

Fairlead

Fraser Squadron Newsletter
December 2003



Special Interest Articles:

- **Valued Cruising Lesson**
- Ellis Knowlton
- **CPS-ECP & CIL/ORION Update** . -
Jeff Evans
- **Support the Carol Ship tradition**
- George Radke

Individual Highlights:

CPS-Update	2
Carol Ships	2
Help Wanted	2
Cruise Story	3
Calendar	4
Party Pic's	4

FRASER SQUADRON Ladner Postal Outlet
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Commanders Comments

Well another year has almost passed by, and there have been no significant changes or events within the Fraser Squadron that I can write about. Therefore, as I sit here at my desk thinking about what I would like to say to you, the membership, I'm convinced that it's the same topic; **Membership involvement!**

Financially Fraser Squadron is in good stead. Membership numbers are trending downwards at approximately 3%, this percentage aligns with the national trend. Our Training Department is only running two Boating Courses this session, with two VHF courses planned for early December. Unfortunately we have had no interest

expressed to run advanced or elective courses.

At the national Convention in October, Chief Commander Tony Gardiner re-emphasized that the mandate of the organization is to teach **'Safe Boating'**. Over the past eighteen months as your Commander I have emphasized the success of the Squadron is your involvement. Fraser Squadron has a proud and prestigious history within CPS and I believe we have the appropriate fortitude and willingness within our current membership to carry this tradition forward and build a great future. What we require is more participation in training, Squadron socials as well as **volunteers** for the



Bridge and Training Department.

Past surveys have been ignored by the majority of the membership and don't always allow the appropriate information to be exchanged. Therefore I would like you to talk to me either personally at (604) 541-2383 or via e-mail fred.desrochers@telus.net to give me your thoughts and ideas. The other alternatives would be to talk to any other Bridge member or attend a Squadron Bridge meeting.

Dolly and I wish you and your family a Merry Christmas and a happy, healthy and prosperous New Year.

Fred
Fred Des Rochers
Commander

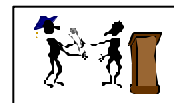
Fall Grad Ceremony

Pat Norris the author of "Sudbury Rescue Tugs" and her recent book "High Boats A Century of Salmon," will be giving a presentation at the Fall Grad Ceremony.

This meeting is booked for the Airport Yacht Club – 8331 River Road, Richmond.

Saturday January 24, 2004

7:00 PM



Airport Yacht Club is located between the new Airport Bridge and the Moray Swing Bridge in Richmond. The entrance is at the West end of Bridgeport Road. Feel free to contact any member of the Bridge for further directions.

UPDATE ON PROPOSED PARTNERSHIPS BETWEEN C-I-L/ORION AND CPS-ECP.



December 9, 2003

*"I am interested in any comments or questions that may aid us in making this training initiative a success and fully supported by our local marine retailers." - Jeff Evans, Marketing Chair
jeff.evans@cogeco.ca*

First and foremost, the proposed partnership will result in a new CPS-ECP training module on the use, handling, and disposal of flares. Of the four concepts of the agreement, this is pivotal. C-I-L/Orion's technical expertise along with CPS-ECP's training experience will combine into a strong boater safety initiative.

Second, with the difficulty of staging flare demonstrations and getting proper approval from authorities, CPS-ECP and C-I-L/Orion will work to develop a flare demonstration program that will be acceptable with local authorities throughout Canada. The graduate of the flare-training module will be the only people accepted to participate in the demonstrations.

Third, CPS-ECP and C-I-L/Orion would steward a new environmental program to safely dispose of expired flares as a benefit to the members of

CPS-ECP across Canada. The Squadrons of CPS-ECP would collect the expired flares from their membership and ship them back to C-I-L/Orion for disposal. All costs for the return of the flares would be borne by CPS-ECP.

