



# Summer 2011 THE SEA COASTER

## Commander's Corner



Our Squadron AGM was held at the Sechelt Seniors' Activity Centre on April 26<sup>th</sup>. At the AGM, the Bridge for April 2011 - April 2012 was elected to serve. The turnout of members was very disappointing in that only 10 people attended including the new Bridge. This was the minimum number of members required to allow the meeting to continue. Thank you to those who took the time to attend.

Our Change of Watch took place at Pebbles Restaurant on May 14<sup>th</sup>. Nancy Gibson, the new PMD Commander came to pledge the Bridge members. There were about 32 members in attendance. Although it is a formal function, the atmosphere was friendly and casual. Hot & cold appies, tea, coffee and desert were served. Everyone seemed to enjoy the occasion, as most stayed until 10:00 pm.

On May 28<sup>th</sup>, P/Cdr Diane and I attended the PMD, AGM and COW. We welcomed the new Bridge and I along with the other Commanders in attendance, reported on the activities of our respective squadrons. The first meeting of the Sunshine Coast Bridge was held on May 18<sup>th</sup> at which a general outline of our courses & activities was established. I do not plan on having another meeting until September at the Sechelt Seniors' Centre. However, ad hoc meetings will be held between those who so wish when necessary. The Fall course schedule has been set and 2 social events are being planned for the summer. We plan to be more active in the community over the summer and hope to see many of our members and their friends at our socials

by **Bill Foley, Cdr**

## Bridge 2011- 2012

### Elected Bridge Members

Commander	William Foley
Executive Officer	John Atkinson
Training Officer	Patrick Kleine
Administrative Officer	Jack Adams
Secretary	Roberta Kleine
Treasurer	Sally Skelton
Membership Officer	Ali Berke
Public Relations Officer	Hugh Willson
Past Commander	Diane Melody

### Appointed Bridge Members

Communications Officer	John Atkinson
Socials/Programs Officer	Lesley Bullard
Supply Officer	Victor Pizzey
Newsletter Editor	Vicki Starfire



Sunshine Coast  
Power and Sail Squadron  
Newsletter

## UPCOMING COURSES AND EVENTS

**Boating Course** - 9/14 - 12/7, Sechelt Senior Centre, 7 - 9:30pm (Wednesdays)

**Marine Radio** - 9/29 - 10/30, Elphinstone Middle School, Gibsons, 7 - 9pm

**Fundamentals of Weather** - 9/29 - 10/24, Elphinstone Middle School, 7 - 9pm

**Summer Squadron Integrated Cruise** - The Pacific Mainland District invites all members to join in the Squadrons' Integrated Cruise; the weekend of August 26-28th at Port Browning Marina, North Pender Isl. *Contributed by Diane Melody*

Please contact us at [courses@coastcps.ca](mailto:courses@coastcps.ca) for more details or to express interest in other courses. You can register online at [www.cps-ecp.ca](http://www.cps-ecp.ca) or by calling Patrick Kleine 604-628-7020 or Jack Adams at (604) 885-2488. Also, you can check our website for more details: [www.coastcps.ca](http://www.coastcps.ca)

## Squadron Contacts

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### Mailing Address

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PO Box 1651  
Sechelt, BC, V0N 3A0

## Flotsam and Jetsam

This column will report local marine news along our Sunshine Coast. Contributions about interesting boats or vessels, local colorful people, events or other personal interest stories are most welcome.

**Gibsons** – The Gibsons Harbour Plan is still progressing slowly. Recently the new Yacht Club Commodore, Russ Ayers-Berry was interviewed by Mr. Michael McLaughlin, the person in charge of the survey for the Foreshore and Harbour Development Plan. Mayor Janyk promises more progress in the months to come (*The Local*, 5/26/11, p. 3).

**Sechelt** - The pump-out facility at the Porpoise Bay Government Dock has been repaired and is now functional. As with last summer, boaters need to call the number on the board of the Wharf Manager's hut to pay the moorage if no one is on the docks. The day float has returned to the Sechelt waterfront at the end of Wharf Street. There will be power to it by the end of June. The Council is working on better signage for both docks. *Contributed by Rob Bremner*

**Egmont** – The new dock building is now finished and is presently being used as storage only for the Port Authority. There are presently no plans to use it as an office for a wharfinger. The covered porch gives boaters a place to unload their gear and stay dry while waiting to meet a boat or friends (see picture). The Egmont docks are getting very crowded due to the prawn boats presently there. In addition, the moorage increased at the Back Eddy docks, and the Moccasin Valley docks are still in poor repair, meaning some people from those docks have moved to the Egmont docks. *Contributed by Beverly Saunders*



**Langdale Docks** – The ferry terminal now has the first facility in Canada to treat salt water sewage. It was built and installed in late April to treat the ferry waste water by Corix, a BC-based company (*The Local*, 5/26/11, p. 14).

