



The Fabulous Fish Fry September 2007



By Commander Keith Davies

Photos courtesy Mark Garland

For our 5th annual Fish Fry, the weather gods smiled on us. On a beautiful sunny afternoon, 67 Royal City Squadron members, family and friends sat down and enjoyed scrumptious ling cod (thanks to member, Ray Manseau!), tasty fries and coleslaw. Many positive comments were received about the food quality.

It was great to see attendees from our current Boating Course, and our friend Joe Reid and his family. Way to go, Joe, for making the trip down from Roberts Creek on the Sunshine Coast!

Recognized by Commander Keith were Glen Blake, PMD Commander and also RCS former Commander, along with Janet Laninga who was RCS' first lady Commander together with Past Commanders, Pat Miles, John Neilson, and Eleanor Hashimoto.

After the meal, bottles of select vintages from *Chateaux Blake* and *Hashimoto* and *Caves d'Hudspeth* were drawn for door prizes. (At the time of writing, the recipients were still in good health!).

Lastly but certainly not least, many, many thanks to the volunteers who did the "heavy lifting". The fish and chips are prepared the day before the Fish Fry which takes about 3 hours; there was shopping for supplies which takes another 2-3 hours; the set-up and cooking about 3 hours; and then the clean up. The final pot was scrubbed out about 8:00 p.m. after the event.

Thanks to all who attended to support our Squadron, and to everyone that participated in the preparation of this (with considerable efforts) annual event!



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Commander's Corner



Hello there;
RCS, PMD, CPS - what does it all mean?

Well, when you graduated from your boating course, you elected to join Royal City Squadron (RCS). Royal City Squadron is in turn one of 23 squadrons that make up our regional organization, Pacific Mainland District, (PMD). PMD is the largest region in Canada, and in turn is one of 18 districts/regions making up the national organization, Canadian Power and Sail Squadrons. There are 176 squadrons in Canada.

Recently, on behalf of RCS, I attended the national CPS Annual General Meeting.

I mention all this to put into perspective some distinctions that were given to RCS and PMD at this meeting.

First, Royal City Squadron enjoyed a 14% increase in membership, year over year July 2006/2007 (only 8 out of 176 squadrons were ahead of us!). Congratulations to our Membership Officer Robert Blake, and Assistant Membership Officer Georgina Ascroft, I know that you have contributed significantly, well done! Royal City

Squadron was presented with a commemorative banner for this achievement (See Page 8).

Royal City Squadron was also recognized for its contributions over the years to the CPS Foundation. When members pass away RCS makes a contribution to the Foundation in honour of the member, and accumulated funds are then used for training development.

Two of our pioneer members, Mr. Stan Giles Sr. and Mrs. Christine Giles were honoured in this way.

Last, and certainly not least, with the continuing and necessary emphasis on our environment, pacific mainland district was given the National Environment Award, again a significant achievement. Credit for this goes to the PMD Environmental Team, of which our Environment Officer, Sharon Allman, is a contributor.

A final word regarding membership. Please, let's keep up the momentum by recommending to any of your family and friends the merits of safe boating, the boating class, and RCS membership. We never know who might have a need until it is mentioned.

In closing, I would like to wish you all (an early) Merry Christmas, Happy Holidays, and a Happy New Year!! I hope that Santa is kind to you.

by Commander Keith Davies

Mainsheet Editor Change

For the last two+ years, your Mainsheet newsletter has been very ably produced by past Editor, Lynn Kool. Lynn graciously stepped into the position when we were having difficulty finding an editor, and for this, plus her contributions since, we are very grateful.

In recent times Lynn's responsibilities, both at work and at home have increased, and she found it

necessary to tender her resignation.

On behalf of Royal City Squadron, thanks for your contribution Lynn.

Please welcome new Mainsheet Editor, Georgina Ascroft.

Georgina is very much looking forward to her new role, and will also continue to assist our Membership Officer Robert Blake in increasing our membership.

If you have future input for *The Mainsheet*, please forward it to Georgina at:
georgina_ascroft@shaw.ca

By Commander Keith Davies



Georgina Ascroft



Royal City Squadron's December Social Evening

Wines and cheeses! Coffee, tea, and cookies!

a n d

surprise mystery guest presenters!!!

a n d

a chance to win a prize

at our next Change of Watch & Student Graduation Night

a n d

the camaraderie of your fellow members!

Please mark your calendar and plan to attend Monday, December 10, 2007, 1900, (7:00 PM), at the usual venue, Century House, Moody Park, New Westminster. Near the SW corner of 8th Street, and 6th Avenue.

