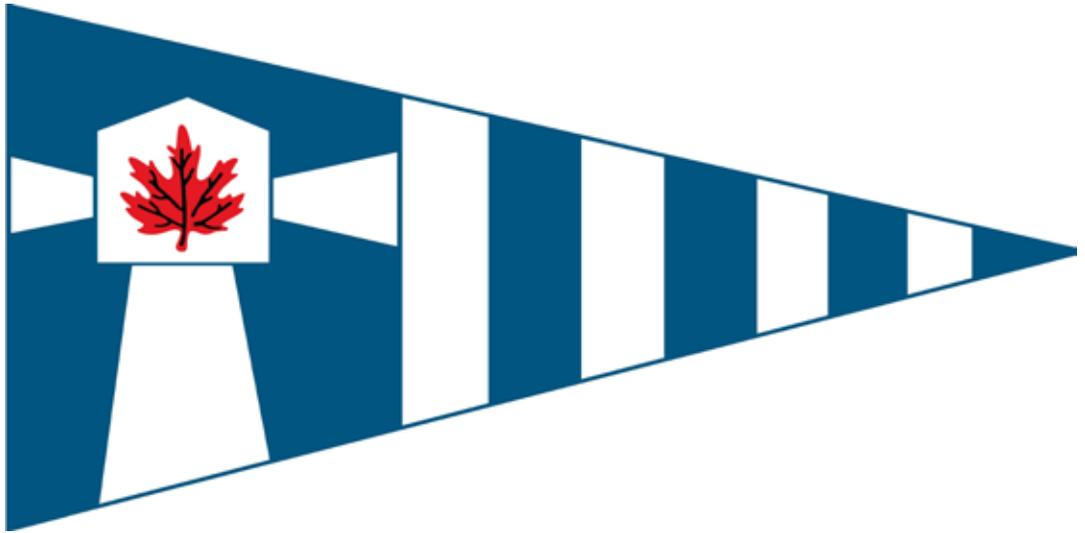


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Gabriola Island Power and Sail Squadron

Google Gabriola Power Squadron

Daylight is 73 seconds longer than yesterday!

January - February 2017



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
Educational Officer	Bert terHart, S	250 247-9301
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

PO Box 71

Gabriola BC V0R 1X0

<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

Tuesdays, February 1 to March 29, 2017 Boat and Engine Maintenance

Keep the water on the other side of the wall! From spark plugs to bottom paint, this course covers all the basics for “do it yourself” boaters.

This course will equip you with the knowledge required to prevent onboard problems, carry out specialized tasks and tackle both short-term troubleshooting as well as long-term boat care. It features practical information and handy tips suitable for both new and existing boat owners. The dream of owning, maintaining and using your own boat without great expense can be achieved through the completion of the Boat & Engine Maintenance Course.

Course Fees: Non-members \$175 - Members \$155

Course Dates: Feb 1 – Mar 29

Location: Rollo Center

The Christmas Party that didn't happen

The Christmas potluck and sing-a-long had to be canceled. The polar vortex froze the water system at the Golf Club - the first year that has happened.

The turkeys and ham were already cooking so the decision to have our party at the Golf Club tentatively scheduled for **Saturday February 25 gather at 6, dinner at 7 at the Golf Club.**

The cooked food is frozen and will be enjoyed as casseroles, and the rest is as the plans were for the Christmas party - potluck appy's, veggies, and desserts. Door prizes and 50/50 draw. Cost the same, \$5 at the door. Bring something for PHC.



is

Courses - the spring offerings are many!

Check the Courses page <http://powersquadron.gabriola.org/courses.html> for full descriptions and dates. Included are Boating 1, 2, and 3, (starts Jan 11) Maritime Radio (Feb 4 all day), Celestial Navigation introduction, Boat and Engine Maintenance, Boating 4 (Seamanship), and Weather.

AGM and Student Graduation

Scheduled for Sunday April 23.

Securing Our Boats at the Dock

Further to the article in the previous edition of Scuttlebutt about docking lines, John Bullas has submitted an article about the need to give attention to the state of our mooring lines not only in the boating season, but through the blustery winter as well. It is safe to say that John is familiar with winter winds and storms as a career meteorologist.