**National Training changes** - There has been a suspension of all online testing for the PCOC card as of midnight, 4/14/11. The online certification now includes 5 modules of study with an online exam after each one, and a 50-question Transport Canada PCOC test that must be supervised by a certified examiner, such as a Squadron instructor. For more details: *Canadian Yachting*, June 2100, p. 43

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Contact the Squadron at:  
[info@coastcps.ca](mailto:info@coastcps.ca)



Gibsons Yacht Club has planned some cruises and Squadron members are invited to join in and enjoy cruising with a group.

Spring Cruise: Desolation Sound: June 8-26  
 Summer Cruise: Indian Arm: July 29-Aug 5  
 Fall Cruise: Gulf Islands: Sept 6-11  
 Remembrance Day Cruise: Bowen Island: Nov 10-13

For more details please contact:

Patrick Kleine  
 Skipper of Afexionate  
 GYC Cruise Master  
 SC Power and Sail Squadron Training Officer  
[Pkleine@me.com](mailto:Pkleine@me.com)

It is with great sadness that we inform you of the passing of Ralph Murray. Ralph was a long time member of CPS – Norvan Squadron and since retiring to Halfmoon Bay has been the Regional Training Officer for the Sunshine Coast Squadron. The picture was taken at the Sunshine Coast Change of Watch in 2010.



## Upcoming Social Events

**July 17th** - Sunday Barbecue at Chaster House, 1549 Ocean Beach Esplanade, Gibsons. 4-8pm, Bring the family.

**August 14th** - Cooper's Green, 5500 Fisherman's Road in Halfmoon Bay, 4-8pm, boating, swimming, picnics and more

\*\* Contact Lesley Bullard, 604-2607 or [LNL@dccnet.com](mailto:LNL@dccnet.com)

**Booth at Sea Cavalcade** - the SC Power and Sail Squadron will have a booth at Sea Cavalcade (July 23&24). We need some volunteers to have a good time and stay at the booth to let people know about our Squadron and to sell some of the Squadron paraphernalia.

\*\* contact Hugh Willson, 604-886-9468 or [hughwillson1@gmail.com](mailto:hughwillson1@gmail.com)

## Change of Watch - 2011

The Change of Watch was held at Pebbles Restaurant in Sechelt on May 14th at 1900 hours.



John Atkinson, Louise Herle, Lesley Bullard, Patrick Klein, Roberta Klein, Dorothy Gonzalez, Marijan Marusic



Bogden, Diane, Bill, Ben White, John



Nancy Gibson, Bogden Grabowski (radar course instructor), Samantha MacIntyre-White, and John



Bill Foley (incoming Commander) being pledged by Nancy Gibson (District Executive Officer)



Nancy Gibson (District ExecO), Bill Foley, Diane Melody, John Atkinson, Marijan Marusic



Sally and Teagan Klein



Diane holding the Outgoing Commander's Plaque

## Educational Article: Cardinal Buoys

Recently I had occasion to watch a yacht lose an argument with a rock marked by a Cardinal Buoy. Even at a relatively slow speed of four to five knots the site of a thirty – five foot vessel coming to an abrupt, grinding, unexpected stop in what seems to be open water is not nice! Hence - a brief review of this class of navigational aid might be timely.

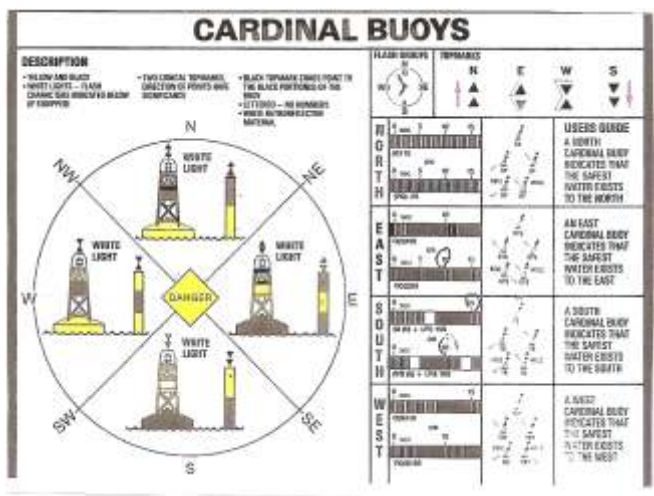
In general, any object that can be used to identify your location can be used as an aid to navigation. These can be broken down into natural – such as hills, islands and water depths; man-made structures – chimneys, church steeples, buildings and government aids to navigation – buoys, lights, daybeacons. The International Association of Lighthouse Authorities (IALA -B) system which Canada follows identifies three classes of buoys: Lateral, Cardinal and Special. Use of any aid to navigation should be complemented by having the local chart at hand as well as *Sailing Directions*, a book published by the Canadian Hydrographic Service containing extensive information on lights, buoys ports and anchorages. All should be used together to give the best picture of where the hazards are and how to avoid them.

