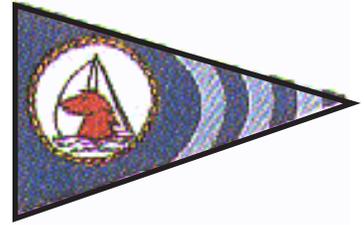


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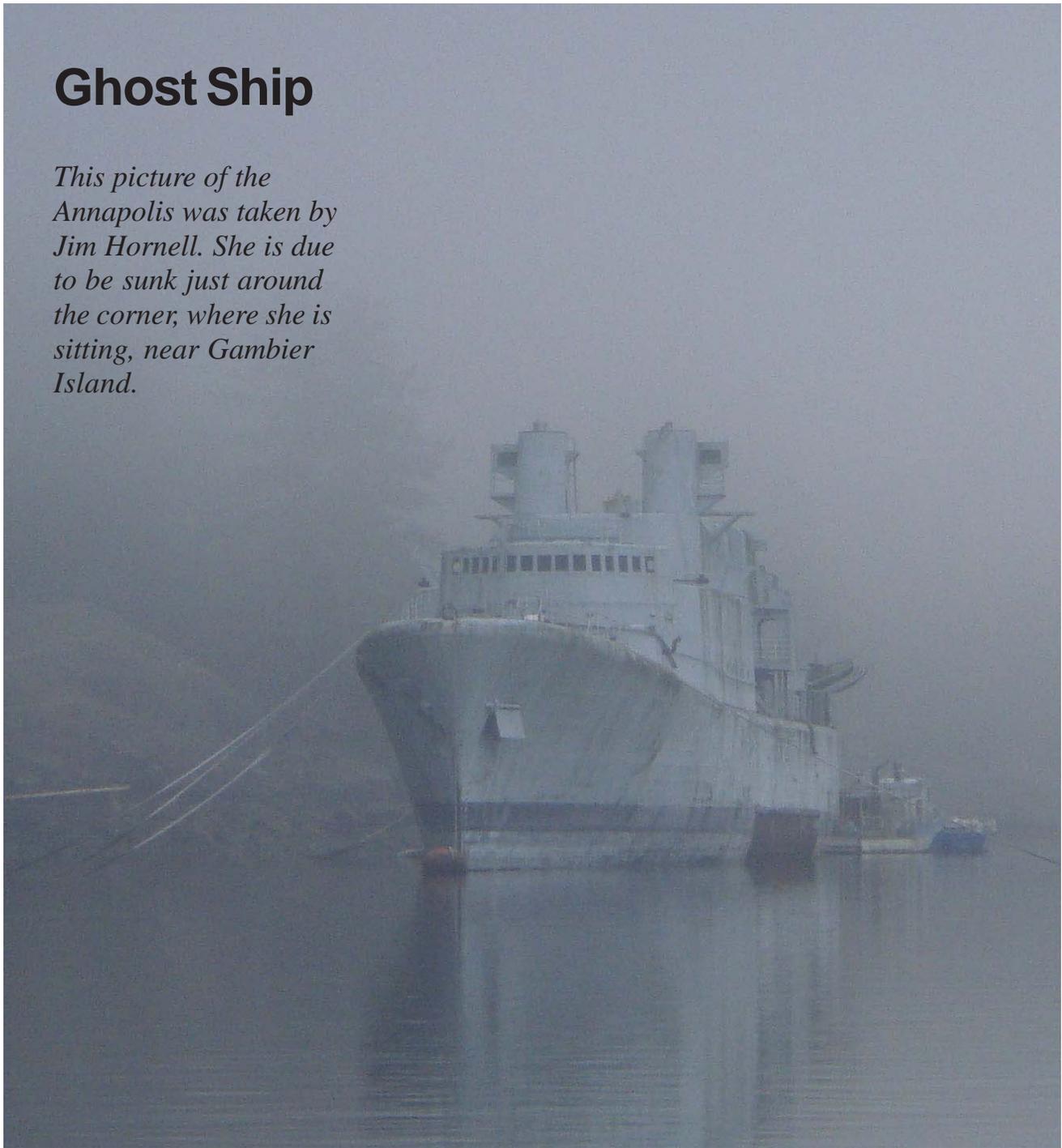


VOLUME 24 NO 2

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Ghost Ship

This picture of the Annapolis was taken by Jim Hornell. She is due to be sunk just around the corner, where she is sitting, near Gambier Island.



