

# The Beacon



Saanich Peninsula Squadron



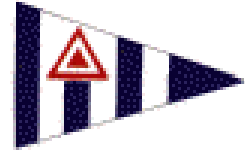
May/June 2005



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



# The Beacon



Volume 35 Number 4 May/June, 2005

**The Official Newsletter of the Saanich Peninsula Squadron**

*A Unit of Canadian Power and Sail Squadrons*

Commander	Cdr Doug Mitchell	656-2959	commander*
Past Commander	P/Cdr Gay Miller	656-5190	pastcommander
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**\*All email addresses are @ [saanichpeninsulasquadron.org](mailto: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](http://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 Editor, Canadian Power Squadron or Saanich Peninsula Squadron.*

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**Living on earth is expensive, but it does include a free trip  
around the sun every year.**

**Saanich Peninsula Squadron CPS  
PO Box 2122  
Sidney, BC V8L 3S6**

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## COMMANDER'S CORNER

Greetings to all of our squadron members. I am honoured to 'take the watch' as your new Commander. At the outset I wish to thank all those members who kindly volunteered their services on last year's Bridge, and particularly my predecessor **Gay Miller**. She has turned over a stable ship in good order. I am delighted with the strength and talent on our new Bridge. We are blessed with a wonderful combination of experienced former bridge members who have returned, experienced members who have 'changed hats' and new members who are recent *Boating Course* graduates.... all enthusiastic and raring to go! We recently had the first monthly meeting of our new Bridge. It was a long meeting, but we covered many important issues as we launched into the year ahead as a new team. I am pleased to be able to tell you that since that Bridge meeting, our Squadron has made its voice clearly heard within the Vancouver Island South District (VISD), and that's just a start! The District Commander will attend the National Governing Board Meeting in June and will present to the Board our Squadron's significant rewrite of a Notice of Motion that we deemed unacceptable. The District Commander has adopted our rewrite as the VISD position, and has already forwarded a copy of it to 'National'.



Ours is a volunteer organization. For the past 36 years our Squadron members have volunteered for all sorts of duties: Bridge Officers, instructors, proctors, student cruise hosts, telephone committees, BEACON editors, boat show attendants...you name it. There is nothing that happens in our Squadron that does not involve volunteering. We currently have just over 300 members in our squadron, and I would like to see more of them getting involved. We have been very fortunate in being able to recruit 15 new members from the 19 graduates of our latest *Boating Course*! That is really encouraging, and I urge all of them to strongly consider taking the next logical step by volunteering to become *Boating Course* proctors, or by taking on some other volunteer duty within our squadron, including assisting some of our Bridge Officers. New blood is a great asset!

I said at the AGM that as your Commander I will endeavour to harness and coordinate the wonderful talent we have on our Bridge...to make it work for our squadron the best it can. I will welcome new innovative ideas originating from our Bridge Officers and other members. Areas I would like to focus on include increasing our instructor base and course offerings, advancing the interests of CPS in general and our Squadron in particular through enhanced public relations, increasing communications and interaction with our membership, and bringing out more members to more frequent social and special events.

Elsewhere in this issue, you will see some details of our **Squadron Sail Past** and dinner on Saturday 18 June. I am hoping that we'll have a really good turnout of both active and less active members! Let's use this opportunity to have a fun time together before we all 'head off' to our own summer activities. Then we'll try to plan another event in the fall to come together again and swap tales of our summer adventures or misadventures as the case may be!

We can all be proud of the fact that at the recent District AGM our Squadron was awarded, for the second year in a row, the **Ted Westover Memorial Shield** for proficiency in the Boating Course. Our students obtained the highest average marks in the District! It was my great pleasure to accept this award on behalf of our Squadron, and to also accept another award on behalf of one of our key members. The **Bud Traver Memorial Award** is presented each year to a deserving instructor of a training department in VISD for teamwork and professionalism. I was honoured and delighted to present this award to **Ted Meadley** at our recent Bridge meeting! Ted earned this award in spades! Congratulations Ted....and a big **BRAVO ZULU** from all of us!

In closing, I would encourage all squadron members, whether boat owners or not, to monitor and become more engaged with the activities of our squadron. You are part of our squadron family. You have much to offer, and your ideas and suggestions will always be welcome. I am enthusiastic about the year ahead, and am delighted to be able to work with and lead such a great team!