Safe Harbours

In 1882, Priscilla Jane Owens, a Sunday school teacher at the Union Square Methodist Episcopal Church in Baltimore, Maryland wrote a song entitled “Will Your Anchor Hold in the Storms of Life”. This song seems to enter my mind more and more as winter is on us. Well, why do we need to pay attention to our docking and mooring lines at this time of year? From a meteorological perspective, autumn is the time when the prevailing wind switches in Georgia Strait from northwest to southeast. A docking or mooring scheme which seemed adequate all summer suddenly is called into question. It is also the time when the temperature contrast from the pole to the equator begins to increase, providing potential energy for storm development. This potential energy is realized in much stronger cyclogenesis and winds throughout the winter. Not only does wind pressure increase on your boat, large swells develop. These large swells, with their longer wavelength bend around islands and can enter even the most sheltered harbour. Swells can produce huge stresses on mooring gear as boats move up and down and sideways in the swells. So... in the wintertime adequate mooring and docking gear is paramount.

I make it a habit to patrol the docks at the Boatel after checking my boat and often I am appalled at what I see. Boats weighing 6000 lbs or more are tied to the dock with 5/16” polyester lines, often already showing the strain of wear and chafing, and some are insulated from the dock by only two 3” boat bumpers. Many have no spring lines. I have many times had to rescue boats whose docking lines have broken or are coming loose or whose tiny bumpers have been squashed or smashed between the boat and the dock.

Remember that the working load limit for a 5/16 inch polyester rope in new condition is only about 210 lbs, and polyester (and polypropylene) has poor elasticity making it vulnerable to sudden loads such as those caused by swell. A ½ inch nylon rope, on the other hand not only has good elasticity, but has a working load of 525 lbs and a new ¾ nylon rope about 1500 lbs. Remember also that the tensile strength of polypropylene lines are degraded by UV and all lines are compromised by strafing (abrasion). Knots further reduce tensile strength by about ½. Looping around a cleat can work the same way as a knot. Add these all together, and you will see that it's not surprising that boats break free of their moorings. A recent wind event in Kelowna described on the National website shows us the importance of spring-lines to prevent

boats from being driven forward and back into or under the dock or the neighbour, and the importance of adequate docking lines to prevent breakaway. It is also important not to tie median lines too tight to allow some rocking.

When I recently took the Boating Essentials course, a wise instructor said to me “If you can’t tie knots, tie lots.” I would say the same about rope. Rope is cheap; boats aren’t. Figure what you need then double it. As a neighbour remarked to me recently as he secured his boat ahead of a storm by doubling all lines: “Rope does you no good in the locker.” Finally, to end as I began on a musical note; from the 70’s song Silence is Golden (paraphrased with apologies) “Rope and Bumpers are cheap, but people often are sheep”. Or from the Choral Piece “There’s a Southeaster Coming”, sung recently at a concert by the Island Singers: “If your boat’s in the harbour then you’d better go check that the ropes are right or you’ll own a wreck”.



Chafing will wear out a good line quickly in rough conditions. Anti-chafing devices protect the line’s condition effectively.



A snubber will take the jerking strain off the line. Many boaters use a device such as this at all times



Not a good day!

An Evening with Ivan Bulic FLAGS!

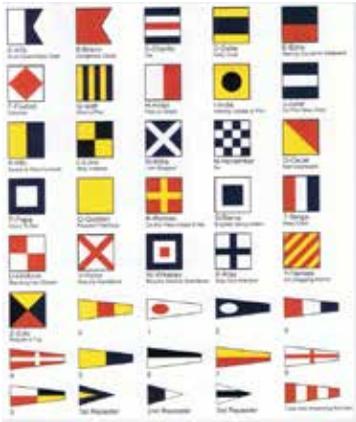
November 27 Ivan Bulic gave a remarkable outline of the history of flags and their meaning. We have an understanding of the difference between burgee, jack, and pennant. His slide presentation began with the first flags flown centuries ago to the modern flags and the etiquette associated with how they should be flown.



Ivan, and
Cdr. Mike
Hoeinghaus
operating
the lights.



Burgee arises from the rich French fishing entrepreneurs who had fleets of fishers to do their work. The boats flew a flag, dubbed by the English as a burgee because it signified the identity of the French owner of their fleet, It was an anglicized version of “bourgeois”



The flag committee deciding which of thousands of submissions were to be chosen as our National flag. Above is the flag that was almost chosen, but fell short - the Pearson pennant.

The Practical Plotting Exercise



It was another breezy cool cloudy November day at Drumbeg when we gathered for the student practical plotting exercise. The purpose is to familiarize the students with how to use the hand held compass to take bearings, record the times from the south limits of Drumbeg, then walk to the north limits, take bearings and times again. From this lines of position and fixes are plotted, and track made good and time made good can be deduced.

Sure, it's not on the water, but the route taken to walk is not unlike that of a sailboat tacking to reach its destination. It is remarkable what a difference there is between just book learning and doing the exercise in terms of understanding why we do this at all.



