

THE BEACON



SAANICH PENINSULA SQUADRON



"PROMOTING SAFE BOATING THROUGH QUALITY EDUCATION"

JUNE / JULY 2008



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

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THE BEACON



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The Official Newsletter of the Saanich Peninsula Squadron

A Unit of Canadian Power and Sail Squadrons

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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, August, and December. All members of the Squadron are welcome to attend.

The Beacon is our official newsletter. We also maintain a website www.sppss.org. We suggest you check the site regularly for notices of upcoming events, stories, classified ads, etc. or to download **The Beacon** electronically. If you would prefer to receive notice of when this newsletter is available on our website and wish to be taken off our postal mailing list, please contact the editor, editor@sppss.org

COMMANDER'S CORNER

This is my first writing of the Commander's Corner. I look forward to working with a new group of Bridge members as well as the remaining experienced members.

It is my intention to keep the Bridge as small in numbers as possible, which means some officers will be carrying more than one load. After all, the main function and mandate of the squadron is teaching all aspects of boating and navigation. This gives our Training Officer and instructors the most important tasks.



Our past commander, John Hudson did a great job and we wish to extend our gratitude for all his many hours and months of hard work. He is a supreme navigator, including celestial, and at this moment is on his way to Alaska on his sailboat, "Stealth".

Last but not least, I wish to thank all the past Bridge officers – Gay Miller, Kathy Phillips, Dawna Burton, Warren Franklin, and Carolyn Hole for their dedicated efforts and time spent.

The summer break is about to start and I would like to wish everyone who takes to the water, safe and enjoyable boating and remember...please hoist the CPS flag.

Ralph Hodd, Commander
commander@sppss.org



Past Commander John welcomes and congratulates in-coming Commander Ralph at our May 5th Grad/AGM.

See page 11 for write-up.

Photo credit: Cynthia Funnell



CALENDAR OF EVENTS & MEETINGS:

June 19th - Bridge meeting at Sidney North Saanich Yacht Club at 1900hrs. All are welcome.

June 26th – 20th - Don't forget about the Tall Ships coming to Victoria. Nothing to do with our Squadron but certainly everything to do with things nautical and amazing ships! Check out their website: <http://www.tallshipsvictoria.ca>

July 5th – Commander's Sailpast – 3pm (1500hrs) in Genoa Bay followed by dinner at Genoa Bay Café at 6pm (1800 hours). Please contact Gay Miller at 656-5190 or Ralph Hodd at 652-1715, to let them know who is able to come to this fun squadron activity. See write-up on page 8.

August 9th – 16th - Salish Sea Armada - Brentwood Bay Squadron Members and “Armada Hosts” Len & Dawna (656-6450) and Ron & Janice (384-6588) are back at it again after a successful armada to Victoria's Inner Harbour. They are off to “... *conquer great waters... commonly known as Georgia Strait*”! See write-up on page 19. Don't miss out on this fun-filled and informative trip. Give them a call to reserve your spot or if you have any questions.

BULLETIN BOARD:

NOTICE: In the interest of safe boating, we should know where the Tsehum Harbour and beyond speed limit is located. Most people think the speed limit starts at the blue sign on the breakwater... but it includes all of Tsehum Harbour, Page Passage, Canoe Bay, and most of Iroquois Passage. Fellow member and president of Gulf Islands Cruising School, Bruce Stott brings to our attention the following information from the Canadian Vessel Operation Restriction Regulations: Schedule 5 Part 2, #19:

All of Tsehum Harbour extending eastward to a line drawn from Armstrong Point to Curteis Point and an area from Curteis Point to Kamaree Point along the western shoreline of Fernie Island to the northern tip of Fernie Island and thence due north to Goudge Island and along the western shoreline of Goudge Island to the northern tip, thence in a westerly direction to Swartz Head: 8 km/h over the ground.

Bruce has recently started a “Free Boating Forum” on his website at http://www.cruising.bc.ca/boating_forum. He invites members to visit and participate. His vision for the forum is a means for both new and experienced boaters to exchange ideas relating to BC waters. The Forum now has the following categories: Introduce Yourself, Destinations, Galley, Navigation, Powerboat, Sailboat and General Discussion.



COMMANDER'S SAILPAST



This year's Commander's Sailpast is to be held on Saturday July 5th at 3pm (1500 hours), followed by dinner at the Genoa Bay Café at 6pm (1800 hours). We will muster at the marina, while Commander Ralph sets his anchor in the small bay to the east of the entrance to Genoa Bay. Then we will parade out of the bay at about 2:50pm and past 'SV Smilin' Seagull' to dip the flag, and/or salute the Commander, after which we will proceed back to the Marina, to visit until dinner at 6pm. This allows for those members who need to return to Sidney that evening to do so.



Please contact Gay Miller at 656-5190 or Ralph Hodd at 652-1715, to let us know who is able to come to this fun squadron activity. You will need to book for the marina moorage, and also for the dinner. The phone number is toll free at 1-800-572-6481, or you can e-mail them at reservations@genoabaymarina.com.

