

# The Beacon



Saanich Peninsula Squadron



June/July 2004



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

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## COMMANDER'S COMMENTS

Summer is upon us and our hard-working officers can now get out on the water on their own boats. It has been a busy fall and winter, but the results in the classes have shown that we have a very able instructing team. Our training department has had a meeting of the instructors, to plan the fall courses.

Public Relations officer Janice Hayward set up a good display at Thrifty Foods in Sidney to compliment the posters made by local children. These pictures showed the necessity of wearing your PFD when out on the water. Thank you, Janice.



Marep officer Len Burton arranged a very interesting session at Canadian Hydrographics, Marine Traffic Safety, and the Coast Guard Response Departments. Now we can put faces to the voices we hear on the VHF radio, and understand better how they control the weather reports, distress situations, and freighter traffic, all in one room!

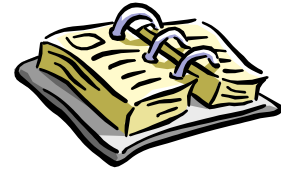
News from Industry Canada: Since there is no international agreement between the USA and Canada, they advise that you apply for a Radio Station Licence if you are planning to travel into American waters. Due to "9-11", American Customs officers may insist on this. The Restricted Radio Operator's licence is no longer enough.

Before setting out on the water, think about getting the Saanich Marine Rescue Society to check out your boat. At present this service is offered free of charge. Don't forget to attend the VISD Gathering at Otter Bay and the VIND Rendezvous at Silva Bay. If you don't have a boat, book a Bed & Breakfast, or attend by RV. This is a great way to meet other squadron members with a common interest.

Our squadron is still looking for volunteers to organize cruises and a social evening or two. If this is your forte please give me a call at 656-5190. So enjoy your summer, and may the sailors have fair winds, and the power-boaters have calm seas.

Cdr Gay Miller

## CALENDAR OF EVENTS



June 17 **Bridge Meeting**,  
SNSYC at 19300 hours. All are welcome.

July 1 **Sidney July 1st parade**

August 6-8 **Vancouver Island South District Rendezvous**  
Otter Bay on North Pender Island

August 19 **Bridge Meeting**  
SNSYC at 1930 hours. All re welcome.

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

## COMBINATION CRUISE/SAILPAST GENOA BAY, SEPT. 17-19, 2004.

As the first classes will start earlier that week, hopefully **all our members with boats** will be back from their summer cruising in time to join us in this lovely setting, close to Sidney. We can have a pot luck dinner on the dock, or go up to the Restaurant at the Marina. The food is apparently excellent, but expensive.

On Sunday the **Sailpast** will be held just outside the bay, at 12:00 noon before we head home. By holding it on the Sunday, we hope those members who do "day-boating" will be able to run over to Genoa Bay to join in. No uniform is required so please consider coming over to participate. We would love to see a good turnout for this annual event.

I have tentatively reserved for 10 boats, but it is necessary to book for moorage at 1-250-746-7621 or will@genoabaymarina.com or contact Gay Miller @ 656-5190 or oceantime@telus.net

Gay Milleroceantime@telus.net



## **“BEST TOUR EVER!”**

On June 3<sup>rd</sup>, **Ocean Sciences and Marine Communication and Traffic Services** opened both their departments to the **Membership of Saanich Peninsula Power Squadron**. For many members, this was their first opportunity to tour the facility. I would like to thank all members who made and took the time to participate in this event. This was a special tour for “Our Members”.

CHS tours allow us the opportunity to experience hydrography from charts of the distant past, that border on works of art, to today’s multi-side beam electronic charting of the seabed that was not dreamed of a decade ago.

We were, for the first time, permitted to see “**MCTS” Victoria Traffic and Communications Center**. We could finally put a face to the voices that we diligently listen to on our VHF radios while on the water. These are the people who will endeavor to save us should we encounter difficulties while operating our pleasure craft. By listening to *both* channels on VHF Radio - MCTS 11 and CCG 16 - we are aware of what is around us. I could only compare it to what I would envision air traffic control to be, but a Marine version. Of our membership of 300 plus, 35 members attended. This was an outstanding tour. To the membership who attended, “Thank you for your response and support for making this a well-attended and enjoyable evening”.

