

FRASER SQUADRON
COMMANDER'S REPORT

Thanksgiving! Where did you spend it? I was returning from Vancouver Island on that day, and consequently spent part of my day in the ferry lineup at Duke Point terminal near Nanaimo. As I watched the ferry approach the dock, I marveled at the skill the Captain was exhibiting in docking his vessel. He had wind and tide working against him, and even with bow thrusters and stern thrusters (don't we all wish!) to assist him it was indeed a feat. The parking lot was full, and people were impatiently waiting – some grumbling about the ferry being “late”. They were perhaps five minutes behind schedule at that point. After loading, I sat in the restaurant with my bowl of clam chowder observing the ferry pulling out of the slip. We picked up speed, and off the starboard bow I noticed an eighteen foot boat approaching the ferry. His position on my line of sight didn't alter – he got closer and we both maintained our heading. Navigation 101 – if nothing appears to be changing on that “mark” on your windscreen you are on a collision course! I was quite amazed that a small vessel would try to cut across the bow of a B.C. Ferry – a huge ship in proportion. Finally, he thought better of it and backed off to pass behind. When my boating class enjoyed a trip to the island and back on the bridge of a ferry years ago, the captain's words are still in my mind. “Do us all a favour and give us the space we need. We cannot turn on a dime – whether you have just caught your first salmon or not!” The traveling public take the ferry system for granted. It is not a B.C. Transit bus. The

operating conditions make some of the docking a true test of skills, and of course the public don't know any better. They just grumble that their personal schedule might have a ten minute delay. I decided that day, remembering the recent disaster near Swartz Bay, that this Thanksgiving I would give a thought to the mariners who give us many thousands of accident free crossings to and from our provincial islands. Their record is exemplary. As boaters we can appreciate what they are up against, so give them their room. I am thankful we don't have more accidents, and I'll try to have patience when I am waiting for the ferry. Just continue doing your job, Captain and crew!

Did you “cross the line” on a boating trip this year? By that, I am referring to the 49th. Parallel – our international boundary with the most powerful nation on earth. The increased amount of contraband passing over this border has raised the level of security on both land and water. The “spot checks” of cars returning from day trips to Bellingham has increased, and never before have so many dogs sniffed so many trunks. The bad guys are using pleasure craft as well. Our American neighbours have little patience for smugglers, and this year they caught a number of boats loaded with drugs crossing into their waters. What does that mean for us? Well, think before you cross. They have rules and regulations regarding citrus fruits, for example. When you fill out the forms it is easy to dismiss some of the questions as petty.

Please do not do so. We are in an age of computers, and an infraction stays on you and your vessel's record for years. Do not endanger your customs record on either side of the border by getting caught in a spot check. They have some true Neanderthals working in both countries' customs departments, and those T-shirts, Cuban cigars, and California wine don't warrant losing your Can-Pass decal on our side, or your PIN number on their side. Let's just give “Thanks” that we can, for the most part, sail our boat over that international boundary and simply spend two minutes on a cell phone and have our clearance.

What else do we have to give “Thanks” for this year? How about the instructors and proctors who bring the high level of instruction to our new boating class members. Do you realize that every hour spent instructing requires another hour of preparation? Fraser Squadron is the second largest in western Canada, surpassed only by the Vancouver Squadron. We could use some help to take pressure off our tried and true training department members. When you run into a situation on the water that your power squadron courses allows you to deal with successfully, say a little “thank you” to your instructor. Volunteer to proctor and help those coming in the boating ranks. Give Al Morgan a call and put a little bit back in.