It would be great to have a good turnout for Ralph, as he takes on his new duties as our commander, and a good excuse to get together on the water, again. Remember that this is a FUN event. If you can't come by boat, it is a pleasant drive (there is plenty of parking) so come up for the afternoon and dinner. We will try to get you out on a boat for this event if you wish.

We were thinking of this as more of a fun afternoon, but the protocol is a bit more structured. For those that want it, here is the general procedure to follow:

- 1: if there are quite a few boats, usually the power boats go 1st, due to speed, followed by the sail boats
- 2: about 2 boat lengths apart
- 3: we will pass by Smilin' Seagull, to give the salute on the port side of our boats
- 4: the skipper will give the salute to Ralph, holding it until Ralph stops salute.
- 5: the 1st mate should dip or furl the National Flag at the same time
- 6: uniform or not, as you wish (supposed to respectful fun, not too formal)
- 7: monitor ch 68 on VHF radio; rendezvous at the entrance to Genoa Bay
- 8: certainly, lots of photos
- 9: be safe and enjoy!



Submitted by Gay Miller, Past Commander



TWELFTH ANNUAL CONFERENCE & AGM: VANCOUVER ISLAND SOUTH DISTRICT

The Twelfth Conference and AGM, held May 2 and 3, at the Mary Winspear Centre, was hosted by the Saanich Peninsula Squadron, and was a great success!

Special Guests attending were R/C Norm Headrick and his wife Anne, representing National, Pacific Mainland D/C Glen Blake and his wife Barbara, Vancouver Island North D/C Ray Orr and his wife Heather and USPS District 16 Cdr. Mark Richey and his wife Debbie.

Friday evening Meet and Greet was most pleasant with finger food buffet and bar service. Cdr. John Hudson entertained with his spectacular presentation of his trans-Atlantic crossing. Cynthia Funnell prepared a continuous slide presentation of our Squadron activities. Also, a most knowledgeable Interpreter from the Marine Ecology Centre provided a display with actual, live sea-creatures. Joyce Hodd was delighted to win the 50/50 draw and all in all it was a fun evening.

Saturday morning, the usual Commander and Training Dept. meetings were held. At 11:30 the Awards Ceremony took place with D/C Bev Gerry, P/D/C Shirley Hamilton, D/T/O Marti Tilley and D/Marep Len Burton making the presentations.



Cdr Hudson & DTO Marti Tilley
Photo Credit: Tony Kluge

This year, as the Boating and A/P marks were not all complete, the Westover Memorial Shield to the Squadron with the highest average Boating mark, and the Dr. Harold Helm Trophy, for the Squadron with the highest average AP mark, were not presented.

However, the Barry du Temple Trophy, awarded for demonstration of outstanding knowledge of navigation, was awarded to Cdr. John Hudson!

A delicious buffet lunch was served at round tables with cleverly constructed paper sail and power boats placed on actual chart mats as centrepieces. These were made by Carolyn Hole and Kathy Phillips and drew many compliments.

The AGM followed and the new District Bridge was sworn in by R/C Norm Headrick. D/C Bev Gerry thanked Cdr. John Hudson and his committee for a most successful Conference. That Committee consisted of Cdr. John Hudson, Caroline Hole, Kathy Phillips, Laura Parker, P/C Gay Miller, Cynthia Funnell, Colin and Loraine Nicholson and, of course, Bill Miller was there to help out. The best part was that the Conference actually met the Squadron budget. Well-done Saanich Peninsula Squadron!

Submitted by Loraine Nicholson

Loraine is quite active in all things squadron related; she volunteers for many events put on by our Squadron, as well as serving as Secretary for Vancouver Island South District!



Friday night "Meet & Greet"...



John's Atlantic crossing presentation...



Drawing for Nautical Binoculars!



Informative Marine Ecology Centre display

SPPS SPRING BOATING CLASS GRADUATION AND ANNUAL GENERAL MEETING – MAY 5TH, 2008



District Commander Bev Gerry joined us to congratulate our Spring Boating Class students and welcome them as new members to our Squadron. Also congratulations are in order to the Spring Piloting Class for expanding their boating knowledge by taking another course! There was a good turn out and time to mingle and meet “old” and new members. Thanks to Gay Miller for putting on a delicious spread of finger foods.

D/C Bev Gerry, Cdr John Hudson, and TO Richard Funnell head up the Graduation ceremonies...

Photo credit: Tony Kluge

CONGRATULATIONS Boating Class students: Craig Bentham, Marissa Bentham, Leonora Casey, Peter Dryden, Sean Gemmill, David Girling, Peter Jones, Steven Martin, Veronica McIntyre, Monica Sell, Gordon Snyder, Colin Tamboline, and Shannon Tomren.
Piloting Class students: Kim Adams, Ramsey Attisha, Peter Bey, David Campbell, and Barry Saladana.