Fourth, to offset the cost of shipping expired flares back to C-I-L/Orion; CPS-ECP would like to sell Orion safety products to our membership during 1 week of the year. However CPS-ECP and C-I-L/Orion cherish the good relationships we have with our retailers in our communities and wish to improve those relations rather than seem in competition. Our community retailers support many activities of the local Squadron. To that end, C-I-L/Orion must have their Distributors and Retailers assess the value of this proposal. Of the four initiatives, the sale of product is the least critical, but

aids CPS-ECP in funding the disposal of expired flares.

It is our belief that sales will increase for all retailers as the boating public increases their understanding of their legal obligations. We also believe that additional distress signaling devices will be sold as students discover that the legislated bare minimum may not save their lives.

Our proposal is to limit sales to members only and for a period of 1 week only during the year. All non-member flare course graduates would be directed towards local C-I-L/Orion retailers. As well members would also be directed towards local retailers for the other 51 weeks of the year however C-I-L/Orion will report back on discussions with Retailers and Distributors.

"I saw three ships come sailing in, on Christmas day in the morning"



<http://www.carolships.org>

"Support the Carol Ship tradition."

Twenty-seven years ago, Marie Webber and several of her fellow choir members were interested in caroling on Ladner's street corners. That year it so happened that the fishing boats were looking for singers to start the Carol Ship tradition; and Marie has been looking for singers ever since.

This year the Carol Ships will sail on December 12th and 13th. If you and your crew have strung your lights, and are interested in participating in this community event, this year or next, your support will be appreciated. Roy Botkin 604-946-7193 will be

coordinating the commercial boats, and Bill Main 604-946-2819 the pleasure boats.

It is important that we recognize and support the Carol Ship tradition on the Fraser. Should you have any questions, please contact Val Botkin at 604-946-7193.

LIGHTING TIPS: If you are interested in lighting up your boat this holiday season, take a look at the new LED Christmas lights that have just appeared this year. They take 1/5th the power of the regular lights, and are said to be exceptional in colour and brilliance.

By: -George Radke PRO

RUMOUR HAS IT:

FRASER SQUADRON is looking for volunteers:

Lt/C Training Officer

1st Lt. Administration

Lt. WEB Master

Lt. Editor (Fairlead)

Lt. Regalia Officer

If you have *three* hours available every second Monday of each month, please contact;

**Fred Des Rochers
604-541-2383**

**Ross M^cCutcheon or
604-270-3844**

**Bryce Gibney
604-275-7512**



Holding Fast.

***“Where ‘ere ye be
The wind blows free
Hold fast this truth
Or face the death of
thee”.***

A faux pas, once again occurred during the long cruise, this time the two-week cruise of Puget Sound masterminded by Messrs. Moy and Muller. It concerns our dingy, which is named “PENELOPE” after one of the daughters of “CALLIOPE”.

Although the original cruise plan included docking in Coupeville, the four boats anchored out because of low tides. During the afternoon we all explored Coupeville. Late in the afternoon, we moved CALLIOPE to a buoy about 30 yards from the gas dock. The docks at Coupeville consist of a fixed structure, with a small gas dock in front and a mooring float for about seven boats to the side, with a dingy dock on the landward side of the float

At 17.00 hours it was time for Mavis and I to explore the gastronomic delights of Coupeville. Because we were so close to the docks, I decided to leave the outboard on the boat and row the dingy ashore. After the meal, we returned to the dingy and started to row back to CALLIOPE. After a few strokes, Mavis, who has an enquiring mind asked, “why are we moving backwards?” During the meal, the wind from the West had

NOT ALL CRUISES ARE ALIKE!

strengthened and was blowing PENELOPE away from CALLIOPE. By making a supreme effort, PENELOPE was rowed back to the dingy dock. My first plan was to shorten the rowing distance. A reluctant PENELOPE was dragged from the dingy dock to a point on the gas dock opposite CALLIOPE. Once there, I had second thoughts. The wind blowing in from the Straits of Juan De Fuca, was now quite strong and I was not sure I could make it back to CALLIOPE in order to fit the outboard and return for Mavis. PENELOPE also did not relish the thought of being blown out of Penn Cove and washed ashore on a desolate beach on Camano Island.