Langley Datum Data

Commander

by Jay Chalkman



The 2013 cruising season is slowly winding down. Many members of our Squadron have been busy this summer exploring the waters of the Pacific North West. Some went south cruising to Seattle and other Washington State destinations. Others went north or to Barkley Sound to enjoy cruising our own waters. All of our Squadron cruises had a good turn out this year and were enjoyed by all who attended. Langley was also well represented at the August Integrated Cruise to Thetis Island.

Hilary and I had a very enjoyable week cruising the Southern part of Vancouver Island with two other squadron boats: Tollydaze (Jeff and Leanne Adams) and Nautilus (Derek and Davida Smith). It is always good to cruise with Squadron members who also own Tollys. After five

days of fine food and good company, our last stop was the Maritime Society docks at Ladysmith. The Maritime Society is a very nice place to tie up to when cruising to Ladysmith. The facilities are modern and clean. The marina staff is very friendly and helpful to mariners visiting their island home.

When it came time to go home, and back to work, there was a strong wind warning across the southern Strait. We decided to wait a day and see if the winds would calm down a bit. The next day the strong wind warning remained. In fact, it continued to blow for about a week. Reports from friends who made the crossing said there were five foot swells in the strait. For us that meant five foot swells hitting us on the beam as we had get to Sand Heads through Porlier Pass. That was not good news for the skipper of Lone Star or my hearty crew (Hilary). After some serious soul searching, we made a decision to leave our boat in Ladysmith and take the ferry home. It was not worth the risk or consequences to make the rough crossing. We like the pleasure part of boating, not the sea sick part. The people at the Maritime Society were very helpful. They found a nice quiet spot to keep our boat, and they also drove us to the ferry.

The following week, the winds had calmed down. With Jim Henderson and Brian Chapman's help, the three of us "flew" across the strait in the 14 foot "Rocket" and picked up Lone Star. The cruise back was very pleasant, and the Strait was friendly and calm. Most importantly, I have a happy crew who is willing to venture out on our beautiful west coast waters. When it is too rough out there for us, we know there is always the option of leaving the boat and coming back later.

Brian Chapman and Jim Hornell have been busy putting together courses for the fall and winter sessions. If there are any courses you are interested in taking, please contact Brian or Jim and let them know. They are always looking for input and new ideas.

Hope to see you at one of our courses or our next Squadron function (check the web site).

*All the Best
Commander Jay*

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Langley Datum Data

Training

by JimHornell

What a beautiful summer we have had this year. Almost setting records for the least amount of rainfall. We boaters can't wait to get out there and soak it up on the water. With the summer season getting close to an end, LPS will once again be getting ready to offer courses in safe boating.

This fall, starting Sept.10th, we will be running Boating Basics, where upon successfully completing the course you will receive your Pleasure Craft Operators Certificate. As you know this certificate is now mandatory for everyone who operates a boat with a motor. To follow up that course we are offering Boating Essentials, starting Oct.1st. This course is a must for anyone who is planning to do any boating in our coastal waters. Introductions into understanding navigation charts and boat handling are only a couple of the many things this course offers.

Maritime Radio will be starting Nov.7th. This course is another must

for boaters. Successfully completing this course will give you a Restricted Operators Certificate (Maritime). This is also required if you plan on using a VHF radio.

Langley will also be offering Fundamentals of Weather, starting Sept. 10th. This course should be of interest to everyone boating in our waters. Aside from knowing how to safely operate your boat, understanding weather can be extremely important .

Weather can easily make your boating experience very pleasurable or very uncomfortable to dangerous. Fundamentals of Weather will give you a better understanding of what is going on in the sky and how it will affect your boating experience.

Come on out and take a class with LPS or just drop by and see what's going on. Members are welcome and we can always use extra proctors.

Cheers

Jim Hornell

Assistant Training Officer

Land Cruise - Potluck - BBQ

Sunday, Sept.29th, 1300-1600hrs

22925 80th Ave, Langley

Join us for an afternoon of boating tales at our annual Fall Barbeque.

Jeff and Leanne Adams have graciously offered up their place for us to get together. They will supply the barbeque, but please bring the rest: plates, cutlery, beverages, etc, your own main item and another item to share.