Please note that this is the evening where we encourage you to bring a non perishable gift donation for the local food bank.

Thanks in advance for your attendance and your contributions.

Delta Search and Rescue Unit 8 - Boater's Life Line

Two pagers went off simultaneously. Glancing at his pager, Peter Motzeb, Canadian Coast Guard Auxiliary Coxswain, remarked "that's B Search and Rescue Team leaving their slip on a two hour night training exercise".

While B Team (one of four labelled A to D) bounced about in dark, cold waters of Georgia Strait, Peter, and fellow Coxswain Mike Reynolds, remained warm and dry (at least for this night!) inside Century House on October 22, 2007 explaining Delta Marine Search and Rescue Unit 8's roles to Royal City Squadron members.

Part of the Canadian Coast Guard Auxiliary covering Canada's Pacific coast, Unit 8's all-volunteer members provide search and rescue (SAR) services in the Southern Gulf Islands and in Georgia Strait between the Orcas Islands, Porlier Pass, and Sand Heads.

Formed in 1976, the first such unit, provides boater assistance twenty-four seven throughout the year. Their mission: provide search and rescue services; boating courtesy checks; children's PDF loaner program; and boater safety education. They do no law enforcement.

Stationed in Pt. Roberts Marina for easy sea access, Unit 8 is Coast Guard mandated to leave their dock within 30 minutes of receiving an emergency call. To achieve this mandate the Ladner-Tsawwassen area members practice and train constantly for the over 30 emergency calls received yearly.

Most calls involve disabled vessels and groundings but Unit 8 also deals with medical emergencies and other situations. SAR activities are coordinated through Victoria's Coast Guard station and the Esquimalt Joint Rescue Centre. As expected, the summer months are the busiest, although people are out in boats all year round as is Unit 8.



Delta Search and Rescue presenters, Peter Motzeb and Mike Reynolds,

Their vessel, a 25 foot rigid bottom inflatable, has twin 200 hp Yamaha 4 stroke engines which power it to 40 knots. Its SAR colours (red hull and yellow cabin structure) distinguish it from black coloured, law-enforcement vessels. It's well equipped with radios, chartplotter, EPIRB, radar, night vision equipment, and GPS.

Peter suggested that every boat should have a hand-held, submersible VHF radio. If a boat's fixed VHF becomes disabled or a sinking boat's occupants are in the water, having a hand-held VHF enables Unit 8's radio direction finder to home on the radio calls. Homing on cell phone transmissions doesn't exist yet so a hand-held VHF radio, Peter says, "is cheap insurance for a survival situation".

Although part of the Canadian Coast Guard, Auxiliary Units are self-supporting. A government fuel allowance pays most, but not all, of the yearly fuel costs. The boat, its hardware, and crew equipment has been purchased through donations. Crew members require almost \$3000 worth of survival clothing and

equipment. The boat cost over \$210,000. Ongoing maintenance costs (like engine replacement estimated at \$40,000 - \$50,000) need to be met.

Some operations and equipment funding comes from government Lottery grants but mainly from money raised by the Unit's non-profit society, the Delta Marine Rescue Society (DMRS). Through fundraising events, corporate and private donations, the Society ensures Delta SAR's Unit 8's availability.

Ongoing boating community financial support is essential, so RCS members are encouraged to support this vital group. Who knows, the life they save may be ours.

For information on the Delta Marine Rescue Society and how to support their valuable work, check their website at www.deltasar.bc.ca or: by phone at 604-205-8955 (voice-mail pager - your call will be returned within a day or two); by e-mail: dmrs@deltasar.bc.ca; by mail: Delta Marine Rescue Society, P.O. Box 18008, Delta, B.C. V4L 2M4.

Reported by 
Robert Ascroft

Our Disappearing River Moorage

We had made reservations for dinner at the Bedford House and had been assured by the individual who took the call we would be able to tie up our boat at their dock.

Arriving up river in Fort Langley at 3:30 PM we found we were unable to fit under the bridge to dock at the Bedford House as the water was too high. Just prior to the bridge there is a dock (which we have used on previous occasions) which has "Transient Moorage" according to the posted notice.

We docked the boat and proceeded up the ramp (with our mid 80's friends, one of whom has difficulty walking) to find that all the exit gates were padlocked. Our cries alerted a waitress of the drinking establishment who told us to go another dock as she did not have a key. A patron suggested we place the boat next door at the rowing club and exit through those gates. The manoeuvre was carried out, but

before we tied up the boat, my husband walked up to those gates to find them locked as well. Our only option it seemed was to go back down the channel and up the river to go back into the channel to our destination.

