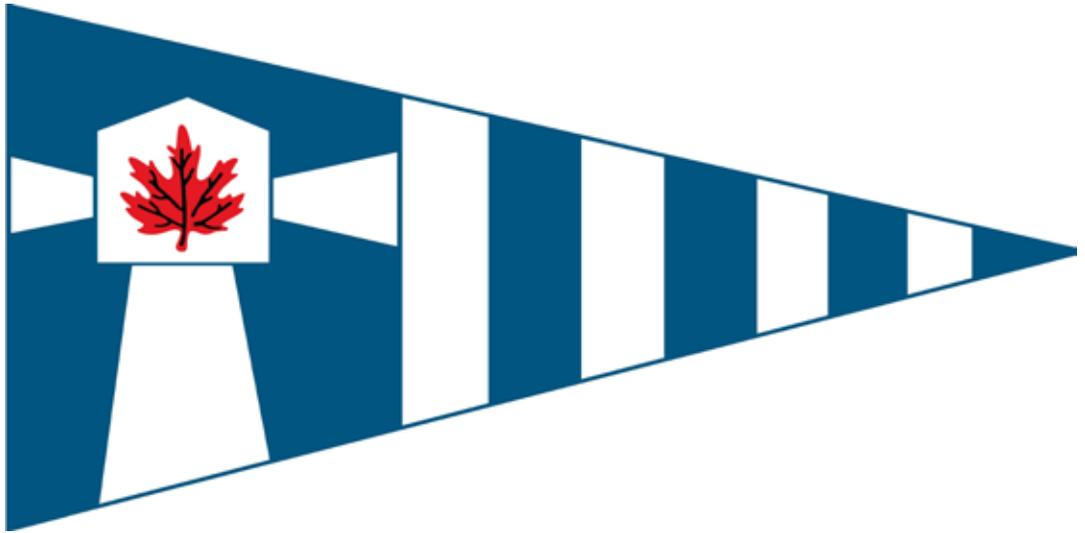


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# Gabriola Island Power and Sail Squadron

Google Gabriola Power Squadron

*“If winter comes,  
can spring be far behind!”*

March – April 2018



## Your Squadron Bridge 2017 – 2018

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	250 325-3064
Educational Officer	Bert terHart, S	778 557-2824
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
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

## **Courses and Events**

Always check the [website](#) for details - “Courses and Upcoming Events”

**Registration for all courses and workshops at:  
<http://powersquadron.gabriola.org/courses.html>  
or email Bert terHart: [bert.terhart@gmail.com](mailto:bert.terhart@gmail.com)**

### **Spring Workshops - all at Page's Marina dock (except Weather)**

- Anchoring – Sunday, April 15 0930-1600
- Docking – Saturday, April 21 0930-1600
- Sail Handling and Rig Tune – Saturday, April 28 0930-1600
- Crew Overboard – Sunday, April 29 0930-1600
- Weather – Saturday, May 5 1300-1600 *at Orlebar Point*
- Splicing – Sunday, May 6 0930-1600

### **Social Evenings:**

Current Status of Derelict Vessels. Saturday April 7 1300 in partnership with Silva Bay Yacht Club. Gabriola Community Hall Guest Speaker, MP Sheila Malcolmson.

### **Annual General Meeting:**

The AGM date is Sunday, April 22 at 1430. Rollo Center. Snacks, and awards recognizing excellence in activities of members of the Squadron. Official business is kept to a tight timeline. Social time is not so much. The official notice will be circulated at least two weeks ahead of the meeting, together with the Nominating Committee's report. Reports to the AGM will be posted ahead of the meeting and members are encouraged to review them online at the Squadron website. And of course there's delicious snacks to be had.



“If you are depressed you are living in the past. If you are anxious you are living in the future. If you are at peace you are living in the present.” -- Lao Tzu

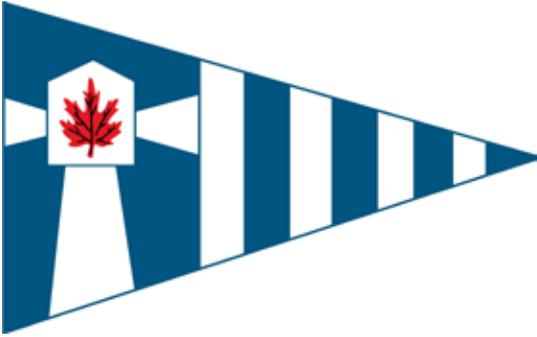
## *An Award for the Squadron*



At the District Council meeting, January 22, D/C Ion Barnes presented Squadron Executive Officer John van Praet with the District Squadron Challenge Award. This is an annual award for all Squadrons in the Vancouver Island North District (VIND) recognizing overall excellence during the year. Gabriola Squadron was recognized for the outstanding work of our Educational Officer, Bert terHart in his organizing and presenting the pioneering workshop events related to safe boating. The relentless work of the Marketing group, led by Public Relations Officer (PRO) George Myette is singularly helpful with ensuring our name and activities are out there. Gabriola Squadron has been the recipient of this award several times in the past.



