

The Beacon



Saanich Peninsula Squadron



August/September 2004



P.O. Box 2122, Sidney, BC V8L 3S6
A Unit of Canadian Power & Sail Squadrons — Vancouver Island South District



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Volume 34 Number 5 August/September 2004

The Official Newsletter of the Saanich Peninsula Squadron

A Unit of Canadian Power and Sail Squadrons

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***All email addresses are @ .saanichpeninsulasquadron.org**

Meetings of the Squadron Executive Committee (the Bridge) are normally held on the **third THURSDAY** of each month at 1900 in the Sidney North Saanich Yacht Club, except in July and December. All members of the Squadron are welcome to attend.

The Beacon is our official newsletter. Members with articles or information should send material to the Editor before the 15th of each month.

We also maintain a website **www.saanichpeninsulasquadron.org**. We suggest you check the site regularly for notices of upcoming events, classified ads, etc.

The contents of this magazine reflect the opinions of the writers and are not necessarily those of the Publisher, Editor, Canadian Power Squadron or Saanich Peninsula Squadron.

COMMANDER'S COMMENTS

As summer wanes I reflect on the wonderful time we spent on the water. I hope everyone has had a good summer and managed to get some quality time out there. After over 4 weeks on "Charlotte Time" this summer I hated to come home.

We attended the Vancouver Island South District Gathering at Otter Bay on North Pender Island. Although only 14 boats attended, all had a fun time. Due to the prediction of poor weather there were 7 boat cancellations. Attending squadron members were the Berrys, Morrows, Millers, & Agnes Simpson.



I proudly flew the CPS flag, our Squadron Pennant and the Commander's flag on our boat this summer and as a result met some very interesting members from other BC squadrons and USPS.

One thing I noticed this year was that many boats do not fly their National Colours. Nor do they all fly the courtesy Canadian Flag if they are from the USA. Some Canadian boats fly the US flag in the Courtesy position, while boating in Canada! We will have more on this subject in a future edition of the Beacon.

Now it is time for us to get down to the business of running successful classes so, I look forward to the continued enthusiasm and ideas from our Bridge Officers and Instructional team. We welcome any member who would like to help proctor the fall or winter classes. A bonus of proctoring is that it is a wonderful review of the course. Please contact Lt. Dawna Burton, our Chief Proctor, if you can help.

Call her at 656-6450 or chiefproctor@saanichpeninsulasquadron.org

Cdr Gay Miller

CALENDAR OF EVENTS



Aug 19 **Bridge Meeting**
SNSYC at 1900 hours. All re welcome.

Aug 28 **Vancouver Island North District Gathering**
Silva Bay on Gabriola Island

Sep 14 **Registration and beginning of Boating Course**
North Saanich Middle School
Registration starts at 1815 with classes starting at 1900 hours

Sep 17-19 **Cruise/Sailpast – Genoa Bay**



MORE ABOUT THE SAILPAST

You must book your own boat at the **Genoa Bay Marina**.
Phone 1-800-572-6481 or fax 1-250-746-7621 or will@genoabaymarina.com
You may book dinner at their restaurant, ben@genoabaymarina.com or eat on your boat.

The Sailpast will take place outside the bay at 1500 hours Saturday, September 18th. We will leave the docks briefly to do the sailpast and then come back into our same berth, for the rest of the weekend. The sailpast will be on Saturday as our Commander needs to be back in Sidney for the Vancouver Island District Meeting at 0900 hours, Sunday.

This promises to be another wonderful weekend on the water. We hope that many of you will be able to attend and participate in the sailpast. Those of you who are without a boat at this time but who would like to join the group for dinner, please feel welcome to drive up for the evening. If you can manage to arrive before 1400 hours on Saturday, all attempts will be made to accommodate you as a guest aboard one of our boats for the sailpast.

SQUADRON MESSAGE CENTRE

MORE COURSES AVAILABLE

The **Brentwood Bay Squadron** will be presenting the *Celestial Navigation* course this fall. The instructor will be **Stephan Larsson SN**, assisted by **Linda Larsson SN** and **John Hudson N**. This CN training team comes highly recommended by **D/Lt/C Barrie Gilbertson**, Vancouver Island South District Training Officer.



The classes will be held on Wednesday evenings at 8910 Salish Place in Sidney (Dean Park). If you are interested please contact **Stephan Larsson** for starting date, time and directions.

Phone (250) 656-9921 or e-mail stephan.larsson@shaw.ca.

HELP! WE NEED MORE PROCTORS

Registration for the Fall Boating Class is on Tuesday, September 14 at 1815 and the first class will start that night at 1900.

At last word we only had three Proctors! We will need at least six Proctors for this Class so please consider volunteering your time this fall. It's an excellent way to refresh your own knowledge of boating and help others at the same time.

If you can help, please contact Chief Proctor Dawna Burton.

Phone 656-6450 or e-mail chiefproctor@saanichpeninsulasquadron.org.

Thank you!

