



Juan de Fuca Power and Sail Squadron

www.jdfsquadron.ca



- **Congratulations to all our Spring Grads and welcome to our new members**

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Volume 3, Issue 3

September 2010

Commander's Message

Hello to all in the JDF Squadron,

I hope that everyone enjoyed their summer and spent as much time as possible doing the things they dream about doing in the middle of winter. Hopefully we will have a nice fall so we don't feel like summer ended too early.

Now that September is upon us it's time for the fall classes to start and to plan the rest of the year for the squadron. By the time this is released the Canadian Shoreline Cleanup event will have taken place on Saturday September 18th. Earlier in the summer Charlotte Gorley, Bo Jensen, and Wallace McMorran got an early start on this event on the beach at the Esquimalt Lagoon. It seemed to get some positive attention from not only the people on the beach, but also by the Times Colonist which put in a nice article about it. Thank you to Alpine Disposal and Thrifty Foods for their support in both

the July and September Events, and of course a special thank you to Charlotte, Bo & Wallace for their leadership.

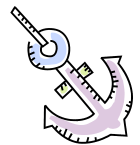
I must say I'm very excited about taking on my new role as Commander of JDF. We have a new bridge that consists of some new members and first time bridge members who I know will bring some fresh new ideas on how to grow and improve the squadron as well as some seasoned members who will help us all stay grounded and on track. Welcome to everyone and thanks in advance for all your efforts in the coming year.

Due to a small challenge at the Juan de Fuca Recreation Centre we had to change our location for the fall session. We will now be in the Seniors' Centre at the top of the hill in room 201. I'd like to invite all of the membership to drop down, say hello, have a coffee and catch up with old friends and meet new ones.

For those who don't know, Lorenda Franklen is stepping down as editor of the pilot so she can do some travelling and embark on other adventures. I would like to personally thank you Lorenda for all you've done for the JDF squadron. When I started you were Commander and had been for a long stretch. The strength of the organization today is due in large part to your efforts; which brings me to the words: HELP! We are looking for an editor for the Pilot. If anyone out there thinks this might be something that they would like to do please contact me @ 250-217-6149.

In closing thanks again to everyone for all their efforts & let's have an awesome year.

John Neely
Commander



BC Spring Cruising???



Some people will do anything to get out on the water!

This is long-time Juan de Fuca member Pat Shera cruising in the Broughtons in June with his wife Rosalind. He did hasten to point out that his life jacket was under the seat!



**Genoa Bay
Rendezvous,
June 2010**



Fire Safety—Using your fire extinguisher

Remember: this ONE word, its FOUR letters could save your life as well as your family and friends.:
PASS

Pull the Pin at the top of the extinguisher. The pin releases a locking mechanism and will allow you to discharge the extinguisher.

Aim at the base of the fire, not the flames. This is important - in order to put out the fire, you must extinguish the fuel.

Squeeze the lever slowly. This will release the extinguishing agent in the extinguisher. If the handle is released, the discharge will stop. The Langford firefighters recommend starting with a short squeeze of the handle. This will ensure the extinguisher is charged and fully operational before you attempt to fight the fire.

Sweep from side to side. Using a sweeping motion, move the fire extinguisher back and forth until the fire is completely

out. Operate the extinguisher from a safe distance, several feet away, and then move towards the fire once it starts to diminish. Be sure to read the instructions on your fire extinguisher - different fire extinguishers recommend operating them from different distances. Remember: Aim at the base of the fire, not at the flames!!!

www.fireextinguisher101.org



Fire Safety—The three “A”s

Here are a few additional tips when it comes to dealing with a fire. Remember the THREE A's:

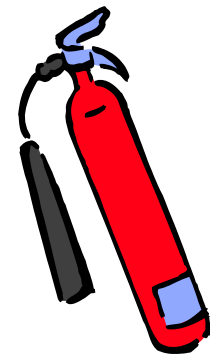
ACTIVATE: the alarm, call 911 or send a MAYDAY or have someone do that and report back you.