## *The Squadron Pennants*



They're here! Brand new Squadron pennants to adorn your boat! They do tend to fade like all flags so why not spruce up the appearance of your boat with a new pennant - they look good. Really good!

Call any one of the Bridge/Exec members: phone numbers listed at page 2, "Your Squadron Bridge".

Only \$22 each, we've kept the price as low as possible.

## *A Sad Day at Silva Bay - Update*



If you haven't been to Silva Bay Marina, here's what it is looking like in its current state. It seems there is a heap of work to do before the sailing season. Hope springs.



## *The Boating 2-3 Class*



We have a Boating 2-3 student in the class. Here is Andy Hunter with two instructors, Bert terHart (right) and Don Butt (center) in Andy's home. With only one registered it was feasible to teach him in his home rather than the usual venue.

Oh yes, we do make house calls!

### **A Scary (but true) Story by Russ and Elaine Pearce**

Our son Jeff is a U.S. Merchant Marine, currently serving as Second Mate on M/V Norfolk. In November of 2017 his heavy cargo ship left Florida with a variety of cargo to offload on Ascension Island and at Dakar, Senegal and Lagos, Nigeria. Jeff liked Senegal. He was able to leave the ship and go on safari in the interior. Nigeria, on the other hand, has a lot of oil, but is very corrupt. After offloading in Lagos, the ship was about to leave when they discovered two stowaways in the anchor locker. After leaving them with the Nigerian Navy, they proceeded to meet a tanker off Gold Coast to refuel for the trans Atlantic trip. They had just got underway when they discovered three more stowaways. They rendezvoused with Nigerian Navy and transferred the

men to the Navy. Finally, they seemed to be on their way when they received a distress call from a sailboat. To follow is Jeff's e-mail describing events that led to a successful conclusion.

"Yesterday was a long day. No two days are ever the same over here aboard M/V Norfolk. Last night our ship diverted to S/V Moflete, a 15-meter sailing sloop en route from France to Martinique. We diverted for a distress and medical emergency. Moflete was underway using engine, unable to make way under sail – 700 miles off of Guyana coast. A crewmember had two fingers severed off and in need of immediate medical evacuation. The mast was damaged and the vessel was in danger of becoming dismasted. (They had collided with a whale.) The vessel was



Moflete, abandoned and floundering

making 4 knots for speed and far too low on fuel to make landfall under engine. Wind was blowing 25 – 30 knots out of the East by North, and there was a 3-meter swell. Weather was too rough to deploy our fast rescue boat. Moflete crew was very reluctant to come alongside, so we transferred fuel and antibiotics to sailboat. We were released by Rescue Coordination Center, only to be hailed and diverted back to S/V Moflete again. Moflete started taking on more water, and the crewmember's condition was worsening. We returned to boat as Moflete were calling 'Mayday, Mayday, Vessel sinking!' We were able to bring both vessels alongside and successfully retrieve and rescue all four safely aboard our ship. Crewmember (captain) with amputated fingers was stabilized in our hospital, and we are currently en route to Martinique to disembark injured man by helicopter and remain-



The rescued crew of Moflete with son Jeff in the foreground, glasses on his head.

ing crew, presumably, by boat. Crew of sailing vessel Moflete abandoned foundering vessel at 1126 LT (ZD +3) in position 15-53N latitude and 048-09W longitude on 05-February-2018. It was a dangerous but successful rescue.”

Submitted by Russ & Elaine Pearce



# *A Letter from Mt. Brenton Squadron*

Dear Cowichan, Nanaimo and Gabriola Squadrons:

Mt. Brenton Power and Sail Squadron in Ladysmith is planning on offering several courses over the coming months, notably Electronic Navigation Feb. 6-March 6th, Radar for Boaters April 5-19th , Maritime Radio May 24-June 5 and Boating 1, April 24-May 3rd. As some of these courses, notably Electronic Navigation and Radar for Boaters, may not be widely available or frequently taught by your respective Squadron, we wanted to alert your members to them and also invite any of your instructors to participate in presenting those courses which will be held at 1900 hrs in the Ladysmith Secondary School. If instructors from your Squadrons wished to present sessions, we would be happy to split any course revenues, after expenses for materials and venue fees, with your respective squadrons based on the percentage of the total number of sessions your instructor (s) taught.

We would also like to alert Yacht Clubs, Boating Groups and RCMSAR station members to these opportunities and will do so locally in the Ladysmith area and, with your agreement, could extend the promotion to like organizations in the area covered by all our Squadrons with the same revenue-sharing arrangement. Should any students wish to join a given Squadron, we would anticipate they would wish to join a Squadron in the area they reside. In any event, we would not wish to engage in promoting courses to groups outside our given area without the involvement and encouragement of the local Squadron.

