

# FAIRLEAD



The Official Newsletter of Fraser Squadron

May 2002

## FRASER SQUADRON COMMANDER'S REPORT

Fellow Fraser Squadron Members;

Thank you for having the confidence in me to lead your Squadron.

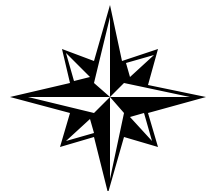
As stated at the AGM, I will work hard to maintain the high standards set by the Past Commanders. My intent is to provide leadership and guidance to a very strong Bridge. We have had our first meeting and we are committed to carrying on in the direction set by Past Commander Bryce Gibney. The training department will work diligently to meet the commitments to provide the Boating Course for the next season as well as the advanced and elective courses requested by you the members.

I believe that our Squadron has two prime functions. The first is to deliver the CPS mandate of Boating Education and safety the second is the social aspect. Enrollment in advanced and elective courses is down and the attendance at our social evenings is less than 10% of our membership. In the coming year I would like to find the balance you the membership want. The future of Fraser Squadron resides within you the membership, if you have any time to help put please volunteer. Please contact me via email [fred.desrochers@telus.net](mailto:fred.desrochers@telus.net) or phone me (604) 541-2383 with your thoughts and ideas.

In the next issue of the Fairlead we will publish a calendar of events for the coming year, including Bridge meeting dates. If you would like to speak to the Bridge please contact Lindsay Smith or myself, and you will be included on the agenda.

I'm looking forward to an exciting year as your Commander.  
Thanks and have a safe boating season.

Fred Des Rochers



## SURVEY SAYS ...

In an effort to supply our members with interesting and appropriate-to-boat size and type of information we ask that you take a minute and fill out the following short survey. This information will help us define areas of interest and the type of articles that would best serve our Fairlead readership. The upcoming picnic at Point Roberts is a prime example, as we have no idea how many members are moored at Point Roberts. Please fax your completed questionnaire to 604-943-1461 – e-mail to [ronhoyt@dccnet.com](mailto:ronhoyt@dccnet.com) or mail to 939 51A Street, Delta, B.C. V4M 2X9. For an added bonus, check out the contest on page 7 and send along your entry with your survey answers.

Your first and last name

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## 2002 BRIDGE

<b>Commander</b> Fred Des Rochers	fred. desrochers@telus. net	Ph 541-2383
<b>Lt/C. Exec.</b> Alan Morgan	almor- gan@infoserve.net	Ph..946-5740
<b>Lt/C. Training</b> Bob Everson	bobeverson@acbc. com	Ph..271-2551
<b>1<sup>st</sup> Lt. Secretary</b> Lindsay Smith	bjsmith@interchang e.ubc.ca	946-3602
<b>1<sup>st</sup> Lt. Treasurer</b> Sam Isaacs	saisaacs@netcom.ca	271-3228
<b>1<sup>st</sup> Lt. Environment Officer</b> Larry Terrick	salt@axion.net	250-762- 8847
<b>1<sup>st</sup> Lt. P.R. Officer</b> Neil le Nobel	neillenobel @direct.ca	272-1385
<b>1<sup>st</sup> Lt. Membership</b> David Ginsburg	gins- burg@infoserve.net	275-9807
<b>1<sup>st</sup> Lt. Admin.</b> Ann Isaacs	saisaacs@netcom.ca	271-3228
<b>1<sup>st</sup> Lt. MAREP Officer</b> Alan Eldred		594-4188
<b>Lt. Cruise Masters</b> Les Muller and Jan Muller		948-1804
<b>Lt. Supplies</b> Bill Hawryluk	hawry- luk@planeteer.com	Ph..270-2946
<b>Lt. Asst. Membership</b> Jane Bouma		277-4764
<b>Lt. Programs</b> Ross McCutcheon	ramccut- eon@telus.net	Ph..270-3844
<b>Lt. Asst. Training – Richmond</b> Victor Weizmann	wvic@home.com	270-7393
<b>Lt. Asst. Training – Ladner</b> <b>TBA</b>		
<b>Lt. Training</b> Patti Meggy		943-6629
<b>Lt. Training</b> Bonnie Black		943-8890
<b>Lt. Training Aids</b> Bill Hawryluk	hawryluk @planeteer.com	270-2946
<b>Lt. Regalia</b> Jeanette Hoyt	jhoyt@dccnet.com	943-4698
<b>Lt. Editor</b> Ron Hoyt	ronhoyt@ dccnet.com	Ph..943-4698 Fax.943-1461
<b>Lt. Web Master</b> Bob Everson	bobeverson@aebc. com	271-2551
<b>Lt. Historian</b> Harry Cole	ceg@bc. sympatico.ca	596-4425
<b>Port Captain</b> George Schurman	g_schurman @telus.net	Ph. 940-1941 Fax 940-2941
<b>Lt. Phone Committee</b> Alan Eldred		594-4188
<b>Past Commander</b> Bryce Gibney	bryce@codaonline. com	Ph.275-7512 Fax.275-8305

