

# the Seagull Gazette

Richmond Yacht Club - est. 1962



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[www.richmondyachtclub.ca](http://www.richmondyachtclub.ca)

## June 2019



"So what now - Mr Don't worry we can't go wrong with my new tide app?"

### 2019 Bridge

Commodore  
Steve Triance

Vice Commodore  
Byron Buie

Rear Commodore  
Norbert Brockmann

Fleet Captain  
Harvey Lee

Cruise Captain  
Robert Poburko

Writer  
Lorne Collingwood

Purser  
Jim White

### 2018 Directors

*Past Commodore/Membership*  
*Bob Moynes*

*Bar Services*  
*Daryl Nelsen*

*Entertainment*  
*Mike Broughton*

*Safety*  
*Robert Saunders*

*Maintenance*  
*Derek Butler*

*Custodian*  
*Gary Hrehorka*



## Year at a Glance

Each month the dates of club functions will be listed here. **New information is listed in Bold.** (Ed. note: but not this month as all dates are new). **General meeting dates are in red.**

Date	Event	Notes
<b>Saturday June 15</b>	Crab Fest	
<b>Saturday June 22</b>	<b>Club rental</b>	
June 29 – July 1	Canada Day cruise	Port Browning
Monday September 9	Executive meeting	19:30
<b>Friday September 20</b>	<b>General meeting</b>	<b>20:00</b>
<b>Saturday September 21</b>	<b>Seafood Dinner</b>	<b>18:00</b>
Monday October 7	Executive meeting	19:30
<b>Friday October 18</b>	<b>General meeting</b>	<b>20:00</b>
Saturday October 26	Club dinner	To be determined
Monday November 4	Executive meeting	
<b>Friday November 15</b>	<b>AGM</b>	<b>20:00</b>
Saturday November 16	Commodore's Ball	
Monday December 2	Executive meeting	19:30
Saturday December 14	Christmas Dinner	
Sunday December 15	Breakfast with Santa	

## Dock Duty

<b>June 3 – 9</b>	<b>Scott Steeves</b>	<b>July 1 – 7</b>	<b>Kurt Nielsen</b>
<b>June 10 – 16</b>	<b>Healthy Leong</b>	<b>July 8 – 14</b>	<b>Duncan Innes</b>
<b>June 17 – 23</b>	<b>Harvey Lee</b>	<b>July 15 - 21</b>	<b>Rein Paesuld</b>
<b>June 24 – 30</b>	<b>Mike Pearson</b>	<b>July 22 – 28</b>	<b>Mike Broughton</b>
<b>July 29 – Aug 4</b>	<b>VACANT</b>		
<b>Aug 5 – 11</b>	<b>VACANT</b>		
<b>Aug 12 – 18</b>	<b>Norbert Brockmann</b>		
<b>Rest of August and September – ALL VACANT</b>			

## Haven't you always wanted to be a Gazette Editor?

After 6 years, I have decided to step down as Gazette Editor when this year is up. Please consider whether you would like to step into the position in the new year, as the recruitment team will be looking for my replacement. The job takes me about 3 hours a month and I'm happy to train a replacement. – *Pat Lindberg, Gazette Editor*

## Entertainment

### Crab Fest



Saturday, June 15

Go out, catch crab, bring something to share for a crab feast on the docks.

Timing is left up to individual skippers.

### SEAFOOD NIGHT AT THE RYC

SATURDAY SEPTEMBER 21ST

CATERED BUFFET ~ ENTERTAINMENT  
MEMBERS AND GUESTS ~ \$40/PERSON

COCKTAILS ~ 18:00 HRS \*\* DINNER ~ 19:15 HRS

50/50 DRAW ~ DOOR PRIZES

## Cruising

### Cruise Captain Report

May 24, 2019

The Victoria Day Cruise was a surprise, it was sunny and warm from Friday noon until Sunday night. Monday was much different for the crossing home with good winds (for sailors) and rainy skies.

Once again Telegraph Harbour Marina brought in entertainment for the Saturday evening and the music was great for us oldies and the dancing was a lot of fun.

Sunday we all enjoyed another great RYC Pot Luck Dinner which was attended by 28 Members and Guests in 14 boats which was an all-time record in many years.

Canada Day Cruise

The Canada Day Cruise is breaking yet another record with 14 boats on the list for the cruise, I hope that the weather will be a good as it was for Victoria Day and that the winds are calm in both directions.

- *Robert Poburko, Cruise Captain*

**Fundraiser for the Disabled Sailing Association of BC**



**GRAND YACHTS INC.**  
International Yacht Dealers & Brokers

We are honoured to again sponsor of this wonderful event!  
Join us this Saturday at the annual BYC Classic Car and  
Boat Show!