Len Burton – MAREP.

# BOATING SEASON RESOLUTION

By: Chris Parker

This may not seem like the time for a New Year's resolution, but for many of us, the boating season is just starting, and for others (in the tropics, say) the season is winding down, and vessels are being decommissioned. So it's the perfect time for a boating resolution.

Most of us take pride in owning and maintaining our vessel in fine shape. Though small at 34 feet, our boat Bel Ami is well equipped, and we are usually good about maintaining it. It has four bilge pumps (three electric and one manual). This may seem like overkill, but we sail offshore, and we don't like to waste our energy on passage worrying about systems or sinking.

We arrived in Puerto Rico yesterday, having sailed 675 miles upwind from Georgetown, Bahamas, in a relatively fast (for a 34-footer with a 25-foot waterline) 6.75 upwind days. Mid-way here, we found several inches of water over the floorboards and a very unhappy ship's cat. Trust me, this will be relevant.

Troubleshooting the three electric pumps for 30 seconds provided neither clues nor progress; so I placed the handle in the manual pump, took my first stroke, and the pump fell apart. We determined the water was not rising and that we had no working pumps. But we had options and time to consider them.

Our head uses a manual pump similar to (though smaller than) the failed unit in the cockpit. We have an electric pump on the galley sink, which we use when heeled on port tack. We have the seawater pump on the engine. We carry a spare pressure water pump. Each of these could be put into service in just a few minutes. Plus we have two buckets at the ready and the dinghy pump if things get really bad.

We have a good digital battery monitor, which reads current draw with 0.1-amp resolution. Each bilge pump has its own fused three-position switch (on, off and auto). They're all right next to each other and in easy view of the battery monitor

With time to troubleshoot the electric pumps, I determined the primary centrifugal pump at the bottom of the bilge was not drawing any electricity, even when I moved its switch to "manual." This suggested the problem was not in the "float switch" mechanism (later I'll explain why "float switch" is in quotation marks).

The fuse appeared good visually, though I did not take the time to run a continuity test on the fuse, which is good practice to confirm there is not an unseen break in the fuse.

Moving along to pump 2. This is an electric diaphragm pump with pickup from the bottom of the bilge and a float switch placed higher than pump 1. It has a cycle counter that reads the number of times the unit comes on. The counter read "2." I found the fuse was bad, replaced it with one the same size, and it blew immediately. I then replaced the 7.5-amp fuse with a 10-amp fuse, and the pump ran and pumped water, but labored, so I shut it off before damaging the motor.

**NOTE: When replacing a blown fuse, you should ALWAYS use a fuse of the same type (fast or slow blow) and amperage rating.** However, all rules are made to be broken for the right reasons, and this was a time to break that rule. The downside was I risked damage to the motor. If you use too large a fuse in an electronic product, you risk causing irreparable damage to the entire unit. Employing a larger fuse should be the last thing you try in an emergency -- not the first thing you try -- and always with the knowledge that you are probably going to cause further damage.

Pump 3 is a high-volume centrifugal pump placed higher than pump 1 and placed higher than the float switch for pump 2. This pump has a very loud alarm that sounds whenever the pump operates, plus a bright light to give a visual indication the pump is operating. When the alarm sounds, we know we have a problem, as the water has risen above either of the other pumps. But there was no sound. Moving the switch to "on" (instead of "auto") caused the battery monitor to read an additional 8 amps were being drawn from the batteries. We ascertained it was pumping water, and relaxed.

Now all we had to do was live with the alarms every time the pump came on for the next four days. We could have disabled the alarm but decided we liked knowing the pump was working, or at least trying to work.

