



# The Quarterdeck

The Official Newsletter of the Port Moody Power & Sail Squadron

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



**JUNE 2006**

Easter Cruise – Snug Cove  
Victoria Day Cruise - Gibsons  
Commander's Sail Past  
Change of Watch  
Fall Courses  
Upcoming Events



*Celebrating Victoria Day at  
Gibson's Landing Marina*

Hi everyone and enjoy this issue of our Quarterdeck. I am honoured that you have chosen me as Commander of the Port Moody Power and Sail Squadron for the upcoming year. Thank you for your vote of confidence and the support you have given me. I can only hope that I can meet your expectations.

I am privileged to be working with a great Bridge this year. Each member has volunteered some of their valuable personal time to help the Squadron achieve its goal of educating boaters and providing an avenue for sharing experiences and enjoying each others company through cruises and social events. I invite you all to provide the members of the Bridge with your comments and suggestions. It may be a cliché, but it is true – we are here to serve you, the squadron member. Let us know how we can improve things, suggestions for future activities and any pet peeves you may have.

The upcoming year promises to be active with several cruises, social events and most importantly, another extensive training program. Lynn Meisl and her Training team have already set up the course schedule for the fall that includes several advanced and elective courses along with the Boating Course. Please check out our website [www.portmoodypss.com](http://www.portmoodypss.com) for details. Contact Lynn if you are interested in taking a course or would like to assist by proctoring or teaching a class.

As Commander, I have specific responsibilities to the squadron as do the other Bridge members. I would suggest that you, as a member of the squadron also have responsibilities. You are our ambassador with two very important roles:



- Every time you are out on the water, your behaviour is a reflection of CPS and Port Moody PSS. Remember to practise safe boating skills and be courteous to others.
- Invite boaters that have not taken the Boating Course to enrol in our fall class. Take their name and phone number/email address and pass it on to one of our Training officers who will contact them. Remember, the more we recruit, the safer our waters will be.

So, as our prime cruising season is upon us, Eleatha and I hope you have a great summer of boating. Join us on our cruises to the

Gulf Islands or up to Desolation Sound, spend a weekend in Bedwell Bay or just set up a lawn chair on the dock. We will see you out there as our Alibi will soon be afloat again.

Chris Reniers P, Commander

## ~ UPCOMING 2006 EVENTS ~

June 30 – July 9

July 28 – Aug 12

Sept 1 – 4

Sept 23 – 24

Oct 28

Nov 11

Dec (tba)

Summer Gulf Islands Cruise

Desolation Sound Cruise

Labour Day Cruise – Snug Cove

Bedwell Bay Raft-up

Halloween Dance, Ioco Boat Club

Remembrance Day Service, Belcarra Park

Carolship Cruise/Party – venue tba





## Port Moody Power & Sail Squadron Bridge 2006 - 2007

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 Roster or  
accessed via email on  
the web site at  
[www.portmoodyps.com](http://www.portmoodyps.com)



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

Commander  
Executive Officer  
Training Officer  
Secretary  
Treasurer  
PRO  
MAREP  
Membership  
Editor  
Cruise Master  
Socials  
Adv. Training  
Website  
Supply  
Auditor  
Communications  
Asst. Communications  
Asst. Communications  
Environment  
Asst. Training  
Asst. Training  
Asst. Training  
Asst. Training  
Asst. Training  
Asst. PRO  
Asst. PRO  
Asst. Socials  
Asst. Socials  
Asst. Membership  
Asst. Cruisemaster  
Port Captain  
Past Commander

Cdr. Chris Reniers  
Lt/Cdr. Doug Cousins  
Lt/Cdr. Lynn Meisl  
1st Lt. Roni Clark  
1st Lt. Greg Archibald  
1st Lt. Cheryl Findler  
1st Lt. Kerry Renaud (P/Cdr)  
1st Lt. Chris Sheldon  
1st Lt. Lucy Schmidt  
1st Lt. Robin Sheldon  
1st Lt. Brian Nielson  
1st Lt. Lawrence Schmidt (P/Cdr)  
1st Lt. Nadine van Gaalen  
1st Lt. Eleatha Reniers  
Freeman Carter  
Lt. Chris Sheldon  
Lt. Cheryl McGuire  
Lt. Wendy Nielson  
Lt. Jeannette Gordon  
Lt. Barry Bennett  
Lt. Eric Lusk  
Lt. Lilian Lusk  
Lt. Chris Gordon  
Lt. Steve van Gaalen  
Lt. Geoff Williams  
Lt. Alan Barrie (P/Cdr)  
Lt. Dave Attewell  
Lt. Eleatha Reniers  
Lt. Francine Moore  
Lt. Sebastian Anderson  
Lt. Gary McGuire  
P/Cdr Kevin Walker

