

# North Star

Membership Publication by the  
**Vancouver Island North District**  
(a Unit of Canadian Power & Sail Squadrons)



## Commander's Corner

Here are some highlights from the January 2007 Governing Board Meeting

### Dress:

Blazer and greys are now the official formal Dress for all members and this is optional for everyone. A casual outfit, consisting of CPS shirt with logo, slacks or skirt, is the other option for all members. This change comes into effect on October 27, 2007.

### Ranks:

With the exception of Chief Commander, District Commander, Squadron Commander and Past Commanders, CPS as an organization will dispense with the use of all ranks when referring to the offices held by members of respective Bridges and Committees.

It should be noted that although the ranks will no longer be used, each elected District Officer will still be entitled to vote. For Voting Procedures, please refer to CPS Handbook, Section 13, Page 20. These changes became effective January 14, 2007.

### Other:

VIND has been confirmed as host for the National Conference in 2010, to be held in Nanaimo

A considerable amount of discussion has taken place at local level and at Governing Board regarding Organizational Effectiveness, part of the 5 year Strategic Plan. The suggestions put forward with regard to reducing the size of Governing Board were discussed at length but no firm conclusions could be agreed upon. The one thing which was agreed is that the size of the Board should be reduced. It was finally proposed that an outside professional source should be engaged to look into the situation and make recommendations. This would of course be very much dependent on how much this exercise would cost. The Committee has been asked to look into this and report back to the next Governing Board meeting.

It was reported that, nationally CPS had a 3.68% reduction in membership since this time last year. VIND figures show that our membership was virtually unchanged for the same period.

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### North Star

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*Ballenas Squadron*  
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D/C Ray Orr

# *Hale's Hailings*

## **The Kuda Trap**

We had planned to spend the May long weekend on the water with one of the other Squadron cruises that were taking place. Unfortunately, Small Change had other plans. I took her in for her spring oil change and when the mechanic fired her up, there was no oil pressure. The engine was pulled and a faulty oil pump was deemed to be the culprit. However, after only two to three hundred hours, it appeared that the main bearings were also wearing, so a complete overhaul was recommended. The weeks dragged on as we waited for the parts.

Well, seeing as how this was going to cost some real money, the decision was made to make some other additions to Small Change. We added an electric downrigger and a depth sounder. A second battery and isolator now guarantee that we will have the power to start, even after several nights burning the anchor light. I had been planning to get an aluminum boat with outboard and trailer to tow behind the truck and camper for lake fishing, but there went that budget!

With the boat out of commission, we elected to join our EXO, Jim Pearce, for a camping trip to Lake Paterson, west of Campbell River. Then the producer of the film I am acting in called to advise we would be shooting the Friday evening and Saturday. We eventually managed to escape in the camper Sunday morning.

We arrived at the lake to find the camping site packed with campers and tents. Jim was playing with his newly acquired aluminum skiff and 9.5hp Evinrude. No fish had been landed yet, and Jim invited me for a ride. The boat took its time getting on plane and revved too high at idle, so I played with some adjustments. Eventually we had it running better at high speed, but it tended to stall at trolling speed. We took a break and returned to camp for Happy Hour.

Supper was well under way, and I was just finishing mine when Jim noticed that Kuda was missing. Kuda is their nine-year-old German Shepard. It was not long before people were calling, searching through the forest and log jam at the narrow lake outlet. Some

people hopped into a vehicle and drove down the adjacent logging road. One of the ladies could hear her whining, but could not establish where it was coming from. The search narrowed and soon the dog was found. She was in a hole. A very deep hole. She had stepped onto a thin covering of roots that had given way, and she had slid down through a very narrow opening, coming to rest about 12 feet down. She appeared to be uninjured, but was scared and could not move much. It was now just after 8pm.

Now the buzz began. A rope appeared, people gathered around and began offering suggestions as to how we were going to get Kuda out. There was a discussion as to who was small enough to squeeze through the hole and strong enough to pull the 120 pound dog out. As the people were bustling around, Susanne and I had the opportunity to assess the situation further. The dog was not in distress. The opening was too small for any of us to squeeze through, including the two teenage boys in our group. There had been a fair amount of partying, and we were concerned that the Lucky Logic would soon have a person stuck in the hole. In short, we did not have the equipment to get her out safely.