Further examination revealed the float switch had been stuck on pump 3. Pump 2 had a damaged electric motor, probably caused by salt water dripping on it from a leak above. The manual pump had a broken case. Had we tested pump 2 or the manual pump prior to departure, we would have found both inoperable.

Pump 1 is an automatic "float-switch-less" pump. About every five minutes the pump turns itself on, runs for two seconds, and if it does not sense water, turns itself off. If it senses water, it remains on until it no longer senses water. We found the intake filter on pump 1 was completely clogged with a thick, gooey substance composed in large part of cat hair and sludge. We thought we kept our bilges clean. It's amazing what cat hair can do. We removed the intake blockage, and the pump worked. This pump, apparently, was coming on, sensing no water, and turning off immediately.

Now for my resolutions and some suggestions for yours.

I resolve to test each important system on my boat monthly and before each passage. I resolve to keep my bilges clean and to check the strainers for cat hair and other foreign matter on a regular basis and before each passage.

There's often a deeper lesson, and here it is: Your vessel has many complex and vital systems, mechanical, electrical and otherwise. Most of these systems were designed and manufactured to be used. **The majority of system failures result from LACK OF USE, not overuse.** My recommendation is that you resolve to test all major systems on a regular schedule (say monthly) and always prior to an offshore trip, during spring commissioning and fall decommissioning.

Turn on each electronic component onboard (radar, communications gear, computer, entertainment gear, etc.). Let each component reach operating temperature. This use actually helps electronics in the marine environment. Use each component so you're familiar with its major functions and commands. This helps you remember how they work.

Here's a suggestion: If you sail often with crew (or would like to), try involving your crew in this regular systems power-up. Your crew will learn how the systems operate, be able to operate them should it become desirable or necessary, and might become more interested participants. Another pair of hands will also speed up the monthly power-up ritual.

Finally, this exercise should not be limited to electronic gear. Every moving thing on your vessel should be exercised regularly if you desire to keep it moving. **Move it or lose it!**

Cheers from Chris Parker in Puerto Rico

parker@oceannavigator.com





## MORE ACCOLADES FOR OUR SQUADRON

Our Training Department for the autumn and winter courses, can be justifiably proud of it's accomplishments. Due to the time and efforts of this team, the students will go out on the water with a better understanding of operating a boat safely.

Our squadron achieved the **Highest Average Mark** on the Boating Course exam. Congratulations go to Instructors Doug Mitchell, Ted Meadley, Ron Harris and Janice Hayward as well as the proctors of the classes. We also received the **Dr. Harold Helm Trophy**, for the Highest Average Mark in the Advanced Piloting Course exam. Well done, Instructor Cliff Cunningham!

As stated in the May issue, our squadron also won the **Commanders Challenge Award**, which is given to the Best Overall Squadron in the Vancouver Island South District.

The recipients of these awards are chosen from the 8 squadrons within the Vancouver Island South District.

## NEW REGULATIONS—BEWARE!

"In 1999 we de-licensed marine and aeronautical and entered into negotiations with the United States for a reciprocal agreement for aircraft and boaters crossing the border into the USA, the idea being that we would not require a license in either country. Recently, in post 9/11 USA, other issues have taken the forefront and this issue was relegated to the back burner for the time being and an agreement was not reached.

As you are all aware, our exemption only applies in Canadian and International waters. When a vessel or aircraft is in the sovereign territory of any foreign administration, the provisions of the ITU apply, which requires that all stations be licensed unless there is a treaty between the administrations involved.

Since we do not have a treaty at this point in time, from this day forward, we should advise our clients enquiring about travel into the USA (air or marine) that they will require a license to fully comply with international law. It may save someone's holiday by explaining that in these post 9/11 days of increasing uncertainty, you never know when zero tolerance attitudes may surface and cause travelers grief if their paperwork is not all in order. It is fairly inexpensive to obtain and maintain your Canadian licensing, and these days licensing, operator's certificates and passports are all considered very good things to have."