Every day you're out boating adds a day to your life!

## COMING EVENTS DOCK PARTY

Greetings all! We are moving forward with the "dock party" for Point Roberts. For this first-time party we are trying a "pack your own picnic idea" which should eliminate any costs. Jan has booked the use of the facilities for us and if anyone would like to add additional input as to activities this would be great.

We have scheduled a Boat-in, drive-in dock (well almost dock) party at:

<http://www.pointrobertsmarina.com/>

on the "PICNIC AREA" Sunday June 9, 2002 from 1:00 - 4:00 PM. Pack your own picnic and join us at Point Roberts Marina.

Please let me know if you have any questions.

Ross McCutcheon

604-270-3844 Home OR 604-270-7242 Work

**CHECK OUT THE COMPLETE SUMMER  
CRUISE SCHEDULE ON PAGE 7 OF YOUR  
FAIRLEAD!**

## PROMOTO

The April issue of PROMOTO is now on the CPS Web site. Go to [www.cps-ecp.ca](http://www.cps-ecp.ca) and then look for the link to Members' Moorings. PROMOTO and other items that might be of interest are there for your review.

You must have your membership Certificate Number and postal code to access Members' Moorings. Be sure to enter it carefully.

If you know of other members that might like to view PROMOTO or the many other items please pass the word.



## BATTERY RECHARGING

Battery recharging goes through 3 phases: - Bulk - Absorption - Float

In bulk mode, the battery will accept up to 20% of its ampere-hour capacity in charging amperes, up to about 75% of its capacity. Thereafter, the charging rate drops dramatically. So if you're using the boat's motor to recharge, get the quickest recharge - stay in the "bulk" mode, i.e. up to 75% of the batteries' capacity! For example, if you have a 100 ampere-hour battery, it'll accept up to 20 amperes per hour re-charge, up to around 75 ampere-hours. If you discharged to 50% capacity, at 20 amps recharging rate, you'll run the motor for 1 ¼ hours. (don't go below 50% unless you have a really heavy-duty deep-cycle battery!). At the first opportunity, remember to get the battery fully charged, as it needs to be topped up periodically.

by David & Clara Ginsburg

## Ropes & Mooring Lines

Someone once said that knowledge is the art of knowing where to look for answers!

Whenever we've needed mooring lines, an anchor rode, stern-ties, etc. or just utility ropes, we always called on MCM Ropes in Richmond (Tel. 604 276-9557). Mike and his sister Kate are well versed in all aspects of ropes and they're really nice people to deal with!

Price-wise, we save about 30% - 40% off the retail price - which suits us just fine! They cut the length you want, & the other great plus is that Mike & Kate do all splices - in 3-strand double-braid etc., long-splices, loops - whatever you need, in all diameters and all compositions! So if you need an extra long mooring line, with, say, a 10" loop, they'll custom-make it for you, at a fraction of the retail price!

