

FAIRLEAD

Fraser Squadron Newsletter
January 2007

Ladner Postal Outlet
P.O. Box 18528 Delta, BC V4K 4V7



Commanders Corner

Articles:

Commanders
Corner

FIA Report
(as delivered at
the Christmas
Dinner/Dance)

Winter Grad
Report

Safety Sketches

Upcoming Events

2007! As I write this article the Vancouver Boat Show is just a couple of weeks away and that means the boating season is just around the corner. The Boat Show is the traditional beginning of the boating year. We hit up the show, we get ideas and maybe we spend money. We go home and make plans for getting our own boats back on the water.

While getting your boat ready for the year can be hectic and exciting there are a lot of exciting things happening with your squadron.

April 14 is the Fraser Squadron Annual General Meeting and Change of Watch. This is the event where a new bridge is elected. You will be getting a new Commander, a new Training Officer... a new bridge. You will be getting new ideas and vitality.

April (28th) is the date for our immensely popular annual auction. Like the annual BBQ this is a great social mixer. Do you have some nautical items you would like to put up for sale? Is there some nautical item you don't even know you need? Bring your sale items and your money. The auctioneers are Brian and Lindsay Smith, who annually host the Fraser and Norvan squadron auctions.

Finally, in May, we will be holding a graduation for our spring boating class. You don't have to be a boating class graduate to attend. Everybody is welcome. Speakers at our graduation events range from local merchants to authors and artists.

Over the past year Fraser Squadron, *your squadron*, has put on our normal slate of Boating VHF, and other advanced and elective courses, we have hosted some very well attended cruises, and we've held social functions that include graduation classes, BBQ's, auctions and Christmas dances. We've done all that, and we've done it shorthanded.

Your squadron needs you.

If you have two to five hours a month that you can spare toward squadron functions - we need you. Maybe you were not asked to join the bridge because we had enough members for the various positions. Maybe we did ask, and you were too busy at the time.

An organization, like the CPS, depends on a handful of people, each offering a little of their time. More volunteers mean more classes, better social events and a stronger organization. If you have a little time you can volunteer for your squadron please send me an e-mail.

Bob Everson
commander@frasersquadron.ca

2006 REPORT OF THE FRASER INTELLIGENCE AGENCY (FIA)

The FIA was rigged identify candidates for the annual "Pleasure Bent Award" and to recommend the winner.

The first candidate (let's call him 001) tried to repeat last years success by running aground while launching his boat. However, this feat was carried out on a rising tide and he was soon floating free once again. He was awarded 1 point out of 10 for trying, but was not up to the Squadron standard.

The second candidate (002), found his bow thruster had failed while docking at Ladysmith. It was soon found to be due to a blown fuse. This raised two problems, where to buy another fuse and was there damage to the props which caused the fuse to blow? Fortunately the event took place at a very friendly Marina and an amateur diver soon appeared who inspected the props and all was well. There were no spare fuses in Ladysmith but as the diver was going to Nanaimo, he offered to return with two fuses. 002 was awarded 0 points for the trophy, but the Cruise-master was awarded 10 points for finding such a helpful Marina

Our final candidate (003) showed so much promise that it was decided to carry out a "*personal profile*", before evaluating the event itself. Analysis showed that 003 is a quiet perfectionist. His boat has received many awards. He has also used his considerable skills for the benefit of his fellow boaters. For example, on one occasion, one of his fellow boaters had a mysterious water leak into the engine compartment, which only manifested itself while on the plane. Inspection of the engine compartment and indeed the whole hull did not reveal the source of the leak. With extreme courage, 003 volunteered to inspect the engine compartment ... while the boat was on the plane. This not only revealed the source of the leak, but also severely tested his nerves when the boat struck a log at the end of the inspection.

Had the FIA been in existence at the time, 003's fellow boater would have received a high score for the pleasure bent award and 003 would simply have received points for "helping your fellow boater".

Nevertheless, the relentless pursuit of perfection can have a "downside", as the award-winning incident shows.

003 set off with three guests to visit the island of Sucia. Most people when going to Sucia simply set out in the right direction, without using any navigation aids. However, 003 found his GPS was not working and therefore his boat was not in perfect condition.