It took a little insistence, but eventually logic prevailed. Jim ran the boat over to the island where he knew they had a landline (we were out of cell range) to call Search and Rescue. He could not find the phone, so came back in the gathering dusk. A group of ladies determined who was sober enough to drive legally, and headed down the logging road to Campbell River to get help. Susanne and I settled ourselves in at the hole in the ground to keep the dog company and keep her from panicking. It was now very dark, and we were concerned that there were more hidden pits in the hollows between the fallen trees and roots. We established a safe route, and everyone kept to it.

The hours passed, and now the guys were worried that the ladies had not returned. Speculations of the car skidding off the road lead to concerns that someone should go look for them. Waiting is difficult. We

# Hale's Hailings

assured them that the long delay was a good sign as it takes time to organize the searchers, get the appropriate equipment, then travel the half hour of logging roads in the dark. It was after 1am when a whoop went up, lights pierced the trees and a convoy of vehicles pulled into camp.

We filled the team leader in on what we knew, then stood back and let them do their thing. Having been involved in search and rescue with the Canadian Ski Patrol and Coast Guard Auxiliary, it was difficult to just stand back and observe. A belay line was set up, lights were set up and the generator soon had the area lit up like a movie scene. Plants and roots were moved to expose more shafts beside the first. Dirt and rocks were moved, old rotting trees on the ground were cut with a chain saw, and in a mere two hours, the rescue crew of seventeen people had cleared a second shaft down to the chamber where Kuda still waited patiently. Eventually one of the rescuers was belayed down, collected the dog, and was pulled up to the surface. It was 4:30am.

Kuda enjoyed the pets from the gathered crowd, then headed for the lake. Once her thirst was satisfied, she went straight back to the camper and plunked herself down to sleep. The rescue crew taped off the area, then backed their vehicles down the trail to the

logging road, and then returned to Campbell River. Susanne went to bed while I had a nightcap in front of the campfire. It was not long before I joined her, tired from the long vigil.

We had a good look at the karst the next day. The rescuers had said she was 15 feet down, and we could see the entire chamber clearly now that the debris had been cleared. The old, decomposing log that I had been sitting on beside the hole on the ground had been cut away to reveal the second chimney. Once a 300-pound rock had been moved, a clear passage was created, enabling the successful rescue. I think everyone was impressed that it took this team of 17 experienced rescuers over two and a half hours to complete the rescue. It was also clear that the dog could not have squeezed back out of the small hole she had squirted through backward. She was fortunate that the narrow opening had broken her fall, and she had come out uninjured.

The area remains flagged and a large warning sign has been placed at the campground. When we are in camp, the dogs no longer wander through the brush on their own. Go figure!

Jeff Hale

## Coming Events

Date	Event	Contact
March 24	Nanaimo Crib Tournament	Alexa Stochmal 390-3805
June 1-2	VIND AGM @ Gabriola Island	<a href="http://www.vind.org">www.vind.org</a>
June 16	Halfway to Christmas Cruise	Alexa Stochmal 390-3805
Aug 24-25	Rendezvous @ Sylva Bay	<a href="http://www.vind.org">www.vind.org</a>

Once again we would like to publish the schedule of cruises that the Squadrons have planned for this coming season. They should be sent to the Editor ([cruise@jrscom.com](mailto:cruise@jrscom.com)) to be included in our May issue of the North Star and to the Webmaster ([Robert\\_Derksen@yahoo.com](mailto:Robert_Derksen@yahoo.com)) for posting on our site.

Happy Cruising!

Editor

# *Letter to Commanders*

March 7, 2007

Dear Commander,

It has been heard, through the grape vine, that CPS is changing its database system or has been in the process of doing so in the past 2 years. Those of you who took part in the 2006 AGM had the opportunity to attend or hear of the Information technology seminar that highlighted the process we went through to select a solution and the implementation process.

Now, as we are getting closer to the launch of the new database and members' web interface, it is important that you all be aware of what will take place within the next few months.