Continued on Page 2

1999/2000 BRIDGE

Commander Bryce Gibney	bmgcoda@netcom.ca	275-7512
Lt/C. Exec. Fred Des Rochers	fd_desrochers@telus.net	277-0740
Lt/C. Training Alan Morgan	almorgan@infoseve.net	946-5740
1st Lt. Secretary Lindsay Smith	bjsmith@interchan.ge.ubc.ca	946-3602
1st Lt. Treasurer Marilyn Cole	ceg@bc.simpatico.ca	596-4425
1st Lt. Environment Office Larry Terrick	salt@axion.net	277-9919
1st Lt. P.R. Officer Neil le Nobel	Neillenobel@direct.ca	272-1385
1st Lt. Membership David Ginsburg	gins@imag.net	275-9807
1st Lt. Admin. TBA		
Lt. Cruise master Alan Eldred		594-4188
Lt. Supplies Tony Dales	adales@axionet.com	946-5070
Lt. Programs TBA		
Lt. ATO Rmd & Regalia Pat Wong	weathermom@home.com	
Lt. ATO Delta John Kay		946-4052
Lt. Asst. Training Patti Meggy		943-6629
Lt. Asst. Training Bonnie Black		943-8890
Lt. Training Aids Bill Hawryluk	hawryluk@planeteeer.com	270-2946
Lt. Youth Program -TBA		
Lt. Editor Ron Hoyt	ronhoyt@dccnet.com	943-4698
Lt. Asst. Editor Ann Isaacs	saisaacs@netcom.ca	271-3228
Lt. Historian Harry Cole	ceg@bc.sympatico.ca	596-4425
Port Captain George Schurman	G_schurman@telus.net	940-1941
Lt. Auditor TBA		
Lt. At Large Jacqueline Barnes	kbarnes@ven.bc.ca	943-1419
Past Commander Jim Bryant	marjim@sprint.ca	943-3693



If you have e-mail and wish to receive a full colour copy of your Fairlead via electronic mail, please send your e-mail address to Ann Isaacs at "saisaacs@netcom.ca"

Commander's Report Continued from Page 1:

The summer socials are dockside, which is the way it was intended when we became pleasure boaters. If you did not participate this summer, you cheated yourself of some good company and the opportunity to get to know your fellow squadron members. I have been passing a couple for eight years on the dock, and shared a BBQ during the Ladysmith cruise this summer for the first time. We had such an enjoyable evening following a great day I wondered how many other good times I had missed over the years. Everyone has a busy schedule. When the cruisemaster publishes his schedule in the spring, take that pencil and your calendar and jot a cruise date down first. We all know first on paper is priority on the calendar. I guarantee you will enjoy it. Our winter socials are coming up, and they are land locked. We are trying to expand our attendance at these events, so please support your club and attend.

Bryce Gibney
Commander



COMING EVENTS

Halloween Social Friday October 27
Tsawwassen Golf and Country Club

Christmas Party Friday November 24
Green Acres Golf and Country Club

Bridge Meeting Monday November 13
Ladner Police Station

Fall Graduation January 26, 2001
Tsawwassen Golf and Country Club

Boating Course January 10, 2001
Ladner

Boating Course January 16, 2001
Richmond

Fundamentals of weather course
January 18, 2001
Ladner

Chinese Proverb:

You can challenge the mountain but you should not challenge the sea.



Training Department News - October 2000

You may have noticed that there was no Training Dept. news in the last Fairlead. This was due to a communications problem, and I apologize to everyone that was affected by the lack of information.

Boating enrolment is down quite drastically this session, and this is apparent with all squadrons. Fraser, like other squadrons, will be giving the boating students an on-the-water experience on Oct 21st and Lindsay Smith and I are trying to line up enough boats to accommodate just over 30 students for a three hour session. The squadron will of course pick up the fuel tab, and we will probably recover that from the students. Details are yet to be ironed out. The Training Department is starting a roster of members who would be willing to take part in this activity in this and future sessions. If you would be willing to have yourself included in this roster, please call !!

Courses running at the moment include Boating, Piloting, Sea-Sail, Instructor Training, Celestial Navigation, and the VHF course is slated to start in Ladner on Nov. 2nd.

