

**FRASER SQUADRON
COMMANDER'S REPORT**

It is, as I write this, a year and a day since the tragic accident on the water at last year's Symphony of Fire. I took particular note of the conduct this year in English Bay as we anchored at a comfortable distance and enjoyed the show. Of course all arms of the law were present – the Port Authority boat, Fireboats, Coast Guard, and a variety of Vancouver Police Department vessels. With the exception of some mariners firing off their distress flares and the requisite number of 17' runabouts loaded with bare chested young men insistent upon proving they are as mature as they actually looked, it was an enjoyable evening for a record audience.

Boating education is our reason for being. This year has been significant in that the Boat Pro program has received so much press over the operator's certificates that there are many organizations getting on the bandwagon. It is even being offered on the internet in Ontario, with a "proctor" provision complete with passwords for the exam. I believe computers are here to stay, but on a dark and stormy night this may not qualify as a well rounded maritime education. We at Canadian Power and Sail Squadrons believe we are the best value for a comprehensive boating education. A workbook and a challenge exam, or an eight hour course are not a substitute for a fourteen week program, nor was that their intended function.

We still have foolish acts on the water, and inexperienced boaters with too much power and too little training. I would say that over the past winter I have had many more people comment on the fact that CPSS are the place to get their "licence". In that respect, we can turn boating publicity into an opportunity to promote our organization and ensure our friends and neighbours can boat and continue to be our friends and neighbours! Don't be shy! Promote our full boating course and you will be doing them a favour.

In the fall we shall be implementing a much broader program for instructing the proper use of VHF radios. CPSS will be taking on the national job of instruction and licencing on marine radios, previously handled by Industry Canada. Listen to Channel 16 for an afternoon on the water and tell me this isn't a challenge! Some of the calls would be funny if they were not so serious in nature. Please, familiarize your crew with the radio. Keep a placard with your information on it close to your VHF, because the time to dig out you manual to learn how to make a distress call is NOT when you have just hold your boat in Georgia Strait. You have minutes, not hours, in which to have a clear head and get your message to anyone who can assist you. The radio "brushing up" you do with your family and friends just may save a life out there.

**UPCOMING EVENTS
FALL 2000**

**September 18
Bridge Meeting**
Ladner Police Station

**October 14
Fall Boating Class Cruise**
on the Fraser River
(details in class)

**October 16
Bridge Meeting**
Ladner Police Station

**October 27
Halloween Social**
Venue T.B.A.

**November 13
Bridge Meeting**

We are halfway through the cruising season, and many of our members have been sidelined with either lack of time or inclement weather. Don't miss a chance to join us on the water for the cruise opportunities Alan Eldred has outlined for our members. Last, but not least – we have room on the Bridge for five more volunteers for this winter season. Please do not hesitate to call me if you can spare three hours a month for one of our positions.

**Bryce Gibney
Commander**



1999/2000 BRIDGE

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CONGRATULATIONS TO THE BOATING GRAD CLASS OF 2000!!



PASSING OF A MEMBER

TREPTOW, Gerhard (Gerry) Karl-Heinz

Born August 20, 1939. President and CEO of C.B.T.I. International Consulting Corp. of Richmond, B.C., passed away suddenly on January 6, 2000 in Maui, Hawaii. Gerhard is sadly missed by his loving wife Donna Lee, sons Mark and Kent; stepson Dave Dundas (Stacy), grandchildren Brittany and Mitchell, sister Renate (Michael) and mother Gertrude, all of whom he dearly loved. His ashes were laid upon the waves of Hawaii.

TIPS AND TRICKS

Did you know that a sheet of Bounce fabric softener is a great air freshener - try it in hanging lockers, waste baskets, next to the holding tank, wrapped up with bedding, taped under a table in the salon or anyplace else that needs sweetening!

Fraser's Auction

I guess I shouldn't be the one to blow any trumpets here, as one could think there could be a little bias! However I do want to say that I believe everyone had fun!

The numbers were a little down from previous years and there weren't as many items as usual, but much amusement was generated from the items; from mother-in-law lifejackets to plastic sinks; and books to gaff hooks! Brian loves to see a laughing crowd and he wasn't disappointed! We were pleased to see some students from the classes as well as old friends. It was fun to see our two oldest grandchildren, Kyle(9) and Kari(6) taking part in the action and enjoying every minute.

As many of you know, the annual auction started many years ago and in those days recording of all the transactions was done manually. Today, we are very fortunate to have a computer program, written by Alan Morgan (your trusty Admin Officer), which means we suffer from less errors, and which is definitely much better suited to the poor brainpower of some of the older (well alright, the One older member) who deals with the money!

THANK YOU ALAN

Those of you who didn't come to the auction, missed a good time. To those of you who did attend, a big vote of thanks for your hearty participation and for once again accepting the jocularly in good spirit.