After a winter vacation, I found that one mooring line had sheared at the eyebolt - I won't use those lines can't be spliced. However, after using the 200' polypropylene stern-line we'd bought from them, we found it was just a little too short. We asked if it could be spliced to make 300'? No problem - they did it successfully!

MCM Ropes supply to the trade and are willing to help us budget-boaters. Remember to say you're from Fraser Squadron and show your membership card!



## RAYTHEON DEPTH SOUNDERS

Ever had your depth sounder give false readings? For years we struggled with a problem with our Raytheon #365 fishfinder/depth sounder. We were referred to Raytheon's technical department, where it was suggested at different times that we get an in-hull transducer, have the head checked and that there may be a source of power disturbance in the boat itself.

Finally I stopped trying to get answers from the Manufacturers and went to Nikka Industries in Steveston. Dale was, as always, very helpful! In my presence, he phoned the local distributors, Messrs. CMC Electronics in Burnaby. Robert Dahn was very understanding of our frustration and problem, and I felt we were on the right track to having the problem solved at last! However it took longer than expected. When I called Robert periodically to enquire as to progress, it appears he too was stonewalled by the Manufacturers.

To CMC's inestimable credit, and Nikka's assistance, they supplied me with a new upgraded model #L470 unit, at their expense, as the manufacturers wouldn't help.

If I ever need another piece of electrical equipment and CMC are the agents, that would be my first choice!



## DEEP CYCLE BATTERY TIPS

For years, we'd struggled with too little battery power. Our boat was equipped standard with two 75 ampere-hour batteries, & this just wasn't enough for days at anchor. So we duly bought 2 of the largest deep-cycle/starting batteries we could fit into the battery compartment – 110 ampere-hour units.

Well, this still wasn't enough capacity, so we added two 220 ampere-hour, 6-volt golf-cart batteries wired in series (produces 12 volts, 220 amp/h). We now have the two 110 a/hr batteries wired in parallel, producing 220a/hr, plus the two golf-cart batteries, also producing 220 a/hr. With our current draw of (max) 40 a/hr a day, we should have enough capacity to anchor for 5/6 days, before recharging. (Remember that you don't want to discharge batteries below 50% capacity. So 50% of 2 x 220 a/hr = 220 a/hr divided by 40 a/h per day = 5/6 days use)

By the way, Nigel Carter of Federal Battery in Richmond, says that the golf-cart batteries can also be used as starting batteries – they have around 1000 cca (cold cranking amps) capacity. My advice to anyone buying replacement house/starting batteries, is to get these units if you can handle the weight!

By the way, we'd used golf-cart batteries in our RV, & called Federal Battery from Yuma AZ to advise them of a problem. They never flinched – told me to buy a replacement there, & that they'd refund the full purchase price of the Federal batteries, upon our return. Nice to know who the reputable dealers are!

### TIPS ON BATTERY CARE

- ? Top up *after* charging batteries. Do ensure that the plates are covered before charging.
- ? Trickle-charge the battery/ies after charging & top-up, to mix the electrolyte.
- ? The golf-cart batteries do *not* start off life at full capacity. They need to be cycled down to 50% - 75% capacity, 4 or 5 times, to build up to their full capacity! Thereafter they should be cycled down to 75% every 3 – 6 months, when not in use.
- ? Over the winter months, keep the batteries on a trickle charger, or good quality 3-stage charger.  
NB the batteries *must* be topped up before trickle charging!

### SPECIAL DISCOUNT!!

In effect immediately, Federal Battery of Richmond has agreed to give TRADE PRICES(!!) to Fraser Squadron members. To get this special discount, you need to produce your current membership card – they will ask for it, so please have it with you!

Wish this had been negotiated before I bought our batteries!!