## TOW BOATS AND BARGES

### BEWARE OF THE UNSEEN AND DEADLY TOWLINE



We see them all the time while cruising. They may appear unassuming but **never assume anything!** When you encounter one, always **expect the unexpected.**

Approach with caution. They have a destination and a time schedule to keep.

**Something to think about.** A towboat length of 110 feet plus a towline length of 1000 feet with a two-inch diameter steel towline, a barge length of over 300 feet and 50 feet wide is a **total length of over 1400 feet.**

Power = 4000 Horsepower.

**Stopping distance - Negligible**

They, on most occasions, have only three speeds, **Full Speed Ahead, Full Speed Astern and "STOP"**. Should you encounter one either approaching you from head-on, or if you decide to overtake one, give them a **"wide berth"**. Always remember they cannot manoeuver like your boat.

It cannot be stressed enough to **never pass between a towboat and it's tow - EVER.** The chances of hitting the towline are about **100%** as **the towline is no more than one foot below the water.** Should you try to do so, you will first hit the towline and then slide along it until you go under the barge. Even if the Master or Mate see you, they cannot stop in time to prevent an accident. **It takes a long time to stop a towboat and her tow** once underway. On two occasions during daylight hours with clear visibility, pleasure craft tried to pass between our tow. The first, a sailboat under power, tried passing between the towboat I was on and the 72 sections of logs being towed while we were in Howe Sound. It slid along the towline and stopped against the log tow. It incurred damage but no one aboard was injured.

The second, a powerboat, tried passing between our towboat and barge. The three people on the powerboat weren't quite so lucky. They hit the towline slid along it, then disappeared under the barge. We had passed Pt. Atkinson and were under full power. The towline had been let out and we were traveling at 10 knots.

Wind and weather does not impede the schedule of a towboat. They go 24 hours a day, 7 days a week, 365 days a year. They are usually tight quarters inside and extremely loud. It is not uncommon to have an **80-decibel plus** noise level inside while underway, and that's in the living accommodation. Accommodations can vary from good - one person to a cabin - to everyone piled into the foc'sle with nothing more than a draw curtain for privacy.

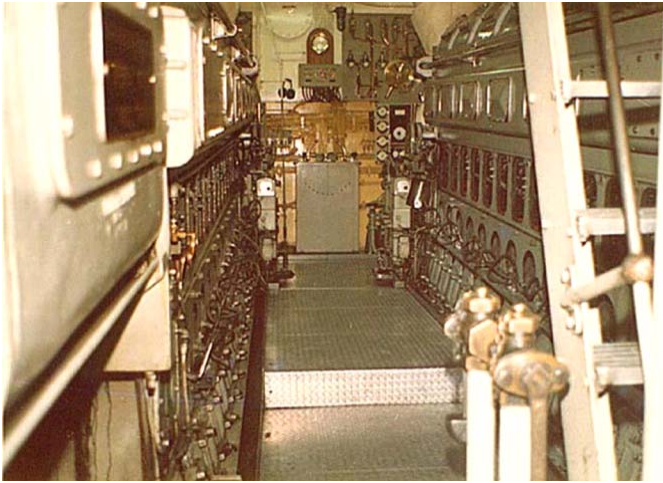
The crewing of a towboat varies. It is usually, Master, Chief Engineer, Mate and two Cook/Deckhands. It is only the larger class towboats that have a Second Engineer and Cook. This can make for long watches for deckhands, especially on a log tower. They not only have to put the tow together, they have the extra duty as Cook. The Master and the Mate each have their own watch, the Master and Chief Engineer stand the 6-12 watch, the Mate, the 12-6 watch. The Master and Mate have one deckhand on their watch while underway.

**Again always stay well clear of towboats and their tows.** Last summer I saw many power and sail boats going closer to towboats than is safe. I also saw many **responsible pleasure boaters** awaiting the passage of a towboat with scows in tow going through the Narrows. The towboat Captain thanked and acknowledged the pleasure crafts "**for holding**", once through the Narrows.