CPS NATIONAL CONFERENCE AND AGM

Now available at <http://www.cps-ecp.ca> <<http://www.cps-ecp.ca>>

Pirates Ahoy! Information on Toronto 2004, the CPS National Conference and AGM scheduled for October 20 to 24. Includes registration form, events list and National Competitions information. Watch regularly for additional information including an on-line registration form and Ship's Stores payment pages. These pages are also linked from Members Moorings <<http://ecc.cps-ecp.org/ftpacc1.htm>>

FLAG PROTOCOL

To answer a question regarding the proper protocol to follow when flying flags on our boats, we turned to the Operations Manual and **P/D/C John Bishop** of the Juan de Fuca Squadron for the following information. According to the Operations Manual, "It is always correct to fly the National Flag of your country regardless of your nationality or your location on this planet. You do not fly a courtesy flag (flag of a foreign country) when you are in your home waters. It is always correct to fly the flag of the country you are visiting (a courtesy flag) while you are in their waters".



There are some other subtle aspects to the complete protocol. When boaters fly a large number of flags, they are not really correct or in good taste. In order to get the total picture you may want to read the complete *CPS Rules and Regulations on Flying Flags*.

BELATED "THANK-YOU" TO BOAT SHOW VOLUNTEERS

The Victoria Floating Boat Show held from April 22 to 25, 2004 was, by all reports, an unqualified success. I would agree with most reports I've seen however, it was mostly "Tupperware Boats" with a very few real (wooden) boats!! As most of you know, our Squadron was fortunate to obtain the task of providing gate security for the show. For our efforts we received \$1,800.00 from the Show Organizers.

To all the members who volunteered their time to assist me in organizing the schedules and standing a watch, I extend my thanks and appreciation. A special thank-you to those of you who assisted by standing more than one watch.

Dick Cotton,
Volunteer Coordinator (2004), Victoria Floating Boat Show.

WOULD YOU KNOW WHAT TO DO?

ENCOUNTER WITH A SAILING VESSEL UNDER POWER

One afternoon in early August, I was just to the northwest of Portland Island, heading south towards Gosse Passage in *Forest Ranger II* at a speed of 8.5 knots. The sea was barely rippled with a light easterly breeze of about 6-8 knots. A 40-45 foot sailboat, approximately a mile on my port beam, was closing on a steady bearing. As I wrote in an earlier piece on the Collision Regulations, the first step in such a situation is to assess the risk of collision. With this sailing vessel's steady bearing, there was definitely a risk of collision. What were my obligations under the Collision Regulations?

Except in narrow channels (Rule 9) or traffic separation schemes (Rule 10), a power-driven vessel invariably gives way to a sailing vessel unless the latter is actually overtaking the power-driven vessel (Rule 13), or is itself under engine power (Rule 3). Here was a sailing vessel with its mainsail fully hoisted, but close hauled...in fact centered. The perfectly upright vessel was making a good 10 knots through the water, sporting a distinct bow wave and wake! Close hauled, at that hull speed, with no angle of heel?? A quick check with the binoculars showed an unmistakable engine exhaust and significant propeller wash issuing from under the vessel's sloping transom. An American ensign was streaming straight aft from the ensign staff, indicating a relative wind from almost dead ahead, not from the port bow as one might expect on a vessel sailing in an easterly true wind. This was clearly a sailing vessel being propelled by machinery! And in accordance with the Collision Regulations (Rule 3), that made it a power-driven vessel, not a sailing vessel for the purposes of the collision avoidance rules.

Rule 15 (Crossing Situation) clearly states that a power-driven vessel approaching me on my port side on a collision bearing is the "give-way" vessel. Such a vessel is required to keep out of my way, preferably by slowing down, altering course to starboard and passing at a safe distance astern of me.

As this vessel continued to close on a steady bearing, I contemplated my “evasion plan”. By altering course to port (a real “no-no”), I would increase the risk of a collision when the other vessel altered to starboard. By altering to starboard, I would parallel the other vessel’s course at almost equal speed. Stopping my vessel and letting the other vessel pass ahead seemed the safest and most effective evasion tactic.

The two vessels closed to just over a few boat lengths away. I should have sounded 5 or more short blasts to indicate my concern. I didn’t, because I had concluded that this closing vessel did not know the Collision Regulations to start with, and I had judged that my signal would only exacerbate a deteriorating situation. In hindsight, I should have still sounded the signal, if only to comply with the regulations. As my hand grasped the throttle, the other vessel suddenly paralleled my course, reduced speed (obviously under power), dropped back and passed under my stern. A lady in the cockpit of that vessel threw her arms out in an obvious gesture of despair, presumably upset with the rude Canadian power-driven vessel that failed to yield the right-of-way! A glance at the vessel’s stern clearly confirmed my earlier sighting of engine exhaust and an unmistakable propeller wash. A call to the vessel on VHF Channel 16 went unanswered, and it resumed speed and continued to “sail on” toward the bottom of Salt Spring Island.