After Christmas we hope to run Boating, Advanced Piloting, the new Weather course, VHF, Marine Maintenance, and hopefully Marine Electronics. We will also be running a Local Knowledge session after the May Grad, and Squadron Membership will be a pre-requisite for this course. LET US KNOW if you want to be part of any of these courses.

Something else is happening after Christmas. We have been informed that as of July 2001 material for the Navigator (N) course will no longer be available, and the course will be replaced by the new Celestial Navigator (CN) course, which will give the successful student the rank of 'N'. Until that time those of us who have Junior Navigator (JN) still have the opportunity to register in the old 'N' in order to go for that complete certificate.

We plan to start the course in the misty months of March or April with a brief review of JN, since for some of us it has been a while since we completed JN. Then over the summer we will have the opportunity to work on the sights required to complete N in the following session. If you are interested in joining us for this, please let me know over the next few weeks so that the necessary arrangements can be made. WE WILL ALSO NEED A PROCTOR FOR THIS COURSE. Any volunteers?

Do you have kids or grandchildren, ages 8-12, who would like to be in the Boatwise course? So do I, but we don't have anyone to teach this. If you are interested, call us. We can set up a good learning experience for them and give them a fun time to boot.

Recent regulatory changes in VHF licensing have resulted in CPSS becoming the main provider of VHF licenses and as a result we could be desperately short of help in the VHF department.. How about you Radio Operators out there, are you willing to give up 3 evenings in a session to help teach the VHF course? We also need to have people accredited as examiners for the course. Please give myself or Rand Lutman a call if you think you can help. We need to know about you NOW so that we can properly plan our training activities in this field.

Last thing - A plug for the volunteers. The life of a volunteer (as many of you know) usually involves a lot of communications. You can help to make our lives a little easier by letting us have your e-mail address. MINE IS almorgan@infoserve.net. Please feel free to use it if you need any information or you want to offer comments about the Training Department (happy or otherwise), but please don't barrage me with 'jokes of the day'. If you change your e-mail address please keep us up to date via David Ginsburg. HIS address is gins@imag.net

Al Morgan STO, Pat Wong ATO, John Kay ATO.

BELIEVE IT OR NOT...

This is the actual transcript of an actual radio conversation between a U.S. naval ship and Canadian authorities off the coast of Newfoundland in October 1995:

U.S. Ship: Please divert your course 15 degrees to the North to avoid collision.

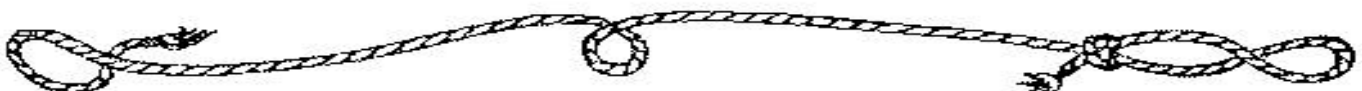
CDN reply: Recommend you divert YOUR course 15 degrees to the South to avoid a collision.

U.S. Ship: This is the Captain of a U.S. Navy ship. I say again, divert YOUR course.

CDN reply: No. I say again, you divert YOUR course.

U.S. Ship: THIS IS THE AIRCRAFT CARRIER USS MISSOURI. WE ARE A LARGE WARSHIP OF THE US NAVY. DIVERT YOUR COURSE NOW!

CDN reply: This is a lighthouse. Your call.





HELPING FRASER SQUADRON STAY ACTIVE!

Brian and I have been active members of Fraser Squadron for over 20 years, and we have met a large number of people during that time, many of whom remain friends. We met these friends firstly while taking the Boating Course and then while participating in the cruises and all the other activities the Squadron provides throughout the year.

