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We're on the Web:

www.portmoodypss.com



Submit your stories, announcements, and photos to the Editor
editor@portmoodypss.com

Editor: Julie Ryder



Commanders Message



I've been reflecting on my past year as Commander and must say that it's been a humbling experience and one that has passed very quickly. Probably the fondest of memories was the sail past, meeting old and new members, events, and on-the-water practicums for students. Our bridge completed boating classes in compliance with Transport Canada's testing requirements, and launched a newly revised website complete with twitter and Facebook etc. The Quarterdeck took on a new face and got very special notice from the editor of the Port Hole. This went to new levels in February's Canadian Yachting West special edition, featuring some of Port Moody Squadron cruises, published just in time for the boat show.

We've certainly gotten a reputation for being able to get together in large groups, having lots of food, games, and fun. Socials tried some new venues with less effort for the socials committee and maximum attendance. We also ran the newer version of boat and engine maintenance with creative instructors bringing in all sorts of props including engine blocks. We also ran seamanship thanks to our instructors. We achieved 2nd place for membership retention for the Pacific Mainland District out of 21 squadrons.

Finances have been stable and we've worked on better ways of monitoring and projecting future costs. We've raised our profile by marketing and advertising what we do both with our courses and squadron activities.

Our Cruise-Master Grace Burrell has a special weekend planned at Snug and I'm sure she has a few games planned! And just who is going to challenge the Crab-Meister and get that trophy this year? Last year Dave Burrell (Big Booty) received the prestigious award. Bring your special bait and gear!

Next will be our Annual Change of Watch where we turn over to our new Commander Bruce Leavitt. I feel very positive about this incoming year as I know that Bruce will keep the Squadron in excellent shape. Please help me out by showing your support for Bruce by attending our AGM on Sat April 28 at the Old City Hall now the Arts Centre, and later for lots of fun at our dinner and dance at the Executive Inn as we wrap up the year and bring in the new bridge. Most important at this event is the welcoming and honoring our new students and thanking all our outgoing bridge, volunteers and of course you for your year round support.

Last but not least, thank you for all your support for the last year. Special thanks to my Bridge officers for their support and many many hours of commitment to our squadron. 🇨🇦

Ryder

**The new CPS Facebook Group Page Banner
by Voters Choice**



Photo by: Dave Bruce



Boating Basics

PLEASURE CRAFT OPERATOR COMPETENCY PROGRAM

'Anyone who operates a motorized pleasure craft must carry proof of competency on board'

Training Department will be offering a two-evening

Spring Boating Basics Course on:

Thursday April 5th 7:30 p.m. – 9:00 p.m.

Tuesday April 10th 7:30 p.m. – 9:00 p.m.

For further information or to register please contact:

Lynn at 604-516-6072 or lmeisl@telus.net

VHF Radio Course

All those who operate the radio are required by law to have a

Restricted
Operator's
Certificate
(Maritime).

**Classes On
Request**



How to Fly Flags

Flags are signals. Each one conveys something specific about your boat or its personnel, whether it be nationality, maneuvering situation, club affiliation, office held, or any number of other things. Each flag has a specific location where it is worn, and a specific time during which it can or should be flown.

Points of honor on a vessel (Fig 1):

- Gaff (#2)
- flagstaff at the stern
- bow staff
- starboard yardarm/spreader halyard (#3)
- truck of the mast (masthead) (#1)
- port yardarm/spreader halyard (#4)

As you locate the points of honor on your boat, keep in mind that the flag of highest precedence that you are flying at any time does not necessarily go at the highest point of honor; it should be flown only at the highest point of honor to which that flag is entitled. For example, only a National Flag can be flown from the gaff. If you do not fly a National flag at the gaff, no other flag can be flown there.

Alternative Display Locations

While points of honor have been established by long tradition, new configurations of boats, rigging and the like have modified these points. Using antennas, fishing towers, outriggers, sailboat backstays, portside halyards, and double hoisting are all new to the

flag code. Even though traditionalists may think they are incorrect, these flag display techniques are appropriate today. If your boat's configurations requires you to use any of these techniques to fly your colors, do so, but follow this code to do so correctly. In nearly every situation, and there are far too many combinations to be treated exhaustively here, common sense and a firm understanding of precedence will lead one to an acceptable presentation.