If you listen to traffic on your VHF radio and know your position you will be aware of what's around you. I've stressed "**Traffic**" on the radio in this and previous articles. It is just as important as monitoring channel 16 and weather. Being aware of what is around you is just as important as your final destination.

I've also seen **larger, irresponsible powerboats** trying to overtake a towboat and tow in a restricted channel. No matter when slack water is, it is never totally slack. An increased current or back eddy may make the difference between passing the tow or incurring damage and ending up on the beach.

**Always** remember the Masters of towboats, are **Master Mariners** and **their crew** are **experienced seamen**. They live in a stressful environment; they determine their course by the time, the tide, and all elements of weather. The company they work for dispatches them. They have a time line, a time window and a destination that has to fit those parameters.



**Proceed with caution around towboats.** These vessels are larger and more powerful than you can imagine. Their displacement hulls accommodate **large supercharged diesel engines.** If you could imagine a large floating engine platform, or platforms, that's what sits inside a towboat. What you see on the water has at least that much displacement hull under the water.

During the early to mid seventies, all towboats were fitted with **winch abort systems.** This is a safety device only to be engaged should the towboat be put in a position where it may founder and the only way to save the ship is to abort the tow. There are two abort stations, one in the wheelhouse and one at the winch. Once the abort is hit, the towline is gone. There is no way to stop the abort once activated until the towline is completely played out and is no longer physically attached to the winch. This is a **safety device for the towboat only** and is to be used **only** in the event of an **impending capsiz**e of the towboat. The **Master** is the only person aboard permitted to abort a tow. *Riv Tow Straits Towing* lost three towboats, one in Howe Sound, "The Emerald Straits", one in Georgia Straits, "The Haro Straits", and one in Hecate Straits just off Tripple Island, "The Riv Tow Rogue." Of all the towboats that sank there was only one survivor - the Mate on "The Emerald Straits".

The pictures that accompany this article are pictures that I took while working for Riv Tow Straits Towing as Chief Engineer. They will let you see what a tow-boater sees. Remember, give way, and don't challenge a towboat. Proceed with caution in major shipping lanes and at all times "**be aware of what's around you**".

Len Burton - MAREP.

"If you can't be a good example, then you might end up being a horrible warning!"

## **A WISE IDEA—ANNUAL VESSEL COURTESY CHECK**

**“Heave to please, we wish to board your vessel for a safety check!”**

Any of us could have our pleasant afternoon of cruising interrupted by such a hail from a passing RCMP vessel. It has happened recently in Sidney waters, and is **not** the Courtesy Check I refer to in the title! Would you be embarrassed to have the RCMP find you don't have sufficient **Canadian approved** lifejackets/PFDs on board, or that you have only half the distress flares you need because half are beyond their expired date? Or, how about navigation lights or sound signaling devices that don't work, or insufficient fire extinguishers? These are but a few of the many safety items **we are required by the Small Vessel Regulations (a section of the Canada Shipping Act) to carry on board.**

Embarrassment at “getting caught” should be our last reason for wanting to ensure our vessels **always carry** at the very least, the minimum **safety equipment required by law**. We should really be asking ourselves **“what value do we place on our vessels, and on our lives?”** Surely our lives are worth the best lifejackets/PFDs we can find. You only have to need them once in our cold waters to make their cost irrelevant. The same goes for good fire extinguishers....extra fire extinguishers. A fire on board is probably one of the most dangerous and terrifying experiences afloat. We have to fight the fire with “what we've got”. Imagine losing our \$125,000 vessel because we almost had the fire out, but it flared up when the last of our “minimum required number” of \$45 fire extinguishers died. Extra fire extinguishers on board are a wise and very cheap investment!