Cardinal buoys define where the safe water is by reference to the cardinal points of the compass: North, South, East, and West. For example, a north cardinal buoy is located so that the safe water is to its north. They usually take the form of a pillar or spar; lighted cardinal buoys being of the pillar variety. They are painted in a combination of yellow and black, and may carry two black conical topmarks. both point down and black is down. For the east – topmarks point both up and down so black bands are both up and down; for west topmarks are pointing towards each other so the black band is between the two yellow bands. So, when you are looking at these marks through your binoculars because you don't want to get too close to them, if you can't make out the colours you can at least distinguish them by their distinctive topmarks; and should you get even closer the colours will also clue

Finally – lighting patterns – although most of us probably won't be out there in our pleasure craft in the dark. Lights on cardinal buoys are always white. For the north cardinal buoy the pattern is either Quick Flashing (ie shown on charts as “Q” or one flash per second) or Very Quick (“VQ” once every half second). The east cardinal buoy light pattern is either quick flashing in groups of three with one cycle every ten seconds (Q (3) 10s) or very quick flashing in groups of three with one cycle every five seconds (“VQ (3) 5s”). Continuing through the graphic in a clockwise direction, the south cardinal buoy light pattern is either quick flashing in groups of six plus a long flash with one cycle every fifteen seconds (“Q (6) + LF 15s”) or very quick flashing in groups of six plus a long flash with one cycle every ten seconds (“VQ (6) + LF 10s”). A long flash is defined as a flash of two seconds' duration. Finally the west cardinal buoy light pattern is either quick flashing in groups of nine with one cycle every fifteen seconds (“Q (9) 15s”) or very quick flashing in groups of nine with one cycle every ten seconds (“VQ (9) 10s”). A good way to remember the number of flashes is to think of the graphic as a clock face. The number of flashes corresponds to the hour of the clock at that location. At six o'clock, or south, the long flash ensures that south won't be confused with west with it's nine flashes.

That's the story on cardinal buoys. It's always a good idea to keep a laminated colour card of all the Canadian aids to navigation handy on your boat. They're available at almost any marine chandlery or marina. The tale at the beginning of the article had a happy ending. Fortunately the grounding occurred on a rising tide so the vessel floated free within a couple of hours.

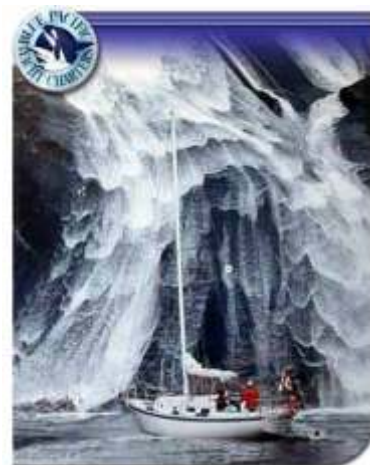
Submitted by Jack Adams



**Member Profile**

How well do you know your fellow squadron members? Each month *The Sea Coaster* will feature a different squadron member or officer of the bridge, so we can all get to know each other a little better.

Name: John Roper  
 Squadron positions: Instructor in the boating course for 3 years.  
 Member since: 2009  
 Position in other boating: Director, Gibsons Yachting Club, certified  
 Organizations: instructor of Canadian Yachting Association  
 Current boat: *Mistress*, 37 ft. Cooper Seabird cutter  
 Favorite moorage: off season – Gulf Islands, May/June – Nelson  
 Island & Jervis Inlet to Princess Louisa Inlet,  
 Most memorable experience: “Sailing across the Strait back to Gibsons with a  
 reefed main in a 25 knot northwesterly and white  
 capped seas with a tremendous bow wave under  
 her press of sails”  
 Future plans: John and his partner, author Pam Proctor, plan  
 monthly cruises and offer to share their experience  
 with one or two trainees on each  
 cruise as described on  
[www.sailcruise.net](http://www.sailcruise.net)  
 Words of wisdom: While much valuable knowledge  
 can be gained in the lecture room,  
 the greatest learning for John  
 came from going to sea with  
 experienced sailors. He's now  
 willing to pass on his skills



**The Not so High Cost of Boating**

By Sue Anne Linde

Boat ownership is not for the faint-of-wallet. In addition to the hefty price to acquire even a much-used vessel, the new boat owner is often paler after counting the cost of insurance, moorage and maintenance. That's assuming the prospective yacht doesn't need a new motor, or spring a leak, or run afoul of an underwater immovable force. When you consider that the average boat owner uses his or her boat only 35 days a year, you realize there is little rational, economic decision-making going into the decision to own a boat.