FEDERAL BATTERY  
#3 – 11560 Voyageur Way  
Richmond V6X 3E1  
Tel 604 – 276-2429

**REMEMBER TO KEEP US UP TO DATE** with your most current e-mail address information and don't forget to visit our Fraser Squadron website at [www.frasersquadron.ca](http://www.frasersquadron.ca) to view past and present Fairleads, schedules of events, course dates, etc., It's worth a look!!



## A TOUR OF FULFORD HARBOUR

We have very happy memories of Fulford Marina on Saltspring Island— concrete floats, extra-long shower times, beautifully made barbecue gazebos, & very friendly Staff.

Actually, the whole Fulford area is exceptionally quaint, & well worth visiting. It's a short walk to the village from the Marina, (& even shorter by dinghy!). The grocery store carries the basics, but that's where the similarity to a "regular" village ends – Fulford has a unique charm of its own! From the coffee roastery to the crafts stores, each shop has a unique character, but they all have an artistic flair!

At the Post Office, you can buy hand-made olive oil soap, made by the "Bare With Me Soap Company". This is true olive oil soap, made in accordance with centuries-old tradition. It is unperfumed – purists won't have scent in this soap! Also it doesn't lather as usual, but makes your skin soft & smooth – much more so than regular soaps.

A walk beyond the Village unfolds lovely vistas of the inlet, as seen between the houses perched on the cliffs. In the summer blackberries abound, & their bushes adorn many fences, with berries free for the picking.

Taking a walk in the opposite direction, there are marshlands at the head of the Inlet. A unique Billboard depicts graphically, the dangers of feeding "people food" to waterfowl – see attached sidebar! Further along the walk is the park – with lovely unobstructed views of the Inlet, Marina, & Village. But the biggest attraction is the petroglyph, under one of the trees at the entrance. For those who haven't seen aboriginal rock carvings, this is memorable. One of the locals described it as the beginning of interpretive art! The beauty of this rock is that you can view it up close, as opposed to seeing petroglyphs from the water en route to Princess Louisa Inlet.

If you haven't spent time in this quaint, artistic & friendly Marina & environment, you're missing a lot – even the Ferries don't wake you, & they forego the one-horn-blast when leaving docks in the early a.m.!

## DINGHY NAME

In USA waters, you must have your boat's name marked on the dinghy. Certainly, it will make your dinghy less attractive for theft, if it has your name on it.

After a great deal of misinformation & fruitless search, we have finally discovered which paint to use on PVC inflatable dinghies – Zodiac, in our case (We haven't researched hypalon-suitable paints, but it may conceivably be the same as for PVC's)

- The appropriate paint is "Rhinohide" exterior acrylic, made by Consolidated Coatings in Tilbury Park, Delta. You'll only need a smidgeon of paint, so get the smallest can available!
- We stencilled the lettering on the dinghy. The stencil was supplied by Murray of Kodiak Signs in Burnaby (Tel 604-299-6123). Murray made the stencil from self-adhesive vinyl material. We cleaned the area thoroughly with alcohol, applied the stencil, & painted three coats. On removal of the stencil, the lettering was really good - clear, with crisp edges!
- We also suffered damage to the port bow, including the boat name, during our 3-month snowbirding absence. Murray made replacement vinyl lettering, in 2-tone as previous. To facilitate application, Murray pre-set the 2 colours of lettering together, on a backing sheet. All we had to do, was clean the surface, & align the whole set of letters with the gunwale, & apply pressure! Hey presto – it looks as good as their professional job.

If you're looking to get boat or dinghy lettering or graphics, we'd recommend Kodiak Signs. They spent much time with us, & made sure we were getting a really attractive appearance!

Editor's Note: Many of the articles in this edition of the Fairlead were submitted "anonymously" by David & Clara Ginsburg, with our gratitude.