Flags - Order of Precedence

- National Ensign
- Courtesy Ensign
- Organizational Ensigns: The Canadian Power and Sail Squadron Ensign/Association Flags
- Yacht Club and Squadron Pennants
- Owner's private signal/Officer flag
- Miscellaneous Signals.

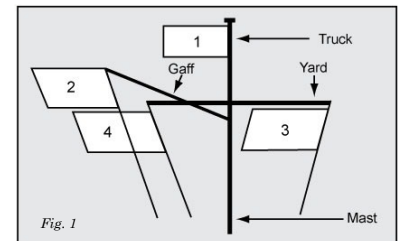


Fig. 1

FLAG	POWER YACHT WITHOUT MAST	POWER YACHT WITH SINGLE MAST	SAILING YACHT WITH ONE MAST	POWER OR SAIL YACHT WITH TWO MASTS
CANADIAN ENSIGN	Flag (stern) staff	Flag (stern) staff	Stern staff. Option: underway at peak of gaff Or 2/3 up leech of mainsail or equivalent position along backstay	Stern staff. Option: underway at peak of aftermost gaff Or 2/3 up leech of aftermost sail or equivalent position along backstay.
FOREIGN ENSIGN or commercial ensign when flown as courtesy flag	Bow staff	Starboard Spreader (alone on outboard halyard)	Starboard Spreader (alone on outboard halyard)	Starboard Spreader (alone on outboard halyard of foremost mast)
FOREIGN ENSIGN in respect to foreign Dignitary	Bow staff	Bow staff	Bow staff or forestay	Bow staff or forestay
ORGANIZATION: CPS ENSIGN	Antenna or staff amidships (preferably to starboard)	Starboard spreader. If foreign ensign flown, then on inboard halyard or port spreader.	Starboard spreader. If foreign ensign flown, then on inboard halyard or port spreader.	Foremost starboard spreader. If foreign ensign flown, then on inboard halyard or port spreader.
OFFICER (either current or past)	Antenna or staff amidships (alternative - bow staff)	Truck	Truck	Aftermost Truck
PRIVATE SIGNAL (HOUSE FLAG)	Bow staff	Bow staff	Truck	Aftermost Truck
BURGEE Squadron or Yacht Club	Bow staff	Bow staff	Truck	Foremost Truck
OFFICER-INCHARGE	Above or in lieu of officer flag	Above or in lieu of officer flag	Above or in lieu of officer flag	Above or in lieu of officer flag





**Transport
Canada**

Important Notice Regarding Pleasure Craft Sewage Discharge

May 5th, 2012 - The 5 year phase in period for black water holding tank requirements comes to an end. You must be in compliance by this date!

In most areas the discharge of raw sewage (black water) is prohibited.

According to the *Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals*:

- ♦ Untreated sewage may be discharged not less than three nautical miles from shore.
- ♦ Treated sewage may be discharged not less than one nautical mile from shore.
- ♦ Discharge of untreated sewage is prohibited in inland waters.

Schedule 4 of the regulations sets out designated sewage areas where the discharge of raw sewage is prohibited. These areas include:

Shuswap Lake • Horsefly Lake • Pilot Bay, Kootenay Lake • Mara Lake • Kalamalka Lake • Pilot Bay, Gabriola Island • Okanagan Lake • Carrington Bay • Cortes Bay • Christina Lake • Manson's Landing • Montague Harbour • Stuart Lake • Prideaux Haven • Roscoe Bay • Smuggler Cove • Squirrel Cove

The *Contraventions Act* fine for "discharging a prescribed pollutant" is \$250.

For further information on the regulations or requirements for the discharge of sewage: contact the Office of Boating Safety at 604-666-2681 www.boatingsafety.gc.ca 



**Industry
Canada**

Tidal Waters Sports Fishing Licences **Expire March 31st - Renew On-line**

Tidal Water Sport Licences are available for issue over the Internet. The application and fee payment process is completely electronic. Connect to their secure, user-friendly [licence issuance web site](#) over the Internet. With a credit card, you can apply, pay the fee for, and immediately print and use your recreational fishing licence. The minimum the angler needs is a standard PC and printer, and a connection to the Internet. Should a licence document become lost or damaged, the licence holder may get an official copy of the original licence issued on-line at no additional fee by re-entering the system and using their user ID and password, and following the replacement licence instructions. 