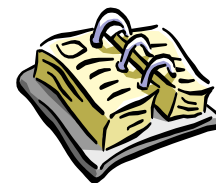
Yours aye,

Doug Mitchell  
Commander



*Picture taken at 'Deep Sea Bluffs' in Tribune Channel, north of Guilford Island, eastern end of Broughton Archipelago. Forest Ranger II registered a depth of 300 ft here (the limit of the sounder) and the cliffs were at least 300 ft above the boat. She was 50-60 ft from the wall!*

## CALENDAR OF EVENTS



### June 18 **Annual Commander's Sailpast**

1600 hours Pass Commander's *Forest Ranger II*

1700 hours Social gathering SNSYC

1800 hours Buffet dinner

Aug 5-7 **VISD Rendezvous:** Otter Bay Marina, North Pender Island

Aug 26-28 **VIND Rendezvous:** Pages Marina, Gabriola Island

Sept 6 **Basic Boating** course starts at North Saanich Middle School  
MacDonald Park Road. **Registration** commences at 1830 hours

Sept 7 **Piloting** course starts at North Saanich Middle School  
MacDonald Park Road. **Registration** commences at 1830 hours



## NOTICE



### ANNUAL SAIL PAST

Saturday June 18, 2005

**1600 hours** Pass Commander's *Forest Ranger II*  
(Anchored off Beacon Wharf)

**1700-1800 hours** Social Gathering at SNSYC

**1800 hours** Dinner at SNSYC

**Further information will follow via e-mail and telephone.**

## FROM THE TRAINING DEPARTMENT

It is May and your training department has completed another successful year. Forty-four (44) students passed the *Basic Boating* course during the past year and twenty-three (23) or an amazing 52% joined our Squadron. If that were not enough, Saanich Peninsula Squadron was presented the award for our students achieving the highest marks in the *Boating* course during 2004/05 at the South Vancouver Island District Annual General Meeting.

An advanced course in *Piloting* was offered with four (4) students graduating. The elective course in *Marine Maintenance* (with more than a little applied mechanics added for good measure) was offered with twelve (12) students graduating. **Ron Harris** and **Janice Hayward** of Saanich Peninsula are enrolled in and working on Brentwood Bay's *Celestial Navigation* course; keep up the good work.

So as your new Training Department takes the helm for 2005/06 we say, a very well deserved, **congratulations** to Training Officer **Ron Harris** and his **team** for a very, very successful 2004/05 "Training" year.

Looking forward to the coming year The Training Department has a question for you, our members, "What advanced and elective courses would you be interested in taking?" The list of available courses is substantial; the advanced courses are: *Piloting*, *Advanced Piloting* and *Celestial Navigation*; the elective courses are: *Seamanship Power and Seamanship Sail*, the *Weather* course, *Marine Maintenance* course, *Marine Electronics* course, *Instructional Techniques* course (we would welcome any member interested in assisting the Training Department in any way) and the *Offshore Sailing* course.

Let us know what your interests are and we will do our utmost to meet them.

Your Training team for 2005/06 is: **Dawna Burton**, Chief Proctor; **Richard Funnell**, Assistant Training Officer and **Ted Meadley**, Training Officer. We look forward to hearing from you and meeting your training needs this year.

Ted Meadley - Squadron Training Officer



# MARINE MAINTENANCE COURSE 2005

By Len Burton – Marine Maintenance Course Instructor

The Marine Maintenance class commenced January 12<sup>th</sup> 2005. I decided to proceed in a different direction from the previous courses offered. After reading the course material from the instructor's and students' note books, I felt that they were missing a key ingredient - how to affect a mechanical repair while on the water.

***How prepared are you as a boater should your engine go into cardiac arrest on the water? It happens; it is a reality of boating.***

The Coast

Guards

**"only responsibility"** is to tow you to safety. This may be to an anchorage! If you do not maintain your boat, it will fail - probably at the most inopportune time such as in rough weather, or during a passage through a narrows or a restricted channel. How prepared are you as a boater to get yourself up and running again? Do you carry enough tools and spare parts should you break down while cruising?