Many thanks to the Instructors (Fall & Spring): Don Armstrong, Carol Clay, Murray Crosbie, Richard Funnell, Jiri Kotler, Graig Lessels, Richard Ludwig, Ted Meadley and Paul Smith... as well as the Proctors (Fall & Spring): Bryan Atkinson, Charles Erskine, Marg Griffin, Peter Bey, Richard Flader, Jack Henzie, Murray Crosbie, and Phillip Morris. Thank you Piloting Instructors Cliff Cunningham and John Hudson. Without such a team of dedicated and enthusiastic volunteers, these classes can not be put on.

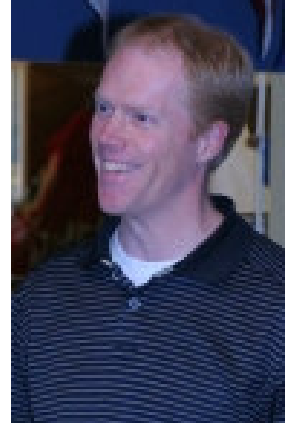
We look forward to seeing our new members join in on our Squadron activities and perhaps participate in volunteering. Most importantly, we wish them safe and enjoyable boating experiences!

Submitted by Laura Parker
Communications Officer/Beacon Editor
communications@sppss.org, editor@sppss.org

BOATING CLASS OF SPRING 2008 ~ VALEDICTORY ADDRESS ~

”Congratulations to the Boating Course graduates for Spring ’08! This might have been a better speech but last night I was busy researching marine engine oils and how to get the oil out of my engine when there’s no drain plug? Some of my fellow graduates might be “in the same boat” during this spring haul-out season. I for one am quickly learning there is much truth to the saying:

“A boat is a hole in the water surrounded by fibreglass into which you throw money.”



I’d like to say 3 things:

- Firstly, congratulations to the graduates, not so much for passing the test, but for taking the time to do the course to be safer on the water. It was good for me to learn how much I didn’t know. By taking this course you’ve made things a little safer for all the boaters out there. So congratulations to all of you for taking the time to do it, your families and other boaters can only benefit.

- Secondly, a heart felt thanks to the volunteers that make up the Saanich Peninsula Power and Sail Squadron. You folks really “showed us the ropes” on boating. And in fact you showed us how to make knots in the ropes too. It takes time to prepare all the material and of course provide coffee and cookies for all the classes! It made an impression on me when I saw Gay Miller also volunteering down at the blood donor clinic when I was down there giving my pint, these folks spend a lot of time volunteering to benefit everyone and I encourage the graduating class here to do the same. When I’m no longer spending all my time chasing my kids around I plan to get involved and give a little back myself.

- Thirdly, thanks to all the folks who helped out for the special activities we had, such as the fire safety event, the tour of the CHS and the Student Cruise. The Student Cruise was an excellent learning experience, and as I understand it this squadron is the only one that does this kind of event. What better way to learn than to actively practice plotting a course, and watch someone experienced demonstrate anchoring and docking. Having the Coast Guard Auxiliary demonstration was also great bonus.

I'm told a valedictory speech is always supposed to end on something inspirational, so I leave you with a quote from Ralph Waldo Emerson who said: "Nothing great was ever achieved without enthusiasm"

So I look forward to seeing my enthusiastic classmates out on the water!

Submitted by Sean Gemmill



Some of the Boating Class Grads and new members:
Leonora Casey, Sean Gemmill, Dave Girling, Monica Sells, Gordon Snyder



Piloting Graduates:
Kim Adams, Ramsay Attisha, Peter Bey, and David Campbell

photo credit: Cynthia Funnell

For those of you who may not have received this or do not use email, the following is a communication that was sent out via email May 30 from Canadian Power and Sail Squadrons' National office from Harry Cole, Chief Commander:

Canadian Power & Sail Squadrons
TRAINING IN RECREATIONAL BOATING



Escadrilles canadiennes de plaisance
FORMATION EN NAVIGATION DE PLAISANCE

Mandatory use of Personal Floatation Devices ("PFDs") on small recreational vessels

The need for the Canadian Government to pass a regulation for the mandatory use of Personal Floatation Devices ("PFDs") on small recreational vessels under six metres in length is far overdue.

Each year in Canada, people drown in rivers, lakes and ocean waters. Statistics show that 89% of persons who died were not wearing PFDs. In 31% of the cases, PFDs were not even present on the vessels involved. The mandatory use of PFDs could have prevented a large number of these predictable, preventable deaths.

Current Government regulations require only the presence of PFDs in the vessel. These regulations do not consider the difficulties in locating and donning on a PFD during an emergency, an event that becomes even more complicated when one is already in the water.

Most drowning occurs within ten metres of safety. People do not consider themselves to be at risk due to their perceived swimming ability, boating experience, availability of PFDs in the vessel, and their familiarization with the area.