Flare Failure Discovery

Tacoma Power Squadron in the US hosted a squadron safety event that included the demonstration and use of  various flare and other visual safety aids. The idea was to get some experience, and get rid of some older flares at the same time. The results were pretty surprising. A very large percentage of older and recently expired flares, all of them alleged to be in at least near-new condition, simply failed. Their experience was reported to Olin Marine Safety Products and in part resulted in a large product recall. Failure rates of some products were in excess of 75%.

The conclusion they reached from the event was that while visual safety aids were important, they should be considered as only part of an overall safety program. Failure to ignite and very weak visibility results at 1 mile in ideal conditions were considered serious reasons for having more than just flares to rely on. 

Marep Officer: Greg Archibald



Wanna-B Sailors?



Submitted by Bruce & Sheila Leavitt

There seems to be something alluring about sailors and their silent passage. Is it the relaxed look on their faces while they buck 10 foot waves and grimace a stiff upper lip as they face 30 knot winds? Or, is it the sight of their fat wallets, as they stealth-fully cruise by the gas dock, that sometimes makes us “Wanna-Be Sailors”?



In an attempt to figure this enigma out (and admittedly, intrigued to take a peek into the dark side), nestled comfortably in

our camouflaged Sea Ray “Sail” boat, Admiral Sheila and I took to the high seas with the PMPSS Sailors on one of the annual winter trips to Gibsons. We must have flown under the radar, because we arrived at Gibsons Marina well before the “other” Sailors. I must admit that the wind was directly on our nose, so we had to motor all the way. However, once comfortably lashed to the dock, we seemed to fit right in with our tall rums and even taller tales.

Not completely satisfied that we were now seasoned sailors, we decided to descend further into this black art. And so, while in Hawaii a couple of February’s ago, we chartered a beautiful boat (which was on sail) along with her captain for a three day tour. We set sail from



Ko Olina, Oahu, aboard a Catalina 42 named `aka `aka. (I am not sure what the name means. I am guessing it might mean Power Boater beware.)

The day began with bright warm sunshine and a promise for good sailing winds. (Where was Kristie “Jeanette” Gordon when we needed her.) Our first leg of the cruise was to take us from the southwest corner of Oahu around past Wakiki and Diamond Head and then up the east side to a well protected anchorage just off

Rabbit Island. Our Captain “promised” it would take us no more than five or six hours.

With a smiling Admiral, calm seas and a 10 to 15 knot wind we were set. (If you get my drift.) I will admit that it was quite unique and somewhat thrilling to be at the helm, feeling the power of the wind that billowed and pulled at our sails. From seeing whales, porpoises, flying fish, military airplanes, and a submarine surfacing nearby, we had quite an exhilarating morning. We even landed this beautiful Ono.

However, as our morning gave way to early afternoon, the skies began to change. If I had not been sitting in the middle of the South Pacific on a Sail Boat, I would have thought I was back on the bald headed prairie watching gigantic

cumulous clouds form and grow overhead. By the time we rounded the south east corner of Oahu, the weather had completely changed. Instead of a bright sunny day

(Continued on page 5)





(Continued from page 4)

ahead, we were now facing some pretty ominous scenery.



It was thrilling to witness the very unusual lightning and thunder in Hawaii, but the thrills soon faded from "wow" to "oh I don't like this very much"

to "that was way too close, let's get the heck out of here". Soon after the hair on our arms started to feel fuzzy, our captain fired up the diesel engine, dropped the sails and turned to high tail it back to the safe harbour of Waikiki. Our retreating speed was a "hair straight back" 5 knots!

The state of the sea had deteriorated significantly and we were now faced with the winds at our back on a following sea.



Filtering in the ever-present diesel fumes, we spent the next several hours bucking and tacking through rough water. Poor Admiral seemed to get the worst of it.



After thirteen hours of being perched on less than comfortable benches and well after dark, we finally touched down in the safety of Waikiki

Harbour. We were all very much relieved to have arrived alive and with no broken limbs (that's a different "trip"). After a well deserved meal of fresh Ono, we slipped into a collective coma for a few hours.

The following morning brought bright warm skies which renewed our resolve to press onward with our somewhat less-than-enthusiastic escapade. Our cruise plan had

obviously now changed, so we made our way back to the west, looking for suitable anchorage as we went. With a great day of beautiful weather bolstering our outlook and sense of adventure, we actually enjoyed an incredible day of sailing. And, to top it off, we discovered the wonderful anchorage of Pokai Bay near Waianea. Anchored alone in Pokai Bay; it was absolute paradise!