ASSIST: any person in immediate danger, or who needs assistance, without endangering yourself.

ATTEMPT: to extinguish the fire IF it is small and contained; you are safe from toxicity; you have a means to escape

DON'T TURN YOUR BACK TO THE FIRE: Keep yourself between the fire and a safe exit. Only fight the fire if you feel safe - otherwise you need to evacuate

www.fireextinguisher.com



Fire Extinguisher Maintenance

According to Crest Fire on Burnside Avenue, fire extinguishers are to be inspected ANNUALLY by a qualified inspector. This is to be compliant with the National Fire Protection Association (NFPA) code for portable fire extinguishers (NFPA 10). A tag is placed on the fire extinguisher with the date of inspection.

Crest has a nominal fee of about \$5. However, if they do the inspection in October, Fire

Prevention Month, the cost is waved.

It is understood that if the RCMP are checking on vessels, notably for Pleasure Craft Operator Card compliance, they may check your fire extinguishers and other safety equipment.

Fire extinguishers require maintenance every SIX years. The fire extinguisher is discharged and refilled. The cost is dependent on the size of the

fire extinguisher.

And one last tip, it is recommended that the bottom of each fire extinguisher be inverted with the bottom being struck firmly by a rubber mallet. The purpose of this exercise is to ensure the chemicals within the fire extinguisher do not settle as a lump at the bottom.

My First Night Watch

Leaving Neah Bay for Grays Harbour was my very first night watch. For weeks, I dreaded the time when I would have to stand watch all alone in the blinding darkness.

As I was putting on my survival suit, toque and gloves I realized I looked like a big orange marshmallow - but at least I'd float! Next was the harness, with its double safety-straps that attach to the life-lines. I was then just one more piece of equipment attached to the S/V Dolphin Tales during my watch. With my safety lines attached I could go up on the front deck to clear the windshield of dew and salt spray from the waves. Mostly the safety harness and life lines are to ensure that no big waves or rollers rushing by the boat throw me off balance and wash me into the ocean.

I had been given practice sailing with nothing to see, as all day we had been sailing by way of the radar, as it was so foggy we could not see the front of the bow in **Dolphin Tales**. I always feel that the radar and auto pilot are just like playing a video game - follow the track and watch out for white blips. Going into my first night watch the fog gave everything a white haze as it swirled around the blackness of the night. The fog was the guarantee that the night watch would not be stress free. As night turned into earlier morning the fog lifted. I was left in complete blackness with only the foam of the waves showing as they crashed into the boat. So much for a full moon as the sky was obscured by clouds.

The night was dark, lonely, and unnerving. I didn't know you could be so cold and damp from the humidity in the air. In fact, it felt like it was raining inside the cockpit. The survival suit did not seem warm enough for the dampness we were experiencing. I felt sure that it would become too warm once we were farther south. The harness has two tether lengths on it. One length works great for one side of the boat, but the other side cannot be reached. So, when I forgot to move the shackle I felt just like a dog at the end of his chain. Moving the shackles is a production in

itself, as you need to remove gloves & mitts, or pull your hands out from inside your sleeves, then unhook one tether from the safety hook, move it mid-way, hook the other tether to the far side, and then unhook the center one once again, in order to reach the other side of the boat.

It's amazing how small you can feel when all you see is a white haze filled in with black ink all around you and your ears are being pounded with crashing water. During the day you see the wave patterns and brace yourself before the waves cause the boat to dance and surge on the water. At night it's like riding a bucking bronco and listing to a wild stallion trying to break out of a barn. No matter where you sit down or hang onto it's the wrong place. Everything just seems bigger and louder at night than during the day.

Now Captain Lynn, on **S/V Dolphin Tales** always likes to clear the windshield of dew and salt spray, no matter that at night you can't see anything in the dark. So during his shift he is constantly readjusting his tether so he can reach the front of the windshield without going out on the fore deck (which is very nice of him, otherwise he would have had to wake me up each time he wanted to clear the windshield). I didn't think his arms were long enough, but somehow he managed to keep the window clear and never once was he unattached to the boat.