## Something to Consider

You will not have your mechanic with you when you go cruising. **You are your mechanic.** If you know how to properly maintain your boat and maintain it on a regular basis, you have just removed about **90%** of your mechanical problems. Having the confidence to repair your engine, will give you confidence to solve mechanical problems that you thought were beyond your capabilities.

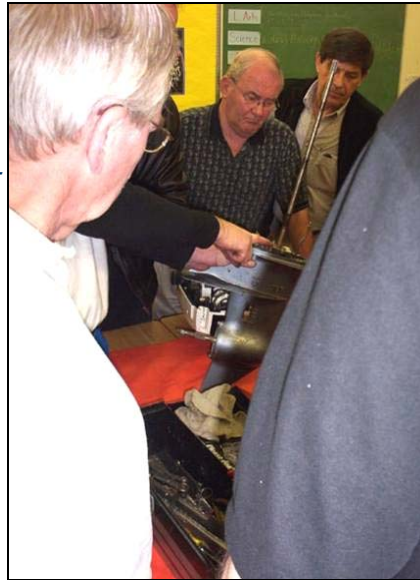
After some arm twisting by our Training Officer **Ron Harris**, I agreed to instruct this course. I had no idea what I was getting myself into. The course notes were outdated and although adequate for a basic maintenance course, they fell short of what could be achieved. I stayed within the CPS course guidelines with regards to the material but from there the course ended and *Applied Mechanics* began.

To teach a course in *Marine Maintenance* one has to understand the principals of *Applied Mechanics*. In gasoline powered pleasure crafts most failures occur within the ignition system. In diesel engines failure occurs in the fuel system. In each chapter of the workbook I added "hands-on" teaching in this class. We assembled an engine from the inside out. Each and every part was covered.



On the first night of instruction, Boating Course Instructor **Ted Meadley** helped me break the ice. From then on I was on my own. With the assistance of Superintendent Engineer **George Horel** and Canadian Coast Guard Pacific Ship Support, our class toured the ship repair maintenance shops of the Canadian Coast Guard. George had a copy of the student work book and used it to tailor the tour through his shops. The *Maintenance* students had an outstanding tour, finishing with a tour through the Cape Class Search and Rescue Coast Guard Cutter, *Cape Sutyl*.

A very good friend and stern-drive expert, **Kevin Campbell** gave an outstanding lesson, culminating with a hands-on disassembly and reassembly of an outboard engine lower drive unit. About half-way through the course, each and every student had something mechanical torn apart on their boats. This was evidenced by the night calls I received from some students asking for some type of assistance at their respective Marinas. I enjoyed this immensely! These were students who at the beginning of the course would have never attempted what they were now attempting to do. One student did a re-and-re of his injector on his diesel engine and made it run by himself. Our very own Beacon Editor, **Ralph Hodd**. Was I “impressed”? You bet I was!



As the course drew to a close I asked **Ron Harris** to do the presentations on sailboats. By eliciting the help of **Ted Meadley**, **George Horel**, **Kevin Campbell**, and **Ron Harris**, I felt that Saanich Peninsula Squadron put on an outstanding course on *Marine Maintenance* which was way beyond the scope of what is presently offered. I was more than impressed by the one-and-only “lady student” in our class, **Lauri Barker**. She is presently considering the purchase of a power boat. **Dawna** and I went out with her one night to mechanically inspect the boat. When we left the dock she correctly diagnosed all the noises that were coming from the stern drive and other miscellaneous hydraulic steering problems. **Well done Lauri!**

Each and every student, in my opinion, passed their entry level into *Applied Mechanics*. It will reflect the next time, when they save the \$\$\$\$\$\$\$\$\$ they would have handed over to “their” mechanic.

Our review night was not supposed to be a hands-on lesson. I was not going to get off that easy. **Bob Stewart**, with the assistance of **Bill Miller** managed to haul, with the use of a hand truck, half of Bob's engine, into the classroom. After the review I touched on a few subjects that only a student of this class will know - Anaerobic Bacteria - "Wear your rubber gloves and bag it and tag it". You will have to use your imagination on this one.

We had many firsts in this class:

In-class hands-on instruction and Power Point presentation

In-class engine repair

In-class outboard repair

Out-of-the-classroom hands-on engine timing and valve adjustment

A tour of CCG Ship Support

A class photo and a well earned night to celebrate at The Blue Peter.