As we enjoyed the bathtub like warm water, we reflected on the past couple of days to let our new reality sink in. As is with most experiences in life, we hopefully learned a few things along the way. Albeit a thrilling experience, our sailing adventure has taught us one thing for sure We are not Wanna-Be Sailors... (at least for now...)

Aloha!

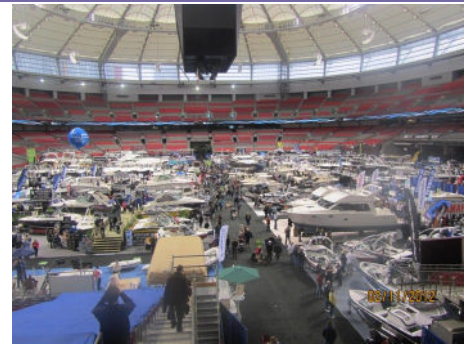
Cap'n BrewSea
and Admiral
Sheila



Vancouver International Boat Show



The 50th annual Vancouver International Boat Show (VIBeS) held February 8–12 at the newly renovated BC Place stadium, closed Sunday with significant positive feedback from key stakeholders in its 250 exhibitor base, and an overall attendance of 32,981 – up 6% from 2011. Craig Fraser of Kits Inflatables said “the quality of customers was exceptional; they were very serious about buying boats. This sentiment was echoed by M&P Mercury President Bob Pappajohn, a long-time exhibitor at the show who said “the level of interest and intent to purchase and go boating this summer was the highest I’ve seen in years.”



Many thanks to our members Glen Anchor, Rob Calis, Kellie Larsen, Alan Mortensen, Mike Clegg and Mary Martin who volunteered their time at the CPS booth, and to Lynn Meisl for her part in organizing it. 🇩🇪



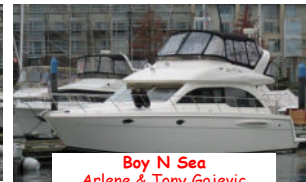
PMPSS Boat Show



Chel Sea
Rod & Sharee Bourke



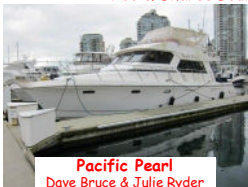
Big Booty
Dave & Grace Burrell



Boy N Sea
Arlene & Tony Gojevic



Sea Baer
Sukru & Lorraine Yigit



Pacific Pearl
Dave Bruce & Julie Ryder



Paula Rae
Paula & Dave Reid



Sonador
Rod & Donna Goy



Boatini (for sale)
Jim, Kim & Abby Church

We all “nose” where the real boat show was at Quayside Marina! Over 30 members took 16 boats downtown for a mini vacay weekend taking in not only the VIBeS but the local restaurants and entertainment facilities as well. A



two hour comedy show Saturday night at “The Improv Center” on Granville Island didn’t quite end the fun either that continued later back at the dock.

Thanks to Zdenko for all the great photos of our boats (except his), and to Steve & Yvonne McCoach for opening their home. 🇩🇪



