



the Seagull Gazette

Richmond Yacht Club - est. 1962
7471 River Road, Richmond, BC Canada, V6X 2W4
Phone 604-278-1013

www.richmondyachtclub.ca

February 2016



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*Chinese New Year Dinner
Saturday, February 6
6 p.m.*

2016 Bridge

Commodore
Harvey Lee

Vice Commodore
Bob Moynes

Rear Commodore
Steve Triance

Fleet Captain
Byron Buie

Cruise Captain
Robert Poburko

Writer
Lorne Collingwood

Purser
Jim White

2016 Directors

*Past Commodore/Membership
Robert Poburko*

*Bar Services
Barb White*

*Entertainment
VACANT*

*Safety
Robert Saunders*

*Maintenance
Derek Butler*

*Custodian
Daryl Nelsen*



Year at a Glance

Each month the dates of club functions will be listed here. New information is in **bold**.

Date	Event	Notes
Friday nights	Club social	Jan – June, Sept - Dec
Saturday February 6 Sunday February 7 Friday February 19 Saturday February 20	Chinese New Year dinner Club rental General meeting Club rental	Hosted by Harvey and Wendy 1930 hours
Monday March 7 Saturday March 12	Executive meeting Club rental	
Saturday March 19 Friday March 18 March 25 – 28	Anniversary Dinner General meeting Easter Cruise	Hosted by Bob and Georgia 1930 hours Fisherman's Wharf, False Creek, Hosted by Jim and Barb
Saturday March 26	Club rental	
Monday April 4 Saturday April 9 Friday April 15 Saturday April 23	Executive meeting Safety check General meeting Club rental	9 a.m. – noon 1930 hours
Friday April 29 Saturday April 30	Sail Past Dinner Sail Past Day	<u>Host required</u> , this is a catered event
Monday May 2 May 21 weekend	Executive meeting Victoria Day cruise	Telegraph Harbour, hosted by Robert and Nicki
Friday May 27	General meeting	1930 hours
Monday June 6 Saturday June 11	Executive meeting Crab Fest	
July 1 weekend	Canada Day cruise	Port Browning
Tuesday September 6 Friday September 16 Saturday September 17	Executive meeting General meeting Fish Dinner	1930 hours Hosted by Bob and Georgia
Monday October 3 Friday October 21	Executive meeting General meeting	1930 hours
Monday November 7 Friday November 18 Saturday November 19 Saturday December 10 Sunday December 11	Executive meeting Annual General Meeting Commodore's Ball Parade of Lights Breakfast with Santa	1930 hours Hosted by Robert and Nicki

Entertainment

COMING SOON!!

54TH ANNIVERSARY DINNER

MARCH 19, 2016

More information forthcoming – Bob and Georgia Moynes, Hosts

Urgently required: a host for the Sail Past dinner, Friday, April 29. This is a catered event. Contact Harvey Lee if you are interested in hosting this dinner.

Sunshine

If you know of someone in the Yacht Club who is celebrating a special occasion, or who would benefit from a message of support, please email Mary Anne Nelson at nelsonmk@hotmail.ca with the details so that "Sunshine" can send a card.



Reciprocal

Our Reciprocal binder has been updated. The BC Yacht Clubs and US Yacht Clubs now have a separate index.

For future updates go to: yachtdestinations.org

- *Kurt Nielsen, Reciprocal*

Roster

Preparation of the 2016 RYC Roster is underway. The plan is to have the new Roster distributed at the March General Meeting.

Now is the time to check your listing.

Please email any changes to me by **February 15th**, at:
nelsonmk@hotmail.ca

- *Ken Nelson*

Marina

The Marina Committee held its first meeting on January 9, 2016. Anyone wishing relocation should submit their request, in writing, to the Chair, Marina Committee. All requests dated 2015 have expired. Slip assignments are determined in March and relocations take place on or after April 1, 2016.

There are 3 vessels in temporary slips and 3 that have not moved in 2 years. All are subject to relocation. There is one vacancy on the outside float.

Slip assignments are based on best use of the marina and seniority.

- *Bob Moynes, Marina Chair*

Safety - Saturday April 9

Safety Check will be held on April 9th between 9:00 am and Noon.

Please note that this is a requirement under Club By-Laws.

If you cannot make this date please make alternate arrangements with Robert Saunders:
robertds@shaw.ca or 604-273-0055.

Dock Duty

Feb 1 – 7	Bill Wilmot	Feb 29 – Mar 6	Brian Morris
Feb 8 – 14	Lorne Collingwood	Mar 7 – 13	Grant Smith
Feb 15 – 21	Healthy Leong	Mar 14 – 20	Mike Bullock
Feb 22 – 28	Mike Bullock	Mar 21 – 27	Bill Mosier
		Mar 28 – Apr 3	Mike Broughton

Remember to call the next person on the list on Sunday.