**Distress Flares** deserve special mention. We only have to depend on them once to realize that in the big picture their cost is also irrelevant. If we have to use these distress signals, **we are in serious trouble**. Once again we will have to “go with what we've got”, and it will be too late to wish we had bought more or better distress flares. So what should we carry on board? Depending upon the length of our vessel, the Regulations require us to carry 3 or 6 **Canadian approved** flares of type A, B or C. (A is a parachute flare, B is a two-star signal, and C is a hand-held flare). Vessels over 8-metres in length require 12 Canadian approved flares of which not more than 6 can be Type D (smoke flares). Many vessels carry the cheapest flares available.... hand-held flares, two-star launchers or the 12-gauge star launcher and cartridges. The latter currently sell for about \$80 a box of twelve. A word of caution here.... we require two 12-gauge cartridges to make one legal two-star distress signal, so a new box of 12 cartridges actually only counts as 6 signals.

The real issue is from what distance we want our distress signals to be seen. In local waters, a few miles may suffice, but in open waters such as in the Straits or offshore, we want the greatest possible sighting distance. This suggests a selection of distress flares, chosen to give us the sighting distance we might need under different cruising conditions. The best distress flares are the expensive (some are \$80+) **Type A parachute flares**. They climb almost 1000 feet before igniting and then drift slowly down on a parachute, burning extremely brightly for 40-45 seconds. Their altitude and brilliance are the keys to their greater range. I highly recommend at least one or two of these on board. **Type B two-star flares**, either the 12-gauge cartridge type or the single unit double star launcher, are for significantly shorter ranges like within the Gulf Islands. They climb a fraction of the height of the Type A, and burn for just a few seconds. At best their range of visibility is about 4-6 miles, also a fraction of that of Type A flares. The **Type C hand-held flare** burns considerably longer than the Type B two-star, but obviously has the shortest range of visibility because it is held within feet of sea level where our horizon is just around 5 miles. Type C are primarily intended as "localizing" flares...to "home-in" a searching vessel that already has a good idea of where we are. A word of caution here....hold Type C flares over the leeward side as far as you can. They can drip very hot burning material! The last flares, **Type D smoke flares**, are floating canisters that emit a great cloud of orange smoke across the water surface. They are a **daytime signal** intended to attract passing aircraft rather than vessels, as the smoke provides a very effective contrast with the sea surface when seen from on high. If we want to aid a SAR aircraft in locating us, we should carry one or more of these flares. One final note....for the purposes of the Small Vessel Regulations, all distress flares are "legal" for **4 years from the date of manufacture**. If kept in cool dry storage, they will usually last longer than 4 years, but can no longer be counted as legal inventory to meet our minimum required number of flares.

All of the safety equipment required under the Small Vessel Regulations is listed, by vessel size, in the **SAFE BOATING GUIDE**, a Canadian Government booklet available free of charge at any Marine Chandler. We should all have a copy on board to help us ensure we carry all the required equipment. Remember that the book stipulates only the **minimum** safety equipment requirements. It goes without saying that prudent boaters will carry more than the minimum!

While the obligation to maintain this minimum safety equipment rests solely with the vessel owner, there is a free service offered by the **Canadian Coast Guard Auxiliary** to help us in this task. Upon request, a trained member of the Auxiliary will visit a pleasure vessel (not used for commercial purposes) and conduct a **Courtesy Check**.

The purpose of that check is to **verify** that, **on the date of inspection**, the vessel carried the required minimum safety equipment in good working order and that distress flares were all within their legal dates. The owner is expected to ensure beforehand that the vessel is ready in all respects for inspection. A vessel satisfactorily meeting the legal requirements is issued a signed detailed certificate of inspection together with a relevant decal to be mounted in a conspicuous position on the vessel. The certificate and decal are valid only for the calendar year in which issued. A wise vessel owner will have his or her vessel re-examined each year.

Members of Unit 36 of the Canadian Coast Guard Auxiliary (**Saanich Peninsula Marine Rescue Society**) are available to conduct pleasure vessel Courtesy Checks in our area. This is the same unit that operates the rescue vessels out of Sidney and Brentwood, and it has had a close relationship with the Squadron for years. Please contact me to arrange a **Courtesy Check** of your vessel, or to discuss questions regarding safety equipment.