The ongoing promotion of safety messages is not enough. We must change the behavioural patterns of the recreational boaters through much needed regulation such as was the case with seat belts in automobiles and helmets for bicycle riders.

Current research and opinion polls indicate that the public would support such mandatory wear legislation with an immediate 84-93% compliance rate.

CPS needs to take the lead in working to increase awareness of the significance and impact of boating related drowning in Canada by asking its members to support and advocate the required wearing of PFDs by all members at all times when operating a vessel six metres or less in length.

PROPOSAL:

To determine the level of support for the wearing of PFDs at all times when operating a vessel six metres or less in length and to help guide the legislators, please assist CPS National by completing the brief PFD Wear survey directly online at <http://www.zoomerang.com/Survey/?p=WEB227UXU7V5YX>.

This topic can also be discussed on the new CPS Forum under Governmental Issues. (<http://forums.cps-ecp.ca/Topic103-28-1.aspx>)

Thank You.

Harry Cole

Canadian Power & Sail Squadrons / Les Escadrilles canadiennes de plaisance
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Editor's Note:

For more information, be sure to read the article “Personal Floatation Devices and Lifejackets” on page 15 of The Port Hole in this month’s issue of Canadian Yachting: “140 recreational boater drown every year in Canada – without life jackets on. Some sobering statistics...”

Photo credit: National Safe Boating Week Logo from the National Safe Boating Council: Website: <http://www.safeboatingcouncil.org/>

OUR MARINE ENVIRONMENT:

The following is taken from a news bulletin issued by Peter Hamilton, Executive Director of Liferforce, a non-profit ecology organization; <http://www.liferforcefoundation.org/>. The LIFEFORCE FOUNDATION is a Vancouver-based ecology organization that was formed in 1981 to provide a public service to help people, animals and the environment.

KNOW THE MARINE MAMMAL RULES! All Canadians and Americans preparing their boats for the 2008 boating season should also be up to date on U.S. marine mammal protection regulations and other new rules.

ORCAS: Both the U.S. and Canadian governments have designated orcas as endangered species and have implemented orca recovery plans.

Orcas, also known as killer whales, are the largest members of the dolphin family. All family members live together for their entire lives in “pods.” The Southern Resident Killer Whales (SRKW) is the J, K and L pods. While Js spend most of their lives in B.C. and Washington waters the Ks and Ls usually return in June and will stay until the winter. J pod has been traveling through local waters off Point Roberts. There are less than 90 orcas in total. (photo credit: Liferforce website)



Governor Christine Gregoire signed into law on March 28, 2008 legislation that further bolsters efforts to protect resident orcas. The new law establishes a 300-foot zone around orca whales that vessels must avoid. The law provides the department of fish and wildlife with enforcement tools. Blocking the pathways is strictly prohibited. A new San Juan Island ordinance regulates the operation of vessels in proximity to SRKWs and established fines of \$750 for violations such as failing to yield to orcas in San Juan County waters.

SEALS: It is illegal to pickup, touch or feed any wildlife. This includes both live and dead seals. Moms will drop off their babies on shore and go off to feed. They are often mistaken as injured or abandoned. Unless the pup is obviously injured and/or entangled with nets the pup must be monitored for 24 to 48 hours. People and animals must be kept away from the pup because the mom considers them a threat and will not come back to feed her baby. If a human touches the pup it will not stop the mom from reuniting with her baby if the pup is left alone.

For orcas, seals and other marine wildlife the penalties and fines are strictly enforced in the U.S. Under the U.S. Marine Mammal Protection Act penalties include a civil penalty of up to \$10,000 for each offence or criminal prosecution with a fine of up to \$20,000 or imprisonment for up to one year, or both.

LIFEFORCE MARINE LIFE PROGRAMS:

1. Whale and Dolphin Hotline: Lifeforce provides a telephone hotline for the public to be able to report marine wildlife stranding, harassment and/or sightings.
2. Orca Research: Lifeforce is presently in the final development stages of employing sound technology to attract orcas away from harm in the event of oil spills and other environmental hazards.
3. Orca Trails: This land-based whale watch program alerts park managers and the public when orcas and other cetaceans will pass their marine parks.
4. Lifewatch Boater Awareness Program: Lifeforce distributes whale watch guidelines and orca field guides to boaters on the water and to the general public.
5. Marine Wildlife Rescue: Lifeforce provides a 24-hour service to respond to marine wildlife injury, sickness, abandonment, stranding and other emergencies.
6. Marine Educational Materials and Displays: Lifeforce publishes educational materials and we also create educational displays for the orca center in Point Roberts.
7. Orca Recovery Plans: Over the years Lifeforce has contributed to the development of orca recovery plans and to improve marine mammal protection regulations. Whale watch businesses and research operations must be change. This would include giving orcas a day off from the continuous harassment of boats from sunrise to sunset.
8. Orca Awareness Month - June 2008: Some orca populations are transboundary species sharing both Canadian and US waters. In recognition for the need to protect these endangered species Lifeforce will participate in joint BC and Washington activities.