Our Office
Laurie Neiser-Braaten & Glen Richmond



Getaway
Steve & Roni Clarke



Caliente
Paul & Jo-Ann Cass



Bull Durham
Les & Janet Palmer



Blue Magic
Berne Engman & Shelley Herron Dean



Davey's Locker
Dave & Kim Edgar



Clintessa
Bob & Lucille McCarthy

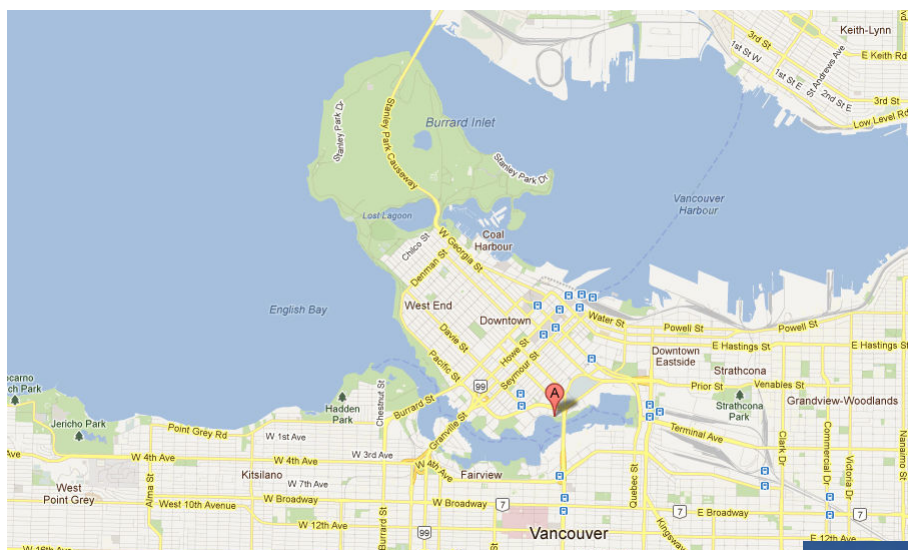


Oki Doki
Neil Wildman & Sheryl Dawson

**Featured
Destination**

Quayside Marina, Vancouver, BC

Located at 1088 Marinaside Cr, Quayside Marina is nestled on the waterfront of the vibrant Yaletown neighborhood and is a daytime hub of activity in the southeastern part of downtown Vancouver. It's surrounded by parks, patio restaurants, urban apartments and modern condos of residential towers with spectacular views. The Vancouver sea wall passes right along by the marina. It's conveniently located a few steps from Urban Fare, where you can buy groceries and is one of the docking places for both the Aquabus and False Creek Ferry routes to Granville Island. All the amenities of gracious urban living can be found nearby, from the gourmet markets, yoga establishments and public transit, to the busy nightlife and boutiques. About a block away is the new Sky Train, that takes you directly to the airport, or across town to the Pan Pacific Convention Center. Walking distance to BC Place Stadium & Rogers arena.



Besides strata ownership, Quayside Marina offers short term moorage. The Marina has 115 boat slips in different sizes; the largest one can accommodate a 120 foot boat. Services available at the Marina:

- Full time on site Dockmaster
- Telephone/Cable T.V.
- Wheel barrels
- Sewage pump at every slip

- Easy access to concrete floats
- Video security cameras/FOB access system
- Washrooms/showers/laundry facilities
- Car parking
- Ice box
- Garbage/recycling
- 30,50 and 100 amp power available

All visiting boats must check in with the Dockmaster at 604 681-9115 or VHF Channel 66A, when coming in to arrange for temporary moorage.



Looking Ahead

Upcoming Activities & Events



April

April 28

AGM

(Annual General Meeting)

10:00am-12:00pm

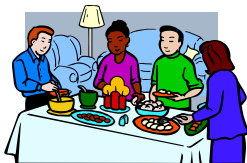
**Port Moody Arts Centre,
2425 St. Johns Street, Port
Moody, BC
(Old City Hall)**

Change of Watch (COW)

6:00pm-12:00am

**Executive Inn, 405 North
Road, Coquitlam, BC**

**For Tickets Please Call:
Sukru: 604 240-7809
Lynn: 604 516-6072**



Welcome
the new
bridge and
honour our

grad
students for
the past
year. Award
ceremonies,



dinner,
live music &
dancing.
**\$60 per
person.**



May

May 6

Sail Past

10:00am—8:00pm

**Reed Point Marina to
Bedwell Bay**

Don't miss the always fun and
entertaining annual PMPSS
Sail Past and Raft Up.



(weather permitting) attempt
the much anticipated and
now infamous circle raft.

Past Cruise
Master Tony
"Cod Father"
Gojevic will
once again



Safe Boating Week

May 19-May 25

**READY
SET
WEAR IT!**

The goal is to raise
awareness of life
jacket wear, boating
safety in general, and
to be a part of a
world record!

May 26-June 1

CPS Canadian Safe
Boating Awareness
Week



June

BOATING DAYS

AT REED POINT

SPONSORED BY

INLET MARINE

SATURDAY JUNE 2ND

9:00 a.m. – 4:00 p.m.

SWAP MEET – bring your new
and used boating items to
sell or trade – **call Lynn to
reserve a space – 604-516-6072**

TRANSPORT CANADA – Office
of Boating Safety

**FREE HOT DOGS &
COLD DRINKS-**
provided by Inlet
Marine



**LOCAL BOATING EQUIPMENT
SUPPLIERS**

**PLEASURE CRAFT COURTESY
CHECKS**

Representatives will be available
to offer a free Safety Check,
identify any safety concerns and
discuss general boating safety
and regulation issues.

There are no penalties involved
and the knowledge you gain from
a courtesy check will help you to
stay safe on the water.

