



The Mainsheet

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Boating/Piloting Courses



All our classes are kept small and informal, with a knowledgeable volunteer staff that have years of dedication to both the Canadian Power & Sail Squadron (CPS) and the boating community.

Boating Course

This is the premier boating course every boater should take to save money, pride and possibly your life!

Graduates receive their Canadian Coast Guard Operators Certificate.

Start: Tuesday 11 Jan 2005

Duration: 13 weeks

Fees: \$195 (spousal discounts available)

Pre-requisites: none

Royal City Squadron is pleased to announce our 2004/2005 training sessions:

Boating

Marine Radiotelephone (VHF)

Piloting/Advanced Piloting

All courses are held once a week, starting at 1900 (7pm) at the Justice Institute (8th and McBride) in New Westminster.

The facilities are designed for adult education, plenty of free parking, large modern training rooms and most important; comfortable chairs and coffee.

Boating is offered this Spring term.

Marine Radiotelephone (VHF) is offered in the Spring term.

Piloting/Advanced Piloting is offered dependent on interest.

Schedule of Events

Christmas Party

13 December 2004

Spring Boating/Piloting Courses

11 January 2005

February Social

21 February 2004

VHF Course

TBD

AGM/April Social

18 April 2004

Grad Dinner/COW

14 May 2005

Merry Christmas



Consider a Piloting Course and build on your Boating Knowledge.

Word of Mouth is powerful.

Recommend a Squadron Boating Course to someone you know.

January 2005 Classes!

Commander's corner

By Sid Lechner (Commander)



Over the last few years as I have become increasingly involved in CPS and safe boating in general, one statement has come to sum up the safe boating training provided by CPS - "It could save you money, your pride or possibly your life".

Please consider taking an additional course (Piloting Course) to improve your boating knowledge or encourage a friend or family member to take advantage of the experiences and knowledge available through the Boating Course.



Christmas greetings to you and your families. May the new year bring you happiness and adventure!



Profile with a Purpose - NorWest Challenge Diving Club

Mission: To provide physically inconvenienced divers with safe, PADI* authorized recreational opportunities. *Professional Association of Diving Instructors

The group meets monthly, on average. Volunteers such as Marc Pelay (instructor), Brian Chiplik ('Barbeque Man'), Alex Meinardus, and Richard Bonner are instrumental in bringing challenge, invigorating experience, social activity, let alone great food!

With a ratio of 1 specifically trained instructor, or 2 experienced volunteers per each challenged diver, inclusion in such categories as shallow or deep dives, the more complicated night, and shipwreck dives, allows participants to develop capabilities & skills at an individual rate of progress. Amongst standard diving safety concerns, common shore



problems the crew must watch for are exhaustion coming on suddenly from weight of gear, and overheating in suit.



Wearing 50 lbs of gear, including tank, divers enjoy clear water beyond the reef, where a drop off of 300' allows freedom and visibility of ocean habitat under the watchful eye of curious seals, who swim around the submerged divers. Drysuits must be zipped across the back, airtight, to avoid hypothermia. There is only an approximate 5 degree F. difference in water temperature between seasons. Winter is the preferable season for diving, due to less plankton emissions.



Vic, first introduced to diving in Hanauma Bay, Hawaii, tests out the wheelchair access ramp, built over large boulders on the beach at Whytecliff Bay, in Whytecliff Park. Recent lobbying & fundraising by the group helped provide the ramp which is utilized by the general public as well. NorWest is currently trying to raise funds for an underwater hand held scooter to facilitate mobility and help eliminate problems associated with waves and currents.

Anyone interested in club activities or inquiries, contact President Ken Nore (604) 591 - 9042.

Your Bridge - 2004/2005

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Safely Equipped

Extinguish one & Eliminate FIRE!



Fire extinguishers

Type A for Solids (Wood, paper, etc)

Type B for Liquids (Oil, gas, etc)

Type C for Electrical

2A10BC effective against type ABC fires



Events Calendar - Coming Events

Christmas Party 13 December 2004 Monday 7pm - 10pm

Century House - 620 8th Street, New Westminster

Royal City Squadron will host it's Christmas Party/Social for the fun & enjoyment of all members. There will be Door Prizes & don't forget a Food Bank donation.

Guest Speaker: Dave Slattery - Mustang Survival Systems



Spring Boating/Piloting Courses 11 January 2005 Monday
7pm - 10pm

Justice Institute - 715 McBride Boulevard, New Westminster

Spring Courses Begin (Boating, Piloting). Please see article in this issue for further details.

February Social 21 February 2005 Monday 7pm - 10pm

Century House - 620 8th Street, New Westminster

Royal City Squadron hosts Socials where you can find out the latest Squadron news and enjoy meeting with other Squadron Members. Boating presentations are usually provided by Guest Speakers.

Guest Speaker: TBD

Marine Radiotelephone (VHF) TBD

Justice Institute - 715 McBride Boulevard, New Westminster

Marine Radiotelephone (VHF) course. Please see article in this issue for further details.

AGM & Social 18 April 2005 Monday 7pm - 10pm

Century House - 620 8th Street, New Westminster

Royal City Squadron Annual General Meeting (AGM). Details to be announced.