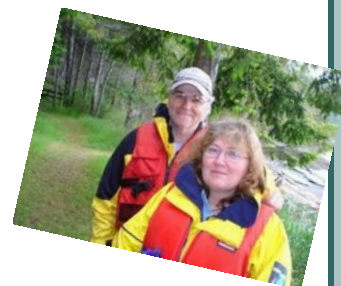
What to do on a night watch? A quick look down below located my watch/night bag. It had been filled up with items I might like while up in the cockpit... Hmm snacks, drinks MP3 and tape players, books, word puzzles, pencils, oh and don't forget the red light for reading and keeping your night vision intact. Well that should keep me going on my watch and I shouldn't feel the need to arouse the Captain to entertain me! Every ten to fifteen minutes I looked straight ahead, then to the port and starboard sides, to ensure nothing was sneaking up on us; then a quick look behind to insure nothing was there; a run through the screens

on the chart plotter, double check the radar and AIS - all checks looked good.

I knew that there was nobody but me up in the cockpit and Captain Lynn was asleep down below so why did I think I could hear voices or crying sounds? I did have my MP3 player on which was either belting out songs or telling me stories. Hmm maybe it was just the last of the conversation I was having with myself or an echo from my singing. Was I really that lonely or tired already? No, it was the numerous boat noises mixed with the surrounding sea sounds that were starting to sound like the occasional voice. This is time you start wondering about your sanity!!!

Maybe it was time to start focusing on something else besides the darkness and the movement of the boat. Starting the checks again, I looked forward to the horizon, scanned the port and starboard sides. No visible lights up ahead. Check the Chart plotter, AIS and Radar screens - nothing. Zoom out, zoom in, was there anything, I to 25 miles or more zones out there? What was that blip? I zoomed back in closer, did I really see something? I double-checked the chart plotter, were there navigation markers out there or were there some rocks where I noticed the blip. I rechecked the track we were following, were there areas along the track to watch out for? Using the electronics is just like playing a video game only I do not rack up points for staying on track or missing the fishing boats that have popped up on the radar. Not even bonus points for targeting the numerous freighters, small and large fishing boats or the cruise ships way out there. The only bonus is that by zooming in and out on all the different screens you are aware of what is out and around the boat, plus I had now used up some significant time on my watch. Checking the instruments is a good 10 to 15 minutes job.

Continued on Page 4



*“Where I had
no self-
confidence, I
am now
comfortable”*



My First Night Watch—Continued

Turning up the music is a really good way to stay awake; as long as I didn't sing too loud or dance too hard I could have a real good time by myself up in the cockpit. The only problem is that if the music is too loud I may not realize that the alarms are going off. What was that beeping? Was it the AIS notifying me of a target closing in? Had we reached a waypoint and it was time to reset the auto pilot to another way point? No, it was neither, something had crossed into my safety zone on the radar. Checking the radar I confirmed how close it was, then determined which way it was heading and what action I needed to take by looking at its running lights - only the running lights showing starboard and port were visible. Too many lights - this must be one very big boat. Oops it was actually a large number of small fishing boats. Should I wake Captain Lynn, for some help? No, I decided to just go around the whole lot of them. This kept me busy for the rest of my shift; it is just amazing how quickly a night watch goes by when you have other boats to watch out for during the shift.

Night watches with new or full moons or on clear nights with bright stars are much more enjoyable to sail in. Only sometimes, the moon or stars are shining so bright on the horizon that at first you think it's another boat coming towards you. It can take quite awhile before you confirm that the light on the horizon isn't another boat coming towards you. Luckily I didn't have a repeat of the joke where the sailors are asking the light house to move out of their way. In my case the moon and stars just never answered!

Hurray! I managed to get through three shifts of night watch and the sun was on the horizon which means all the crew sleeps great when they go down below. It is amazing the amount of noise the ocean projects into the boat below when one is trying to sleep. Out come the ear plugs, on goes the sleeping mask for darkness and off to lullaby world I go. No more worrying about what your eyes can

not see even though the equipment on the boat has been doing a marvelous job seeing for me and the rest of the crew.

