

August 2004



# The Quarterdeck

The Official Newsletter of the Port Moody Power & Sail Squadron



Annual General Meeting



Commanders Sail Past



May Long Weekend  
Snug Cove



Change of Watch



Summer Cruising



Summer Cruising in the  
San Juan & Gulf Islands

## Commander's Message

As my first Commanders Message, I would like to say a warm hello to all Port Moody Squadron members. I'm looking forward to serving as your Commander for the 2004/2005 year. I would also like to extend a big thank you to all the new and old bridge members on board, it's your dedication that keeps our Squadron afloat!

We're already full swing into the year, and have held numerous events such as the Easter Weekend Cruise at Snug, our annual Change of Watch held in May (it's always nice to see the crowd out from under the crab trap attire and turn out in the finest of duds)!! The May long-weekend found us back at Snug, and on June 6th, Coquitlam and Port Moody Squadrons joined together for a successful Sail Pass event. I would like to say thanks to all volunteers who went out of their way to



make the day a big hit. Roni and I also had the opportunity to represent our Squadron at the District AGM where we had a wonderful time.

Please check out the upcoming events calendar - Cruise Master Supremo at Cruise Master Headquarters has gone out of his way "again" to plan a great itinerary this year.

The training department has scheduled many advanced and elective classes for the fall, so register soon as class space is limited.

We would love to see some new faces (as well as the old faces) joining in on our social and training events and encourage anyone who wants to get involved to give us a call.

**“Let's all strive to make this a fun and safe boating year!”**

Looking forward to seeing you on the water,

Steve Clark, Commander



# Annual General Meeting



*P/Cdr. Julie Sheppard welcomes incoming Commander Steve Clark*

The annual general meeting for the Port Moody Power and Sail Squadron was held at the Ioco Boat Club on Saturday, April 24, 2004. There were 36 members in attendance. The year end officers reports were given and then Commander Julie Sheppard and her bridge stepped down to make way for Commander Steve Clark and his new bridge. After the meeting, there were appetizers, drinks and dancing. A good time was had by all. Congratulations to Steve and his bridge members.

*Julie Sheppard, Past Commander*



## Port Moody Power & Sail Squadron Bridge 2004 - 2005

Commander  
 Executive Officer  
 Training Officer  
 Secretary  
 Treasurer  
 Public Relations Officer  
 MAREP  
 Membership  
 Editor  
 Cruise Master  
 Socials  
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 Adv. Training  
 Communications  
 Supply  
 Auditor  
 Telephone  
 Assistant. Telephone  
 Assistant Telephone  
 Environment  
 Assistant Adv. Training  
 Assistant Training  
 Assistant Training  
 Assistant PRO  
 Assistant PRO  
 Assistant Training (VHF)  
 Assistant Socials  
 Assistant Socials  
 Archivist  
 Port Captain  
 Past Commander

Cdr. Steve Clark  
 Lt. Cdr. Kevin Walker  
 Lt. Cdr. Doug Cousins  
 1st Lt. Evelyn Spring  
 1st Lt. Jeff Findler  
 1st Lt. Cheryl Findler  
 1st Lt. John Northey (P/Cdr)  
 1st Lt. Chris Sheldon  
 1st Lt. Nadine van Gaalen  
 1st Lt. Dave Attewell  
 1st Lt. Jori Hall  
 1st Lt Suzanne Drost  
 1st Lt Lawrence Schmidt (P/Cdr)  
 1st Lt. Barbara Walker  
 1st Lt. Roni Clark  
 Freeman Carter  
 Lt. Melva Lamont  
 Lt. Cheryl McGuire  
 Lt. Lynn Meisl  
 Lt. Gord Clark  
 Lt. Steve van Gaalen  
 Lt. Paul Cass  
 Lt. Greg Archibald  
 Lt. Dave Burrell  
 Lt. Chris Reiners  
 Lt. Gary Sheritt  
 Lt. Brian Williams  
 Lt. Deanna Obray  
 Lt. Gay Northey  
 Lt. Gary McGuire  
 P/Cdr Julie Sheppard

***If you have any questions  
or concerns for your  
Bridge, don't hesitate to  
call on them.***

***Bridge members contact  
information can be found  
in your Rooster or  
accessed via email on  
the web site at  
[www.portmoodypss.com](http://www.portmoodypss.com).***