If anyone is concerned about orcas, seals or any wildlife call Lifeforce and we will investigate, monitor and contact appropriate agencies. The phone number is 604/649-5258. The enforcement agencies are: In U.S. – National Marine Fisheries Service – 800/853-1964; In Canada – Department of Fisheries and Oceans – 800/465-4336

Submitted by Warren Franklin
Past Environment Officer, who still does so much to spread the word
about protecting our marine environment.



Editor's Note: Please also read the articles in this month's Canadian Yachting: "Environment Matters" p91, "Wind Shifts" p2 of The PortHole, and the book review of "Boat Green: 50 Steps Boaters Can Take to Save Our Waters" p9 of The Port Hole.

SAFTEY ISSUE TIPS

1) The first item of safety was brought to my attention by my friends who built their own Shannon 36 in their backyard in Mill Bay. Ray did EVERYTHING on the boat including wiring and electrics and he installed little halogen pot lights in the main salon. He purchased them from a local marine store with a good reputation and they were brand name products. They have been in the boat for about two years now with no problems but one of them burnt out recently. Ray dismantled the light to install a new bulb and discovered the back of the pot light seemed to have melted. On further inspection, he discovered that what had appeared to be aluminium fittings in the light itself were actually plastic fittings painted to look shiny. He was alarmed and checked all the other 7 lights, to discover exactly the same thing. He took them back to the store to point out that this was definitely a fire hazard and also that there was no CSA approval on the fixtures anywhere. To his shock, he was informed that there is no requirement for CSA approval on anything other than 110v household fittings. In other words, any "recreational vehicle" fittings that are 12v are not under the protection of CSA approval. He has since replaced all the light fittings with glass and metal fixtures, but unfortunately still not CSA approved because they are 12v.

2) The next safety item Ray discovered on his own when he was checking his fuel tank fuel filters. There was some water at the bottom of the filter and he was mystified as to how ANY water could have gotten into the tank as he is meticulous about keeping the tank pressed up so condensation does not happen. On closer inspection of his deck fittings, which are the "pop-up tab" types (not the ones that open with a key), he discovered the O-ring does not make a complete seal around the little pins that extend on either side of the pop-up tab. Therefore, water can and apparently does seep in around this and then migrates into whatever tank is attached to the deck fitting. Not a big problem if it is getting into a water tank but definitely a problem if it is getting into any kind of fuel tank.

I had a deck fitting of this type that I was going to install for my potable water tank and on close inspection of it, I saw exactly what the problem was. This was a Sea Dog plastic flush deck fitting with the pop-up tab to open it. The solution might be if the company installed perhaps a squared-off O ring instead of the round ones, but no one appears to be interested in admitting there is a problem. Again, it comes down to "buyer beware." Ray has since replaced all the deck fittings now with the traditional key-type metal ones.

3) The last item is not one of safety so much, but prevention perhaps. It has been suggested that on the next haul-out after one has shined and polished up the propeller that smearing it liberally with Penaten diaper cream (or zinc oxide) will make a marked difference in keeping the growth off the propeller. Not sure of the ramifications on the environment, though, but apparently the cream sticks on pretty well and lasts quite a while. This is only anecdotal evidence but I look forward to trying it out next year on my own boat!

Submitted by Kathy McDougall

Proud owner & Skipper of Traa Dy Liooar, her little red Grampian sail boat



"Anyone can hold the helm when the sea is calm." ~Syrus Pubilius

LAUNCHING SNOOPY

“You are not going from Victoria to Nanaimo in *that* are you?” a fellow boater once asked. “You bet,” I said.

Snoopy is my second boat, and I bought her brand new, mostly to avoid any funky adaptations made by any previous owners. She is a 17-foot runabout with an 8-foot beam, a one-year-old engine, a soft-top, and I take her everywhere.

On Snoopy’s first birthday, in 2007, she got her name. It took a year to decide, but the name turned out to be perfect. A short name for a small boat used to snoop around. The decals turned out beautifully with a cartoon font and Snoopy doing the happy dance on the bow. However, I would later discover one extremely vital task was left out.



Prior to launch day, Snoopy was prepared for the coming season: install auto bilge pump; put the plug in, check the fuel, battery, lights and trailer tires; start the main engine and the kicker; review the material from the boating course and ensure all the safety equipment is on board; look at the charts; and put the plug in (I am determined to only be embarrassed by this mistake once).

Not a bad checklist, it covers all the big stuff, I figure I am ready to go. But already I notice one problem. While my boat is parked in the driveway, my auto bilge pump is coming on every 2 minutes. A little investigation reveals a bilge pump with no float switch! It cycles and comes on every 2 minutes to check for water. There is no off. How annoying this would be while enjoying a quite evening sunset on the water. I figure this is wearing my battery down so despite the fact that my engine still started, I brought a battery starter for back up.