Thank you all for your continued support!
Lindsay Smith



Auctioneer Brian



What's a "Fix" again!!



Training Department getting straightened out by a past Commander

CALLING A SPADE, A SPADE

by David Ginsburg

Some years ago, I asked the venerable Bill Risk for his opinion on anchors, and his reply was succinct – how much did your boat cost, and how much are you paying for the anchor? It said volumes, didn't it.

Our boat is a 27 footer, weighing around 8000/9000 lbs, fully loaded. Standard it came with a 14lb Danfoth-type anchor. It still amazes me that boat manufacturers produce such expensive boats, and then under-equip them with smaller/lighter anchors. This anchor is fine for day-anchoring, but we wanted more muscle.

The first option we bought was a 22lb plough-style with a swivel shank. This is a good anchor, but like the CQR's, has to be set with the boat backing up pretty slowly, & fairly consistently. Without a windlass, I found this to be a little daunting, when anchoring single-handed. So back to the search for the ideal anchor.

In December last year, Powerboat Reports published a detailed report of tests on a whole slough of anchors. Their top honours went to a North American "unknown" – the Spade. According to the report, the Spade won convincingly. The Spade's design is revolutionary, inverting the usual shape of the plough-style anchors, to be concave, instead. The other innovation is the balance of the Spade, with the weight on the tip, so that it digs in quickly, & also resets quickly.

So the 15kg/33lb Spade became a fixture on our boat. We tried it out recently, & were truly impressed with the results! The first time out, we anchored at Pirates Cove, De Courcey Island. Being a small cove, & with a multitude of boats anchoring there, the bottom has been well ploughed, & it can be tedious to set anchor there, if you strike a bad patch. First time out, the Spade dug in, & held solidly. Granted, Pirates Cove is sheltered waters, so the next venue was Taylor Bay on the north-western side of Gabriola Island. This inlet has good shelter from the southeasters, but minimal shelter

from the tide, which kept bobbing the boat up & down like a yo-yo. A stern anchor reduced this to livable levels, but back to the Spade report.

Anchoring single-handed, I lowered the Spade into the water with the boat drifting backwards, & it dug in first time, set, and held for the duration of my stay! Considering the conditions, I was very pleased with the anchor's handling. Two sessions at anchor without mishap is a good beginning, and after more outings, will report further on the Spade's handling!

If any members have questions, I'll be glad to answer them where I can.

CARDINAL RULES

by David & Clara Ginsburg

We were moored at Silva Bay and took a leisurely dinghy cruise around Vance, Tugboat, & Sear Islands. The potholes in the rocks surrounding Sear, & especially Vance islands, were very impressive. This circular scouring of the rocks has left some smoothed potholes, & others which are intricately carved into the rock faces, with a partial surface remaining, like an artist carving his sculpture!

We drifted with the tide, west of Vance island, allowing the flowing waters to carry us silently along the channel, following the coastline. Dangling our feet in the water, we watched the scenery unfold as we drifted by. This is the kind of magic that is pure tranquility!

At the northwestern end of the channel, there's an East Cardinal buoy off Carlos Island, denoting the shallows to the west. In the course of our drifting, we saw four boats pass this buoy – ALL of them passed it on the western side, including one sailboat with it's commensurate deep keel! One can only wonder at the ever-amazing Providence, to have this happen at high tide, so without mishap.

Just imagine what those 4 skippers must have been saying at the E.C. Buoy – who put that darned thing in our way??!!

CRUISES 2000

Cruise Master Alan Eldred 594-4188

Sixteen Fraser members who took part in last years cruises met and discussed many cruising destinations and came up with the five most popular. An extended cruise to Desolation Sound was added this year for those who had wanted to make this journey, but hesitated to go alone. We hope that one or more of these cruises met with your approval and boating expertise, whatever the level.

We adhere strictly to buddy boating and there is always someone there to assist if needed. We encourage new boaters to join us to increase confidence so you may get full appreciation and enjoyment of the sport we love so much.. Everyone in these cruises is learning, there is no testing or judging, just the camaraderie of a great bunch of people who love boating.

Space at marinas must be booked at least six weeks prior to departure, especially Otter Bay where moorage is at a premium during the summer. So remember that your earliest notification will be appreciated. You won't be turned away but you may have to anchor off if we don't have enough dock space.

If you have any comments or suggestions regarding this year's cruises and destination choices, or perhaps some input for cruising 2001, please call the cruise master as noted above.

Below is a summary of our 2000 Cruise Schedule for those of you who may have missed it at an earlier date.

As always, I hope everyone is enjoying a good and safe boating season!!