***The Bridge appreciates  
and welcomes all  
squadron members who  
get involved and  
volunteer with training  
and social events.***



# May Long Weekend Adventures at Snug Cove

**By Eleatha Reiners - Alibi**

The May long weekend cruise to Union Steamship Marina on Bowen Island was not shaping up so well at first. Chris and I were determined to try out our new canvas and go - rain or shine, so off we went. It was raining and we went out of the narrows against a spring tide with quite a bit of bumpy



water around Point Atkinson as well. But we were greeted warmly by all the squadron members there before us and the weekend started with hugs and laughter and fun. It did rain Friday night, but I believe from the reports we received that Port Moody got the worst of it. And I have to admit, it was EXTREMELY cozy in the boat with rain lightly falling on the roof, high and dry and completely relaxed and contented. The weatherman, as is quite often the case this year with regard to weekends, was wrong, and the sun came out on Saturday morning.

It was a lovely weekend, filled with socializing with good friends, some of them new; walking on many of the picturesque trails of Bowen Island; shopping: and eating great food. The continuous saga of the crab competition was entertaining, with some of the newer people entering. But the crown (or blue hat) remains on Brian Neilson's head. Congratulations Brian! A special note must be made for our "best fisherman" Tyler, Ron & Jori Halls youngest son.



Tyler caught at least 60 fish right off the dock! Way to go Tyler!



The "colours" were raised and lowered with much pomp and ceremony by Dave Burrell each morning and evening, to keep us oriented, - thanks Dave. Dave Attewell, Cruise Master Supremo, wore a name tag and had a sign on his boat, so we could all find him if we had a complaint (very brave of you Dave). But I believe everyone who sot him out did so to praise rather than beat him.

There was a Pot Luck dinner on Sunday Night on E dock, which worked out quite well. I swear, people must practise a lot at home between cruises because the food gets better and better. Thank you so much to everyone for their scrumptious contributions. On the ride home on Monday, everyone cruised as slow as they could because we didn't want it to end, and the weather that day was awesome.

All in all it was a typical great long weekend cruise! And I know it would have been just as great if it had rained all weekend. That's just the way it is with the people in the P. M. P. S. S.

**“Nothing gets us down when we are together on our boats!”**





Respectfully submitted by  
Anon E. Moose

# 2004 Annual

By Jove!...  
This is the  
way to write  
about boating  
.....ON one.

As I sit enjoying the sun and sea breeze, anchored in Bedwell Bay, thoughts of Squadron events pass through my mind. I contemplate the COW, while checking out which other Squadron boats are gathered in the bay. Were they meant to be enroute to the San Juans? Perhaps the small craft warning we heard this morning has them in waiting mode. But.... Back to the COW.

The contrast between a day on the water and an inside gathering of boaters is mostly between the size of the venue and the size of the boat(s). The fun is *always* a given. The Change of Watch our biggest party of the year, accommodated roughly one hundred happy boaters on May 15<sup>th</sup> at the Carnoustie Golf Club. The day was sunny when the party started.... The hall was looking fine with table decorations by Lynn Meisl and a festive head table. It's amazing how well some of us clean up for a big night, isn't it? By the time the buffet dinner was served, folks had worked up an

appetite by visiting and checking out the regalia for sale, the photo table and the door prizes.

The evening follows a familiar pattern after one's first COW. Even so, it is always very satisfying, especially for the training people, to watch their students receive their certificates and see new members sworn in. The record is pretty impressive and we all look forward to welcoming new members from the courses. Certificates were awarded for Basic Boating, VHF, Marine Maintenance, Weather and

**“It's amazing how well  
some of us clean up  
for a big night, isn't it?”**

Navigating with GPS. I know that several of these courses were not offered when we joined the Squadron, but then we're just the old guys. What can I say?

D/Lt. Shirley Shea attended for the District to present certificates and administer pledges. She pledged the new graduates of the boating courses, the new Bridge and new Commander. Merit marks were awarded, with Julie Schmidt, this year's 20-year member, becoming a life member.

Congratulations, Julie! Our new Commander, Steve Clark, and retiring Commander, Julie Sheppard, exchanged new rank flags.