For want-to-be boat owners who have little or no know-how and experience, there's also the challenge of understanding exactly what kind of boat makes sense for them or whether they'll really enjoy it once they've bought it.

One way to test your commitment to boat ownership without risking foreclosure on your home is to lease a yacht instead of purchase one. For a modest membership fee and a monthly payment, you can enjoy the yacht of your choice for up to 32 days per year without incurring the expense or the responsibility of boat ownership.

Sirpa Smets at Blue Pacific Yacht Charters in

Vancouver says more than 500 families currently use the yacht lease program because they value this worry-free option. Most recognize they don't have time for the responsibility of owning their own boat. Many of them are thinking about buying a boat of the same type. With the yacht lease program, members receive in-depth instruction on board and then enjoy up to 32 days a year on a first-class, fully equipped motor or sail yacht. When they return the boat to the dock, they simply head home, without the headaches of moorage, insurance and maintenance.

The cost is not negligible but for those considering a major investment in a yacht, or who want access to a boat more than a week or two a year, it does appear to be an economic option. For instance, signing a fixed lease for a 36-foot Grand Banks yacht gives you 32 sailing days each year, 8 days per quarter. Membership fee is \$1400 (with a \$5000 security deposit) and monthly payments of \$685. Which means that, for under \$10,000 (not including taxes and fuel), you have bragging rights to a luxury yacht and a cost-effective means of enjoying it.

## On the Rocks

By Sue Anne Linde

The *Salvage Chief* began life as *The William Jolliffe* in 1885, named for one of the owners of the W. & T. Jolliffe Tugboat Company in Liverpool, England. She was a large tug for that time, 149 feet long, 26.5 broad and 14 feet deep. A steam tug, she was used primarily to tow windjammers (huge commercial sailing vessels) into harbour or out to the open seas. Her large size, powerful engines and good sea-keeping qualities made *The William Jolliffe* particularly well suited for deep-sea salvage, and she often assisted or towed disabled vessels.

She was bought by the BC Salvage Company in 1907, sold to the CPR in 1914, when she was converted from steam to oil and put to work pulling railway car barges between Vancouver Island and the Vancouver terminus of the CPR. She was sold back to Pacific Salvage Company (formerly BC Salvage) and renamed *Salvage Chief* on August 31, 1924. It was only months later that she met her end. In February 1925, the *Salvage Chief* was called out to assist another tug, the *Cape Scott*, which had lost control of two large 'Davis' rafts of logs. The Davis raft comprised a flat boom of logs woven with wire rope, upon which other logs were piled and cinched tight. A big Davis raft could contain a million board feet of timber, draw 15 to 20 feet of water and rise about the same amount above the surface.

By the time *Salvage Chief* caught up with the *Cape Scott*, it had blown right across the Strait of Georgia, and the Davis rafts were grounded on Merry Island off Half Moon Bay. In freeing the rafts, *Salvage Chief* manoeuvred to avoid collision with one of them, but ended up over a patch of rocks; in the trough of a wave, she was impaled by an underwater pinnacle and held fast. She suffered a large hole in her bottom amidships and was unable to get free. In the face of increasing wind and rough seas, the crew abandoned ship and escaped onto the *Cape Scott*.

Ironically, salvagers scoured *Salvage Chief* herself until she broke apart and disappeared beneath the waves: first, her owners stripped boilers and usable hardware from the wreck. Next, the light keeper from Merry Island salvaged doors, wood and utensils. Over the years, salvage divers have recovered brass portholes, door hinges, valves and the engines. Sadly, after the beating she took on the rocks and the reclaiming of various of her parts, there is little left of the *Salvage Chief* wreck except for a jumble of broken pieces of hull, machinery and other equipment on the bottom of the gully where she settled.

Information for the above article has been gleaned from "Historic Shipwrecks of the Sunshine Coast" by Rick James and Jacques Marc, Underwater Archaeological Society of British Columbia, June 2002.