With all the best intentions and feeling well prepared on a sunny spring day, I headed off to the launch ramp. My partner, Ray, followed in his camper van. Since there is no ramp at my marina, logistical difficulties require two vehicles. (This will be important later.)

Almost at the ramp, I get a good view of the seas. Uh oh – low tide! I forgot to check the tide! But when I arrived at the ramp, I see for the first time no lineups of people waiting to launch or haul out. Both docks were empty and no one was going to see any inferior launching techniques. It was low tide, but it was an easy launch ramp and I had been there many times before. I decide to try, and if the water is too low, I will just pull the boat back up ramp and try again later. Sound like a plan?

Down the ramp I go, with all the room in the world, my boat almost seems to line itself up perfectly with one of the two docks and I ease down the ramp with perfection, la la la, stopping just before my back tire touches the water. Ray takes the lines while I disconnect the boat from the trailer winch and the safety and try to push it off the trailer into the water. Well, that usually works. But with not enough water, the boat was not moving. Always disappointed when I fail at anything boating related, I give up the job to my much stronger partner while I take the lines. But still no, not enough water to float the boat. Oh well, I think, no problem, we'll just wait, not a big deal.

I return to my truck, start it up, and ever so slowly start to ... spin my wheels! Oh no ... gravel on the ramp! I didn't inspect the ramp before I so lackadaisically backed down! In no time at all, my wheels had dug in. The two of us were not getting the truck out. While we were considering our options, a boat pulled up with a couple of guys who offered to help us out and we tried again to pull the truck and boat up the ramp. But all that happened was the hole the tire was in got bigger.

By now a bit of time had passed and the tide rose ever so slowly so we decided to try plan A again and the guys helped us push the boat off the trailer. Yay, at least a partial success. Now feeling more confident, I figure now there will be no problem driving up the ramp without the weight of the boat to pull. I was wrong, and the hole the tire was in got deeper. Time was passing, and the tide was coming in. Hanging my head in shame, I call BCAA. A tow truck is on its way and will arrive in 45 to 60 minutes. I look back at my truck. The entire back wheel and the exhaust pipe are under water. "An hour?", I say as I envision the height of the tide then.

Then came a boat with six 20-something guys. Perfect, at that age they are crazy enough and strong enough to help us out! Three of them push and three of them climb in the bed of the truck for some weight, and with rocks flying everywhere, they pushed my little truck and trailer up the ramp. Yay, another success!



I parked the truck and trailer, took a deep breath, and felt glad the difficult part was over. Trailering is never much fun. Ray and I collect the dogs, put on our life jackets, and get everything ready to go. Now the fun begins!

With the pack on board, I lower the engine, pump the fuel pump, turn the key and wrrrrr. I take a deep breath. Have I made yet another mistake? I go over it all again in my head. No, I've done it right. I try again ... wrrrrr. While I contemplate going back to bed, I am somewhat comforted by the fact that at least we brought the battery starter. We get the battery starter from the truck and try again and ... impossible! The battery starter didn't work either. Ray and I sit and consider our options. Then he announces the solution...

The van requires a deep cycle battery to run the camper part of the van. We'll swap out the batteries. OK!!

This is going to take a bit of time for him to disconnect his battery from the van, so in the meantime, it is time for the beagles to have a break from all this stress and go for a little walk. We take off the lifejackets and put on the leashes, hop up to the dock, and head up the ramp for our stroll. Almost at the top of the ramp, I glance back at Snoopy. Awestruck with horror, I could not believe what I was seeing.

A boat was approaching a little faster than one would normally approach a now busy dock and it was heading directly for Snoopy. "No, this can't be happening," I think. The driver has three choices: hit Snoopy, drive up the ramp, or perform a navigational miracle and get into the space in front of me at the wrong angle. It was option one - hit Snoopy. Right on the bow beside the new decal declaring her name. I knew then that if the hit had wiped the "Snoopy" right off of Snoopy's bow, I would have taken her out of the water for re-naming!

I was livid. I couldn't control my emotions any more, I was made more furious by his look of bewilderment when I confronted him. "Oh, oh, yes, well, you know what happened? My crab got out of the trap and I had to get the crab and he bit me!! See??" he said while showing me his finger. My jaw dropped. "So you can't handle a crab or a boat?" I screamed and ranted and raved until I was worn out. Given that there was no actual damage to my boat, I retreated to Snoopy in disgust. A crab. I am the last person to give someone sympathy for not knowing how to pick up a crab!



Soon the bad boat driver and his friends had their boat on their trailer and up the ramp and were almost ready to go when bad boat driver came down the ramp to talk to me. I thought surely he must be going to apologize. What he said still astonishes me to this day. He said "the people I had on my boat don't speak English so none of them understood what you said." Again my blood began to boil.