Next came the long-awaited surprise awards, presented by Dave Burrell and his lovely bikini-clad assistant. I think her name was Ronalda or something like that. My only suggestion is that she get to her hair dresser as fast as she can. With plenty of catcalls, whistling and denials in the background, the coveted (?) Bent Prop Award and its accompanying odious green jacket (worn with pride, or 'lost' for a year take your pick) went to the Sheppards, while the Bent Brick is now in the hands of Bev Bennett, I'm not sure that disreputable looking old running shoe is a legitimate award, but Gary McGuire gave it to Dave Burrell, who accepted it fairly gracefully.

Thanks go to Cheryl Findler, who collected numerous door prizes that were happily claimed by just about everybody but yours truly. As the prizes disappeared, the sun set and it was time to *dance by the light of the moon* until the COW came home. (If you don't like my jokes, this job is yours)!

## A Round of Applause



To all those who sponsored the great prizes for our annual Change of Watch, we truly thank-you!

- ◆ Anducci's Restaurant
- ◆ Angelo's Salon & Spa
- ◆ Brenda's Boat Tops
- ◆ Budget Marine Sales
- ◆ Caramba's Restaurant
- ◆ Carnoustie Golf Course
- ◆ Charlies Café
- ◆ Classic Essentials Moulding
- ◆ Dave Burrell's Auto Group
- ◆ Firetronic System Services

- ◆ Frog & Nightgown Pub
- ◆ Golden Spike Pub & Bistro
- ◆ Grapefully Yours
- ◆ Grasby's Menswear
- ◆ HSBC Asset Management
- ◆ Inlet Marine
- ◆ Lee's Marine & Mobile Services
- ◆ Mac's Galley
- ◆ Milestone's Grill & Bar
- ◆ Pasta Polo
- ◆ Poco Marine Propellers & Fabrication
- ◆ Red Carpet Food Services
- ◆ Reed Point Marina

- ◆ Roo's Pub & Grill
- ◆ Rosa's Cucina Italiana
- ◆ Rozzini's Restaurant & Café
- ◆ Save On Laser Services Inc.
- ◆ St. James Well Pub
- ◆ Steve Clark Services & Insulations
- ◆ Superior Propane
- ◆ Surfside Marine
- ◆ Trade Secrets Hair Salon
- ◆ Treehouse Bar & Grill
- ◆ Union Steamship Marina
- ◆ Western Inflatable Boats
- ◆ Wish On A Star



# Change of Watch



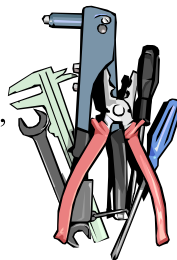


## Sharpen Your Pencils

### Course offerings from Port Moody Squadron

#### Marine Electronics

Course covers electricity; DC and AC systems; wiring; galvanic and stray-current corrosion, and electrical interference. Electronics such as the depth sounder, RADAR, LORAN-C, GPS and auxiliary equipment are explored.  
*\$150 members \$175 nonmembers*



#### Marine Maintenance

Course covers seasonal maintenance and repairs to wooden, fibreglass and metal hulls. Sections are devoted to maintenance for electrical and mechanical systems; spars, rigging and ground tackle; fire and safety protection; moorings and berths; trailers; tools and fittings.  
*\$130 members \$150 nonmembers*



#### Navigating with GPS

This course introduces the recreational boater to the versatile Global Positioning System receivers that are becoming more and more common in daily life and are practically indispensable on all recreational vessels.  
*\$80 members \$100 non members*

#### Advanced Piloting

You will learn advanced coastal navigation principles to enable you to know, at all times, where you are. Course covers tides and tidal currents; effects of current and leeway; methods of determining position; running fixes; aids to navigation; electronic navigational aids and the sextant.

*Prerequisite: Piloting Course*

*Members Only \$100*



Dates and location to be announced. **Register with:**  
 Doug Cousins Lt. Cdr Training  
 Training@portmoodypss.com  
 604-464-6552

Lawrence Schmidt 1st. Lt. Advanced Training  
 AdvTraining@portmoodypss.com  
 604-941-5430 .

