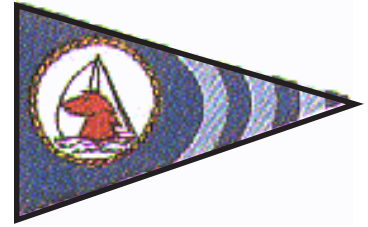


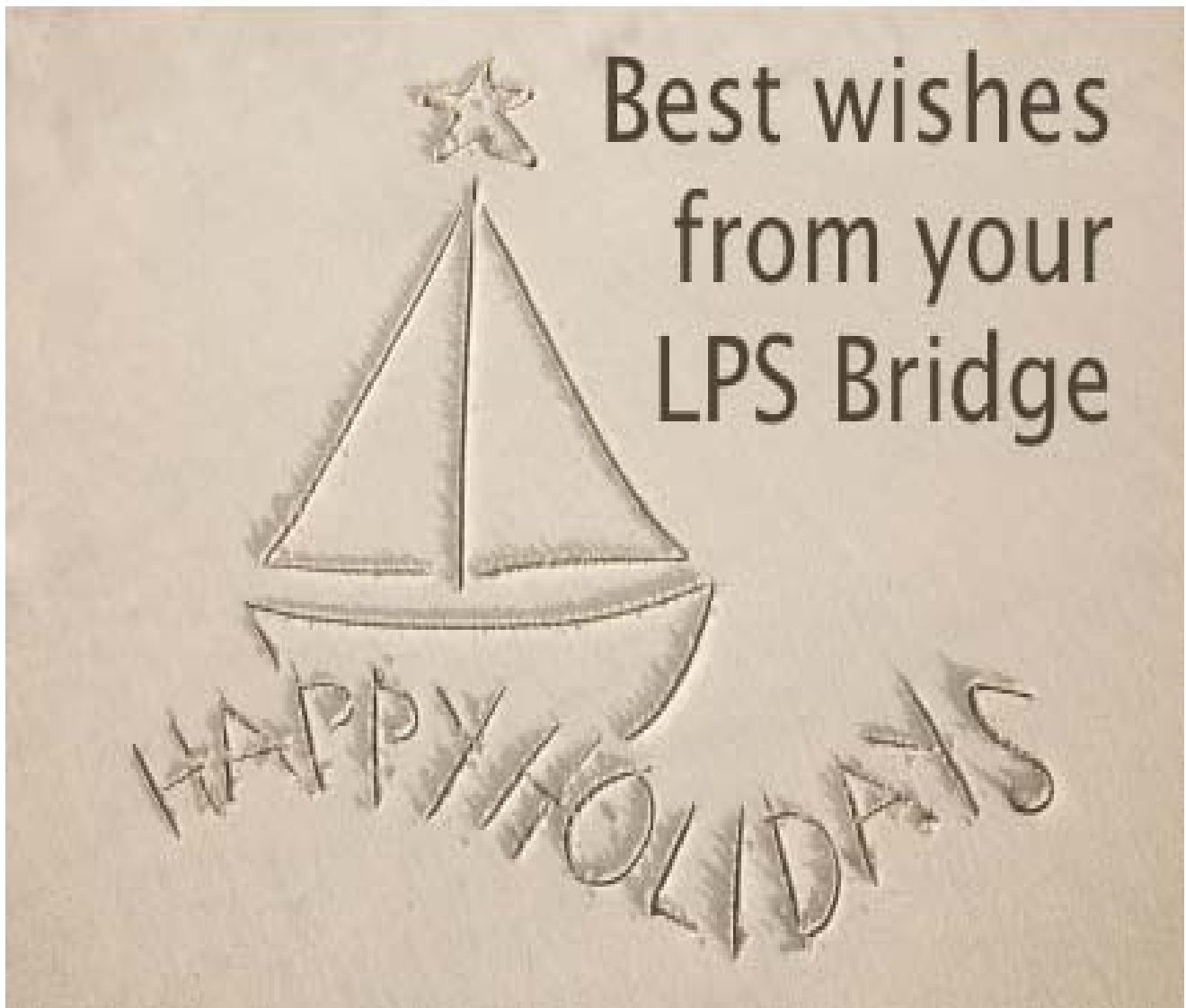
Langley Power & Sail Squadron

Datum Data



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Commander

by *Shane Fawkes*



Although our family schedules made it harder for us to get as much boating in this summer; I like to think of it in terms of quality, not quantity. Once again we had some wonderful times, but I can't help but consider how different our enjoyment would be if we hadn't 'bought in' to CPS, taken the Boating Course, and gotten involved with our Langley Squadron. Through education, I believe we look at the on water experience differently. I was reminded of that recently while the current class of Boating Course students began their conning & piloting exercises and started to see just how much information can be gleaned off of a nautical chart. With learned knowledge, you are more prepared to

deal with boating in any conditions –or maybe more important; knowing when it is prudent not to be out. When you're prepared -everyone is more comfortable, feels safer, and enjoys the experience more.