Soon the audience was gone and Ray had the battery from the van installed in Snoopy. We think we might be ready to go. I lower the engine. Pump the fuel pump. Turn the key ... and stall. Sigh. I go look over the stern. Oh! It's just mud! It's ok. I raise the engine a little, turn the key, and voila, yay!!! Let's get out of here! Taking no chances with any further misfortune, we took Snoopy directly to her new slip at the marina and tied her up. It was not much of a maiden voyage for the year, but she's in the water and she's in one piece and no one got hurt. That's what I kept having to tell myself - no one got hurt. The worst part was the damage to the truck...

While it was thoroughly washed after the event, the back end was in the salt too long and it caused \$600 damage to the brakes.

While I may have made a number of mistakes on this launch day, I knew what the biggest of all mistakes was. I should have known better. There was no naming ceremony. I offended the gods of the seas. So the very next time we took Snoopy out, it was a beautiful calm night with a gorgeous sunset; we went to Sidney Spit and raised our plastic glasses in a toast:

"I name this boat Snoopy. May she bring fair winds and good fortune to all who sail on her."

Snoopy got her own bottle of champagne.

I am happy to report that the remainder of the year went smoothly, as did launch day this year. Yes, I remembered to check the tide.

Submitted by Anne McKinnell

When not doing her web-design business Anne gets out on the water as much as possible, including going on the Armadas put on by fellow members.



SALISH SEA ARMADA – AUGUST 9TH – 16TH, 2008

“While we will not be transiting the Salish Sea in the same style as the ‘First People’, we will transit in style!”

~ Janice Hayward, 2008



Your committed and eager organizers have come up with a preliminary plan.

Arrangements are being made as I write this article. The mandate of this year’s Armada is to conquer the great waters – formerly known as the Salish Sea and commonly known as the Georgia Strait. While our preliminary plan of the preliminary plan was to cross one day and return the next we have since decided (based on some of your feedback) to enjoy the other side for more than one night. We are taking you to some exciting places with time to explore in your dinghy, walk, hike, or whatever it is you like to do in your spare time.

<u>Date</u>	<u>Leave</u>	<u>Arrive</u>
Saturday, August 9	Sidney	Silva Bay
Sunday, August 10	Silva Bay	Gibson’s Marina
Monday, August 11	Enjoy Gibson’s Landing	
Tuesday, August 12	Gibson’s Marina	Garden Bay, Pender Harbour
Wednesday, August 13	Enjoy Pender Harbour	
Thursday, August 14	Leave Garden Bay	Nanaimo Boat Basin
Friday, August 15	Nanaimo	Ganges
Saturday, August 16	Ganges	Sidney / Home

So, Skippers, forward your response ASAP! As soon as I get five committed Skippers I will make the booking... and we will keep adding as necessary. Remember, we are kid and pet friendly – entertain the pets and keep your kids on a leash – or is it the other way around?

I sincerely look forward to hearing from all of you and that you will be joining us. Also – if there is a hurdle that is keeping you from making a commitment, let us know, maybe we can help you work through it. Dawna & Len - 250 656-6450, Janice & Ron - 250 384-6588

Submitted by Janice Hayward

Past Saanich Peninsula Squadron member & instructor, now Brentwood Bay squadron member and more (she is so active in the boating community; we are proud of her and her fellow boating buddies)



FOLLOW-UP FROM THE VICTORIA INNER HARBOUR ARMADA

The 2nd Armada cruise was a great success with participation from three Squadrons in VISD! Once again Brentwood Bay Members, Janice Hayward, Ron Harris, Dawna & Len Burton organized and led another fun and informative cruise for fellow squadron members!