## Upcoming Events

### Aug 20th to 22nd

Bedwell Bay Raftup / Bedwell Bay

### Sept 3rd - 6th

Labour Day Cruise / Union Steamship Marina, Bowen Island.  
 Pot Luck, Giant Crab Competition / Observation Tower

### Sept 17th - 19th

Bedwell Bay Raftup / Bedwell Bay

### Sept 25th

Photo Exchange / Venue to be announced

### October 30th

Halloween Dance / loco Boat Club

### Nov (TBA)

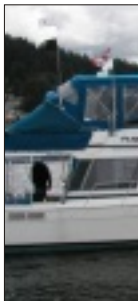
Fall Basic Boating Class - "On-the-Water" Practical

### Nov 11th

Remembrance Day Service / Belcarra Park Marina.

## Commanders Sail

A very successful event this past June 6th with approximately 23 boats and 87 people from the Port Moody and Coquitlam Squadrons participating. MV Kindred Spirits offered to be the sail past vessel from which our Commander Steve Clark and Coquitlam's Commander Bruce Littlejohn met each vessel salute for salute. The Sailpast was followed by a fantastic breakfast/lunch at the Rowing Club at Rocky Point. Our thanks to Coquitlam for their great efforts with the food! Yum Yum!



## Boat for Hope - Julie Shep



I know that this is not a squadron function, but I thought it was worthy to write about. Every year for the past 6 years in the month of June, the

Variety Club (Children's Charity) and Yacht clubs in the downtown area, get together to bring special needs children out on a boat for a day of pirating and fun. On June 5 this year, MV Kindred Spirits X participated in the Boat for Hope. With the ship, Skipper Dave and 1st Mate Julie and the ship's crew (Steve & Nadine van Gaalen) decked out in pirate costume, we set out to pick up our charges at the Royal Vancouver Yacht Club.

It was a cloudy day, but to see the looks on the children's faces certainly made up for the grey skies. We took five children (each with their caregivers) away from the dock only to be charged from behind by pirates. The children giggled and screamed with delight at this. On our way into False Creek the children were "attacked" by the coast guard and its water guns. One child who was really into the pirate theme, shouted to the top of her lungs every time she saw a boat "Pirates, Pirates, they are attacking us" and she would



# Past & Breakfast



## Opard P/Cdr

squeal with delight.

Safely out of the way of the pirates on the outside of False Creek, we made our way in around the creek stopping at five stations in order for friendly pirates to bring gifts to the children, much to their delight. Steve, Nadine and I were out on the bow of the boat with our double barrel water gun and our tank of water to spray any pirates who would try to attack the boat. Not sure, however, who had the most fun with all this, the adults or the children.

After about an hour of pirating, we took the children back to RVYC so that they could attend an afternoon of eating, face painting and more pirating on the land. Dave, Steve, Nadine and I, our hearts filled with joy and our lungs and throats sore from yelling and laughing, left our charges and promised to be back again next year. We were happy to have been a part of this wonderful experience and share the joy of five special needs children, because, **not every child's life is smooth sailing.**



## The MAREP Report

### *An informed crossing of Georgia Strait*



Summer is upon us, and it looks like a repeat of 2003. Although the prospect of a long string of hot and clear days sounds like a wonderful opportunity for boating in our Gulf Islands, there are situations for which you need to pay attention, while you are contemplating the timing of your run across the Strait.

After several days of a stable and wind-free pressure pattern and hot weather in the interior of the Province, the Marine Synopsis may state that: "a weak trough of low pressure over the interior and weak ridge of high pressure offshore will persist. Winds will be moderate locally strong...." You may find that such winds are NW north of Nanaimo and are SE south of Nanaimo. There may be a warning for an afternoon 20-25 knot inflow for Howe Sound.

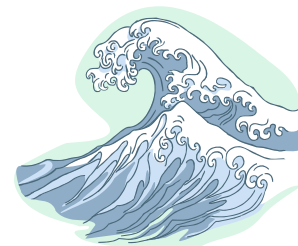
This pattern may not be obvious from the weather maps, but the "thermal low" in the interior routinely leads to 40-45 knot southerly winds in the Fraser Canyon. The replacement air must come from somewhere, and it surges in from the Pacific around both ends of Vancouver Island (often bringing fog to the southern part of Haro Strait) and leads to winds from both directions in Georgia Strait.