He left the fly bridge for the second helm station in the salon, in order to work on the GPS. The boat continued towards Sucia at 7 kts. Naturally, 003 was monitoring the sea ahead and to starboard, the sector where he was burdened to avoid a collision. However, as Newton and Einstein remind us, motion is relative, not absolute. The cross wind from the Starboard was, in relative terms, setting Lily Point on a collision course with the Port side of the boat. In addition, in relative terms, the boat was moving in three dimensions and the sea bed was rising on a collision course with the hull. The lateral drift could not be detected by the GPS which was out of commission and the warning of the approaching sea bed was not available because the shallow depth alarm was deactivated by the work on the GPS.

The collision with the bottom occurred at exactly the same time as the GPS started to function. However, even in this incident, 003, the perfectionist candidate, maintained his standard. While the prop was completely bent into a tulip shape, no one was hurt and the hull was undamaged. Initially, it looked like a perfect score. However closer inspection of the satellite photographs revealed some collateral damage to the shaft and the rudder. This cost the candidate half a point giving the final score of 9.5 points.

With this score, the FIA recommended that candidate 003 be given the 2006 Pleasure Bent Trophy. The Commander accepted the recommendation and presented the Award.

There is a postscript to this story. 003 was asked to donate his damaged prop to a marina. He did anonymously and without compensation. This act was extremely generous, as Tulip-Bent props have become something of a collector's item and have been known to fetch a large price at auction in the Antique Boater's Show.

We're on the Web!

See us at:

www.frasersquadron.ca/

Winter Grad Ceremony

Fraser Squadron held a graduation ceremony for the Winter 2007 Boating class graduates at the Airport Yacht Club on Wednesday January 24th. All the graduates who attended decided to join Fraser Squadron. The graduates were welcomed by the squadron Commander, Bob Everson, by Pacific Mainland District Commander, Art Rendell and other bridge and squadron members.

For the second time in a year, the guest speaker was from the "writers' colony" around English Bluff in Tsawwassen. This year's guest speaker was Mr. William Kelly, the publisher of Ocean Cruise Guides. The subject was "Best Anchorages in the Queen Charlotte Strait" an excerpt from the best-selling book "Best Anchorages in the Inside Passage" by Bill and his wife, who writes under the name Anne Vipond. The presentation took about an hour and included some stunning photographs of the area.

After the presentation, Bill sold copies of his book at a discounted price to attendees. The book's 320 pages cover the BC South Coast from the Gulf Islands to Cape Caution, with descriptions of over 200 anchorages, charts and stunning photographs.

Although the book retails at \$44.95 (plus tax), attendees were able to purchase the book for \$35 (taxes included). Bill has agreed to extend the discounted price for a few weeks to Power Squadron Members. Those interested should contact Ellis Knowlton on 604-943-3350.

On a personal note, the Vanderwood's were very glad of Bill's presence in Handfield Bay in the late '80's, when his shouts of warning saved them from being part of the food chain of a hungry bear and they duly expressed their gratitude at the meeting.



Fall 2006 Boating Class Graduates

Fraser Squadron Bridge

Commander	
Bob Everson	604-271-2551
Training Officer	
Paul and Kathleen Vanderwood	604-946-6765
Executive Officer	
Treasurer	
John Moir	604-946-7510
Secretary	
Kim Narraway	604-809-0693
Administration	
Cleve Pryde	604-943-3536
Programs Officer	
Ellis Knowlton	604-943-3350
Membership	
Deborah Oliynyk	604-244-7940
PR Officer	
MAREP Officer	
Victor Weizmann	604-270-7393
Environment Officer	
Communications Officer	
Asst. Training Officer ^(RMD)	
Asst. Training Officer ^(LAD)	
Jim Bryant	604-943-3693
Supplies & Training Aids	
Bill Hawryluk	604-270-2946
Fairlead Editor	
Historian	
Cruisemaster	
Alan & Alberta Rudolf	604-591-1578
Rick & Rose Easthom	604-946-8389
Regalia	
Alan Eldred	604-594-4188
Phone Committee	
Port Captain	
Bob Juulsen	604-946-0936
Web Master	
Bob Everson	604-271-2551
Past Commander	
Ross McCutcheon	604-270-3844

2007 Cruises

The boating season is fast approaching. Real fast! Don't get left behind, book early for the Fraser Squadron cruises.