And so the 2006/07 season begins..... The first cruise of the year saw 18 boats arrive in Snug Cove on Bowen Island. The weather was definitely not the best we have seen, in fact it was cold and wet for most of the weekend, but the sun finally made an appearance on Monday, unfortunately after several boats had left the day before. As always, the weather did not dampen our spirits, and the first cruise of the season is always a great opportunity to catch up with the friends you haven't seen all winter, and so a lot of socializing was done, on various boats as it was not the sort of weather to bring the chairs out onto the dock. PMPSS took over all of the available space on "A" dock and were rafted 2 and 3 deep with some boats, with another couple of boats on "B" dock. Friday afternoon was the re-naming ceremony for "Pier Pressure" which we welcome to the PMS fleet. Thankfully our prayers were answered and the rain stopped long enough for the ceremony, and for the copious amount of champagne and cake that followed thanks to Dave and Vera.

The Snug Cove Hilton (a floating house between docks D and E) was the venue for this year's Easter Potluck Supper on Saturday evening. As usual, the food was spectacular in both quality and quantity - there was enough to feed an entire army! Let's give ourselves a big pat on the back for yet another phenomenal supper, even Martha Stewart could learn a thing or two from the great chefs of PMPSS. Lynn and Jack Meisl generously donated a Tee Shirt which had some very strange writing on the front - Jack and Lynn also supplied a prize bottle of Baileys to whoever could decipher what the printing on the shirt said..... congratulations to Doreen Smith - hmm, I guess the coffee and Baileys will be on "Bon Way" next time out. Despite the bad weather some of our staunchest crabbers battled the high seas (one was reported to be seen wearing a full snow suit and ski goggles) in search of the largest crab in an attempt to win the coveted Crabmeister Award. This year the honour was bestowed upon Neil Bowman one of our new members from the Fall 2005 Class, way to go Neil!

Easter Sunday brought out the PMPSS Bunnies - "The Bad Bunny", "Brokeback Bunny", "Sleepy Bunny", "Playboy Bunny" to name but a few. These brave and relentless bunnies hopped along the dock in the pouring rain from boat to boat spreading sweet and joyful wishes for a Happy Easter - yeah right! Our youngest (but probably the most seasoned boater by age) Little Sarah Bunny was also seen on the dock delivering Easter Eggs.

Chris SheldonMerlin IV

## Victoria Day Cruise - Gibsons

The trip to Gibsons went off with the usual stuff. People hitting logs and other stuff in the water both coming and going. Food piled high on the dock. People hugging, kissing, dancing, wandering, sitting, standing around, shopping, butt bouncing, standing around, laughing, joking around, hip swaying, group singing, line dancing, catching fish big and small (people that is) and other such stuff. Just the usual fair. That is till "Big Bubbles No troubles" got into it. (Her ; His; never too sure which) little bubble machine was in fine form. The sky was filled with Lawrence Welk's bubbles. It drove the gulls and crows nuts, not to mention they kept turning Ron's libation into soapy water. Every time the wind would shift it was a new adventure. Tony wanted to take up Log Burling, but Mrs. Tony nixed that before rescue was required. I did have a video camera handy. We had sunshine but 200 yds to the East it was cloudy and raining. Go figure. We did not get rain 'til we got back to Second Narrows. Once again everyone had a good time. You just had to be there.

Lawrence Schmidt Ap,P/C



PMPSS Bunnies - The Bad Bunny, Brokeback bunny, Sleepy Bunny and Playboy Bunny



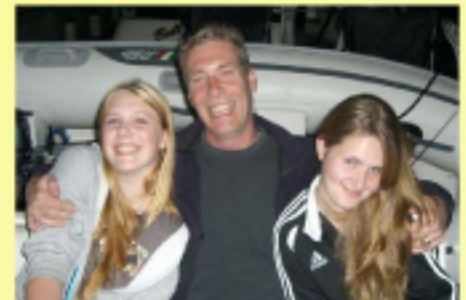
# Victoria Day Cruise



Dinner anyone?