It is the "locally strong" part of the synopsis which can give you unexpected pain, as there may not be a general small craft warning out for Georgia Strait. However, late in the day local unreported winds can hit upwards of 25 knots. They may have been blowing at such speed for only three or four hours, but with the respective fetches available, 1.5+ metre seas can be generated within that time. Add in an opposing Spring tide and you have a most unhappy beginning to a holiday. An early morning or a late evening crossing would have avoided the problem. You also need to very carefully check all the reporting stations, from East Point, through Sandheads to Entrance Island. Halibut Bank may not pick up the worst of the winds.

Check the "Georgia Basin Pressure Slope" in the Environment Canada Web Site for a couple of days before you leave. It may show a "Southerly Pressure Slope" (depending on the overall relationship of the Low and High), but the wind arrows will be helpful. Note the actual record of hourly "Intensity", and multiply that number by 6 and 12 to obtain the likely range of wind speed. For example, on June 23<sup>rd</sup> the values from 1600 to 2000 PDT ranged from 3.6 to 4.1 or potentially 22-49 knots on an otherwise gorgeous day! At 1000 hours the value was 1.5, for a wind speed range of 9-18 knots.

***“Be forewarned, and therefore forearmed. Green water over the bow is no fun.”***



P/Cdr John Northey  
MAREPOfficer





Roche Harbour



Poet's Cove  
(Bedwell Harbour)

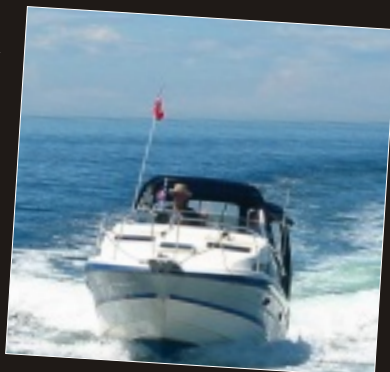


Ride Anyone?



## News from Cruise Master Headquarters

Effective immediately all cruises pertaining to our calendar of events will have a new policy in place. The list of our boats (active boaters) will be e-mailed to the ports of call and it is the responsibility of each owner to phone in and book their vessel for the number of days they wish to stay. Those wishing to check and see if their boat is on the list should contact Cruise Master Supremo at 604 468-6778.



Don't be left tied to the dock,  
Cheers  
Cruise Master Supremo





# Summer Cruising

## The San Juan & Gulf Islands - Cheryl McGuire

Grace Burrell and I have decided to share with you our experiences of this wonderful, fun-filled two week cruise. Grace will explain the Roche Harbor part of it and I shall fill in the remainder.

We began our journey June 26, 2004 with Off Season, Possibilities, Merlin, Rest Assured, Kaija, Yolana and Ellen Dawn II, to name a few. The sun was blaring, the water was calm and the scenery along the way was delightful. Our first stop was Point Roberts and the large dock, the low cost of moorage as well as the friendliness of the marina manager was so much appreciated! Most of us decided to go to the restaurant for dinner that evening and we thoroughly enjoyed each other's company, the food and service! The Lamonts (Just Coast'n), who drove there by car, chose to join us for dinner and stayed the night on Possibilities.

**“... two members (who shall go unmentioned) stealing Cruise Master Supremo's dingy and taking it for a ride (running out of gas, I might add) and having to paddle back to the dock.”**

It was a great beginning to an eagerly anticipated vacation.

Our second day was an anchorage at Mud Bay on Sucia Island. The weather totally cooperated and was once again gorgeous. We ventured out for a “dingy brigade” after dinner with Brian and Deanna (Yolana) in the center instructing our course and turns! Upon returning to our respective vessels, we noticed “Stephan”, our plastic, blown up gentleman doll, had resurfaced and was unexpectedly sleeping in the Cruise Master's bed silly man! He will never learn!

The following day, we pulled up anchor and continued onward to La Conner where we stayed for two days. We docked, went into their quaint little town and shopped until we dropped! That evening, we watched the election results, socialized and retired early due

to a full day of activity. The following day was experienced by long walks, two members (who shall go unmentioned) stealing Cruise Master Supremo's dingy and taking it for a ride (running out of gas, I might add) and



having to paddle back to the dock, going out for a wonderful lunch and socializing in the evening on the dock.