While travelling in thick fog off Lopez Isl. this summer, the majority of nearby vessels fell in to place and followed standard operating procedures; except for the one that was closing directly upon our port quarter at about 15 kn –he could use the course. Or maybe the crew aboard that sailboat repeatedly trying to set anchor in forty feet of water... with 40 feet of rode –maybe they could use the course too.

But learning is ongoing, and there's always something new. Jim & Brian have done another good job of putting a great selection of elective and advanced courses out there –to help others advance their knowledge, safety, and boating enjoyment. This past year has seen several members step up into bigger boats, and fellow squadron members are there sharing their knowledge and experience as they grow into their new boats. There's a comradery that develops amongst boaters, and involvement within the Squadron is a great way to make the whole experience better; whether that be coming out to a social event like the Williams Park picnic, attending the an LPS or the Integrated Squadron Cruise. Our next social event is the Tri-Squadron Christmas Social on Nov. 26 @ Sunrise Golf Course (more info inside), and I look forward to seeing a strong Langley contingent.

Fair Winds,

Shane Fawkes

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Training

Jim Hornell STO

Classes are well under way for this fall. Congratulations to all the grads from our Boating Basics class. The new exams are a little harder to pass as we found out but everyone made it. This winter the Langley Power and Sail Squadron is offering quite a few different courses. Classes will be starting in January 2012. Our courses are as follows:

- Jan. 9th Boating
- Jan. 16th Marine Maintenance
- Feb. 9th Electronic Charting
- Mar. 1st Radar
- Mar. 5th Boating Basics
- Apr. 5th Maritime Radio



As always the door is open for members to come and sit in on classes or help proctor. It's an excellent way to help keep up your boating knowledge and skills. Also remember that a discount is offered to members should you chose to take a course.

With the unusually short boating season more or less over it's time once again to look at winterizing our boats. I hear this winter is supposed to

be quite cold. All the more reason to be diligent in making sure your boat is ready for a cold snap. Is your shore power cord in good shape? Is that extension cord you plugged that heater into in good condition? There is usually some boat that catches fire in the fall or winter from an electrical fire. Through hull, shut offs are another place that should see some attention. Through hulls should be shut off when a boat is left for any period of time. Even more so in very

cold weather. A frozen or broken hose or part could spell disaster if the shut offs are open. As someone once told me sarcastically, the most common reason for a boat to sink is too much water inside. Ha

Safe boating

Jim Hornell STO

Boats for sale

24' Champion (1988)

Cool Change



41' Canoe (1976)

Tanna III



Call Terry Watling: 604 940-9291

Importing a boat, by water, into Canada

by Jeff and Leanne Adams

This year we purchased a boat in the US and while every situation is different here is an account of our experience.

We purchased a boat in December with the intention on bringing the boat home by the end of April. In our situation the sellers had their own boat house so we negotiated moorage into the price. This was advantageous as we could choose our crossing coming home. Or more so, wait until we sold our previous boat. However we did not realize that there is a time limit to bringing a boat into Canada once the Title has been officially transferred.

Fortunately we had no issues but the risk is you could be forced to pay State taxes.

The seller had a broker write up the agreement. We recommend having a broker involved to ensure that Title Transfer occurs, and a solid agreement are in place. We carried all paperwork bill of sale, title transfer and purchasing agreement although we did not need to present any of it.

As we are Nexus members we were able to call in our crossing. If you have a valid credit card on file you simply need pay your HST. Good to note that you can use your 48 hours or 7 days allocation against your HST. This can save some taxes. We did not have a customs official meet us at the dock and the process was very easy.

All registration must be done after you have cleared customs. We were nervous as our boat did not have any registration numbers but this did not pose a problem. It takes about 30 days to receive registration numbers so it is a good idea to complete the paperwork right away.

The process was extremely easy and if you find the right boat it is a viable purchasing option.

We welcome any questions.

Jeff & Leanne Adams.
604-644-3259

How our journey got started

by Brian Chapman

My wife and I were sitting around on a Thursday evening in August 2009 and I am not too sure which of us started the conversation about what we planned to do when we retire but it did take on a bit of a life of its own as it progressed. The discussion covered a lot of topics such as golfing but that is my gig not hers then went to motor cycling around North America again my gig not hers. It then dawned on me that we needed to find something in common that we would and could do together if we were to survive our retirement years together and still remain sane through them. I don't remember which of us suggested boating though I do remember it did not make the veto list at the get go. We beat around some different ideas pros and cons of a bunch of ideas and boating seemed to stay in the running

though neither of us had been on a boat much other than BC Ferries and a couple times fishing with a friend from work. Our investigation started on the next night trying to find a marina in White Rock and by the time we found it anyone that could have given us any useful information had long since headed home, after reading the sale board there the only thing we could agree on there was we want a power boat over a sail boat. The next day it was off to the North Shore to look there and we met up with a nice sales person who took a lot of our information and showed us a few boats and then tried to convince me that I should consider buying a vessel that turned out to be my cousins vessel and only a mere two hundred thousand out of my price range (he is on the wealthy side of the family). We did how ever have a bit of an