If they only knew.....



Tiny bubbles...



It was a dark and dismal day full of mystery! Sounds like Halloween doesn't it—WRONG! That was the June 2<sup>nd</sup> forecast not Saturday, June 3, 2006. It was a cloudy morning but with our excited anticipation of saluting our wonderful friend and new Commander, Chris Reniers, that wasn't a concern! All of us that attended mustered in front of Reed Point Marina at 0930 hours. It was a bit of a disappointment with only approximately twelve vessels in attendance in total from the squadrons involved. Regardless, it was a lovely sight to behold. The boats were organized in parade fashion

beginning small to large and proceeded past the flagship Saranade carrying Neil Nyberg as the new Commander of the Coquitlam squadron, Burnaby's representative Cruisemaster Tom Johnston and of course our beloved new Commander Chris Reniers (also affectionately known as Homer) whom we all love and adore! Eleatha Reniers as well as her delightful mom Myrtle Iverson, Donna Nyberg and Joanne Johnston were also onboard Saranade to accompany them. The owners of Saranade in attendance were Steve and Nadine van Gaalen and of course their wonderful and brilliant daughter Sara. She is a definite cutie!



One could feel and view the pride as we passed by, seeing the two smiling commanders and Cruisemaster saluting us wearing their navy blue jackets and crisp white shirts! We, in turn, returned the salute with pride. The many flags aboard Saranade were windblown at attention in honour of our new leaders! The melodious bagpipes were being played by Ken Wright and the sound delightfully echoed within Burrard Inlet. I might add that it was so very touching and heartwarming! We felt extremely proud to be squadron members.

Upon the completion of the sail past, we returned to our respective slips at Reed Point Marina and slowly meandered from the dock to the Seaside Café on land at the marina. The sun miraculously peeked through to greet us at that point in time. We were then served some snacks and watched the new Commanders and Cruisemaster "bend their elbows" with Glen Fiddich in hand! It is customary to toast the piper in that fashion named "The Piper's Dram". A man has to do what a man has to do, I'd say! I wonder what Ken Wright was wearing under his kilt—just curious!

Many photos were taken of everyone concerned so this day will be in our memory banks for a long time to come! Congratulations to the new Commanders! Way to go our Commander Chris! We love you and "You're the man"!

Respectfully submitted by Cheryl McGuire  
Restless Too



As summer beckons, we begin to have visions of our forthcoming cruises to the Gulf Islands. For some, those idyllic days are made less so by the crossing of Georgia Strait, and the daily check on whether the infamous "small craft warning" will be in effect at either the beginning or the end of the holiday. However, a little extra work with your weather check can help you decide if the trip can be safely undertaken. Take the "warning" as advice to do some sleuthing.

Here again the key lies in a careful reading of the "Synopsis" in the forecast. If the expected winds are part of a developing frontal system (which often leads to increasingly strong southeasterly winds) or are part of a strong pressure pattern which has remained in place for a couple of days or more (often with consistent northwesterlies through both day and night), your best bet is not to venture out. With the fetches available in the Strait even a consistent 20 knot wind for 10-12 hours will create seas greater than two metres in height. A consistent 20 knot northwesterly for two days can take the result well over 2.5 metres.

Note that forecasts for Georgia Strait are for a very large area, with a forecast period of 24 hours. This means that not all parts of the Strait will be equally affected if the synopsis calls for a typical sunny summer day where the interior of the Province is expected to be hot, but the forecast winds include a small craft warning – especially for the afternoon. Often the strongest winds will be forecast northeast of Nanaimo, and along the east coast of the Island. In this case (and assuming that you are heading for or back from Porlier or Gabriola), check the actual winds at Satuma (East Point), Sandheads, Point Atkinson, Halibut Bank (including the wave height), and especially Entrance Island. Often very early in the morning will be quite doable for a crossing, before the heat-related daytime winds develop. An evening crossing also can work well. If you are in the Islands check the actuals at these stations during the two days prior to your return. See if the winds have risen during each day and the reported pressures have fallen, but the reverse has happened by late evening. This can give you confidence about your crossing time. However, don't be suckered into a crossing where the real conditions are in fact changing – which is why the synopsis in the forecast is so important.