To all the *Marine Maintenance* students: A course well done! Each and every one of you impressed me. With your newly acquired knowledge you are now twelve (12) more safety-conscious boaters who know how to maintain and repair your boats while on the water. This class was not only fun to teach, all of the students were a pleasure to work with.

I would also like to thank **Glen Ek** of Tsehum Sterndrive for supplying me with various engine parts for teaching purposes.

## EASTER CRUISE MARCH 26-28, 2005

Submitted by Gay Miller



This cruise was the wettest, windiest we have attended in the last 10-12 years!

In the past, the cruise went around Saltspring Island, but lately we have been staying at Telegraph Harbour for several days, rather than go to Montague Harbour Marina, where the facilities were less than adequate.

The journey over to Genoa Bay Marina was calm, but following waves from the south-east were picking up. We tuned in to the "Weather" channel, to hear that the winds would increase to 20-30 knots and then up to 50 knots later that evening or early morning. It did not sound like we would get up to Thetis Island.

On arrival, the other members of our squadron greeted us. After visiting during the afternoon, and "Happy Hour" we were looking forward to dinner at the Genoa Bay Cafe. As usual, the meal was excellent and the company was superb! We were surprised and delighted to see that Bob and Ruth Jones and Ray and Joyce Berry drove up to join us for dinner, staying the night at the local B&B, Captain Morgan's. They had recently sold their boats but at least could join us for the Friday evening. What a great idea!

For those of you who do not know about Captain Morgan's B&B, it is a wonderful and fascinating place, beautifully set on the point at the entrance to Genoa Bay - well worth visiting!

That night, the winds hit with a vengeance. Halyards whistled, and the rains deluged. Our dog, George, was sleeping on the vee-berth, and by morning he was soaked! The newly sealed windows leaked! Oh well, more work for Bill.

It rained and blew for most of Saturday, so we stayed put, and walked and visited in the rain. Half of the group headed home on Saturday, and those who stayed enjoyed a delicious pot luck dinner hosted by the Peter and Nancy on *Vivace*. By Sunday the rest of us followed; no point in getting stranded at Telegraph Harbour with the continuing prediction for winds and rain. However, our hardy bunch seemed to enjoy getting out on the water, despite the weather. In attendance were:

Peter and Nancy Vivian	<i>Vivace</i>	Ken and Joan Clarke	<i>Legasea</i>
Bill and Joyce Morrow	<i>Et Tu</i>	Bill and Gay Miller	<i>Charlotte Time</i>
Don and Cheryl Armstrong	<i>Veleda V</i>	Ray and Joyce Berry	by land
Don and Carol Mossman	<i>Herself</i>	Bob and Ruth Jones	by land

# BOATING SAFETY

By Doug Mitchell

It is time to ready our boats for the cruising season and start our shakedown cruises. While one should *always* be aware of the condition of one's boat, a very good habit to get into is to use this time each year to examine all of the safety equipment onboard and confirm that we meet the minimum requirements for a vessel of our size as specified in the *Safe Boating Guide*.

Things to check for include lifejackets and PFDs...ensuring they are in good condition and that all clasps, buckles or zippers are functioning correctly. We must have on board an approved lifejacket/PFD for each person aboard, and they must be the correct size! Any lifejacket/PFD that is torn or damaged is no longer legal. Ensure that your distress pyrotechnics are all current, i.e. that they have not passed their 4-year legal expiry date. Make sure you have enough fire extinguishers on board and that they are mounted in the correct locations. Fire extinguishers must be current with respect to servicing and hydrostatic testing. Dry chemical extinguishers must be serviced at least every 6 years and hydrostatically tested at least every 12 years. The numbers for CO extinguishers are 5 years and 5 years respectively. Check regularly to ensure that all your navigation and anchor lights are working correctly. Experience shows that bulbs and sockets can fail without warning, and you do not want to discover the failure in a moment of need!

I have covered only a few of the safety items you should be checking. Remember that the requirements specified in the *Safe Boating Guide* are the **minimum**. Any prudent boater will carry significantly more than the minimum requirement, particularly when it comes to fire extinguishers. Just remember the value of your life and the value of your boat. The costs of top quality distress pyrotechnics, lifejackets/PFDs and extra fire extinguishers pale by comparison! **After** you have checked and ensured you have all the minimum required safety equipment on board your boat, I suggest you have a member of Coast Guard Auxiliary Unit 36 (The Saanich Peninsula Marine Rescue Society) conduct a "Courtesy Check" of your boat for you. I can assist you in that regard.