## Successful Coastal Business: A Different Kind of Fisherman

If you've ever walked down the ramp at the Gibsons Government Docks, you've probably seen Craig Perry selling his fish from the back of the "New Beldis". Perhaps no one is there, but if you ring the sea bell hanging near the sign advertising fish, Craig will come out of the 40 ft. motor yacht, the "Starfish" just in front of the "New Beldis".

Craig has had the Bledis Fish Company since 1993. He explains, "As much as we can we stay with the local fishermen" for purchase of fish. He has a lot of repeat customers. In Craig's words, "We try to look after our local customers because they are our bread and butter. The tourists are a bonus". Craig owned and operated 2 fishing boats himself in the past – a 55 ft. steel troller and a 93 ft. steel trawler.

However, this is only one side of Craig Perry as he's also been a marine surveyor for the past 13 years. In this second business, Glencannon Shipping Co., he surveys small fishing boats and pleasure boats for prospective buyers and insurance companies. He has also been a scuba diver for 40 years and he has St. John's Ambulance Industrial First Aid certification. He has also been a judge at the Wooden Boat Festival in Pender Harbour for 3 years.

When I spoke to Craig I was impressed with his matter-of-fact manner and depth of marine knowledge. He likes to see the positives in his unaffected way – someone you can trust in an emergency or just to give you a good opinion.

I asked about his future plans. He said he hopes everything will continue the same with his two businesses and some trips away in the "Starfish". "I'm 64 now and I don't plan to retire. As long as my health permits I'm going to continue," Craig said. Let's hope that it will be for many years to come.



## Letters to the Editor

Hello Vicki,

The Sunshine Coast Museum And Archive's Heritage Small Wooden Boat Festival started in 2003. In 2010 it was included with Gibsons Sea Cavalcade events for the first time. This proved a great success,



and the Festival will be part of Sea Cavalcade again this year. On Sunday July 24th only, from 10am to 4:30pm, a large selection of wooden rowing boats, daysailers, canoes, kayaks, and runabouts will be on view on the grass in Holland Park in Gibsons, and their owners and builders will be on hand to share their enthusiasm and experience.

The display will include vintage examples from the Museum's collection, replicas, classic oldies, new amateur-built craft, boats by professional builders and restorers, and modern recreational designs. Visitors will enjoy the variety and quality of the craft on display, and get to vote on their favourite for the "People's Choice" award. This event is a great opportunity for those who have been thinking about building or buying a small wooden boat, have one that they would like to proudly show, or just love looking at wooden boats.

If you have one you would like to show, contact the organiser, Larry Westlake [info@westlakeboats.com](mailto:info@westlakeboats.com) (885-0744), or pick up registration forms at the Museum (716 Winn Road in Gibsons, 886-8232).

Dear Editor,

In the "Commander's Newsletter" sent out on May 5, 2011, there is an explanation of "All the Bells and Whistles" at the bottom of page 1. The common meaning it has taken, "something with all the options/fully decked" is correct. However, the second part is incorrect as there are bell buoys and whistle buoys but NO buoys with both bells and whistles. This would be confusing for commercial shipping navigators for whom the aids were installed in the first place.

Name withheld at writer's request

## Editorial Farewell

Dear Readers,

This is the last newsletter I will be writing. I simply don't have enough support from some of the Bridge members to continue. I have really enjoyed writing and learning desktop publishing as well. There are so many interesting events and people on this coast. I never ran out of stories. Thanks for being good readers and giving me some feedback. Perhaps we shall meet again on the water, along the Coast or in a nice secure harbour with a big plate of crab or prawns and a cold beer.

A special thanks to all the people who contributed to this newsletter in the two years I have been editor – Sue Anne Linde, Tony Kristian, John Atkinson, Jack Adams, Bill Foley, Beverly Saunders, Don Orchard, Rob Bremner, the two commanders, Marshall Mitchell and Diane Melody and especially Elaine Antilla for her proofreading, often with only a few days' notice.

I would also like to thank the advertisers who continued to support not only the newsletter to make it pay for itself but also the squadron and the great work the teachers do to pass on boating safety and information.

Sincerely,  
Vicki Starfire

Mistake in the Spring '11 issue: It was reported that the cost of the graduation party was \$1500. The actual cost was near \$500. My apologies to the people who took the time and effort to organize it.

To subscribe or to unsubscribe from *The Sea Coaster* newsletter, please e-mail: [newsletter@coastcps.ca](mailto:newsletter@coastcps.ca). All contributions of articles, art work, or photos are most welcome.

Great website for boaters:

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A Bit of Humor



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