*Happy and Safe Boating !!*

Doug Mitchell Executive Officer

## **HANG ON TO YOUR HAT!**

*An elderly lady was standing at the railing of a cruise ship holding her hat tight so that it would not blow off in the wind. A gentleman approached her and said,*

*"Pardon me, madam, I do not intend to be forward, but did you know that your dress is blowing up in this high wind?"*

*"Yes, I know," said the lady, "I need both hands to hold onto this hat."*

*"But, madam, you must know that your privates are exposed!" said the gentleman in earnest.*

*The woman looked down, then back up at the man and replied,*

*"Sir, anything you see down there is 85 years old. I just bought this hat yesterday!"*



## **THINGS YOU SHOULD KNOW ABOUT NEWFOUNDLAND & THE NEWFIE'S!!**

If you're a Newfie, you should be proud! Here are a few tidbits of information that you may have never known before:

### **WE WERE.....**

- the first province to respond to Titanic's distress signal
- the first to vaccinate for smallpox
- the first to host a transatlantic flight
- the first to have wireless communication in the world
- the first place to discover proof of the theory of continental drift

### **WE HAVE.....**

- the oldest street in North America
- the oldest city in North America
- the oldest rock in the world
- the oldest continuous sporting event (Regatta Day rules!)
- the largest university in Atlantic Canada
- the most pubs per square foot in Canada (George Street)
- the longest running radio program in North America
- caught the world's largest invertebrate (giant squid)

### **WE ARE.....**

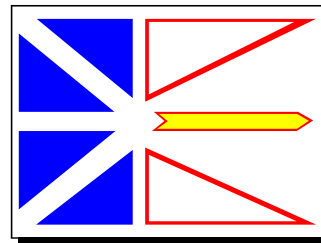
- the funniest people in Canada (ask anybody)
- the sexiest people in Canada (Macleans magazine survey)
- the only province that has four identifiable flags
- the only province able to land the space shuttle (Stephenville)
- the most giving people in Canada (Stats Canada)
- the most sexually active people in all of Canada (what else are we gonna do?)

### **A NEWFOUNDLANDER.....**

- built the world's first artificial ice arena
- invented the gas mask
- was once governor of northern Rhodesia
- was with Abraham Lincoln at Gettysberg

### **WE ARE THE ONLY PROVINCE TO HAVE IT'S OWN.....**

- encyclopedia
- dictionary
- pony
- dogs
- cultural publication



You now know more about Newfoundland than...well, almost everyone!!  
What a great place the Rock really is!!

**WE LOVE THEE NFLD**



## THE SAGA OF *DAGAN* cont'd

by Capt. Lesley M. Head

### Ripping and Stripping and Stuff



During the trip down from Prince Rupert, and on the day of the gale, all the hydraulic oil that we had purchased and filled the tank up with had managed to escape into the bilge of the boat. Bilge Rat had been careful not to let any of it go through the pumps and into the ocean. His first big task was to hand-bail the bilge and get rid of the oil. This took about two weeks and the combined oil and water was carted off in 5-gallon pails for disposal. Bilge Rat, at this point, had no assistance and he would come home each day smelling of oil and covered with oil and dirt. Eventually he removed all that was there and cleaned out the bilge with lots of cleaner.

The next great task was to remove the 200-gallon tank that was in the fish hold. It was full of questionable oils, water and whatever else and weighed about a half a ton. Bilge Rat had the hydraulics working and he used the boom with a large block and tackle borrowed from a fellow boater. The process of extraction took a whole day. The tank just squeezed through the access hole and at one point became wedged in. After what Bilge Rat refers to as a lot of ranting and raving and snorting and being most unpleasant - he got it out. His bald head was gouged and he whacked his knee, which still hurt two months later. Many gallons of bilge cleaner later, the residue was cleaned out of the hold and the wood. We are fortunate the hold never had a fish smell to her and she only has the pleasant wood and diesel fragrance.