Fraser Squadron has given our family the opportunity to enjoy the camaraderie and fellowship that membership has offered us, and we are very grateful to all those who work hard to keep our squadron going. People like Bryce Gibney, our Commander, who took that position before having had any other experience on the Bridge, not only for one year, but is currently in his second year in the position! Instructors like Alan Eldred, who have been teaching for many years, and who has also been Fraser's cruise master for the past 3 seasons. Of course

there are many more who deserve to be mentioned too, the number of merit marks they have, attest to the years of service they have put in for CPS! I would like to encourage **YOU** to become involved, add **your** fresh ideas to the flavour of Fraser Squadron, and take the opportunity to meet with members at the various activities arranged by the Bridge. As you already know, all the work is done on a volunteer basis, and it would be great to see more members involved in all aspects of the Squadron.

So by all means, jump in and take on a job, big or small with Fraser, and agree to give us your email address for communication too!

My email address is:- bjsmith@interchange.ubc.ca Feel free to contact me or any bridge member to offer your services or give us your ideas.

Lindsay Smith

WE'RE WORKING HARD TO ADDRESS ISSUES THAT INTEREST YOU

We're working hard to tailor the Fairlead to address issues that interest you, and we would love to have your input.

- What types of information would you like to see in the Fairlead
- Do you have an interesting boating story or experience that you would like to share?
- Do you have a pet gripe?
- Has another boater, or someone in the marine industry gone above and beyond the call of duty?
- Do you have a question which you have always wanted to ask the Coast Guard? Send it in and we will forward it for their response.
- Do you have a boat or some gear for sale. Send us the details.

Call Ann Isaacs @ 604-271-3228 or e-mail at saisaacs@netcom.ca



Marine Weather Quiz:

The following quiz is based on the Marine Weather Hazard Manual.

1. Moderate winds are those in which of the following ranges:
 - a. 10 – 19 knots
 - b. 12 – 19 knots
 - c. 13 – 20 knots
2. As a simple guide small craft warnings mean:
 - a. be cautious
 - b. very hazardous for small vessels
 - c. stay ashore or try to avoid the storm
3. As a general rule "strong" winds will result in a probable wave of what height:
 - a. 1 – 2 meters
 - b. 2 – 3 meters
 - c. 3 – 4 meters
4. Which of the following clouds indicate a thunderstorm:
 - a. Cirrus
 - b. Stratus
 - c. Cumulonimbus
5. The life span of a thunderstorm is usually:
 - a. less than an hour
 - b. 2 hours
 - c. all day
6. A three meter wind wave meeting a 5 knot opposing current would:
 - a. remain the same
 - b. almost double in size
 - c. triple in size

SEE ANSWERS ON PAGE 6

TIPS AND TRICKS

- Pour a can of Coca-Cola into the toilet. Let it sit one hour, then flush clean. The citric acid removes stains from vitreous china.
- Pour a can of Coca-Cola over your battery terminals to clean corrosion.
- To loosen a rusted bolt, apply a cloth soaked with Coca-Cola to the rusted bolt for several minutes.
- To put a smile on the Captain's face, pour half a can of Coca-Cola into an ice-filled glass and top with an ounce of Rum!!

GONE MISSING

By Const. Larry Burden



43 recoveries out of 784 vessels
is not what any of us would call
quality service

Few officers do more than the bare minimum on investigations concerning issues and equipment which they are unfamiliar. With the average police officer in Canada receiving little or no education on stolen and fraudulent watercraft, past investigations on such have basically been non-issues. This isn't unique to Canada or even North America – it is an international problem, and an expensive one.

Admittedly, watercraft crime is a much smaller issue for policing agencies than automobile crime, but an effort must be made to overcome the perception that things that *float* are someone else's concern. Crime is crime, theft is theft, and fraud is fraud. Theft and fraud related to watercraft and/or occurring on water is no less important than crime related to automobiles and occurring on land. As such, it should receive proper attention and investigation. To achieve this, a paradigm shift and education for frontline investigators are needed.

Historically, there has been no training for Canadian police officers in the field of watercraft crime. The existing paradigm focuses resources at on-water training geared toward enforcing safe boating regulations, not toward watercraft theft recovery, or fraud investigation.