One last comment; I hope that common sense and good judgment will be all that is necessary for boaters to ensure they comply with the regulations regarding safety equipment. However, for those who need a little more incentive, British Columbia has now signed on to the *Contraventions Act*, which stipulates fairly stiff fines for each required safety item found to be missing from a pleasure boat upon inspection by a designated peace officer. Police have significantly increased their presence in

## MEMBERSHIP REPORT

At the Annual General Meeting on May 2, 2005, I officially handed over the duties and responsibilities of the Communications Officer to **Laura Parker** and took on those of the Membership Officer from **Lorri Pelto**. (This new position came with a very helpful job description and several boxes of files and records ... all thanks to Lorri!)

Prior to the AGM, I had a chance to speak to the students in the recent *Boating* course about membership in CPS. All twenty (20) of the students who wrote the Boating exam on April 19<sup>th</sup> passed, and fourteen (14) of them joined the Squadron the same night! Another student joined at the graduation ceremony on May 9<sup>th</sup>, so we have a total of fifteen (15) new members!

Please join Cdr **Doug Mitchell** and the 2005/06 Bridge in welcoming:

**Danielle Chitty Peter Reedeker**  
**John Knappett Donald Robin**  
**Betty Ann Knappett Audrey Robin**  
**Craig Lessels Paul Smith**  
**Kim Liu Ruth Smith**  
**Richard Manning Allan Warrior**  
**Lesley Manning Velvet Warrior**  
**Todd Ramsay**



At press time - including these new members plus one member who transferred to Saanich Peninsula from Prince George - the Squadron membership was:

Regular Members 217  
Family Members 62  
Associate/Dual 20  
Life Members 5  
Total 304



If you have not already renewed your CPS membership for 2005/06, please remember you can renew by mail, telephone banking, personal internet banking, or on-line through the CPS secure credit card transaction server at <http://cpsdues.cps-ecp.ca/>

Also, please let me know of any change to your mailing address, phone number or e-mail address so that we can keep our membership contact information up-to-date.

Tony Kluge - Membership Officer, phone: (250) 656-7032  
e-mail: [membership@saanichpeninsulasquadron.org](mailto:membership@saanichpeninsulasquadron.org)

## **PR CAMPAIGN – NATIONAL SAFE BOATING AWARENESS WEEK**

*Doug Mitchell being interviewed by New VI*

Commander, **Doug Mitchell**, and Public Relations Officer, **Cynthia Funnell** worked together with the media to publicize National Safe Boating Awareness Week May 21 – 29<sup>th</sup>, not only helping to get our safe boating messages out to the community, but also building awareness for our squadron and boating courses. **Richard Funnell** on Cynthia

and Richard's boat took the photos. **Doug Mitchell** did an outstanding job giving an extensive interview for *The New VI* television news program, which aired on May 23<sup>rd</sup>. The team generated other publicity on local radio stations and editorial coverage in the local newspapers. To further energize the PR Campaign, a paid-for advertisement promoting our courses and squadron appeared in the *Peninsula News Group*. In addition, a "Safe Boating" display was orchestrated at Thrifty Foods in Sidney and more than 35 local establishments were receptive to displaying our *Boating Awareness* safety posters, flyers and *Boating* course brochures. A special thanks to **Richard Funnell** for his photography, **Dawna** and **Len Burton** and **Laura Parker** for the endless folding of brochures and to **Laurie Barker** for her *Safe Boating* painting.