At this point in time, Bilge Rat hired on two young men to remove the fiber glass fish hold. Our hold was made up of fiber glass, wire, and two layers of concrete and insulating foam. As each of these layers was removed, they were taken to the local land-fill site. At least four thousand pounds of materials were removed. One of the young men lasted for the first day and the other young man, Dermott, remained and worked until almost the end of October.

This young man was from Ireland, here to repair a boat, and the owners had stopped paying him so he was broke and very happy to come and work where he knew he would be paid weekly. He tackled every job given to him, had a pleasant smile, and was polite to boot!



Once the hold was cleaned out we discovered that the foam insulation had to go too as it is a major fire hazard and not allowed on *Hometrade III* vessels. So... more bags of garbage to the dump! This process of removing the hold had taken several weeks. Bilge Rat, in the interim, was learning more about the boat. There were hundreds of miles of wiring, which led to nowhere. There were also vast areas of piping for the hydraulics, which no one could sort out. The main feed to the engine was a 4-inch pipe and we assumed that there had been a large number of pieces of equipment run off this system. Bilge Rat got the anchor windlass going - great, big, old, rusted-up beast on the forward deck. We found out later on that it was made by **Swann and Co.**, and that it was strong enough to lift the entire boat. It had certainly seen better days and was well used. The links of the chain were cut into each other from heavy use and the greater part of the ground tackle was 5/8 inch wire rope.

One of the surprises on the *Dagan* was finding an hydraulic generator which actually worked - the second was seized. I, and many people to whom I have spoken, have never heard of one before. The system works when the main engine is running. At that point you must engage a clutch and then turn a main volume control switch which has a little cam inside. This then feeds the main system of the generator, windlass, winches, boom and whatever else had been on there for fishing purposes. There are then secondary controls for each of these systems. The secondary control restricts the flow of hydraulic fluid to the generator and turns it fast or slow. The generator, in turn, produces 220 volts, which is distributed in 2-110 volt increments. There is enough power in each of these generators to supply an entire house. Bilge Rat was using it to charge batteries, as well as provide lighting in the cabin, when the generator was turned on.

Our helper was given the task of stripping down the hull to wood and removing years' worth of paint. He, in the process, had to remove large sheets of black rubber that were screwed into the hull. This rubber was there as a protection on the hull from the nets and other fishing gear that had been used on her over the years she was a dragger. He also had to remove lots of old, rusted, rigging and pipes and stanchions, as well as a roller. All of this was cut up and taken away to the metal recycling dump by Bilge Rat. The process was almost complete by the time that we took her up to Maple Bay.

Dermott also had removed everything from the cabin roof. The electronics were removed and brought home and just a radio remained. Bilge Rat had also re-rigged the two buttons by the wheel - one to start the boat, and one to turn it "OFF". The roof was sanded and holes plugged and repainted to help protect the wood. Later on, in October, a series of tarpaulins were secured on the roof to keep her interior dry.

## OUT OF THE MOUTHS OF BABES

*A little girl was talking to her teacher about whales. The teacher said it*



*was physically impossible for a whale to swallow a human because even though it was a very large mammal its throat was very small.*

*The little girl stated that Jonah was swallowed by a whale. Irritated, the teacher reiterated that a whale could not swallow a human; it was physically impossible. The little girl said, "When I get to heaven I will ask Jo-*

*nah". The teacher asked, "What if Jonah went to hell?" The little girl replied, "Then you ask him".*

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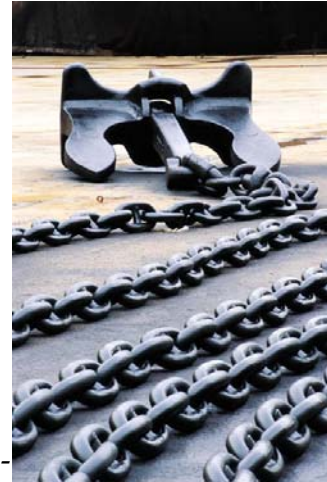
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