Watercraft fraud, theft and arson are growing problems in Canada, and unfortunately our police agencies have not been very effective in recovering stolen watercraft or in investigating the various types of fraud associated with watercraft.

A recent sample survey I conducted shows a paltry five-percent recovery rate on stolen watercraft in British Columbia. I attribute this to the following: Few frontline officers are familiar with HINs (Hull Identification Numbers) and therefore few HINs get placed on the police computer (CPIC), and many of those entered are done so incorrectly. Without a correct HIN on CPIC, a stolen boat queried by an investigator can't be identified as such.

Examining reporting procedures for the past 10 years, the sample survey reveals an average error factor of 86 percent for 19 RCMP detachments and two municipal police forces in B.C. Looking at other Police detachments and police services across Canada, this sample survey shows the same trend nationwide. Some would argue that the error factor is not that serious considering the B.C. sample survey shows only 784 reported stolen watercraft over a 10-year period, and that's a relatively small number per annum. On the other hand, only 43 recoveries out of 784 vessels – with some police forces having error rates between 90 and 100 percent – is not what any of us would call quality service.

Further statistics are no less alarming. During the first 11 months of 1998, 980 watercraft and 2,021 engines were reported stolen or lost in B.C. and the Yukon. Easily estimated at about \$11 million worth of crime, this far exceeds the estimated \$4 million taken in armed robberies during the same period – and yet, consider the resources allocated to investigating robberies!

The cost of training frontline officers and correcting HIN data entries for CPIC is minimal compared to other criminal issues. Nonetheless, Canadian police agencies presently allocate few, if any, resources for watercraft-related crime prevention, investigation programs or training.

Correcting in-house reporting procedures is imperative, but it is also becoming increasingly clear that the insurance industry, lending community and police need to become better educated in regard to marine-related crime.

Contrary to popular belief, the best place to investigate marine theft is on dry land, not on the water. Considering the fact that most stolen watercraft are transported over our highways, it makes good sense to provide appropriate training for frontline investigators such as highway patrol police, customs, conservations, and fisheries officers who encounter these vessels.

"Paper boat fraud" occurs when police respond to a report of a stolen watercraft or engine, and assume they are being told the truth when the complainant claims his or her \$30,000 boat, or outboard worth several thousand dollars, was stolen. Too often, little or no investigation is conducted, and the "victim" is given a police file number for insurance purposes. Trained police investigators can also make a big difference in combating fraudulent claims.

As with many other issues, we're about 10 years behind our American counterparts in addressing watercraft fraud and theft. Ten years ago the National Association of Marine Investigators (NAMI) was formed in the U.S. to educate police and insurance investigators. Steady growth expanded NAMI into the International Association of Marine Investigators (IAMI) (- which trained more than 3,800 investigators throughout Canada, the U.S. and Europe in 1998, and a further 4,500 in 1999.

IAMI membership is open to members of the insurance and law enforcement community and offers a number of training courses for personnel involved in investigating marine-related crime.

The recent recipient of IAMI's President's Award of Excellence for exemplary work in the field of marine investigation, guest columnist Const. Larry Burden is an RCMP motorcycle traffic officer stationed in Chilliwack, B.C. As part of his fight against marine crime, Burden has designed training seminars and authored a number of publications including a 25-page guide called "An Investigator's Guide to Identifying Stolen Watercraft". For further information, he can be reached at (604) 792-4611.



FRASER'S 2000 CRUISE YEAR COMES TO A CLOSE

We had five cruises planned this year, all were well attended, with one exception, that being **Cruise #1** to Prevost Harbour on Stuart Island. Only one boat showed for this, the Father's Day weekend.