Imagine our incredulous dismay when after performing all these tricky (the current was running at approximately 5-6 knots) and time consuming (by now it was almost 5:00 PM) tactics, we discovered that the gate outside the Bedford House was padlocked and closed as well. To add insult to injury, an employee of the Bedford House was throwing a Frisbee outside the restaurant and seemed totally unconcerned with our plight. This fellow even had the cheek to ask us if he "could take our order."

With no place to land in Fort Langley we had no choice but to leave and go to another town to have our dinner. Needless to say, it will be a very long time, if ever, that we will

return to Fort Langley.

With no place to access the shore in Fort Langley, I expect that no other boat full of visitors will come either.

PostScript: This article consists of portions of a letter I sent to the Ft. Langley Chamber of Commerce in early July of this year. I received a reply from the City of Langley (the owners of the Bedford House) dated July 2, 2007 and signed by L. Whitehouse, Executive Director, who basically said the dock has been sold to a developer (Parklane) and they have elected to prohibit water access due to liability issues.

There was no apology, so I guess they do not care if boaters come to Fort Langley, or not.

Submitted by
Chantal Hudspeth

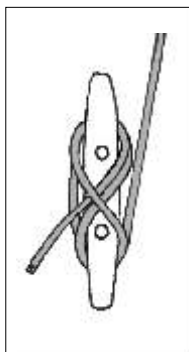



A Happy Holiday
Season to all
and a Happy,
Safe Boating,
New Year

The Bitter End - A Cautionary Tale

On our boat, "Wife" usually "man's" the wheel on the upper bridge when leaving and returning to the slip. Thoughtful "Husband" usually "man's" the docking lines since Wife is too short to jump off and secure the (new to us) boat.

One day, when returning to the slip, Wife decides to switch from her usual helmsperson position to "manning" the lines (something she had done on their previous boats). Husband agrees to switch and takes the helm. It's also the first time trying to dock the boat from the enclosed lower



helm.

Husband says to Wife before she exits the cabin, "Use the breast line". "Okay", she says and moves forward along the narrow deck, noting a blue line double looped to the boat's railing. Looking at the seemly complex tie, she decides not to untangle that end, instead follows the line to amidships.

Two helpful people appear dockside as the boat slowly creeps towards, but not exactly aligned, with the slip. One helper grabs the bow line to pull our 9 ton boat towards the dock, to no avail as the current is pivoting the boat on its beam around the dock's end. The second person is helpfully calling out instructions to Husband, who with the windows

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It's Our Environment

The proposed *Sewage Regulations* has now come into law and comes under the Canada Shipping Act. Reference Pacific Yachting, May 2007 and Transport Canada www.tc.gc.ca. In part, it reads:

"All vessels with heads shall be fitted with a marine sanitation device (MSD), to treat sewage, or a holding tank. However, a vessel may be fitted with facilities for the temporary storage of sewage (i.e. a porta-potty)"

Briefly, the discharge of sewage is authorized:

"If not in inland Waters or Designated Sewage Areas and;

- *If the sewage is comminuted and disinfected using a MSD and the discharge is made at least a nautical mile from shore,*
- *If not using a MSD and if the discharge is made at a distance of at least three nautical miles from shore at the vessel's fastest practicable speed, or*
- *If not possible to comply as above, because the vessel is in waters that are less than six miles from shore to shore,*

discharge can be made while the ship is enroute at a speed of at least four knots or, if not practicable at that speed, the fastest practicable speed into the deepest water located the farthest from shore during an ebb tide, or into the deepest and fastest moving waters located the farthest from shore."

Some squadrons and members have sent a letter to the Minister for Environment to encourage the development of more pump-out stations along the coast to make it easier for all of us to comply with these new regulations. I can email you a copy of this letter if you would like to add your request.

Please be aware that the Fisheries Act regarding *Best Practices for Marinas* is now in force by Environment Canada. In part, it reads,

"...no person shall deposit or permit the deposit of a deleterious substance of any type in water frequented by fish or in any place under any conditions where the deleterious substance may enter any such water." Best Practices by Marinas and Boatyards include

- *Keep the boatyard clean so that no wastes enter the aquatic*

environment

- *Use shrouding, tarps and drop cloths to capture paint scrapings and residues*
- *Contain and treat runoff from pressure washing*
- *Do not perform hull maintenance on tidal grids or at any facilities without containment. In-water hull washing must not release antifouling paint. Discoloured water is an indication that you may be harming the environment."*

Reference:

www.pyr.ec.gc.ca/boatyards

Carry a copy of the Guide to Green Boating aboard your vessel. Check on the website of the Georgia Strait Alliance (www.georgiastrait.org) for up-to-date information on:

- pump-out sites;
- references for environmental maintenance of your vessel;
- whale, animal, bird watching guides;
- "Who To Call" for environmental boating information; or
- to report an incident.