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interest in a 26 foot BayLiner. That night we went home and realized we were getting in way over our heads and needed to talk to someone who had at least some experience with buying a boat as it was very clear we did not. After giving it a lot of thought I remembered a friend who owned his own boat and was involved with a power squadron (we were not all together sure what that was either) and we gave him a call. He invited us to Ladner to show us the kind of things we should be looking for and the kind of questions that needed to be asked. He talked of surveys that needed to be done and sea trials and such. He explained that the boat we were looking at was for sale and he knew it to be a sound vessel as he was the former owner before the present one, he gave a history to the boat and all

the various things that could need attention in the short term. He explained the rough costs that each of the items might be and that the vessel would sell for a lot less than the one we were looking at the day before. With the price being that much lower it would give us the chance to see if boating was going to be a good fit with us, and would not hurt us to bad financially to find out. He also mentioned that we really did need to take a power squadron course to help learn the right and wrong things to do on the water in order to enjoy the beauty of the water and make it back to the dock to talk about each adventure. The next day we started negotiations and became the proud owners of "Cool Change" a 25 foot Champion Sunbridge.

Brian Chapman

In the Doldrums

*from "Scuttlebutt" -
Expressions of Nautical
Origin - by Teri Degler*

Almost every modern day sailor believes that the expression *in the doldrums* has a nautical origin. They know that there are areas near the equator that were marked on the early maps as "*the Doldrums*" and that are known to this very day as the equatorial doldrums. These are characterized by their hot, humid weather and absolute lack of wind. Most sailors are also quite sure that the expression as we now use it came about because a sailing vessel could languish in the doldrums for days or weeks without a breath of wind.

All this sounds so logical that this sailor, at least, was shocked to learn that oceans of controversy have been spouted on the subject. Amazingly enough, even *Oxford University Press* can't agree with itself about the real origins of the phrase.

The editors of *The Oxford English Dictionary* tell us in no uncertain terms that anyone who thinks in the doldrums - meaning inactive, sluggish or depressed - comes from sailing is wrong, wrong, wrong. They say,

instead, that at some time long ago the word *dullard*, which meant sluggish fellow, was corrupted to something like *dulldrum*. The early cartographers then took the term and applied it to those areas near the equator which were known for their lack of wind. Thus, the expression has its roots in the language of the landlubber and was appropriated "through a misunderstanding of the meaning of the phrase" by the boys who sailed the blue.

The Oxford Companion to Ships and the Sea, on the other hand, credits the phrase with a nautical origin. It tells us that the use of the term to "signify depression or stagnation" is an analogy to the "general depression of the crews of ships lying motionless while in the areas of the doldrums, unable to find wind to fill their sails".

After carefully weighing the evidence, I vote for the opinion espoused by *The Oxford Companion to Ships and the Sea* because, regardless of which theory is actually correct, only a sailor - a sailor stuck in the middle of the doldrums - could really, truly care.

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Integrated Cruise

by *Shane Fawkes*

August 26-28, LPS again hosted a very successful PMD event. The idea of this rendezvous is simple enough, just a cruise in event that encourages members from all squadrons to come out and get to meet up with new/different CPS members from across the District. The activity is not a new one, but in previous form of the PMD Cruise, it was about to be permanently cancelled due to lack of attendance. This is the second year that Langley has hosted it at Port Browning Marina, and we had 27 boats from across the District (including boats from Bellingham and a past member now from VIN) to enjoy a great week end.

Friday night was a casual 'meet & greet' as vessels began to arrive at the docks. Although talked up and hyped enough to quickly become the big event, the Saturday showdown 'Race of the Rockets' (two tenders of Jim & Terry), mechanical issues kept it from happening.... but the pre-ambule kept everyone entertained. That evening

everyone sat down together at a potluck dinner up at the marina's social tent. After dinner, we cleaned up the dishes and transformed it into walk-in movie theatre and everyone enjoyed the action-thriller 'The Source Code' while munching on freshly popped popcorn.

Thanks to P/C's Bob Stone & Jim Henderson for all their energies in making this such a fun, and successful event. When we initially ramped this up at PMD two years ago, we requested that it become an individual squadron hosted event rather than a PMD one. We agreed to host it for 2 years but it should then be taken over by another squadron. I'm happy to say that White Rock Squadron will be taking the reigns for next years event, and they have already booked Port Browning for the same weekend in 2012, so mark it on your calendar and plan early on attending. It would be great to see an even bigger LPS turn out after we've done our hosting duties.

New Boats in the Squadron

Brian and Allison Chapman's new boat:

1988 -3888 Bayliner - "Jojo2"



Sandy and Tami's new boat:

47' Canoe Cove Pilothouse - "Final Edition"



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Terry and Maribel's Dream Boat

"Private Affair"



1979 - 53' Canoe Cove Pilothouse

3 State Rooms

Washer and Dryer

Dishwasher

Watermaker

800gal Fuel Capacity

(Fill-up - \$3500.00)





Christmas Party

Hosted by

Langley, Sur-Del, White Rock
Squadrons

Cash Bar-Dinner-Dancing

Live Band

Saturday November 26th 2011

Cocktails 1800, Dinner 1900

Sunrise Banquet Centre

5640 188th Street, Surrey

Tickets: \$50 per person

Contact

Bob Stone 604 882-1048

604 220-3635