Here are the planned cruises for 2007. Check the next Fairlead edition and the web site for more information as the cruise dates approach.

May 18-21	Port Browning Marina
June 15-17	Montague
June 29-July 02	Salt Spring Island Marina
Aug 03-06	Ladysmith (Maritime Society)
Aug 31-Sept 03	Genoa Bay Marina

Cruisin' Q&A

For squadron neophytes I've taken the time to think up some questions (and make up some answers).

Q: What is a cruise?

A: Glad you asked, a cruise is the squadron version of a rendezvous. It's a get together... a social.

Cont...

Safety Sketches

Following the presentation of the Pleasure Bent Award, it was suggested that we build on the experiences of squadron members by sharing stories with safety implications to improve the standard of boating safety within the squadron. To this end, members are invited to share their experiences by submitting brief articles for publication in the Fairlead.

The theme of this month's stories is:

The Sun, too much and too little

Too Much Sun

Our first story involves a boater who we shall name 004

004 was motoring south in his sailboat a mile or two off Nanaimo, heading for the Flat Top islands. It was a clear sunny day late in August at approximately 1900 hrs. The autopilot was on and 004 and the admiral were reading and doing cross-stitch respectively. In the distance 004 could see another sailboat approaching from the direction of Vancouver motoring towards his port side. Occasional glances indicated that the other boat appeared to be on a collision course. There were no other boats around and the rules state that 004 should stand fast to his course and let the other boat take the necessary avoidance.

It was a clear day and the other boat and its crew were now visible. At approximately three boat lengths the other boat took evasive action and eventually passed two boat lengths from 004's stern. As the other boat passed its skipper called out to 004 "Sorry, you were right in the sun and I couldn't see you". In this instance all was well but there could have been a serious accident.

We learned that:

1. You can not assume that the burdened vessel has the same visibility that you have.
2. As vessels come into close proximity, though you are the stand-on vessel, you should be prepared for taking evasive action.

Too little Sun

The next story involves "Boater 005" and his wife.

The 005 had a day trip from their home port of Point Roberts to Sucia island. Their boat, 13K005 is a 24ft. Sunbridge. On the plane at 20kts, 13K005 made the outward journey in about 40 minutes. The two had an enjoyable day on Sucia, including a longer than expected walk to and from Ewing Cove. When they arrived back at the mooring in Fossil Bay, the sun was already low in the west. They set off for Point Roberts without delay. However during their stay in Sucia, the Northwest wind had freshened. 13K005 would plane happily at 20kts but at any lower speed would wallow around with its nose in the air like a junior executive with unrealistic expectations. At 7 kts the last 75 minutes of the journey would be in complete darkness, with only a compass and a depth-sounder as aids. As the light faded, about 10 miles from Point Roberts it was determined that steering a course of 315 kept the boat headed towards the Marina. The South coast of Point Roberts is two miles long and taking the uncertainty of position as 10% of the distance traveled, the boat should make landfall somewhere along the south coast. Once the coast was in sight, the boat should be headed slightly to the east of centre so that when the depth sounder showed the coast was near, the boat could be headed west and the marina should be spotted. If the Marina was missed, there is a lighthouse at the southwest corner that could be used for a backtrack. After a nerve wracking hour in darkness, the south coast was spotted, the marina found and the boat docked without further incident. Lesson learned. Have enough food on the boat and be prepared to overnight OR note the time of sunset, calculate the transit time under adverse conditions and set a departure time which must be adhered to.

SQUADRON MEMBERS

Do you have a similar safety story to tell? If so, please contact Ellis Knowlton and help members benefit from your experiences.



Need Regalia ?
call Alan Eldred
604-594-4188

Cruisin' Q&A cont...

Q: Well, who can (should) attend?

A: That's an easy question... anybody with a boat.

Q: But I don't know anyone else.

A: I didn't either... the first time.

Seriously, you will be welcomed and make many new acquaintances. You may even discover new destinations.

Q: What do you do on these cruises?

A: Most mornings there is coffee, and snacks on the dock accompanied by some sort of contest announcement.

Afternoons are free for exploring. There is usually one potluck type BBQ.

Upcoming Events

AGM/COW	April 14
Fraser Annual Auction	April 28
Spring Grad	May 24