1. Attached to this letter, we have included a copy of the presentation made during the AGM. You can download the actual presentation from Members Mooring at <http://www2.cps-ecp.org/members/mmedia/indexE.html> by clicking on [IT System Presentation](#). You can use it at your bridge meeting.
2. Squadron Web hosting by CPS' National Server will be on hold during the implementation and migration period: we will not add squadrons' web sites to the server during the system's migration period. Squadrons presently hosted will not be affected until the deployment of the new system. Further more, the new system will provide a user friendly Web Content manager that all squadrons will be able to use with minimal technical knowledge: you will no longer need a Web Master to manage your National system's portal.
3. All Squadrons will have access to a Web Portal to post squadron's specifics linked to the central database. These specifics will include; Bridge lists, squadrons' specific Rosters, event calendars, on-line registration link, course calendars and on-line registration and payment portals. In addition, selected training officer and examiner/evaluator will have the ability to manage the exam results and membership application of each student on-line, thus, eliminating the dreaded CPS 2 forms and most paper forms.
4. Squadrons' web sites presently hosted on the existing CPS Web server will be asked to relocate their material to the new Web portal before July 2008. Until then, their New Squadron's Portal, on the new system, should have a URL link that will redirect users to their old web site, on CPS' old server.
5. Squadron with the desire to keep a sophisticated web site, and their web master, will have to find another Web hosting solution. The provider of our present hosting server, HayNet Network will be happy to continue to provide you with their services. The present offer, effective in July 2008, is of \$65 per year plus applicable taxes. This would include hosting web sites as you have been used to and would also include the registration and/or renewal of a domain name should you so wish. All of the features which squadrons are currently accustomed to would still be available. HayNet Network can be reached at the following coordinates:

James R. Hay  
Hay-Net Networks  
P.O. Box 46051  
Pointe Claire, QC  
H9R 5R4

[jrhay@HayA.QC.CA](mailto:jrhay@HayA.QC.CA)  
<http://www.hay-net.net>

# *Letter to Commanders*

To summarize, the following are key dates to remember:

- January- February 2007: Development and test of New Membership Card Process. Cards for new members will start being mailed in Marc
- Late February and Early March: Unit testing of new database and Membership renewal process
- Mid March 2007: head Quarters database migration and system testing
- Last Week of March: Membership Renewal Invoices mailed to Members
- Last week of March: Squadron Membership officer will receive instructions on how to download Squadron Membership listings from the new Web site and review Lapsing member reports. All these reports should be available in real time.
- Early April 2007: Launch of the new Web home page and Membership Renewal portal. Along with the database migration, we have completely redesigned the look and navigation of the CPS web site and access to Members Mooring
- July 2007: Launch of Squadron portal for Squadron administration and on-line course registration.
- July to September 2007: Training Road tour by HQ staff and Multi-media Volunteers
- July 2008: Turn of old CPS Server hosting some Squadron Web sites.

Please understand that all of this is the intended plan. If you have been involved in Information Technology projects or have heard of them, you know that they are similar to launch dates of Space Shuttles... We could have changes in the plan and we may have to implement certain contingency plans.

This project is critical for the future of CPS and should not be underestimated. With the training records of more than 500 000 boaters and 30 000 active members contained in an old vintage database, a migration to the new and modern SQL database is a hefty challenge. I am certain we can count on your support and the support of your Bridge Officers during that period.

Yours truly,

Alain Brière  
Executive Director

# *Electronic Charts*

## **NDI**

Suite 800, 100 New Gower St.  
St. John's, NL  
Canada A1C 6K3

Telephone: (709)576-0634

Facsimile: (709)576-0636

March 13, 2007

Dear Valued Customer and Licensee:

## **Notice of Change**

We would like to notify you of some upcoming changes to the services provided to you by Nautical Data International, Inc.

As announced on February 19, 2007, an agreement has been reached between the Department of Fisheries and Oceans (DFO) and Nautical Data International (NDI) for DFO to buy back its rights from NDI under the Revised Canada/NDI Agreement ("RCNA"). The RCNA is a sole licence agreement between DFO and NDI for the distribution of Canadian Hydrographic Service (CHS) electronic charts and data. The closing date for the buyback agreement is scheduled for March 30, 2007.

The buyback agreement allows for an orderly transition to CHS of NDI's current responsibilities under the RCNA. Under the buyback agreement, your license will be assigned to CHS as of the scheduled closing date.