"The main goals of our PR

**Publicity Campaign is to not only generate awareness for safe boating in general but to increase our Squadron memberships and number of students enrolling in our courses."**

*Doug Mitchell demonstrating the use of a life ring for the New VI*

## VICTORIA FLOATING BOAT SHOW

With another Boat Show behind us, I would like to thank the 52 volunteers who donated their time and energy in volunteering to staff the ticket booth for the BC Yacht Brokers Association. This constituted 40 members coming forward to take a two and a quarter hour shift, 7 members taking a double shift, 3 members a triple shift, 1 member taking four shifts and another 5 shifts (the term "member" is used loosely here, as donated time includes members' spouses and a member's daughter). Thank you again to the following:

**Joyce and Ray Berry, Peter Bey, Barbara Bond, Bill Brady, David and Irene Campbell, Ken and Penny Carpenter, Muriel Cienciala, Ken and Joan Clarke, Marjorie and Stephen Denroche, Brian, Irene and Jillian Dunic, George Eade, Jim Forsyth, Warren Franklin, Richard Graham, Margaret Griffin, Ron Harris, Janice Hayward, Ralph Hodd, Len Howland, Carolyn Hole, Dave Hultsch, Allen Jacques, Bill and Marion Kent, Tony Kluge, Roy Laschuk, Michael Litwin, Sue Lovatt, Anne-Marie Middleton, Bill and Gay Miller, Colin and Loraine Nicholson, Laura Parker, Kathy and Ken Phillips, Ken Reeves, Ray Scott, Terry St. Michael, Nancy and Peter Vivian, Winona White, Gurli and Peter Wolfe.**

Thanks also go to Communications Officer **Tony Kluge** for sending out e-mail information, to Webmaster **Anne McKinnell** for keeping our web site updated with a table of vacant volunteer slots and to **Ralph and Joyce Hodd** for the *Beacon* advertising of the event.

The BC Yacht Broker's Association have expressed their appreciation of our services and increased their donation to our squadron.

John Hudson - Victoria Boat Show Volunteers Coordinator



## A VERY SPECIAL REQUEST

I am looking for a mentor to help me learn to sail my sailboat, so someone who has cruised (not raced) and who is "temporarily between boats". Someone who wouldn't mind a neophyte sailor in a 26 footer for some hands-on training. Gender is not an issue provided you have lots of patience (I am a true novice) and someone who is safety conscious. I am strictly a fair-weather sailor and my boat is just a slow, pokey sailboat.

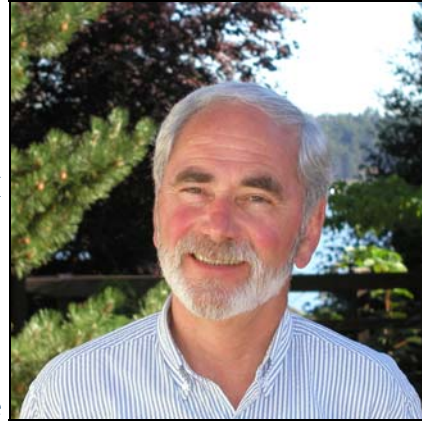
If interested please contact Kathryn McDougall at [tillerkat22@hotmail.com](mailto:tillerkat22@hotmail.com)



## MEET THE BRIDGE

### Doug Mitchell - Commander

The only son of Margaret and Douglas Mitchell, I was born in Pembroke, Ontario in 1943. My dad served with the Canadian army at Camp Petawawa near Pembroke, and in Britain during WW II. I attended schools in Winnipeg, Montreal, Ottawa, Lakefield, and Victoria, finishing at North Saanich High School in Sidney after my dad retired from the army.



My interest in the navy was aroused as a Sea Cadet at Lakefield. I joined the navy in Esquimalt through the VENTURE plan in 1960 and, after being commissioned, specialized in Navigation, Communications and Naval Operations. Despite his army background, my dad was very supportive of me donning a blue rather than brown uniform. Mom, of course, said: “wonderful...with the Dockyard so close, we’ll see lots of you!” That was until the Career Managers in Ottawa took over. I spent most of my 31-year naval career on the other side of the country, serving afloat and ashore in Halifax, Norfolk Virginia and Ottawa, before returning to the west coast in 1986.

My naval career spanned a period of fascinating technological as well as political change. My first ship was an old frigate (floating maritime museum!) with steam reciprocating engines. I subsequently served in newer ships with steam turbines and, later still, with gas turbines and remote engine controls on the bridge. During this timeframe, naval weapons progressed from hand-loaded 4-inch shells (which I could hardly lift) to high-speed missiles requiring automated detection, classification and defence. My career also spanned the “Cold War” in which the ominous threat of a world-wide Soviet Navy rose to its peak before collapsing. On a more domestic political note, I started in a traditional blue naval uniform. I reluctantly switched to green as a result of Paul Hellyer’s unification of the forces in the mid-sixties, and finished back in dark blue after the Conservatives came to power in the mid-eighties. Sadly, by the time my career ended, the navy was a mere shadow of the navy I had joined in 1960, with less than half the number of ships and personnel! That said... it was a wonderful career.!