Figment too and Dawna II, en route



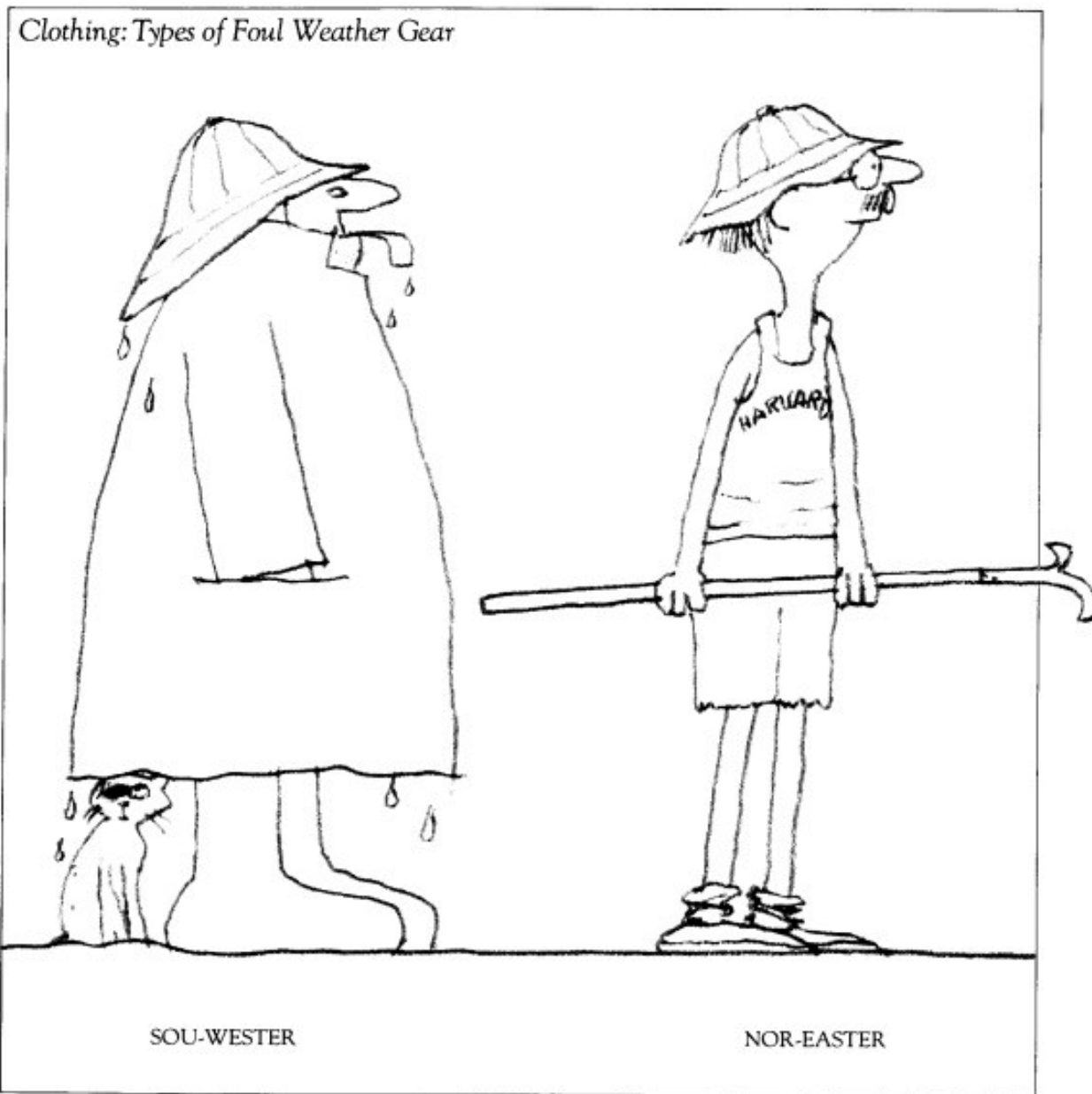
Dock party in the Inner Harbour



Like a tourist in your own home town...
The sights from the dock in the Inner Harbour

Photos submitted by Len Burton

Here on the west coast we do look like this “Sou-wester!
It sure has been a wet Spring let’s hope the coming of Summer brings warm weather
and fair winds for us all to enjoy our time out on the water! Be safe & enjoy!

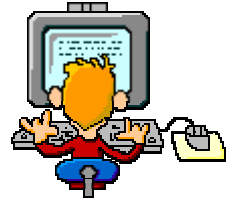


Cartoon credit: p22, “sailing A Sailor’s Dictionary”. By Henry Beard & Roy McKie

sail·ing, 1. n. the fine art of getting wet and becoming ill
while slowly going nowhere at great expense.

EDITOR'S COMMENTS:

This is the first issue of the new watch and for the first time I have received more articles than I can fit in to one issue!! THANK YOU to everyone who submitted this time around! Thank you also to our advertisers who have been had regular adverts for quite some time now, some have new ads. We are pleased to have a new advertiser this year, fellow squadron member Denis Paquette – Sidney Waterfront Inn & Spa.



For those of you who are fair weather sailors, this time of year marks the beginning of the boating season (though I think many in our squadron enjoy year-round boating in this the most idyllic cruising waterways in the country (maybe in the world!)). This issue is packed with important topics (including safety tips, use of PFDs, and our marine environment), reports on our squadron activities (GRAD/AGMs, Commander's Sailpast, Salish Sea Armada), as well as a serious but humorous story related to launching!

In the next issue you can look forward to Kathy McDougall's other article (I could not fit in this time, sorry Kathy); "My First Racing Experience" – she crewed in the Round Saltspring race! I'm going to be writing about MAREP – one of the wrecks I reported, with the help of Len & Dawna, is now on the new Tsehum Harbour chart! District MAREP Officer Len Burton has been instrumental in getting information out there about MAREP. Who knows what all else will be in the next issue... stay tuned and send more stuff my way!

Enjoy this boating season and be safe! Laura Parker, Editor, editor@sppss.org

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FOR SALE: Standard Horizon CP170C plotter with manual and C-Map M-NA-C604.05 chip (covers Puget Sound to just east of Nanoose Bay, Sechart and half way down Juan de Fuca Strait); asking \$150 for both. Demo possible on request. Please call John Hudson 250-655-3653.

Please advise editor@sppss.org if wanting to place an ad and also when your article has sold or been taken off the market.

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