FYI

Thanks to Byron Buie, again, for the following informative articles. (I think we should nominate him “information chair” - *editor*)

There is a new app that shows wind patterns called [windyty](#).

[Windyty](#) is a mesmerizing, searchable, interactive map of wind patterns around the world. Not only is it beautiful to look at, it's packed with information: You can search for a specific location, zoom in and out to see granular details, toggle along a timeline to see past and future wind patterns, and expand to see detailed weather forecasts. Prepare to settle in—you're going to be playing with this thing for a while. Check it out at windyty.com. It also is a free iPhone & iPad app.

What do I do to report in when entering a U.S. port?

There is a program called: **The Small Vessel Reporting System (SVRS)**, a voluntary program offered by U.S. Customs and Border Protection (CBP), helps boaters report their arrival to the U.S. at no charge. The program is designed to expedite entry of legitimate boaters, enabling CBP officers to focus their attention on higher-risk travelers and craft. SVRS is available to: U.S. Citizens, nationals and lawful permanent residents; Canadian citizens; and permanent residents of Canada who are nationals of a Visa Waiver Program country. Enrolling is quick, easy, and free via the Internet in just three steps:

1. Complete application at <https://svrs.cbp.dhs.gov/Default.aspx>
2. Schedule interview online with CBP officer
3. Receive boater registration number and password by email. SVRS participants report their entry to the U.S. quickly, by calling a dedicated telephone line and responding to the questions. (CBP reserves the right to hold an in-person inspection if needed.) The system is currently available in the Southeast at Florida, Puerto Rico, and the United States Virgin Islands. It is also deployed at the U.S./Canada border. Please share this information with members of the boating community, especially the links below:
Enrollment page (not case-sensitive): <https://svrs.cbp.dhs.gov/Default.aspx>
General information: <http://www.cbp.gov/travel/pleasure-boats-private-flyers>

Courtesy of Canadian Power & Sail Squadron

Hot Docks and ESD (Electric Shock Drowning)

At a recent conference we were introduced to an interesting topic called **"Hot Docks"**.

There are over a hundred documented cases where a person jumped into the water at a marina and was shocked by an electrical current. Almost half ended in fatality and some of those fatalities were the people who jumped in to rescue the original victim. The victim may or may not have inhaled water.

An electrical current in the water that is as little as 0.012 amps can pass through someone's body causing muscular skeletal paralysis and 0.05 amps can cause heart fibrillation. There has been no recorded electric shock drowning in sea water. The mineral content makes the sea water more conductive than a human body. The electrical current takes the more conductive path around the body through the sea water.

Many of the common occurrences of electric shock drowning involve children swimming off marina docks or jumping off swim platforms in a marina. Wake boarders, jet skiers, windsurfers and people sitting on a dock with their feet in the water can become victims.

In a marina it takes two electrical faults to create a lethal situation. There might be a short in the shore power and a fault in a boat or there might be faults in two boats in close proximity and plugged into the same shore power supply.

The current that emanates from one of these faults is called a “stray current”. When a stray current is travelling through water it is called a water path. It is usually caused by a poorly installed circuit or fittings that are not marine approved. It can also be caused by damp conditions or a current leak from electrical components such as pumps, refrigerators or battery chargers. You should use weather tight power boxes and electrical receptacle boxes that are approved by Transport Canada. Connections should be avoided in the bilge and other wet areas.

It is clear that many complications can arise and Transport Canada approval does not guarantee that the electrical systems are safe. Chaffing caused by the working of the hull and animals chewing wires while the boat is in storage can also cause faults.

A water path can also occur between two boats that are tied near each other and are hooked to the same shore power. A stray current in one boat can find its way to a through hull fitting, through its bonding system or a metallic hull through the water to the other boat that also has a fault.