Just for grins we're going to review some knot tying and applications. We'll supply the line, but we have to be able to undo the knots when you're done!

See you there!!

Visit our web site: www.langleysquadron.com

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Cruising

by Shane Fawkes

Bellingham Sail & Power Squadron's Sucia Rendezvous



Over the past few years, a relationship has developed between our two squadrons; there's often a few members in attendance of each others events, as well as specific joint activities, such as our annual International Picnic. So it was great to be able to attend their 2nd Annual Sucia Cruise in August. We intended to go last year; were half way to the boat, but Elsa got sick and we had to cancel, so we were determined to make it this year for sure.

For those who have never been to Sucia, it's a great destination regardless of boat size or type. There's campsites, potable water, and composting outhouses at each of the 5 bays around the island. While anchoring is allowed, there's mooring buoys, and (at Echo Bay) linear buoys as well. The BSPS shing-ding was being held at Fossil Bay, Dock #1. Fossil Bay has the addition of 2 docks and a bookable activity building, which they reserved for the weekend.

Like in Canada, the WA. Park docks are first come first served, so a few BSPS boats –along with the Stones & Snazels on Persistence- arrived at Dock #1 on Thurs. to begin appropriating dock space for the incoming floatilla. In the end 19 boats and 49 people

attended, with most of the boats choosing to be on dock. With their past boat juggling experience, Bob & Rod took on the role of Dock Masters, and fit everyone on the dock that wanted to be there- sometimes going up to 3 boats deep.

We were the late arrivals on the Friday night –around 2100, so missed that evening's dock social, but there was still a lot of visiting going on; many we had met before, but of course many new to us faces as well. BSPS had set up a full sched. of optional activities; Saturday began with a Squadron hosted breakfast, followed by a group walk over to China Caves. After lunch there was a condensed mini-session on Weather put on by their Training Officer Graeme Hunter, and then a geo-cache/treasure hunt for the kids.

With the recent total fire restrictions put in place, the Hosted BBQ Burgers became deli-meat bunwiches, and just like our potlucks –the abundance of side-dishes meant everyone finished the meal full. After the meal, they had a



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good natured recognition of those that helped with all the components of the weekend, followed by a singalong of sea songs and shanties.

We awoke Sunday morning to rain that was substantial enough to put on a jacket for as we made our way up to breakfast. Only the die-hards did the trail run that morning (7:30), but it didn't stop the kayak skill demo (she was going to get wet anyway). As the rain eased, the tide dictated we had to leave before 1000 or after 1415 to clear the bay entrance. With weather warnings for late afternoon, we decided to quickly prepare and do the earlier departure.



Attending another squadron's event, to me, is a refreshing reminder of what it was like attending our first LPS activities –some things familiar and some things not –and that's always part of the fun. Whether you're a new LPS member or old (member) that hasn't attended for a while. I encourage you to do so; you'll find yourself becoming a more active boater and there could be a lot worse things to do. Couldn't there?

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Kayak Skill Demo at the Sucia Rendezvous

Boats for Sale

Call Terry:

604 940-9291

or Darryl:

604 866-5111

Tanna III 41' Canoe Cove (1976)

Cool Change 24' Champion (1988)



Report from Governing Board

By David Peebles

The CPS 2010 Strategic Plan required the National Governing Board to come up with a more efficient and productive governance structure for the organization. In 2011 a committee was struck to bring forward a proposal as to how this could be accomplished. The committee is made up of the National Executive Officer as Chair Person, 2 General Directors of which I am one, and 2 District Commanders. The committee has since asked National Law Officer Chuck Beale to join us.

For the first year or so we spent a lot of time and effort trying to re-write the current By-laws and Regulations. Unfortunately we wasted a lot of time going down dead end avenues. Or as one of the committee members put it we were trying to put square pegs in round holes. Fortunately the National Law Officer informed us that the Federal Government had introduced a new Not For Profit Act and that our By-laws would have to conform with the new act by October 2014. As a change in the organizations By-laws require a vote of the Membership it meant that we had to have the new By-laws completed and ready to be voted on at the 2013 AGM being held in Toronto this October. After studying the 160 page new Not For Profit Act we realized that we had no other choice but to start from scratch and write completely new By-laws which will mean totally new Regulations

The new act has mandated several changes as to how CPS will govern itself in the future. Starting at the 2014 AGM all members will be entitled to vote at the National AGM. This will require electronic voting as it is not reasonable to expect all members to attend the AGM. In the past the Squadron Commanders carried one vote for every ten members in his or her Squadron. Another major change is that no person can be elected to the Board of Directors by virtue of their

position in the organization. This means that District Commanders will no longer automatically be members of the Board. This change has allowed us to shrink the Board from 36 people to 24. All Board members will be responsible for at least one National Committee. This should result in Squadrons and Districts having a more direct line of communication to the Committee Chairs. The National Executive Committee will be elected by the Board of Directors.