**Call Lynn to book an
appointment time
604-516-6072**



Upcoming 2012 Cruises



These are cruises and destinations that I've chosen with care and with you in mind. If you are unsure if you can make a trip or not, why not make the marina reservations now, and if your situation down the road is such that you can't join us, just make sure you cancel within the appropriate time. Better to get in on the list than to be left out in the bay. Again, if you book a slip at a marina, and for some reason cannot make it there, PLEASE make sure you cancel your reservation. Most of these marinas remember one thing: *"it was someone from the Port Moody Squadron who didn't show up"*. It puts a bad light on everyone if just a few people put us down the list with our "credit score". Help keep up our good name!

**For more info contact Grace Burrell, Cruisemaster
at 604-816-7180 or 604-936-3644**



DATES	EVENT	INFORMATION
April 6-9 th EASTER	Union Steamship Marina Snug Cove, Bowen Island	Contact marina directly for your reservation at (604) 947-0707
May 18-21 st VICTORIA DAY LONG WEEKEND	Silva Bay Marina	Bookings to be done as a group - Contact cruisemaster to secure your reservation: cruisemaster@portmoodypss.com
May 31-June 3 rd	Bayliner Rendezvous Roche Harbor, San Juan Island, WA	Reserve your spot either by signing up at the Roche Harbor kiosk at the Seattle Boat Show or by contacting Roche directly at 1-800-586-3590
June 29-July 8 th	Southern Comfort Cruise San Juan Islands cruise with stops including: Telegraph Harbour, Montague Harbour, Roche Harbor, Stuart Island, Deer Harbor, Sucia Island	For further information or reservation details, please see our website (www.portmoodypss.com) or contact the cruisemaster at cruisemaster@portmoodypss.com
August 3-19 th	Destination Desolation Desolation cruise with stops including Garden Bay, Grace Harbour, Squirrel Cove, Prideaux Haven, Pendrell Sound, Von Donop, and Gorge Harbour	For further information or reservation details please see our website (www.portmoodypss.com) or contact the cruisemaster at cruisemaster@portmoodypss.com
August 31-September 3 LABOUR DAY LONG WEEKEND	Union Steamship Marina Snug Cove, Bowen Island	Contact marina directly for your reservation at (604) 947-0707
November 11 th Remembrance Day	Remembrance Day Services Belcarra Park	Further details to follow in future
December 2012	Christmas Ship Cruises	Further details to follow in future

When Booking into marinas, PLEASE make sure you mention that you are with the Port Moody Power & Sail Squadron!



It's a Sign!



A rainbow over Minstrel (just weeks before she gets moved to her new home in Pender Harbour), is like a sign of approval as

Dave Bruce and Julie Ryder are temporarily re-assigned to Pacific Pearl, a 54ft Symbol pilot house.

"We're on dock 20 now...come visit." 🇵🇪



For Sale



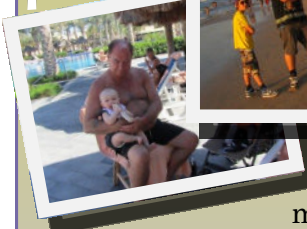
Sad to say, Jim & Kim Church put Boatini up for sale.

32 ft Bayliner Avanti

- Year: 1995
- **Current Price: Can\$ 42,000 (US\$ 42,412)**
- Located In Vancouver, BC
- Hull Material: Fiberglass
- Engine/Fuel Type: Twin Gas/Petrol

Please contact Daniel Greenwood at 604-838-4540 🇵🇪

Where Have Our Members Been This Winter?

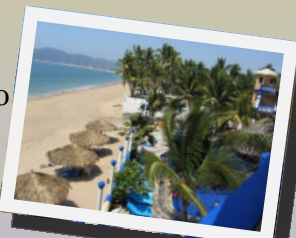


Jack & Lynn Meisl went to Mexico with family. Jack with his grandsons in Puerto

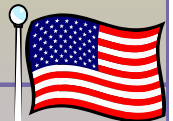
Vallarta, and his new 2 month-old granddaughter in Cabo San Lucas.



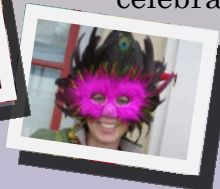
Berne & Shelley also hit the beach in Mexico for a week.