## An Anchor System for Steep Foreshores

For thirty years we have been boaters around the Jervis Inlet area, heading out from our cabin near Earls Cove. My father-in-law has taught me most of what I know about boating including the headaches of a boat at anchor on a “Topper” float. Our shoreline is steep. It reflects the surrounding topography. You just need to look up to figure out why Jervis is “the” deep Inlet on the West Coast. Leaving a boat at anchor in this terrain is hazardous, if you’re not familiar with the bottom characteristics. With wave action, tides and ferry wake the buoy literally floats the anchor off the bottom (in this case it was a rather “large” concrete block with rebar sticking out) and down the slope into the abyss of Agamemnon Bay. Away goes your boat with it! In fact one night my brother-in-law who was sleeping on the boat woke to discover the boat had weighed anchor, drifted down shore and come to rest on the rocks! After that we rented a finger at the Egmont Marina.

Last year my neighbor with the help of a nearby contractor installed a rather nifty system. At low tide a boom chain with a large eye is cemented in the shoreline. Pick a large crevice, clean it thoroughly and cement in the chain, leaving enough time between tides for the cement to set before the tide turns and the sea returns to cover the eye. It’s not necessary to have the eye at low tide, but it helps in this day and age to keep your gear away from the eyes of inquisitive individuals. The chain eye becomes the hook for the “tail-line” which extends downslope to the anchor, in our case, an 1800-pound engine block. This is where the contractor comes in with his small barge and crane. So now the anchor is prevented from heading to the depths of Jervis by attaching it with the tail-line to the eye on shore. We use 1 ¼ inch nylon or polypropylene for the tail-line. If you have deep pockets stainless cable would be great.

### PHOTO CAPTION CONTEST

The best two captions (separate entries) submitted for the interesting photo below, sent in with the answered questionnaire from page 1 of this Fair-lead, will win a Fraser Squadron burgee.



From the anchor we attach another 2 or 3 boom chains up to a “bobber” float. From the bobber to the surface we run 1 ¼ inch poly rope to the mooring buoy at surface. Poly must be used here so that with the rise and fall of the tide the rope does not sink and become tangled with the chain, bobber and engine block. The bobber at depth holds the chain above the engine block and keeps the poly away from the anchor. If your bobber is really deep use one that is foam filled to prevent collapse.

Use tide tables and slope angle to determine how deep to place the anchor so that at low tide there is insufficient slack in the system to keep your boat from drifting onshore. With the change to low tide the boat will have an arc of drift. To lessen the drift along the shore a float line can be run back along the surface to the shoreline, but this requires marking it so that small boats running between the mooring buoy and shore don’t tangle with the floatline.

I’ve just installed the tail-line eye for my anchor system in front of our cabin. This summer we’ll put in the anchor. I’ll let you know in the fall how it went. Next year we’ll add a small float alongside the mooring buoy for the kids to swim off. Yes you can swim in the waters around Jervis!