By Sharon Allman,
RCS Environmental Officer



Royal City Squadron Calendar of Events

December 4 - Boat Course Exam night Pizza Celebration	March 14 - Spring Mainsheet published
December 10 - Wine & Cheese Social Food Bank donations requested - Guest speaker	April 1 - Boat Course Exam night Pizza Celebration
January 8 - Boat Course Start	April 21 - Annual General Meeting
February 18 - Social Evening	April 27 - Annual Golf Fun Tournament
	May 10 - Change of Watch Dinner
	June (TBA) - Pitt Lake Squadron Cruise

For Sale

The following charts are available at a reasonable price of \$5 for older ones and \$10 for new ones. Contact Gordon Hole at 604 596-4416 or email dulcia@dccnet.com

3060 Pitt Lake	3543 Codero Channel
3310 Gulf Is. charts	3544 Johnstone Strait - Race & Current Passage
3512 Strait of Georgia [central] 2 charts	3547 Queen Charlotte Strait [east]
3513 Strait of Georgia [northern] 2 charts	3555 Redonda Is. & Loughborough Inlet
3514 Jervis Inlet	3567 Johnstone Strait [central]
3515 Knight Inlet	3568 Johnstone Strait [west]
3537 Okisollo Channel	3577 Sand Heads to Ballenas
3541 Approaches to Toba Inlet	3727 Cape Calvert to Goose Is. inc. Fitzhugh Sound
	3729 Dean Channel & Burke Channel [south]
	3935 Hakai Passage

Bitter End - Continued from page 4

firmly shut, cannot clearly hear him over the engines.

In the anxiety of an unfamiliar job plus the confusion of many helper suggestions, Wife doesn't realize she has bypassed the working end of the loosely tied breast line. Instead, in her hurry to give waiting hands something to secure the boat, Wife,

seeing the line neatly looped to the amidships cleat, hastily unties and hands it to a clearly horrified docking helper. Wife, now equally horrified, realizes her error - Ya gotta leave the rope tied to the boat!

Husband finally manages to manoeuvre the boat back into the

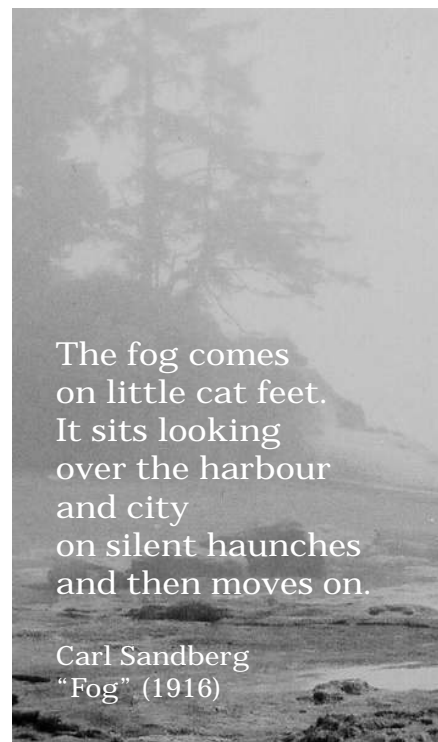
slip and, thanks to willing hands, it's safely tied up.

Wives (and Husbands) take my advice, to avoid embarrassment and ensure everyone's safety, occasionally exchange your usual roles onboard so no one is left holding the bitter end.

Name (Understandably) Withheld

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The fog comes
on little cat feet.
It sits looking
over the harbour
and city
on silent haunches
and then moves on.

Carl Sandberg
"Fog" (1916)

Course Schedule - Spring 2008

NEW

Boating

The Boating Course is the first in a series of courses to help you become a better and safe boater. The course includes the exam for the Canadian Coast Guard Pleasure Craft Operator Card (PCOC).

Prerequisite:

NONE. Open to the general public.

Start:

January 8, 2008

Location:

Justice Institute

Cost:

\$275 Single person
\$425 Family of two

Registration:

Call Don Hudspeth,
604-522-3477

Maritime Radio (VHF)

Passing this course will enable you to receive the Industry Canada's Radiotelephone Restricted Operator's Certificate Marine (ROC (M)).

Prerequisite:

NONE. Open to the general public.