After spending a daylong session with a professional facilitator we came to the conclusion that there is no need to make changes to the management structure of the Squadrons and Districts. The exception to this is that the current Model Squadron and District Regulations will be eliminated and the Squadrons and Districts will be assisted in developing Operations Manuals that are individualized to each Squadron and District.

The re-writing of the Regulations will take place over the next year or so but because the nomination process for 2014 has to start this fall we have developed new regulations and a manual for the nomination process. With the new process any member who would like to be a member of the Board of Directors will be invited to submit his or her name to the Nominating Committee. If there are more applicants than available positions the persons who are not accepted by the Nominating Committee can challenge for a Director's position in an election. The intent of these changes is to get more members from the "grass roots" of the organization onto the Board of Directors and for the members to have the right to choose who will be on the Board of Directors.

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URBAN BOATING

with the LANGLEY POWER SQUADRON

by Tami McFarlane



border dispute triggered by the killing of a pig. 12 years later the Treaty of Washington was signed and the camps were abandoned.

Next stop was LaConner!

We had a good trip (except for a bit of heavy fog). After passing Annacortes it was an intriguing trip along the canal until we reached LaConner. This is where we met up with the rest of our cruising group. We spent a few days here, preparing for the journey and enjoying the cute little town of LaConner.

Off to Kingston on the Kitsap Peninsula.

It was another successful cruise with seven boats from the LANGLEY POWER SQUADRON for two weeks in July 2013!

This year we decided to make it kind of an urban boating cruise enjoying the beautiful Pacific Northwest.

It all began with three boats meeting up at Roche Harbour on San Juan Island.

We had a dinghy adventure to the British Camp which is a National Historical Park. It was made up of the sites of the British and U.S. Army camps during the Pig War. The camps were set up in 1859 as response to a



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They had a lovely Marina....and a great electric car for the marina guests! We were also able to catch a craft market before we headed off to Poulsbo.

We have arrived....Poulsbo on Liberty Bay in Kitsap County.

YEAH- Sandy finally gets her Lefse! (A Norwegian potato flatbread). Poulsbo is a unique Scandinavian town, and a popular setting for the boating crowd.

Liberty Bay has a deep protected harbour and for more than a century, seen the comings and goings of the US Navy. On our way into the bay



we passed a submarine base, which is not open to the public. And....they're not too happy when you get too close!

Our furthest stop South, Bremerton!

Home of Puget Sounds naval Shipyard. Some of the guys went off and had a behind the fence dinghy tour. Also at the Marina we were able to tour the USS Turner Joy-Historic Naval Warship from 1957. Amazing!

Also....Jilly's and Sandy's birthdays! (July 28th) Thanks Jilly for making a great cake! And....the great 60th prank on Sandy (he looks good on oxygen).

Bremerton was a great place for Jilly. She also took the prize for the most fish on the line "Fishing Derby".....Sorry Tony. You were a



great teacher though!

Now what we have been waiting for. The Locks into Lake Union!

The Hiram M. Chittenden Locks, built in 1911 and often named the Ballard locks. This is the gate between the salt water of the Puget Sound



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and the fresh water of the Ships canal into Lake Union and Lake Washington.

When the whistle blows and the gate opens we all start heading in one at a time and tie to the wall. Once the wall portion was fully occupied the boats would start rafting besides the tied boats. When everyone was in a secure position the water started rising with the boats along the wall tightening their lines the whole time. Once the water stopped and was at the proper height, the front gate opened and off we went!

This was sure a great adventure!

After leaving the locks we headed to Fishermans Terminal Marina. The group all got together for a nice dinner that evening. The next morning three boats headed out for the journey back. The rest of the group had a dinghy trip to Ballard and Lake Union before they headed back aswell.

Amazing weather and the Langley Power Squadron.
SUMMER 2013 - another great trip!