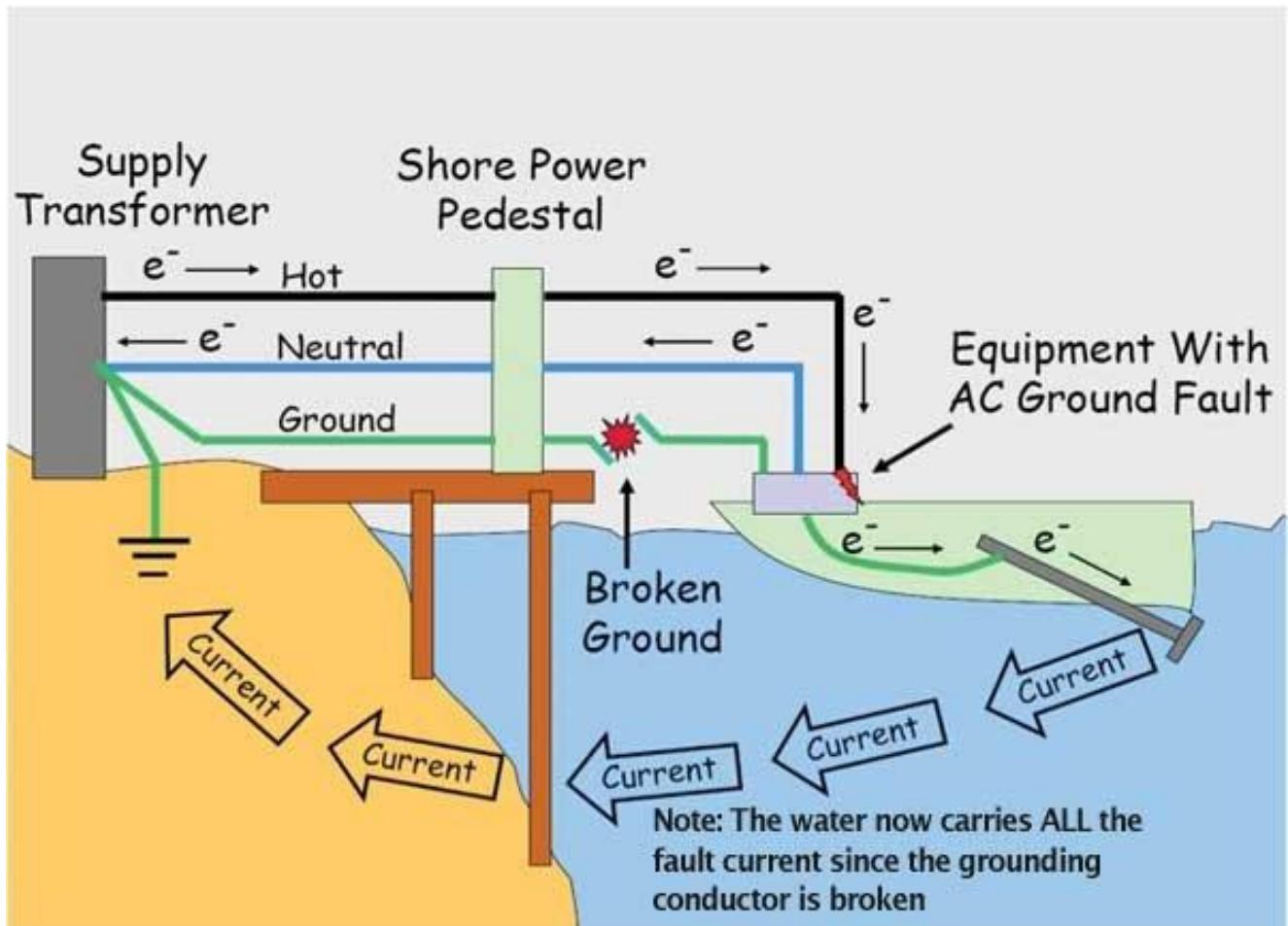
Larger boats have a bonding system. This is a series of wires with a green covering or bare wire that connects the underwater fittings of a boat to an earth bonding plate. This system is used to avoid electrical disparity between metallic parts, such as engines, fuel tanks and through hull fittings. These bonding system wires are normally non-current carrying until a fault occurs on the boat.

In either situation a second or third boat could become involved. A water path could find its way to a through hull fitting, pass through its bonding system and enter the water again through another fitting such as a drive unit, then form a continued water path on to the other fault.

To avoid contributing to this problem of electric shock drowning, install an isolated winding transformer in your boat between your shore power disconnect breaker and the power distribution wires. This will electrically isolate the normally current carrying AC system wires but not the AC ground wire from the normally current carrying wires of the shore power. The transformer winding transfers the power magnetically with no actual connection from the shore power to the boat's branch circuits. There is no water path if there is a ground fault in the electrical equipment on the boat.

An individual boat can be quickly checked for a fault by clamping an Ammeter around the shore power cable. If there is a stray current in the water for that boat, a reading will be displayed on the metre. Any reading indicates a danger to life and property. A United States Coast Guard study concluded that less than 0.01 amps in fresh water should not be dangerous to life in nominal situations. In some very lowly conductive waters 0.05 amps can be fatal. *An Article Written By Richard Trainor - Kingston Ontario*

See diagram on facing page.



The Seagull Gazette

The Gazette is published September through June and welcomes members' contributions.
 Contact Pat Lindberg at plindberg@shaw.ca or 604-275-7450.

www.richmondyachtclub.ca

Webmaster Mike Bullock: Mbullock@shaw.ca

Wireless service is available on the dock. The password is RYC-2013