**What:** 2019 Classic Car and Boat Show

**When:** **THIS SATURDAY**, June 8, 2019, 10 am to 4 pm

**Where:** Burrard Yacht Club, parking lot and docks, 10 Gostick Place, North Vancouver

**Why:** Stroll the docks and wander the lot and visit some remarkable classic yachts and cars

**Admission** is by donation to the Disabled Sailing Association of BC

The Grand Yachts crew will be there aboard the ever classic Fleming 55

See you there!

Please click here for all the details:

<https://www.burrardyachtclub.com/classic-show>

## Marina news

At the last RYC Bridge meeting it was decided that we would change the outside of "C Dock" and the "Old Reciprocal " to 30 amp (circuit breakers) from 20amp (circuit breakers) and at the same time offer other members 30 amp on written request to the Marina Committee.

- Marina Committee

## New options for Personal Flotation Devices

### 1) Level 50 Buoyancy Aids

New options are available in Canadian standards for a more compact PFD, which is intended for:

- near shore sheltered waters; and
- activities where assistance is nearby.

These devices are not as buoyant, are less bulky, lighter in weight, and are intended for those with swimming skills. Boaters are likely to find them more comfortable and wearable.

### 2) Youth Inflatable PFDs

Inflatable PFDs are:

- generally accepted as being more comfortable to wear;
- clearly distinguishable from the foam child devices that young teens may be resistant to wear; and
- not intended for weak or non-swimmers.

To learn more, see [Level 50 and youth inflatable buoyancy aids information paper](#), and read the [Frequently Asked Questions](#)



## Distress Signals

### Electronic visual distress signals instead of pyrotechnic signals: New standard for electronic visual distress signals (eVDSD)

The *Small Vessel Regulations* were recently amended to provide people with the option to carry certain equipment instead of a portion of the pyrotechnic signals (flares) required onboard their pleasure craft.

**The number of flares required may be reduced by 50 percent if the boat has one of the following:**

- A means of two-way radio communication, such as VHF marine radio, satellite telephone or cellular telephone (provided they are in a coverage area)
- A personal locator beacon (PLB) worn by the operator
- An electronic position-indicating radio beacon (EPIRB)

These replaced a portion of the pyrotechnic visual signals required onboard pleasure craft. During a consultation leading to these regulatory changes, people asked us to accept electric signal lights as an alternative to pyrotechnics. At that time, there were no standards for electric visual signals that addressed the current technology. Therefore, we could not consider including these signals in the amendments.

But since then, the Radio Technical Commission for Maritime Services (RTCM) in Arlington, Virginia has published a new industry standard for this equipment using data from research done by the United States Coast Guard (USCG).

That is why, in collaboration with our search and rescue partners, Transport Canada is:

- reviewing this standard
- considering equipment that meets the requirements as an alternative to pyrotechnic signals on pleasure craft in Canada.

New technologies are bringing advances in distress alerts. They are improving how we locate and help people in distress on the water.

In Canada, current regulations require all pleasure craft over 6 metres to carry at least some pyrotechnics. In response to stakeholder's concerns about this and recognizing new technologies and changes in search and rescue, we are consulting Canadians on whether people should be allowed to carry eVDSD on recreational vessels.

### More information

- Most Canadian pleasure craft over 6 metres are currently required to carry some pyrotechnics.
- Recent changes to the *Small Vessel Regulations*:
  - reduced the pyrotechnic requirement by 50% on vessels equipped with 2-way radio communication, a PLB or an EPIRB
  - increased the percentage of smoke signals people may carry as part of the total requirement
- The regulations now require some handheld, rocket or multi-star flares meeting SOLAS or Canadian requirements.
- An industry standard for electronic visual distress signals was published in the summer of 2018 by the Radio Technical Commission for Maritime Services (RTCM) in Arlington, Virginia .
- The performance requirements are based on research done by the United States Coast Guard, evaluating various light sources during nighttime testing. Research into daytime effectiveness is now being carried out by the USCG.

- The draft standard was reviewed by Canadian and United States search and rescue resources.
- The standard addresses concerns related to visibility of certain LEDs to night-vision equipment.
- The standard does not include laser technology.
- The new distress signal technology:
  - displays a visible, two-color, flashing signal, plus a near-infrared component for detection by night-vision goggles
  - has an operating temperature range of -1°C to +30°C, and a storage temperature range of -20°C to +55°C
  - emits a 2-colour SOS signal, with the sequential repeating color/flash pattern: “S” as 3 red-orange flashes, followed by “O” as 3 cyan flashes, followed by “S” as 3 red-orange flashes
  - has a near infrared signal that flashes the same SOS signal in sync with the visible light signal for detection by night vision equipment
  - has an average effective intensity of at least 50 candela for at least 2 hours

Thanks to Byron Buie for the above 2 articles.

The Seagull Gazette

The Gazette is published September through June and welcomes members' contributions.  
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Wireless service is available on the dock and in the clubhouse:  
IDs are RYC 3 and Telus5086