This approach is being offered for your consideration as a possible way forward for collaborating Squadrons adjacent to each other, recognizing there may be difficulty filling some classes which offer technical instruction and are more specialized in nature than our standard PCOC or ROC (M) courses. We intend to raise this approach as a pilot project for consideration at the upcoming District meeting as other Squadrons may be interested in collaborative efforts to promote course participation.

John Davis, Mt. Brenton Power and Sail Squadron, Ladysmith

Ed. note: Obviously the February date has passed, but the others are yet to come. Radar is an interesting course to take even if you might just be interested in learning more about the subject. *The Radar Book*, recently published, is hailed as an excellent text for understanding and operating radar, and with input from several local Power and Sail Squadron members.



# *The Survey*

The survey was prepared by Bert and myself, and Bert managed the tech mechanics. There were about 20 responses. While not meant to be “statistically significant”, the results do give some interesting information. The raw results are posted separately, redacted, to ensure privacy.

For purposes of further work, we felt the results could be divided three ways:

1. Items we are doing right and no need for change
2. Items we should be doing something about
3. Items which are in the “library” and might consider for future

*How did you find out about our courses?*

No surprise here, sandwich boards, email and website, probably in combination. Experience has shown not much results from newspaper ads, but word of mouth needs further examination. Word of mouth actually plays a major role in getting people involved. I analyze the results of questionnaires for choral concerts, and word of mouth is far and away the most effective. We need to improve on this front. Our audience is in the boating community, and we need to reach out on a personal basis more effectively to this community. The Yacht Club is rich with boaters, and a relationship that is productive for both the Squadron and SBYC needs to be encouraged. Those of us involved are great ambassadors. This should be a priority.

*Scuttlebutt? Facebook?*

Nice – everyone reads Scuttlebutt, not so much Facebook, but there are some and it should be kept up.

*Workshops, Seminars, Hands-on Training*

A wide variety of interest here. But we need to find a way to ensure commitment, because of the many no-shows. Our focus needs to be on boating safety, consistent with the objectives of CPS-ECP. In the past they have been popular. Weather has high interest and needs attention. We might consider first aid too. Some limited interest in other items.

*Length of Time and Day of Week for Courses*

Bit of a surprise here, with preference for longer time frames. This needs to be further analyzed in light of the interest in one-day radio courses. Saturdays and Wednesdays preferred – no surprise.

*Additional Information from the Survey*

Very important information to observe and act on: the willingness of some to be an active participant – almost even number of yes and no. Some have been specific in their answers.

We can gain valuable help by ensuring these people are further contacted. Their names are available, but not made public for privacy purpose.

Most respondents do own a boat of various types and get out on the water.

There is interest in social events and willingness to participate – this needs to be followed up.

Many comments about the value of being a member that need to be kept in mind. There are several specific suggestions as to what activities would interest people the most.

We hope all Exec members will have some comments as to how we proceed from here.

Respectively submitted, Don Butt and Bert terHart



## **In case you were not aware..**

### **Sailing Cancellation Nanaimo Harbour - Gabriola Island Evacuation Slide System Deployment Sunday, March 4, 2018**

Please be advised that on Sunday, March 4, 2018, the crew of the *MV Quinsam* will be conducting safety drills and a deployment of the Marine Evacuation Slide System as required by Transport Canada. The following sailings will be cancelled:

Sunday, March 4	
Depart Nanaimo Harbour	8:10 am
Depart Descanso Bay, Gabriola	8:50 am

## From the Educational Department Bert terHart, Squadron Educational Officer



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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 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 0930-1600: \$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).**



# Docking – Saturday, April 21st 0930-1600: \$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).



## **Sail Handling – Saturday, April 28th 0930-1600: \$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).**



## **Crew Overboard – Sunday, April 29th 0930-1600: \$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).**

# **Local Weather Forecasting and Prediction – Saturday, May 15th 1300-1600: \$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 nearly 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 basic cloud types (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).**

# Splicing – Sunday, May 6th 0930-1600 \$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).

*\* Note that workshops are at Page's Marina except Weather at Orlebar Point. Fees for Squadron members: \$79 per person, except Weather: (\$49 per person). There is an additional \$10 charge for all courses for non-members. Information is also found at the Squadron website <http://powersquadron.gabriola.org> in Courses and Workshops.*

# With thanks to those who support us:

WE THANK THE BUSINESSES AND INDIVIDUALS LISTED BELOW  
FOR THEIR SUPPORT OF OUR SQUADRON'S ACTIVITIES.



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André Lemieux, Gabriola.org



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Mr. & Mrs. Don Powell



Alex McConnell

Dr. Bob Rooks