Remember, that winds in the Strait for our usual routes are not the only consideration. The state of the Fraser freshet and the state of the tide can be equally important. A heavy Spring flood plus Fraser flow against waves from even a 15 knot northwest wind can lead to a short sea and a rough ride. A morning outflow wind from Howe Sound can confuse things further. Think these things through before the engines start! Salt spray over the bow leads to verdigris on the teeth bared by the grimaces of all on board.

P/Cdr John Northey, AP

## Maintenance Report

## Are you listening?

This question is often asked of me by my first mate; but I'm asking you. It is a requirement for all vessels equipped with VHF radio equipment to be standing by on channel 16 at all times, unless you are actively communicating with another vessel on a working channel.

That being said it is difficult for a group of boats to travel together and have casual conversation or warn of debris in the water constantly calling on 16 and switching to a working channel. So many boaters stand by on the working channel and don't bother with 16. This situation is not acceptable in my mind. We travel through one of the busiest deep-sea ports in the world. Many very important radio calls regarding ship traffic not to mention mayday or pan-pan calls go unheard by the boater that leaves their radio on 96".

*(continues on page 10)*

# Change of Watch



New members pledging in

Dale & Melva - Bent Prop Winners

Ahhh,  
blue jacket!



And the winner of this year's bent prop is.....



Thank you Lynn for the creative centre pieces



# Change of Watch



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  
Burrell Automotive Invest. Ltd  
Donaldson Ropes  
Firetronic System Services  
Foggy Dew Irish Pub  
Frog & Nightgown Pub  
Golden Spike Pub & Bistro  
HSBC Asset Management  
Inlet Marine  
Jakes Crossing Pub  
Jameson's Newport  
Leanna & Dave – "Siesta"  
Lee's Marine & Mobile Services  
Milestone's Grill & Bar  
Pasta Polo  
Prestige Solid Oak Superstores  
Quarterdeck Holdings Inc.  
Reed Point Marina  
Rand Fowler Insurance  
Coquitlam Ltd.  
Road Runner Trailer  
Manufacturing Ltd.  
Roo's Pub & Grill  
Rosa's Cucina Italiana  
Save On Laser Services Inc.  
Sexy Living Products  
St. James Well Pub  
Steve Clark Services &  
Insulations  
Superior Propane  
Trade Secrets Hair Salon  
Union Steamship Marina  
Western Canadian Inflatables  
Wildwood Custom Millwork Inc.  
Wish on a Star

This year's Change of Watch (COW) was again celebrated at the Old Orchard Hall. It was beautiful and warm until late into the evening, so we were able to take advantage of the deck of this lovely venue. Chris and I were **privileged** to be sitting at the head table, mostly because we were the first to go up to get our scrumptious dinner from the buffet, the caterers did a marvellous job.

Chris was presented a special presentation by Les Palmer from the absent Cruisemaster -Membership Headquarters (Robin, Chris, Francine and Sebastian) – a "New Commander Survival Kit" I can hardly wait to see Chris walking around in his new hat! Kevin and Chris then gave out the Merit Marks to last years Volunteers. May I add my thank you and congratulations to all of you. Next was the swearing in of new members. Doris Trelenberg and her husband Marvin were on hand from District to swear in the new Commander and give her blessing to our new bridge. The bridge was introduced and each received the cherished flags of rank to fly for the upcoming year. What a fine looking group we were! Then came the Tripper, Bent Brick and Bent Prop awards. The Tripper award (I still don't totally understand this one) was presented by last year's winner, Dave Atwell to both Gary McGuire and Dave Burrell.

The Bent Prop and Bent Brick award had many people in the running (12 I believe), presented in poetic form by last year's illustrious winner, Lawrence Schmidt, who seemed quite pleased to be giving up that lovely green jacket. The runner up, or Bent Brick award, was presented to Steve Van Gaalen – for backing over and sinking his own dingy! Then, the Bent Prop and Green Jacket were awarded to Dale and Melva Lamont – together. Not that any of their mishaps were worse than the others, but that they had a number of mishaps that added up to more points than any one else. That's OK, Dale and Melva, you both look good in Green – and you know we all love you!

Then we finally got back to dancing, drinking and merriment, with Trevor providing great music as usual. The door prizes were exceptional. Our thanks to Cheryl Findler, Geoff Williams, and Alan Barrie for your hard work.

All in all, a wonderful evening. Many thanks to Ronnie Clark, Brian Neilson, Dave Atwell for their hard work in putting on such a fine COW.