So, as Gilbert & Sullivan say, “Here’s a fine to-do”. The other boats were too far out to contact, so I wandered down the mooring float to seek help. I was lucky. At the far end was a houseboat with a husband and wife together with their son Chris, who was a fireman. The husband was not available to help, but the wife said they had an inflatable, which was fitted with a 3 HP outboard and they could easily tow us back to our boat. They lowered the inflatable, started the engine and I ran back to PENELOPE to await their arrival. After waiting about five minutes, I returned to see what was wrong. I could see the inflatable in the distance with the leg still down and with Chris frantically rowing back to the float. Apparently, the engine was a 3 mule-power. It would run OK in neutral but stalled and would not budge when put into gear. “I’m sorry,” said Chris, “I won’t be able to help you”. It was time to produce Plan B. Chris could row PENELOPE and myself to CALLIOPE. I would fit the outboard, take Chris back to the dock and return to the boat with Mavis.

Chris agreed to give it a try, so we returned to an agitated PENELOPE, bobbing up and down in the waves. By rowing with a stroke speed of 60, the Chris-powered PENELOPE held her own against the wind and we slowly inched our way across to CALLIOPE. This unusual activity attracted the attention of the other boats, where Happy Hour was in full fling in Hour Three. The ever-vigilant Harold Moy on ODIN, went further and scrambled his inflatable to intercept and investigate. The interception occurred as we arrived at CALLIOPE. Harold kindly decided to continue his patrol, in case any more disasters struck.

I fitted the outboard to PENELOPE and Chris was returned to his mother, who was waiting anxiously at the dingy dock. Mavis, together with the unconsumed portion of our Pizza dinner, were taken on board and we returned to CALLIOPE without further incident

This blooper made me realize that not only are we weak compared with the forces of nature, but are also weak compared to the equipment we use to combat those forces. For example, our outboard is only 2 HP, but it develops 20 times the power, which I can exert.

In conclusion I would like to draw from our literary heritage and paraphrase these words of wisdom from an English gravestone.

***“Where ‘ere ye be
The wind blows free
Hold fast this truth
Or face the death of thee”.***

By: Ellis Knowlton



Calendar of Events

Fraser Squadron

Ladner Postal Outlet
P.O. Box 18528
Delta, BC
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WWW.POWERSQUADRON.CA

WWW.CPS-ECP.CA

January 5, 2004

January 13

January 15

January 12

January 24

February 2

February 9

February 28

March 1

March 8

March 01 *

April 5

April 12

April 29 ***

May 5

May 12

May 20, 2004

May 28, 29

PMD meeting

Boating Class – Richmond

Boating Class – Ladner

Fraser Bridge meeting – Ladner COPS

Fall Grad ceremony – AYC with Pat Norris author "Sudbury Rescue Tugs"

PMD meeting

Fraser Bridge meeting – Ladner COPS

Winter Pot Luck Social – Annual Auction AYC

PMD meeting

Fraser Bridge meeting – Ladner COPS

Fairlead #6, published & mailed

PMD meeting

Fraser Bridge meeting – Ladner COPS

Fraser AGM/Award Night Dinner – Venue TBD *[Please note date](#)**

PMD meeting

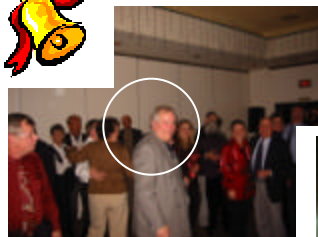
Fraser Bridge meeting – Ladner COPS

Spring Grad Ceremony – Venue TBA – Guest Speaker Margo Woods

PMD AGM & Change of Watch, (HOST = FRASER SQUADRON + **VOLUNTEERS?**)

*** NOTE: Prior Fairlead publishing deadline two weeks & required highlights for each issue.**

Wasn't that a 2003 Christmas Party!



- Thanks to Peter Lefroy for "volunteering"!



We're on the Web!

See us at:

www.frasersquadron.ca/

FRASER SQUADRON

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