Morning came and now the eyes could see, they were not happy with the seas nor the size of the large waves. We also noticed the numerous floats slipping by - I guess we must have had lady luck on our side during our night watch. I'm sure some of those tiny blips we kept correcting for but never did see were floats we managed to avoid. However, we did it, I hoped whatever we were doing continued to work for us.

There are a few good things about night watches: (1) You no longer stand watch looking out for crab or lobster traps and fishing lines. You can't prevent them from catching in the prop as you can't see them in the dark to be able to avoid them. Once daylight begins we are once again on the lookout to avoid traps and lines. (2) No one questions what or why you are sailing or doing something a certain way with the boat. (3) Best of all is the amazing amount of stars you can see on a clear night. If you are lucky there may also be dolphins that swim along beside the boat in the middle of the night, and talk to you for awhile.

The first few night watches were: Dark, Lonely, Cold, Damp, Confusing, Turbulent, Rough, Rolling, Terrifying, Questionable, Scary, Overwhelming, Watching, Waiting, Thinking, Planning, Trusting, Amazing, and most of all - never quiet!

Where I had no self confidence, I am now comfortable. Where I was overwhelmed with too much electronic and sailing information, I now have understanding. I am now very confident in my knowledge and skills. **S/V Dolphin Tales** and Captain Lynn were well prepared and rocks of comfort, as they both outshone any expectations I had on their performances. **S/V Dolphin Tales** performed as she was designed to and has won my confidence as being a strong and fast boat.

Night watches are never going to be fun or something to look forward to but they are just part of the package when you want to travel far distances by boat. All you can hope for is fair seas and following winds. In fairness to night watches, traveling in a motor vehicle at night is not fun either. The only benefit is that you can stop whenever you want in a motor vehicle. So I guess night travel is just part of the beast for those who want to travel the world.

Debbie Greentree
S/V Dolphin Tales



For Sale



Well maintained 1980, fully rebuilt in 1997, 30' Bayliner 305 Encounter Fly Bridge Sedan.

Twin Inboard/outboard.

New canvas throughout in 2005. New dinghy in 2007.

Much more. Moorage available at North Saanich Marina.

Asking \$29,500

For more information agorley@shaw.ca



“Congratulations
to the Grads of
Spring 2010”



Spring Cruise 2010

What a weekend we had in Genoa Bay June 11-13, 2010! I'd like to start off by thanking all of those who attended and helped with the various events. In all there were 17 boats that attended over the weekend, and four people who came by land.

It's because of all of you that the weekend was such a success. So on behalf of all of those in the squadron I say "Thanks for coming".

Friday was a casual day with people arriving throughout the day and gradually a good size dock party began that seemed to go on until the wee hours.

The good news was that all boaters who weren't part of our gathering didn't seem to mind.

Saturday was a beautiful day. The crib game started around noon with many participants and the winner was John Bishop for the 5th time! Then the blindfolded dinghy race began—I hear it was a hoot to watch though I can't personally testify to that as I was one of the people with a blindfold on. Congratulations to Bob Harris and Tracy Colins for winning the race.

For Saturday evening, some donned their costumes and we

all headed to an amazing potluck dinner. There was enough food to feed us all for two cruises! Thanks to all who brought all the wonderful food. The rest of the evening was just great with lots of laughs and, I think, one or two "pops". Sunday was casual as everyone packed up and headed off. Overall I have to say "hats off" to all involved. For those who couldn't make this one, hopefully you can make the next.

Stay Tuned,
John Neely

June 2010 Genoa Bay

Blind Dinghy Race



Spinach and Orzo Salad

½ (16 ounce) package uncooked orzo pasta
½ (10 ounce) package baby spinach leaves, finely chopped
¼ lb crumbled feta cheese
¼ red onion, finely chopped
¼ cup and 2 tablespoons pine nuts
¼ teaspoon dried basil
1/8 teaspoon ground white pepper
¼ cup olive oil
¼ cup balsamic vinegar

dente. Drain and rinse with cold water. Transfer to a large bowl and stir in spinach, feta, onion, pine nuts, basil, and white pepper. Toss with olive oil and balsamic vinegar. Refrigerate and serve cold.