Safe boating to all in 2002

Neil le Nobel  
PRO, Fraser Squadron





## FRASER SQUADRON CRUISE SCHEDULE 2002

- CRUISE #1    JUNE 21, 22 – NANAIMO, CAMERON ISLAND MARINA**  
**JUNE 23 TO JULY 7 – PRINCESS LOUISA**  
 Our first cruise of the season will begin in Nanaimo. A docking cruise at Cameron Island Marine. Please contact your cruisemasters if you plan to attend. For those who need to clear customs, this can be done here. Princess Louisa cruise will be right after Nanaimo, guided by Peter and Kouka Lefroy.
- CRUISE #2    JULY 19, 20 – MAPLE BAY MARINA, VANCOUVER ISLAND**  
**JULY 21 & 22 – CHEMANIS, VANCOUVER ISLAND**  
 Maple Bay will be a docking cruise so please notify your cruisemasters if you plan to attend. This will be our pot-luck get together on Saturday night at the covered outdoor BBQ. We are trying to set up a docking cruise to Chemanis, which has been promoting their facility to pleasure boaters. Details yet to be confirmed.
- CRUISE #3    AUGUST 9 & 10 – ROSARIO RESORT MARINA, ORCAS ISLAND, SAN JUAN**  
**AUGUST 11 & 12 – ROCHE HARBOUR OR STUART ISLAND, SAN JUAN**  
 Rosario Resort Marina will be an anchoring cruise. Reservations are recommended for the marina or resort in the summer months. If you wish to dock at the marina please make your own reservations (phone 360-376-2222). For those who have no time restrictions, we are considering a visit to Roche Harbor or a quiet anchor at Stuart Island in the San Juans.
- CRUISE #4    AUGUST 23, 24, 25 – VICTORIA INNER HARBOUR** - This is a docking cruise, first come first serve basis at the public dock in front of the Empress Hotel. Lots to see and do in Victoria. Please be aware that this dock is not secured at any time. There is usually a 3-night limit here.
- CRUISE #5    SEPTEMBER 6, 7 – MONTAGUE HARBOUR, GALIANO ISLAND** - This will be an anchoring cruise. Anchoring buoys are also available in the Marine Park. There is a marina here if you wish to make you own arrangements. This is a popular area with a store, fuel and of course the Hummingbird Pub.

We hope to see our old and new members at a cruise this year. Have a fun and safe boating season.

CRUISEMASTERS LES AND JAN MULLER 604-948-1804

### **Canadian CANPASS Private Boats Program?**

According to many press releases, both the Canadian CANPASS and the US I-68 Programs have been reinstated for the "Boating Season". This in itself should be considered great news, however ...

Despite the April 2, 2002 reinstatement of CANPASS, and the fact that the Canada Customs and Revenue Agency will extend membership privileges for six months before you have to renew, there have been significant modifications made to the

program. From a review of the modifications, it does not appear as though there is any benefit whatsoever in paying for the privilege of having CANPASS. In fact, once you have paid the current fee of \$50.00, it seems you must follow the same procedures as the people who have not paid the \$50.00.

Point Roberts Marina has written to the Honourable Elinor Caplan, Canadian Federal Minister, with copies to John Cummins, Delta MP,

and the U.S. Congressional Representative, Rick Larsen. The Marina has suggested that they designate Point Roberts Marina as a pre-clearance point for CANPASS, and allow the Canada Customs Agents to perform spot checks as they see fit. A copy of that letter is available at the Marina Office for viewing.

Elinor Caplan's e-mail address: [www.elinorcaplan.com/eoffice/eoffice-contactelinor.shtml](mailto:www.elinorcaplan.com/eoffice/eoffice-contactelinor.shtml)



## DO NOT FEED BREAD

to any Waterfowl - Ducks, Swans, Geese etc.

Bread fills the birds with poor nutrition, and they die from malnutrition.

Waterfowl have no teeth, & they use sand, in the gizzard, to grind the vegetation.

Gizzard. The gizzard is situate between the mouth and the stomach and it ONLY lets the sand through after it is smoothed from grinding the food, bread coats the sand, which tricks the gizzard and it then allows the sharp sand through. After the bread dissolves in the bird's stomach, the sharp grains CUT the stomach and intestines - NOT NICE EH!

Mildew is a common fungus and gives the birds BILL FUNGUS. The bills get deformed and then the poor birds cannot eat to survive.



So please - no more bread to be fed!  
Instead, give natural seeds & grains. Your local pet shops can guide you.

This information was copied from the wetlands billboard, at the head of Fulford inlet, on Saltspring Island!

(Repeated from an earlier Fairlead for emphasis as boating season gets underway)

## MARINER'S MARKETPLACE

*Mariners Exchange Ltd.*  
*Marine Consignment Store*

#120-12220-2nd Avenue  
Steveston, BC V7E 3L8

Phone: (604) 271-2284  
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