The following day we headed for Fisherman's Bay on Lopez Island. We waited to leave La Conner, due to a low tide, and having to go through Deception



Pass. All went well except for two of our vessel's incurring incidents along the way. A retrieval of a lost dingy and it's motor as well as an electrical problem easily solved on another boat, was a total relief for all of us. Canada Day was celebrated with a walk to

town, stringing of Canadian flags on the vessel Merlin, a pot luck dinner, a wonderful cake dessert design of the Canadian Maple Leaf constructed by Bev and Rob (Kaija), singing of our National Anthem and socializing on the dock afterwards. It was a proud moment for all of us.

The following day we headed off to Roche Harbor in rain and wind but it never dampened our spirits. Upon our arrival, some stayed there while others departed for Deer Harbor Marina on Orcas Island. We took the latter choice. The marina was lovely with a swimming pool, hot tub, shopping and a bus to transport individuals to a lovely little town. All of us went for dinner that evening to an awesome resort that used to be a farm house and was converted to a dining room with many cabins on the property! What a lovely experience.

We rose again the next morning to a hot, sunny day and left for Bedwell Harbour, now called Poet's Cove. I cannot begin to portray the ambience of this marina, awesome! There was a luxurious resort, a spa, a swimming pool, sauna and hot tub on land. We enjoyed most of the aforementioned as well as went for a walk along the shoreline. The view was spectacular. Some went for dinner in the lavish restaurant while others enjoyed the services the spa had to offer. The following day, the remainder of our squadron members we were travelling with arrived from Roche Harbor.

We were all together, once more, and we continued to travel in each other's company from that time onward. The morning after, was a cloudy one with some precipitation until mid-day. Some had to leave for home while the remainder of us carried onward to Otter Bay. The waters were not friendly and we experienced 4-5 foot swells. However, we saw Orca Whales just outside the marina so it made the

*Continued on page 10*

## Continued from page 9 ... **The San Juan & Gulf Islands**

journey worthwhile regardless of the seas. Overcoming this slight distraction of a bumpy ride, we docked in our respective slips for the night and thoroughly enjoyed the remainder of the afternoon with the camaraderie of our boating buddies and our new environment with a wonderful swimming pool. The next day brought sunshine as we headed towards Genoa Bay.

Genoa Bay Marina is so very accommodating and knows our squadron well. Being as it was Bev and Rob's (Kaija) 25<sup>th</sup> wedding anniversary, we decided to go for

dinner at the wonderful restaurant and celebrate with them! We experienced a fabulous dinner of gourmet food and many laughs afterwards. July 8<sup>th</sup> we rose to a sunny day and this time our heading was Telegraph Harbour.

Travelling again in calm seas, we docked, ate dinner, the women went to a pajama/pedicure party onboard Possibilities, the men bonded in a few areas and we retired at a later time than usual that night. It was a fun day and experience had by all. The following day was a little damp. We went to a local vineyard, shopped and socialized thereafter. The evening was sunny so

we enjoyed the remainder of the day socializing, once more.

Heading to Silva Bay, as our last venue, was enjoyed by some while others chose to head home. The last evening was a relaxing one with a few indulging in a served dinner at the restaurant while others chose to cook onboard. Regardless, it was a lay-low evening anticipating the trip home the following day. It was a great ending to a fantastic vacation had by all! What a wonderful group of PMS friends we have! Thanks to all of you for making our holiday a caring and memorable one!

## **3 Fabulous Days in Roche Harbor:**

### *They Sure Know How To Throw a Party ...* Grace Burrell

Our first day at Roche was mostly settling in, after waiting for our Med-tie "slips". Considering that we somehow "bucked the queue", it was miraculous that we got dock space at all (*amazing what a few plates of brownies and a lot of begging can accomplish*).