Since retiring from the navy, I have maintained a strong nautical interest. Most years I get away for at least 4-5 weeks in addition to many shorter cruises in FOREST RANGER II, a 45-foot ex-BC Forest Service diesel powered wooden cruiser. I head the Ex-Forest Service Vessel Squadron of some 20 ex-forestry boats and organize their annual rendezvous. In support of promoting safety on the water, I enjoy teaching the CPS Boating Course for our Squadron. As a compatible interest, I am the Safety Officer of the Saanich Peninsula Coast Guard Auxiliary Unit and conduct safety Courtesy Examinations of pleasure craft in the area. In my spare time I am also the Rector's Warden and a Layreader at St. Mary's Anglican Church in Saanichton.

Doug Mitchell - Commander

*Blue Peter Flag*



## **MARINE NOTES**

**BLUE PETER**, the signal that a ship is about to sail and that all persons concerned should report on board. The flag, which is hoisted at the fore-topmast head, or main-topmast head on ships with only one mast, is a rectangular flag with a blue background and a white rectangle in the center. It is the letter 'P' flag in the International Code of Signals. In the Tsehum Harbour area, this flag normally denotes a 'replenishment station' regularly frequented by CPS students on completion of their exams

**LLOYD'S** is an association of underwriters, which traces its origin to daily meetings of London merchants in Edward Lloyd's Coffee House in the City of London. It has a continuous history of marine underwriting from 1601. As well as its main business of marine and other insurance, it is also a center of maritime intelligence of the daily movements of merchant ships, marine casualties, etc. Lloyd's is also the leading international authority on the specification of ships in relation to the strength of building and cargo capacity, and in this respect its specifications are acknowledged and accepted by every maritime country of the world. *Lloyd's List* is a daily publication of shipping movements, and *Lloyd's Register of Shipping* is an annual publication giving a list of all merchant ships, with details of their tonnage, engine power, and owners, which have been built to the specifications laid down by Lloyd's Register of Shipping, the society which publishes the annual of the same name. *Lloyd's Register of Yachts* does the same for the world's yachts.

(Principal Source: *The Oxford Companion To Ships & The Sea*)

## Just For Laugh's

Ralph goes into his local pub looking very depressed. A friend approaches him and asks, "Why the long face, Ralph?"

"Oh, I'm just bored. I know every person in the entire world now, and there's just nothing left to challenge me."



His friend says, "No, you can't know everyone. Do you know Paul McCartney?"

Ralph says, "Sure, Paul's an old friend of mine. Here, I'll show you." He goes over to a phone, dials a number. His friend overhears a British accent, "Hey Ralph, how ya doing?"

He talks for a while, but when Ralph hangs up, his friend is not really sure that it was Paul McCartney on the other end of the line, so he asks him if he knows the president. Ralph says, "Sure, we go way back." This time he lets him listen in as he calls a private number. It sounds like the president on the other end of the line, and they go into a big discussion of the current economic scene, and Ralph offers a few suggestions. Drawing the conversation to a close, Ralph wishes him well and hangs up.



His friend is a little dumbfounded at this point. "Well, there must be someone that you don't know." He goes over a few more people in his mind, and thinks, 'He can't possibly know the Pope. after all, he's a Protestant.'

But Ralph claims to know him, so to convince himself otherwise, his friend decides to fly both himself and Ralph to the Vatican to get positive proof of Ralph's conviction. They arrive at the Vatican, and Ralph suggests that his friend wait out in the Papal square until Ralph has cleared things with the Pope. He's standing in the courtyard, when who walks out onto the balcony of the private residence, arm in arm with the Pope?...but Ralph.



John Paul II

Ralph looks down, sees that his friend has apparently passed out, and runs down to see what can be done for him. "What happened to you? Couldn't you accept the fact that I really do know the Pope?"

"No, I'd begun to accept that possibility, but what really took my breath away was some stranger standing next to me who said, 'Who's that guy standing there with Ralph?'"

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