A number of valuable lessons emerged from this incident:

The size (and apparent value) of vessels we encounter are in no way indicative of the helmsman’s/ skipper’s basic awareness, knowledge or understanding of the Collision Regulations;

Some sailing vessels proceeding under power with sail(s) up will assume/pretend they still have the right-of-way over power-driven vessels;

In any “closing situation”, we must assess the “risk of collision” at an early juncture, and monitor the situation continuously. We should use binoculars to enhance our understanding and appreciation of the situation;

As a “stand-on” vessel, we must not contravene the Collision Regulations by yielding to the “give-way” vessel through sheer politeness;

Having said that, we must make an early determination of the range at which we will take avoiding action ourselves. Rule 17 permits a “stand-on” vessel to take avoiding action when it becomes apparent that the “give-way” vessel is not taking appropriate action in compliance with the rules. Most importantly Rule 17 **requires** a “stand-on” vessel to take whatever action will best aid to avoid a collision when it finds itself so close that the action of the “give-way” vessel alone will be insufficient to avoid collision and;

Remember the “wake-up” signal of 5 or more short blasts! We are obligated by Rule 34 to indicate by sound signals our concern with the “give-way” vessel’s lack of appropriate avoiding action required by the regulations. VHF radio is also another means of emergency communication.

This incident illustrated to me the requirement to be constantly aware of what is going on around our vessels; to never take anything for granted. In particular, we should never assume that the “other guy” has reasonable knowledge and understanding of the Collision Regulations, or that he will follow them if he does. One last point: I made an entry in my log immediately after this incident. I noted the date, time and location of the incident, a description of the circumstances and action taken, and a description of the other vessel including its name, nationality and port of registry. Should there ever be any repercussions from this incident, I will have the facts in my logbook ready to refresh my memory.

It is still great fun out there, so we should not let these sorts of incidents scare us off the water. They should just remind us to remain ever vigilant, and knowledgeable of the Collision Regulations, so that we may continue to enjoy safe and happy boating.

Lt/C Doug Mitchell
Executive Officer



THE BLONDE GUY

An Irishman, a Mexican and a blonde guy were doing construction work on scaffolding on the 20th floor of a building. They were eating lunch and the Irishman said, "Corned beef and cabbage! If I get corned beef and cabbage one more time for lunch, I'm going to jump off this building".

The Mexican opened his lunch box and exclaimed, "Burritos again! If I get burritos one more time I'm going to jump off, too".

The blonde opened his lunch and said, "Bologna again! If I get a bologna sandwich one more time, I'm jumping too".

The next day, the Irishman opened his lunch box, saw corned beef and cabbage and jumped to his death. The Mexican opened his lunch, saw a burrito, and jumped, too. The blonde guy opened his lunch, saw the bologna and jumped to his death as well.

At the funeral, the Irishman's wife was weeping. She said, "If I'd known how really tired he was of corned beef and cabbage, I never would have given it to him again"!

The Mexican's wife also wept and said, "I could have given him tacos or enchiladas! I didn't realize he hated burritos so much".

Everyone turned and stared at the blonde's wife. The blonde's wife said, "Don't look at me. He made his own lunch".

THE REDHEAD

A young redhead goes into the doctor's office and tells him that her body hurts wherever she touches it.

"Impossible", says the doctor. "Show me".

She takes her finger, pushes her elbow and screams in agony. She then pushes her knee and screams, and pushes her ankle and screams. Everywhere she touches makes her scream.

The doctor says, "You're not really a redhead, are you?"

"No", she says, "I'm actually a blonde".

"I thought so", the doctor says. "Your finger is broken".



CLASSIFIED

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Please contact Dick Cotton - 385-5223 or onaway@shaw.ca

FOR SALE: Windlass never used – \$400

Horizontal, circular (low profile) Simpson-Lawrence (rope or chain) for boats up to 38'. Uses standard winch handle.

Phone Ralph Hodd 652-1715 or joycehodd@shaw.ca

FOR SALE: 1974 Tollycraft 28' Sportfisher - \$20,000

Command bridge - dual steering positions, two gas engines, electric winch, propane stove with oven, electric fridge, electric head with holding tank, 9' Achilles inflatable dinghy with oars and pump.

Phone Bob or Ruth Jones - 655-4905 or rrjones@islandnet.com

FOR SALE: Starcraft Chiefton with Dual Axle Trailer – \$11,500

1989 Yamaha 200 hp -approx (200 Hours) serviced 2003

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Phone Tracy or Rick Wassing - 652-4400 or taz.cpl.are@shaw.ca



FOR SALE: 1996 3 HP Evinrude outboard motor - \$500

12 hours use only.

Phone Bob or Ruth Jones - 655-4905 or rrjones@islandnet.com

FOR SALE: Hand held GPS Lowrance – \$169.00 (new \$289).

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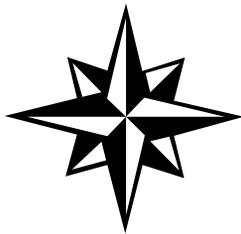
Phone Ted Meadley - 656-1082 or meadleys@shaw.ca

FOR SALE: 10 ft dingy inflatable with paddles and pump - \$750.00 obo

Red colour, in very good condition.

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Please advise editor@saanichpeninsulasquadron.org if you want to PLACE or DISCONTINUE an ad.



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