The newbies gazed with awe at the grandeur, size and affluence of the marina, boats and people! We swam in the pool, took a side-trip to Friday Harbor, shopped and had many many long walks along the docks -- But the highlight truly had to be our very own Cruise Master Supremo, and his run for the Mayorship of Roche Harbor. Surrounded by his Supremo-ettes, waving their pink and white feather boas, a proud Dave Attewell marched throughout the marina, campaigning his heart out. Shouts of "Ride the Wave and Vote for Dave" could be heard throughout the air! But, ... competition was stiff, ... with Santa throwing his hat into the race. Yes, you heard me SANTA! While he was handing out candy canes and guarantees of wonderful Christmas presents to come, ... Supremo was promising everyone "everything and anything". You gotta do what you gotta do! After all the dust settled, our beloved Cruise Master managed to pull out a very respectable 2<sup>nd</sup> place, to someone named Brad Watkins (who?),

losing by only a mere 10 votes! The best thing of all however, is that he kicked Santa's butt, by 137 votes! You go Dave! *I just hope that that lump of coal in your stocking this year won't be too hard to take ...*

Anyways, the other big highlight was our kids, signing up for every race and competition including donut-eating, blindfolded dinghy race, balloon stealing race and log-rolling.

One of my " " **Surrounded by his Supremo-ettes, waving their pink and white feather boas, a proud Dave Attewell marched throughout the marina, campaigning his heart out.** " "

Most proudest moments was when Michelle and Mavrick pulled off an extremely amazing 3<sup>rd</sup> place finish in the blindfolded dinghy race, ... out of approximately 60 entrants! Michelle, you are one strong girl!

The final icing on the cake for the weekend was the annual Colours and fireworks celebrations and then we were back on the sea again, over to Poets Cove to meet up again with the others and for some well deserved R & R!





## Can you get it up? ... *Maintenance Update with Steve*



Now you skippers should not be intimidated by this question. Of course I am referring to your anchor.

The anchor winch (windlass) is probably the most overworked piece of equipment on your boat, and the most neglected. Most manufactures recommend that an annual tear-down on the winch be done. This would include changing gear oil, replacing seal and greasing as necessary. There are several styles of windlass on the market, however the most common types are:

- Horizontal shaft/motor on deck
- Horizontal shaft/motor below deck
- Vertical shaft/motor below deck

All are plagued with their own problems. The most common is the washing out of grease and replacing it with salt from the every day use in our waters. This causes an over load on the motor and will trip the breaker or blow the fuse when you need it the most.

All enclosed places on a boat have condensation problems. The anchor locker is no exception. A wet rode or chain in an

enclosed locker with the windlass motor below deck is a recipe for a failure. Condensation gets into the motor and washes out lubrication. Also dissimilar metals in the motor will corrode very quickly and may cause the brushes in the motor to hang up and cause arcing to the commutator. A failure is just round the corner. Open the anchor locker when your boat is not in use, this will allow the air to flow and eliminate the condensation problem.

Most manufactures use a plastic composite as bushings for the more exposed moving parts. This allows a better tolerance to the salt environment. However these bushings do not hold lubricant like the old bronze types do, so seasonal maintenance is a must.

The last thing you want to here from your first mate, spoken loudly across the bay is

“What's the matter? Can't you get it up?”

Maintaining your winch will keep you and your wench happy. Which ever comes first?

Steve van Gaalen



## Getting our name out there *a report from the PRO - Cheryl Findler*



Take note of this colorful and informative eight by ten foot display booth promoting Power Squadron, Safe boating and the Port Moody Squadron. You'll be seeing more of it!! Recently on display at The Coquitlam Centre for “National Safety Week” and at the “Galleria” in the Port Moody City Hall for “National Boat Safety Week”. It was a lot of fun for those who volunteered to man the booth and the response and questions came pouring in. Many thanks to those who helped out!

Public response was great with many people showing interest in our Squadron and quite a number of people signed up for our fall courses. We even made the “big time press” with publication in The Now Newspaper.

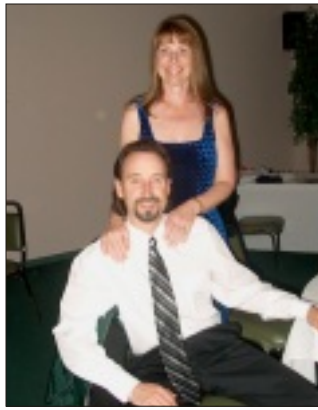
If you have an occasion where you think this booth would help promote boating safety - let us know. Or if you are interested in volunteering at the next occasion, we'd love your input.



Don't forget to check out our great website at:

# [www.portmoodypss.com](http://www.portmoodypss.com)





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Now open for  
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