From the Educational Department
Bert terHart, Squadron Educational Officer

A featured article



For me, Christmas has always been a time of reflection and introspection. I look back and wonder what I might have / should have / ought to have done in the past year. It's similar to when a training cycle ends. What could I have done better in the past year to make the Squadron's training efforts and boating information resources more valuable, more accessible, or more rewarding to members and non-members alike.

During the past year the Squadron has been fortunate enough to have John Bullas, Sean Lewis and Dave Trurie teach for us in addition to our long-time teachers: Ralph Hagen, Don Butt and Mike Hoeinghaus. The Squadron executive has authorized broader, more inclusive courses and workshops such as Maintenance, Junior Navigator and workshop on Introduction to Boating Safety for Kayakers and Paddlers. On behalf of the Squadron, our educational and training efforts are reaching out not only to Gabriolans, but to other squadrons, yacht clubs and associations on Vancouver Island and even further abroad.

Perhaps you're asking yourself: 1) Why bother or 2) What does any of this have to do with me? For my money, the answers to these two questions strikes at the very heart of the Squadron's ability to not just survive, but thrive as we move forward into the new year and beyond.

First up: Why bother? Teaching safe boating is why we exist. It's our mandated purpose. But that mandate, and the manner in which we fulfill it, was crafted some time ago. In order to stay relevant and engage a new generation of boaters, whether they be young or old, the Squadron must offer and conduct training that is relevant to these boaters. This is especially challenging in an attention-shortened, digital age. But I believe that lurking beyond technological savvy and relevance is a far more important matter. Not only has the nature of 'boating' changed, but so have boats.

Boating now encompasses craft that no one imagined would be on the water even three years ago. A paddle board or kayak for example, is considered to be a 'vessel' by Collision Regulations in exactly the same way a ferry or deep-sea tanker is considered a vessel. These vessels, and the boaters who go to sea in them are the new generation of boaters I referred to above. In order to fulfill our mandated purpose, we need to be reaching out to this generation. If we do not, our future may be somewhat in doubt. Considering the fate of some former Squadrons here on Vancouver Island and the laments of many others, I am not over-stating the situation.

To stay relevant and engaged, we have to offer courses and workshops that boaters, especially new boaters, find interesting, find valuable, and find relevant to the manner in which they intend to

pursue boating. Our Squadron's efforts to offer diverse courses and workshops attempt to reflect exactly that: to stay relevant and engaged. Our efforts to reach out beyond our Island's borders are to the same ends.



Secondly, what does all this have to do with you? Beyond a purely social aspect, and to put it rather bluntly, if there is no value in Squadron membership there is no reason to stay a member. Perhaps more importantly, there is no reason to become a member. More and more Squadrons are finding it increasingly difficult to maintain membership levels, let alone grow. I believe the root cause of this is a lack of value.

To address membership value, the Squadron executive has authorized an ambitious series of workshops that lie outside the normal scope of CPS-ECP courses and workshops. These will include Restricted and Low Visibility Navigation, Electronic Navigation, Splicing, "Man Overboard", Docking, Anchoring, Weather, and Sail Handling. We offer real-world, practical hands-on experience for our courses, such as the Plotting Exercise and Emergency Signaling/Flare Exercise, to our students. Members are encouraged to audit - free of charge - any course we conduct. We have members of the executive visiting our local marinas and, and if needed, augmenting chafed and damaged lines with new lines leaving a note reading 'Compliments of the Gabriola Power Squadron'. And last, but certainly not least, we have an exceptionally hard-working and motivated Social Committee that organizes and delivers lectures, talks, and dinners or delicious goodies that are second to none.

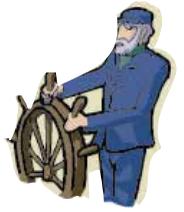
You don't need to attend or participate in everything, but I am certain that we will find something that, if it doesn't pin your ears back, will at the very least pique your boating interest. And if not you, then certainly someone in the community. And that is the method in all the madness. Without a recognizable, respected presence in the community we are potentially fighting a losing battle. Education is by no means the only way to strive for visibility in our community. We have a Communications Committee that works extremely hard at ensuring members and non-members alike are informed of what we're up to, but also that the Squadron is an active participant in so many local events.

On behalf of everyone, members and non-members alike, who have volunteered their time to help us reach out and teach safe-boating this past year, I wish you all a Merry Christmas and Happy New Year. I look forward to seeing you in 2017 in the classroom, at a talk or dinner, and on the water.