Cruise #2: Six boats showed up for the Canada Day cruise originally planned for Annette Inlet, we diverted to Montague Harbour because of minus tides. Probably a good decision anyway as there is no access to Prevost Island. We all put our lives on the line for the bus ride to the "Humming-Bird" pub on Saturday evening. Anyone who has done this will know what I mean. The rest of the weekend was spent relaxing and enjoying the park.

Cruise #3: The main event of the year was to Otter Bay on Pender Island. 15 boats arrived on Friday evening and we all went to the "Islanders" for dinner. I can recommend this restaurant now owned by the Marina. The weather didn't co-operate on Saturday morning so the Annual Bocce Ball Tournament was abandoned,

instead everyone worked at a mind bending quiz. The barbecue was lit up at 1700 hours and we all gathered for a pot luck dinner. Our thanks to our First Mates for all the excellent food.

We were also pleased to welcome Past Commander Tony Merry and Marty Tilley. On Sunday we proceeded to Port Sidney Marina to relax and enjoy the town.

Cruise #4 to Desolation Sound was hosted by Peter and Kouka LeFroy and departed from Garden Bay, Pender Harbour. Only three boats left but some others met up along the way. I believe a good time was had by all.

Cruise #5 was another two part cruise. The first leg was to Page Point Marina near Ladysmith. This marina has changed hands and apart from the docks has greatly improved. Ten boats arrived and we enjoyed a meal at the Marina dining room. On Saturday a group of us was ferried across to Ladysmith for lunch and a look at the town. On Sunday morning

eight boats headed for Nanaimo running into a brisk Northwest wind, needs to say the Northumberland Channel was it's usual lumpy self, especially rounding Jack Point. After tying up at the Cameron Island dock we set about washing the salt off the boats. On Sunday evening we went to the Dingy Dock Pub on Protection Island for a fun evening. We were joined here by one boat returning from Desolation Sound. On Tuesday we departed for our various home ports.

And so ended another year's cruising. I wish to extend my thanks to everybody participating, without whom the whole thing would have been a total flop. My special thanks to Keith and Jacquie Barnes for going that extra mile doing such a fine job getting out all the cruise information.

Lets look forward to another good year in 2001.

Respectfully submitted,
Alan Eldred,
CRUISEMASTER 2000



From reliable sources, we were assured there was no alcohol present during the taking of this photo!!

Volunteers Please!

We need volunteers for phone work. Would you be willing to call 20 to 25 Squadron members, 2 to 3 times per year to inform them of functions, courses, cruises and other related Squadron events. Can be done in the comfort of your own home at your convenience! Call Bryce Gibney (275-7512) to get your name on the list today!!





OFF-SEASON PADDLING - A DIFFERENT PERSPECTIVE?

With the boat more or less “tucked in” for the winter you may wish to consider a unique and intriguing waterside activity that is now available on the Lower Fraser estuary/delta.

Kaymaran Adventure Tours operates out of Ladner Harbour. In addition to boat tours in a former Canadian Coast Guard rescue boat, the company introduced this summer guided sea kayaking excursions of the Ladner Marsh and adjacent estuary islands and reaches. These mini-expeditions (approximately 2 hours) are ideally suited to beginner paddles – the K.A.T. guides provide basic vessel/gear orientation as well as paddling instructions. The kayaks themselves are particularly suitable for beginners as well as “seasoned” paddlers.



As you know, sea kayaking has generated immense interest and enthusiasm over the past several years. Young and old, guys and girls (In fact, women seem to be drawn to paddling even more intensely than men.), fit and not-so-fit – there’s a kayak out there for just about anyone. The attractions of paddling – true intimacy with our environment, simplicity, silence, and independence have to be experienced to be fully appreciated.

K.A.T. may be contacted by telephone at (604) 946-5070 or you may wish to visit their website at www.vancouver-bc.com/kaymaran.