Alan Eldred – Cruise Master

- Cruise #1 June 16,17, 18 (Fri, Sat, Sun) Father's Day Cruise
Stuart Island, Prevost Harbour. Other close destinations to be announced.
- Cruise #2 June 30, July 1, 2 Fri, Sat, Sun Canada Day Cruise
Annette Inlet, Prevost Island. Possible destinations, Montague Harbour, Winter Cove. Lamb barbecue.
- Cruise #3 July 21, 22, 23, 24 (Fri, Sat, Sun, Mon) Otter Bay Cruise.
Otter Bay 2 days, dinner at "Islanders" Fri, pot luck dinner barbecue Sat, Port of Sidney 2 days.
- Cruise #4 August 18 to 26 Desolation Cruise
If you wish, you can meet the Nanaimo cruise at Nanaimo on the 27th
- Cruise #5 August 25, 26, 27, 28 Fri, Sat, Sun, Mon Nanaimo Cruise.
Ladysmith, Page Point Marina 2 nights. Nanaimo 2 nights via Dodd Narrows.

BOATER'S GRIPEVINE

On a recent boating trip I purchased fuel at Sidney, B.C. for 79.9 cents per litre. Days later in Comox I paid 67.5 cents per litre. In the very remote Refuge Cove it was 80 cents and 3 days later in Pender Harbour, only 73.5 cents. The petroleum companies' argument that delivery costs to remote or difficult access locations adds to the price of fuel leaks more than my dinghy! And whatever happened to the 4 to 5 cents per litre discount that was offered to boaters because we were not subject to road tax? This seems to have been unilaterally rolled back in to marine fuel costs. Can anyone spell gouging!?! This concern may not be of high interest to sail boaters only because our government has not figured out a way to tax the wind used in your sails. Your insight or comments on this matter, or any other frustrating issue, would be appreciated.

Reply: e-mail ronhoyt@dccnet.com or fax: 604-943-1461

Mariner's Marketplace

MerCruiser Service Manual

– for stern drive units and marine engineers. Mechanics shop version. New price is \$69.95 – a bargain at \$30.00.

Push Off Poles – I've got 3 – new, never used, \$14.00 each.

Battery Switch – Off – Bat#1 – Bat#2 – Both. Colour red, brand new – ½ price.

Call **Larry at 277-9919** or e-mail at salt@axion.net



Dinghy Adrift

By David & Clara Ginsburg

Returning home from a cruise, we spotted a dinghy floating in the Straits, about 5 miles off the North Arm jetty. There was no one in sight and the bow line was still inside the boat, so it couldn't have been a slipped knot. Vancouver Coast Guard told us to take it home, in tow, and we're looking for its owner!

So if you, or a friend, has lost this dinghy, please give us a call at 275-9807 – with a description of boat and contents of course!

THE GREEN BOATER

For those of you who may have been having too much fun on the water, leaving no time to do some important reading, here's a reminder of the "No-Discharge Zone" designations that will take effect next year. In fact, during a recent trip into Roscoe Bay in Desolation Sound, it was noted that a Parks board sign indicating that Roscoe Bay was already a no-discharge zone had been posted. To refresh your memory, here are the areas of concern:

Cortes Bay
Carrington Bay
Mansons Landing/Gorge Harbour
Squirrel Cove
Roscoe Bay

Prideaux Haven
Smuggler Cove
Pilot Bay
Montague Harbour
Nanaimo Harbour



If you don't already have a holding tank, you need one now. More destinations are to be designated as no dumping zones in the very near future. Maintained and installed properly, they do not have to give off that dreaded odour and by shopping around you can outfit your boat without breaking the bank. One location that I have found with a display model for the do-it yourselfers and a complete inventory of all needed parts is Massey's Marine Supply in Ladner. In the fall they will move across the street to a new location and will be able to do complete installations at their dock. Their prices seem to be very reasonable and information is free.

**MASSEY'S**
MARINE SUPPLY
FOR ALL YOUR MARINE AND INDUSTRIAL NEEDS
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DO YOU HAVE E-MAIL?

In an effort to reduce costs and expedite delivery of the Fairlead we now can send it to you via e-mail. The e-mail version will be enhanced with color pictures and more of them. In the very near future you will be able to access current and past copies of the Fairlead from our web page. Paper copies will still be available to those who do not have e-mail or do not wish to receive it in electronic form. This issue will be our first attempt via internet and any feedback, suggestions or comments would be appreciated. Please be assured that your e-mail address will not become a vehicle to send you junk mail. Only Fairleads or reminders of important dates such as cruises or meetings will be sent.

Please send e-mail address to Ann Isaacs, e-mail: saisaacs@netcom.ca

WE NEED VOLUNTEERS

If you can spare 1 to 2 hours a month to assist the Fraser Power and Sail Squadron please call Bryce Gibney @ 275-7512