Make ahead and take it on your next cruise!



Bring a large pot of lightly salted water to a boil. Add orzo and cook for 8 to 10 minutes or until al

For Sale

36ft Trojan Tri-Cabin(1980)
\$65,000



Completely refurbished in teak for year-round cruising; surveyed in June 2010, and appraised at \$100,000.

- Twin Mitsubishi/Chrysler Diesel engines
- Hurricane diesel furnace (4 stations)
- Standard Horizon chart plotter/sounder
- Maxim depth sounder/fish finder
- Standard Horizon VHF radio
- Heart inverter
- Aft cabin with queen-size bed
- Aft head with full shower
- V-berth
- Forward head
- Holding tank
- Electric Fridge
- Propane stove
- Microwave oven
- Lots of storage
- Salon with pull-out queen berth
- Power anchor winch with anchor and chain
- Bottom cleaned and painted in June 2010

For info: 250-816-6667 or
dauntlesstoo@gmail.com

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SQUADRON**



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P/Cdr Lorenda Franklen

We're on the Web
www.jdfsquadron.ca



Calendar of Events

For more details, see: <http://www.jdfsquadron.ca/calendar.htm>

| | |
|---------------------|--|
| September 7, 2010 | JDF Fall Boating class begins, 1900 |
| September 7, 2010 | JDF Bridge Meeting , 1900 |
| September 18-26 | Great Canadian Shoreline Cleanup |
| September 26, 2010 | V.I.S.D. Council Meeting |
| October 5, 2010 | JDF Bridge Meeting, 1900 |
| October 21-23, 2010 | CPS National 2010 AGM in Nanaimo, BC |
| October 21-23, 2010 | CPS Governing Board Meeting in Nanaimo, BC |
| November 2, 2010 | JDF Bridge Meeting, 1900 |
| November 21, 2010 | V.I.S.D Council Meeting |
| December 7, 2010 | JDF Bridge Meeting, 1900 |
| January 4, 2011 | JDF Spring Boating Class begins |

JDF Bridge Meeting is first Tuesday of each month at 1900 hours

The Bridge 2010-11

| | | |
|----------------------------|-------------------|--------------|
| Commander | John Neely | 250-217-6149 |
| Past Commander | Roger Patterson | 250-382-7033 |
| Executive Officer | Charlotte Gorley | 250-474-4289 |
| Secretary | Bo Jensen | 250-483-5448 |
| Treasurer | Brian Sommerville | 250-479-7018 |
| Training Officer | Rochelle Graham | 250-514-2204 |
| Assistant Training Officer | Gregg Little | 250-478-0111 |
| Assistant Training Officer | Kathy Little | 250-478-0111 |
| Assistant Training Officer | Ian Broome | 250-478-2516 |
| Assistant Training Officer | Elsie Chandler | 250-474-3277 |
| Assistant Training Officer | Dale Chandler | 250-474-3277 |
| Assistant Training Officer | Ann Fisher | 250-478-4735 |
| Editor | Vacant | |
| PCOC | Pat Shera | 250-656-3831 |
| Membership | Wallace McMorran | 250-474-7347 |
| Public Relations Officer | Don Dewar | 250-474-4704 |
| Registrar | Don Dewar | 250-474-4704 |
| Webmaster | Charlotte Gorley | 250-474-4289 |
| VHF Officer | Peter Jost | 250-656-6112 |
| MAREP Officer | Bo Jensen | 250-483-5448 |
| Cruisemaster | Ian Broome | 250-478-2516 |
| Port Captain | Pat Shera | 250-656-3831 |
| Historian | Phil Barker | 250-727-2323 |
| Entertainment | Vacant | |