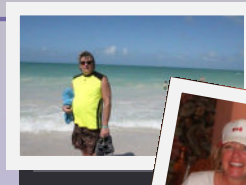
The Churches found a true Canadian winter wonderland first at the frozen Rideau Canal Skateway in Ottawa, then in Calgary the first week of Spring Break, but finally had to fly off to Las Vegas the 2nd week to warm up.



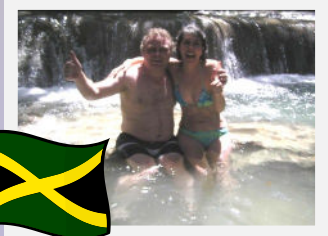
Denis & Rosario first celebrated Mardi Gras in New Orleans, Louisiana,



Rod and Sharee Bourke took an opportunity to getaway to Cuba with a large group of people.



then enjoyed a working vacation in Jamaica. 🇵🇪





How Long Will It Keep?

Keeping food on a boat can be a little tricky. Safe storage recommendations always come with two somewhat unrealistic expectations such as "keep in a dry cool place" and "keep refrigerated after opening". We all know humidity levels on a boat can often be through the roof, and there are times when your boat sits in the hot sun for days or even weeks at a time. Then, you don't know how often the power goes off at the dock, or for how long, making it impossible to know how long fridge food has been kept continuously cold ...or frozen for that matter.

Here are some spoilage "tells" to go by:

DAIRY PRODUCTS

- Milk is spoiled when it starts to look like yogurt.
- Yogurt is spoiled when it starts to look like cottage cheese.
- Cottage cheese is spoiled when it starts to look like regular cheese.
- Regular cheese is nothing but spoiled milk anyway and can't get any more spoiled than it is already.
- Cheddar cheese is spoiled when you think it is blue cheese but you realize you've never purchased that kind.

BREAD

Sesame seeds and poppy seeds are the only officially acceptable "spots" that should be seen on the surface of any loaf of bread. Fuzzy and hairy looking white or green growth areas are a good indication that your bread has turned into a pharmaceutical laboratory experiment

FLOUR

Flour is spoiled when it wiggles.

UNMARKED ITEMS

You know it is beyond prime when you're tempted to discard the Tupperware along with the food. Generally speaking, Tupperware containers should not burp when you open them.

CANNED GOODS

Any canned goods that have become the size or shape of a softball should be disposed of. Carefully.

RAISINS

Raisins should not be harder than your teeth.

EXPIRATION DATE

No this is NOT a marketing ploy to encourage you to throw away perfectly good food so that you'll spend more on groceries.

Seriously...it's a boat and not meant to store food on in the first place as evidenced by

awkward galley storage designs and direct exposure to the elements. Even though we are blessed here on the lower West Coast with weather that allows us (for the most part) to use our boats year round, it's a good idea to rotate any stored food on a seasonal basis.

There are many sources online to [check the shelf life of most unopened and open foods](#), and upon doing so I found that many canned and bottled foods can keep for a couple years...as long as they are kept in a dry cool place. However, before Minstrel leaves for at least a year or so, I was faced with the task of pitching out a lot of what was once perfectly-good-food stored onboard before we bought her, but didn't want to use because it wasn't ours. Six years later it was still there...is that too long, and really, how long is too long? According to the [Canada Food Inspection Agency](#), there are "suggested" dates for different reasons; a "Sell By" date, a "Use By" date and a "Best Before" date, none of which are an "Expiry" date unless it explicitly says so.



Rust caused by condensation

"Durable life" means the anticipated amount of time that an unopened food product, when stored under appropriate conditions, will retain its :

- freshness,
 - taste,
 - nutritional value, or
 - any other qualities claimed by the manufacturer.
- A "best-before" date, also know as a "durable life date", tells you when this durable life period ends.