Until March 30, 2007, you may continue to purchase CHS digital charts and obtain updates and technical assistance from NDI at [www.digitalocean.ca](http://www.digitalocean.ca)

Upon closing, CHS will assume full responsibility for production, marketing, sales, distribution, licensing and technical support of its digital charts and data. From that date NDI shall have no further responsibility for such matters. Instructions on how to purchase CHS digital charts and obtain technical assistance from CHS will be posted on the CHS website at [www.charts.gc.ca](http://www.charts.gc.ca) as of the closing date.

Yours truly,

Renee Cornick  
Manager, Operations

For additional information, please visit the NDI or CHS website to view a list of Questions & Answers at [www.digitalocean.ca](http://www.digitalocean.ca) or [www.charts.gc.ca](http://www.charts.gc.ca) or contact:

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# *Marep Report*

Here is the latest in Marep; Attached Notmar and current relevant Notships. There are 2 items to bring to our membership - No gas available at the Lund hotel due to storm damage, so Powell River is your fuel stop and Channel 22A is no longer being monitored -CCG will be monitoring 83A in its place.

.Nancy De Gagne  
VIND MAREP Officer

## Lund Fuel Dock Closed

February 7, 2007. The Lund Hotel fuel dock was damaged in the December wind storm and is closed. They hope to have the fuel dock open again in 1-2 months. Fuel is available in Powell River.

## P-0394

Activated: 1611 28 Feb 2007 Cancel Notship:2006P-1996 Cancel Notship:2006P-1825 Cancel Notship:2006P-1798 Cancel Notship:2006P-1580

The Canadian Coast Guard Pacific Region MCTS has completed the switch over from VHF working Channel 22A to Channel 83A (157.175 MHZ) Channel 22A will no longer be monitored.

## P-0360 STRAIT OF GEORGIA - NANAIMO

Activated: 0635 23 Feb 2007

SNAKE ISLAND REEF LIGHT AND BELL BUOY P2 LL437 reported obscured or burning at reduced intensity.

## P-0312 STRAIT OF GEORGIA

Activated:0500 15 Feb 2007

Two subsurface JASCO instrumentation systems will be deployed from Feb 15 until Feb 19 2007.

One will be deployed 6 metres below the surface in position: 49 01 15N 123 08 20W. (NAD unknown)

Second to be deployed 70 metres below the surface in position: 49 00 10N 123 09 30W. (NAD unknown)

## P-0402 WEST COAST - VANCOUVER ISLAND

Activated: 1323 01 Mar 2007

CHANNEL ROCK DAYBEACON UL5031 (49 52 08N 126 59 20W) structure reported damaged.  
(solar panel missing)

## P-0401 WEST COAST VANCOUVER ISLAND - HECATE CHANNEL

Activated: 1312 01 Mar 2007

ESPERANZA DAYBEACON UL5032 (49 52 16N 126 44 39W) reported gone from advertised position.

## P-0397 STRAIT OF GEORGIA - STUART CHANNEL

Activated: 2301 28 Feb 2007

ALARM ROCK LL294 reported extinguished.

# *Marep Report*

## P-0364 QUATSINO SOUND - RUPERT INLET

Activated: 1352 23 Feb 2007

Significant high water and depth changes have occurred on the north side of Rupert Inlet as a result of mining activity.

Mariners are advised that they should navigate with visual reference to the shoreline in this vicinity.

Mariners should not rely on information as presented on paper or electronic charts to avoid grounding.

## P-0291 STRAIT OF GEORGIA - ENTRANCE ISLAND

Activated: 1628 08 Feb 2007

FORWOOD CHANNEL BUOY P0 UL5282.3 (49 12 20N 123 48 50W) reported gone from advertised position.

## P-0276 STRAIT OF GEORGIA

Activated:0201 03 Feb 2007 Cancel Notship: 2006P-2100

A subsurface Venus Instrument Platform (VIP), a large white frame housing numerous oceanographic instruments has been deployed in position 49 05.408N 123 19.759W (WGS84), (1.4 miles south west of Sandheads), at a depth of 99 metres.

## P-0149 WEST COAST - VANCOUVER ISLAND

Activated: 1904 18 Jan 2007

Tofino MCTS remote control transmit and receive facility VHF Channel 26 located at Mount Ozzard has been permanently discontinued.



## **Vancouver Conference**

This is our esteemed District MAREP and Youth Officer sporting her award-winning hat at the fun night, National Conference in Vancouver recently. We have every reason to be justly proud of Nancy, and reserve bragging rights.

Don