Personally, I would like to thank all our students who decided they would like to learn more about what it takes and means to be safe on the water. The enthusiasm, dedication and hard-work of all involved in our Squadron activities remains an inspiration.

From the Wheelhouse

Mike Hoeinghaus, AP - Commander



Since the last Bridge meeting on October 20th, I have attended the Wednesday Boating 2/3 course sessions, the Nominating Committee meetings and the [Vancouver Island North District \(VIND\) Council Meeting](#) on Sunday, November 13th.

The fall Boating 2-3 course went well with 5 enthusiastic students. Bert has done another excellent job as our Squadron Educational Officer (SEO) and as an instructor.

At the VIND Council meeting, District and Squadron Bridge Officers who had attended the CPS-ECP National Annual General Meeting held in Vancouver from October 27th to 30th reported on the various meetings they attended. The new national executive was installed and Past District Commander, Peter Bolton from Comox is the National Administrative Officer. One of the chronic complaints heard is that National seems to give insufficient attention to our issues here on the West Coast. With a representative at the National level, the District anticipates our concerns will get more attention, while at the same time recognizing decisions must be supported that are in the interests of CPS-ECP as a whole.

The new Boating Simulator was also on display and was demonstrated for the Squadron Commanders. This is a computer-based simulator which allows a person to practice many different scenarios of boating and is along the same principle as the flight simulators. It appears to be an excellent tool and easy to use. This could be beneficial to bring in for a day for the Boating 2/3 students to practice docking, anchoring, mooring to a buoy, and the many Rules of the Road situations they will encounter on the water.

The Nominating Committee is working to present a slate for the 2017-2018 Bridge Officers to be presented at our AGM this spring.

Mike Hoeinghaus, Squadron Commander



An update on the Nomination Process

The Nominating Committee's work and membership are laid out for squadrons in the rules of the Canadian Power and Sail Squadrons.

The Work: The task is to come up with a list of CPS members names for the next year's squadron Executive or Bridge, to be recommended to the membership. The squadron's membership decides to accept, or not, the committee's nominations at the Annual General Meeting, which in our squadron is held usually near the end of April.

The Committee: The committee's membership, as laid down by CPS regulations, is that the chair is the immediate past commander, Ralph Hagen, the second member is the past commander once removed, Bob Derksen and the third is the current commander, Mike Hoeinghaus. They must ensure that the final nominations list is in the hands of the Squadron's secretary at least four weeks before the AGM and published for the membership at least two weeks before the AGM.

I am personally delighted, as is Bob Derksen, that Commander Mike Hoeinghaus has agreed to let his name stand for a third term. As a result, the Committee has already made great progress this fall in getting commitments from Squadron members to serve on next year's Executive. There are a few spots still needing to be filled, however, and we encourage any members who wish to become more involved in the business of our Gabriola Squadron to explore their options with the Nominating Committee.

Contact any of the three members by email or telephone:

Ralph Hagen: ralphhagen@gmail.com / 247-8491

Bob Derksen: robert_derksen@yahoo.com / 247-9792

Mike Hoeinghaus: hoeinghaus@shaw.ca / 247-8799

To find out more of what the Gabriola Squadron Executive is about and does, you can also visit our web site, <http://www.powersquadron.gabriola.org/index.html>. The About Us section is especially informative regarding the work we do and how it is done.

We hope to have our task completed in February, so if you are considering becoming part of a great team, get a hold of us soon! We'd be delighted to hear from you.

Ralph Hagen, Chair

Gabriola Island Squadron Nominating Committee

A Bit of Mirth to Ponder

No answers required



Where did the name Department of Interior come from when they are in charge of everything outdoors?

If it's zero degrees outside on watch, and it's supposed to be twice as cold tomorrow, how cold is it going to be?

Is boneless fish considered to be an invertebrate?

Why is it when you transport something by car it's called shipment, but when you transport something by ship it's called cargo?

If seafood is cured, why is it still dead?

Tell a sailor that there are 400 billion stars and he'll believe you, tell him a deck has wet paint and he has to touch it.

How much deeper would the ocean be if sponges didn't grow in it?

Are flagships made of nylon or cotton?

Why is it when a hatch is slightly open it's ajar, but when a jar is slightly open it's not a-hatch?

Do hydroplanes evaporate?

Was the word "Cruising" given to a bunch of swabbys while Christmas caroling?

If wood boats are made of wood, and fiberglass boats made of fiberglass, then what are airboats made of?

Sea battles never decide who's right, only who's left!

Do jellyfish get gas from eating jellybeans?

Do marine pilots take crash courses?