Eating food that has passed the "best before" date

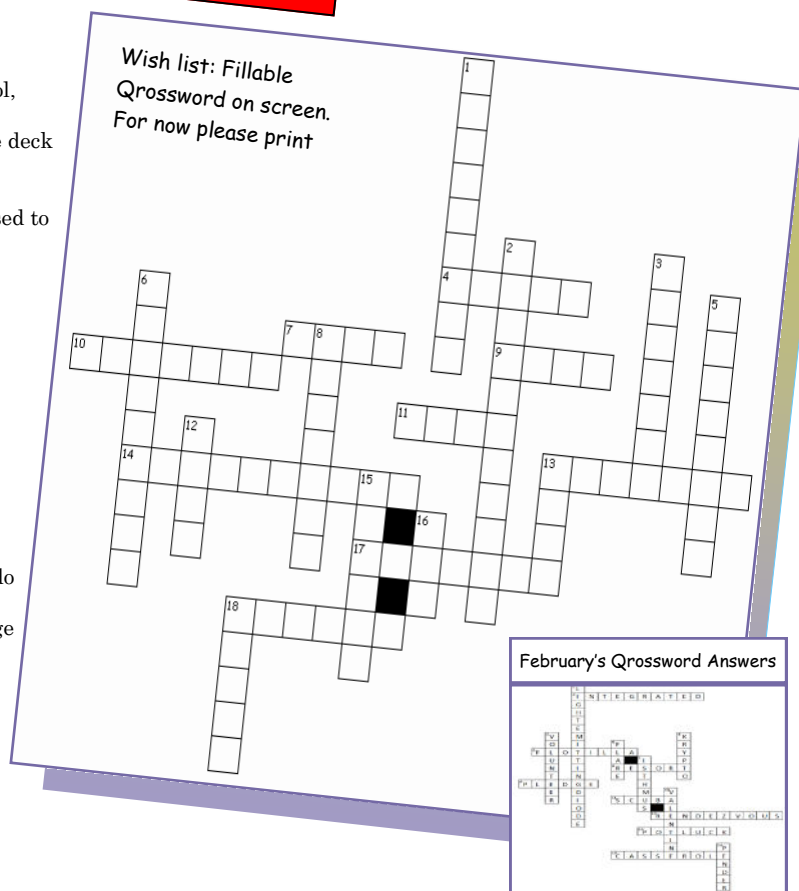
- You can buy and eat foods after the "best before" date has passed. However, when this date has passed, the food may lose some of its freshness and flavour, or its texture may have changed. Some of its nutritional value, such as vitamin C content, may also be lost.
- Remember that "best before" dates are not indicators of food safety, neither before nor after the date. They apply to unopened products only. Once opened, the shelf life of a food may change.
- **NEVER** use your nose, eyes or taste buds to judge the safety of food. You cannot tell if a food may cause foodborne illness by its look, smell or taste. And remember: "If in doubt, throw it out!" 🚮

Across

4. The top of a mast or flagpole
7. A piece of cloth of distinctive color and design, used as a symbol, standard, signal, or emblem.
9. Vertical spar for supporting sails, rigging, flags, etc., above the deck of a vessel
10. Any heavy material used to stabilize a ship or airship
11. A wooden or metal pole, such as a boom, yard, or bowsprit, used to support sails and rigging
13. Either end of a yard
14. The operator or manager of a commercial wharf
17. To become unfit for use or consumption, as from decay.
18. Waste matter from domestic or industrial establishments

Down

1. An individual or company that shows
2. A vessel designed to operate under water for short periods
3. A line for hoisting or lowering a sail, flag, or spar
5. A medieval entertainer who traveled from place to place, especially to sing and recite poetry
6. Moving in the same direction as the course of a vessel
8. A certificate, tag, document, etc., giving official permission to do something
12. A spar attached to the mast and used to extend the upper edge of a fore-and-aft sail.
13. A horizontal spar slung to a mast to support and spread a sail.
15. A national flag displayed on ships and aircraft
16. The front part of a ship or boat.
18. The rear part of a ship or boat.



Got a good story that's "newspaper" worthy? If so, send info to news@portmoodypss.com

As Seen In The News

Boats on Boat

That's the strange configuration just seen and photographed in Burrard Inlet this mid march by Neil Wildman. The cargo vessel named Development Way is a 25,000 DWT semi-submersible ship. She is the first self-propelled semi-submerged ship remoulded from a liquid petroleum gas/chemical tanker.

She has a ballasting system consisting of 44 water ballast tanks and four main pumps. From a maximum submersible draft of 18

meters for loading, it takes four hours for the deck to resurface to the minimum draft of 9.3 meters for travelling, and it takes less than four hours for the reverse. To position the floating items, the ship's deck is equipped with four sets of



winches positioned separately along the port and starboard sides; 2 at the bow and 2 at the stern. The ship is also equipped with one forklift, two cranes and a number of fastening, welding and cutting devices.

The scrap ships aboard being transported to China are Seaspan's the Straits Logger (a self loading/unloading barge commissioned in 1964), and the Haida Brave (a self loading/unloading cargo ship commissioned in 1978). At least three other smaller vessels are on top of the Straits Logger. 