1<sup>st</sup> Lt. Eleatha Reiners

Now I am a bit of a radio nut, I have been an armature radio operator for many years so the VHF radio in our boat is another toy for me to play with when we are out on the water. Here are some suggestions to get around the problem:



- Set your radio to scan in-between the working channel you are using and 16. This way you will hear most of the traffic on both channels. Your radio should kick out of scan mode when you key the mike to respond to any call.

- Use your hand held radio for monitoring Channel 16. The coast

guard and vessel traffic control have very powerful stations with many transmitter locations. Any call made by these stations will be heard on your handheld. Any local vessels calling you on 16 will also be in the range of your handheld and the ship-to-ship calls off in the distance will not bother you.

- Go out and get yourself a class "D" DSC VHF radio and apply for your MMSI number. Connect it to your GPS (if you have one) this radio will add many comforts to your VHF usage
  - Emergency positioning (sending and receiving)
  - ship-to-ship calling without picking up the mike (It's like sending an email to the other vessel and asking them to meet you on a working channel only it's instant)
  - the ability to request a position or send a position directly to the display on your radio
  - the ability to broadcast to all ships hazards, notices, medical situations and many other menu options
  - a group MMSI can be applied for and all the vessels in your yacht club or Squadron can be contacted and brought to a working channel with the push of a button.

The cost of a class "D" DSC radio is below \$300.00. Is your safety and the safety of others worth less? A final note the rule of thumb is use as little power as is necessary to maintain reliable communications. Using HIGH power ship to ship in the same area creates unnecessary chatter on the radio. When I am in Howe Sound I don't need to hear vessels in the Fraser River talking about the swing bridge out of service. Use low power until the station you are communicating with comments on your poor signal then switch to high. Your equipment will last longer and if you are under sail your batteries will last longer as well. Keep your ears on, your power low and the "shiny side up"

Steve van Gaalen P  
MV Saranade, VE7SVG



*A moment to remember . . .*



## **GORDON McCRADY – April 20, 1944 to April 23, 2006**

A long time member of Port Moody Squadron has finally succumbed to those medical problems he fought with for so long. He was a strong man of courage, patience and good humour. He fought the good fight as well as any man I have ever known.

He has worked for our Squadron for many years, teaching, helping out on

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different Bridges and doing what ever he could to make our Squadron better. He then was ask to join and worked for many more years on the District Bridge as the District Membership Officer.

Gordon's council was always received with confidence and respect. Gordon's word was always good. He was one of the anchors we all needed to keep things in order. If you needed solid information or advice Gordon was your man. I personally trusted his wisdom and took his council to heart. There are some people in this world you go to when you need knowledge or to get answers, Gordon was one of those people.

So it is once again we say goodbye to a friend and fellow Power Squadron member. Gordon was a man who deserved respect and earned it every time his voice was heard. For many years it was his voice we all heard at our Remembrance Day service. It was his voice which would help us to remember those who gave so much so we could have a better life. It was his voice we would hear speaking of crosses row on row and our debt to those who have gone before. So this year and for years to come, as we place wreaths in the water, it is his voice I will remember.

Lawrence Schmidt AP P/C



## Port Moody Power and Sail Squadron - Fall Courses

### 1. Boating (beginning on Tuesday, September 19<sup>th</sup>) 13 weeks \$195.per person - \$320 per couple

Port Moody Power and Sail Squadron's premier course for the recreational boater. A variety of topics are covered during weekly evening class sessions augmented by homework. Supplementary activities of interest to boaters are also planned. On successful completion you qualify for your Canadian Coast Guard Pleasure Craft Operator's Card and you are eligible to become a member of the Port Moody Power and Sail Squadron.

### 2. Piloting (beginning on Tuesday September 26<sup>th</sup>) 9 weeks

This course is a must for serious boaters who want to improve their navigation and piloting skills as well as to develop theoretical knowledge in dealing with adverse conditions and emergencies.

### 3. Weather (beginning on Tuesday October 3<sup>rd</sup>) 8 weeks

This course covers a variety of topics such as how the sun causes weather; clouds, the signposts of the skies; fronts and frontal weather; forecasting the weather; weather mapping and much more.

### 4. Navigating with GPS (beginning on Tuesday October 3<sup>rd</sup>) 5 weeks

This course outlines procedures designed to minimize the possibility of human error in the operation of electronic navigation equipment.

Lt/Cdr Lynn Meisl

# Happy 25th Anniversary



## BITS AND PIECES