Start:

April 8, 2008

Location:

Justice Institute

Cost:

\$50 for CPS members
\$60 for non-CPS members

Registration:

Call Don Hudspeth,
604-522-3477

Navigating with GPS

Simple explanation of the system which makes GPS so effective as a navigation and location aid. Covers methods of extracting the maximum navigational and safety information from this equipment.

Prerequisite:

CPS Membership

** Depends on interest. Please pre-register to show interest.*

Start:

January 2008 (Night To be determined)

Location:

Justice Institute

Cost:

\$TBA

Pre-Registration/Registration:

Call Don Hudspeth,
604-522-3477

Piloting

Course expands on navigational techniques for boating in coastal and tidal waters not covered in the Boating Course and delves into sea conditions, seamanship, mechanics of weather, propulsion and boat performance.

Prerequisite:

Boating Course and
CPS Membership
** Depends on interest. Please pre-register to show interest.*

Start:

Fall 2008

Cost:

\$ 130

Pre-Registration/Registration:

Call Don Hudspeth,
604-522-3477

Advanced Piloting

Expands on previous courses. Chart work skills will be developed to standards recognized in the maritime industry.

Prerequisite:

Piloting Course and
CPS Membership
** Depends on interest. Please pre-register to show interest.*

Start:

January 8, 2008

Location:

TBA

Cost:

\$TBA

Pre-Registration/Registration:

Call Don Hudspeth,
604-522-3477

Address changed?

Phone number changed?

Have a new email address?

You can now update your personal information directly on the CPS member secure website at:

www.cps-ecp.ca/members/

Have you a story or an opinion about some aspect of boating?

Want to tell everyone about your boat adventures?

Got something boating to sell?

Send them to
Editor Georgina Ascroft:
georgina_ascroft@shaw.ca

For more information check out: <http://www.royalcity.powersquadron.ca/Courses.htm>

Nowhere else than upon the sea do the days, weeks and months fall away quicker into the past. They seem to be left astern as easily as the light air bubbles in the swirl of the ship's wake.
"The Mirror of the Sea" 1906, Joseph Conrad

The 2007 National CPS Conference

The Canadian Power & Sail Squadron's National Conference was held in Ottawa during the last weekend of October and I was in attendance in my role with PMD and as a member of the Royal City Squadron.

The Conference was successful with I believe, approximately 400 members from across the country and several from the United States Power Squadron in attendance. It's a pleasure to greet and be greeted by persons you only meet once a year for a couple of days but with a common goal and like interests.

Many person hours are put into organizing any conference and in particular, a national one. The logistics are mind-boggling and thanks to Ottawa's committee, they

did a fine job.

It's not all fun and relaxation. We spend many hours in meetings and seminar discussions and bring information back to our respective Squadrons and Bridges.

It's been confirmed time and again that it's up to each of us as members to promote Safe Boating and our organization. Aside from word of mouth, other marketing tools are used ~ newsletters, posters, socials and education nights, ads in local newspapers, websites, telephone calls, radio ads, etc.

Your Bridge works hard to serve the boating public and to keep our membership updated on changes at various government levels and at National. They volunteer many,

many hours to retain members and to enhance the benefits of membership. Let's all work towards this common goal.

I urge more members to attend and support your Squadron and District meetings, events, and AGMs. As at the Ottawa Conference, these are the venues for your opinions and voices to be heard and to learn more about our organization as a whole.



*Submitted by
Eleanor Hashimoto,
Administration/
PRO Officer
Pacific Mainland
District*



National Membership Renewal Award



Commander Keith Davies presenting Membership Officer Robert Blake and Assistant Membership Officer Georgina Ascroft with the National CPS Membership Award banner.

The Royal City Squadron member renewal rate placed it 9th out of 176 squadrons.



Welcome Our New PRO/Socials Officer: John Prasad

Please welcome our new acting PRO/Socials Officer, John Prasad.



John is a graduate of the RCS 2006 boating class, possesses a business degree, and has marketing talent. He is also General Manager of the New Westminster Quay Public Market.

John, welcome aboard, and thanks for becoming involved. We look forward to working with you!

Keith Davies

John Ottens, Outgoing PRO/Socials Officer

For the last two years our outgoing PRO/Socials Officer, John Ottens, has among other things, been able to present to us at our socials, many very interesting speakers on very interesting topics.

With his hard working team John produced the very successful 50th anniversary Change of Watch and Student Graduation event in May 2007. Well done on all counts John!

John, ably assisted by Sue Ottens,

has also been the author of those great reports on our social events that you have read in The Mainsheet newsletter, and other communications.

At our Bridge meetings, John was also a source of innovative ideas.

John (and Sue), on behalf of Royal City Squadron, thank you for your past efforts and contributions.



Keith Davies