Guest Speaker: TBD

COW/Graduation Dinner 14 May 2005 Saturday 6pm - 10pm

Change of Watch (COW) & Graduation Dinner for the 2004/2005 Training Year. Details to be announced.

Harold's History

by Harold Wright



As a recent meeting came to a close, and a little casual conversation took place, I mentioned some recollections of early days on the lower coast of B. C. Tracey, our new editor, being alert

for page fillers immediately pounced and suggested I should write something about those days. At first I thought maybe my musings were too personal and/or maybe they were too common and in either case not too interesting to others. However, always being sympathetic to editors in their continual search for material it seemed a good idea to write something. After all the younger set might find some of it informative and us older folk might find our memories jogged. At any rate it's easy to turn the page if you find it boring.

During the early years of the Great Depression my father was fortunate to get a job at the paper mill in Powell River. I believe they were installing paper machine number 6 and that was the reason for the hiring. Many of you have probably visited Powell River and will know it is accessible by car, bus, aeroplane and ferries from two directions. Up until the end of the Second World War, however, the only way in and out was by coastal steamer and later, for the wealthy and brave, the occasional small float plane that landed on Powell Lake.

For this missive I will talk about the coastal steamers. Powell River was served by three different steamship companies. They were the C. P. R. the C. N. R. and the Union Steamship Company. And different they were-like fish and fowl.

The C. P. R. (the largest of the three) was the company Canadians love to hate!

The C. N. R was really a non competitor calling only at select stops and its service to Powell River infrequent.



The Union Steamships on the other hand were the "tramp steamers" of the coast. They had regularly scheduled stops and Powell River was served by the day boats Lady Cecilia and Lady Cynthia and by the night boat Chelohsin. On top of this, however, they served every little camp and settlement on the coast on a needs basis and this played havoc with their schedule. They would leave Vancouver on time but that was as far as it went. Along the way they might call at Roberts Creek, Sechelt, Welcome Beach, Half moon Bay, Buccaneer Bay, Pender Harbour (1 to 3 stops as Irving's Landing, Hospital Bay and Madeira Park were not inter connected by road), Wilson Creek, Vananda and Blubber Bay. These were all pretty normal stops between Vancouver and Powell River but any little settlement or camp could indicate the need of service by raising a black painted 5 gallon oil can on a flag pole and this would bring the large vessel in to nudge up to the float to pick up or drop off passengers or freight. A fairly common sight was to see cattle hoisted with a belly strap overboard to be released in the water to swim ashore herded by their new owner in a small boat. If the camp or settlement did not have a float they would come out into the channel in a small boat and signal the steamer which would stop and load passengers or freight through its freight doors. All of this meant a degree of uncertainty concerning the arrival time of the steamer. The result was that you never went to the dock at the scheduled arrival time but instead you tuned in to the short wave bands on your radio (a great depression pastime anyhow!) to listen for the vessel to report in. The vessel would report its progress and

revised arrival time when it was opposite Myrtle Point. This gave you plenty of time to get to the dock to meet incoming passengers or to board for a destination farther up coast. These broadcasts first piqued my interest in magical places that were just a name on the radio-like Refuge Cove, Squirrel Cove, Manson's Landing and Redonda Bay to name a few that I was delighted to visit in my own boat many years later.

The other interesting thing about the Union Steamships was that in summer time they ran day excursions from Vancouver to Savary Island that stopped at Powell River coming and going. This was a real boon in two ways. First of all the cost of the all day excursion trip was \$2.00 while the normal one way to Powell River or to Vancouver was \$3.60. the excursion tickets were non-transferable but gave rise to a very depression type activity. People returning to Powell River came on the excursion as it was almost half price. But if you could sell your ticket it was almost one quarter price. The result was that as the vessel docked a line of people formed holding up as many fingers as they wanted tickets and people leaned out from the docking vessel to provide tickets at the going rate of \$1.00 apiece. The Captain and crew studiously looked elsewhere as this illegal activity took place. The other aspect of the excursion calling at Powell River coming and going meant that Powell Riverites could occasionally spend a pleasant 3 or 4 hours on the pearly sands of Savary Island. A rare treat indeed!





Mission Statement
 To increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating.

Quay Quotes
 A ship in harbour is safe, but that's not what ships are built for.
 ...John Shedd

VHF Radio Review



Across:

- 4 Phonetic Alphabet 'word' for the letter G *
- 20 Mayday - spoken word for _____ communications
- 42 Mandatory VHF Radio silence on the ___ hour
- 66 Pan Pan - spoken word for _____ communications
- 82 Spoken word for "message received & understood"

Down:

- 2 Phonetic Alphabet 'word' for the letter I *
- 5 Spoken word for "conversation over, no response expected"
- 27 Securite - spoken word for _____ communications
- 40 Mandatory VHF Radio silence commences on the ____
- 55 Spoken word for "my transmission has ended , & I expect no response from you"
- 71 Abbreviation for Canadian Coast Guard

* From I.T.U. (International Telecommunications Union)

	2		4	5				
	20							27
			40		42			
55								
		66					71	
82								