Answers: Marine weather quiz:

- | | |
|--------------------------|------------------------------|
| 1. b., 12 – 19 knots | 2. a., be cautious |
| 3. b., 2 – 3 feet | 4. c., cumulonimbus |
| 5. a., less than an hour | 6. b., almost double in size |



PARTICIPATORY ARTISTIC EVENT FOR HALLOWEEN

FRIDAY OCTOBER 27TH 2000

TOOLS & EQUIPMENT INCLUDING HATS WILL BE PROVIDED, THE OUTRAGEOUS BUT ALWAYS ENTERTAINING BRIAN SMITH WILL BE THE HOST AND JUDGE OF THIS SOCIAL EVENT, VALUABLE NAVIGATIONAL AIDS WILL BE AWARDED AS PRIZES

TSAWWASSEN GOLF &
COUNTRY CLUB

GUEST SPEAKER: Kate of MCM
Rope and Rigging with an overview of
selection and care of marine ropes.



CHRISTMAS PARTY


FRIDAY, NOVEMBER 24, 2000

GREEN ACRES GOLF AND COUNTRY CLUB

Call any Bridge member for more information.
Please register by November 10.



RECOMMENDED DEALERS, SUPPLIERS AND MERCHANTS OF FRASER SQUADRON MEMBERS

<p><i>MarinersXchange Ltd.</i> <i>Marine Consignment Store</i></p> <p>#120-12220-2nd Avenue Steveston, BC V7E 3L8</p> <p>Phone: (604) 271-2284 Fax: (604) 271-2294</p>	<p>Reg #2580-4</p> <p>CRUISE HOLIDAYS</p> <p><i>Cruise Holidays of Richmond/South Delta</i> 6846 No. 3 Road, Richmond, B.C. V6Y 2C4 <i>Your Cruise Vacation Store</i></p> <p>CLIA</p> <p>Dolly Des Rochers Cruise & Travel Consultant</p> <p>Tel: (604) 273-8228 Residence: (604) 277-0740 Toll Free: 1-800-263-8228 Fax: (604) 273-8221</p>
<p>BECKETT'S BOAT TOP AND CANVAS CO. Custom Work Alterations Repairs Cushions</p> <p><i>All work is fully guaranteed.</i></p> <p>Cellular: 351-3888 Res: (604) 946-5283</p> <p>Ian Beckett</p>	<p>JOHN DE JONG CERTIFIED MARINE MECHANIC</p>  <p>ISLAND VIEW MARINE YOUR COMPLETE BOAT CARE MOBILE MARINE REPAIR & SERVICE • COMPETITIVE RATES</p> <p>SHOP: (604) 940-1994 3871 RIVER ROAD WEST DELTA, B.C. V4K 3N2</p> <p>PAGER: (604) 844-1027 FAX: (604) 946-3965</p>

MARINER'S MARKETPLACE

Mercruiser Service Manual – for stern drive units and marine engineers. Covers all inboard 4 & 6 & 8 cylinder engines, plus transmissions, electrical and outdrives 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

Excellent furling Genoa sail from 25' C&C - \$200.00

Volvo 50 amp alternator - \$200.00

Newmar 80 amp noise filter - \$20.00

Chain 25 foot 5/16 chain - \$15.00

Alternator, charge, filter all left over from upgrading and are in perfect working condition.

Contact **Tom Cocking** at phone/fax **943-7643** or e-mail at tomcocking@telus.net

EDITOR'S NOTE:

This boating website was recommended by fellow member **Keith Barnes**. Any questions you have about boating will be answered at this site. www.boatered.com

Please check out our Squadron website at www.frasersquadron.com where you will soon be able to browse through past Fairleads. If there are any issues you wish to see addressed on our website, please e-mail me at ronhoyt@dccnet.com



MASSEY'S MARINE SUPPLY

FOR ALL YOUR MARINE AND INDUSTRIAL NEEDS

Garry & Diane Notenbomer

Tel.: 946-4488 Fax: 946-4489

4926 Delta Street, Ladner Waterfront, BC V4K 2V2

Email: masseysmarine@dccnet.com

