



Notice of Annual General Meeting To: Members of the Fraser Power & Sail Squadron

Take notice that the **Annual General Meeting of the Fraser Squadron** will be held at the Sundance Inn Banquet Room, upstairs at 6574 Ladner Trunk Road, Delta, BC, V4K 3N3 at **1900 hours on Friday, April 17, 2015**, for the purpose of:

- receiving and approving the reports of the Officers of the Squadron
- receiving and approving the financial statements of the Squadron for the period ending March 31, 2015
- electing the Officers of the Squadron
- considering such further and other business as may properly come before the meeting

Under Squadron Regulation 12.1, any further nominations must be made by way of petition in writing signed by not less than 5 members of this Squadron who shall confirm the consent of their nominee to stand for election. The petition must be filed with the Squadron Secretary not less than 2 days prior to the date of this meeting.
Past Commander-Byron Buie

Nominees for Officers of the Fraser Squadron Bridge

Elected Officers

Commander	Dave Mellis
Executive Officer	John Dymond
Secretary	Gouri Chinnappa
Membership	Vidas Vitkus
Treasurer	Cleve Pryde
Admin Officer	Meredith Williamson
Training Officers	Kathleen and Paul Vanderwood

Appointed Officers

Assistant Training Officers	Nan Lockie, Carolyn Duguid, Bob Juulsen, Bill Hawryluk, Bruce Bried, Colin Redwood, Peter Lefroy,
Supplies and Training Aids	Bill Hawryluk
Regalia Officer	Donalda Buie
Public Relations Officer	Jan Muller
Cruise Masters	David and Willina Collins
Port Captain	Peter Lefroy
Fairlead Editor	Byron Buie

Multicultural Officer	Jack Tang, Murphy Ng
Multicultural Assistant	Rick Easthom
Webmaster and WBAS Officer	Bob Everson
Environmental Officer	Les Muller
Special Projects	Rose Easthom
Communications/Historian	Bob Juulsen

*Dated this 15 day of February and signed by Commander Byron Buie.
There will be a nominal cost ----- coffee, tea, and dessert will be served.*



Commanders Report

Our Past Commander, Rick Easthom, 2 years ago passed the Commanders flag to me at the AGM, and I am now very pleased to do the same thing and pass the Commanders flag on to our new Squadron Commander Dave Mellis. Dave has been our Executive Officer for 2 years, and has done a great job in that capacity. Dave and his wife Meredith are very experienced boaters, and they bring a wealth of knowledge to this office. Dave also has developed an anchoring course for the squadron which we hope to run this summer. Dave will make a great Squadron Commander, and I look forward to working with him.

As Squadron Commander I have had the privileged of meeting most of our students that have taken squadron courses, also at our various social functions, graduation ceremonies, AGM's, Pacific Mainland District meetings, etc. I have met many Past Commanders of Fraser Squadron, longtime members, and members/officers of other squadrons.

Fraser Squadron is rather unique in Canada in that we also have a Boating Basics program in Mandarin, and we have had several dozen students take this course, and get their PCOC card. This has given me an opportunity to meet many new Canadian boaters who now understand the importance of safety on the water..

On our Fraser Squadron Bridge we have a great group of volunteers who put many hours in to promote our various programs, social functions, cruises etc, and it has been a real privileged to know them and work with them *Thank you !*

Have a great summer of safe boating!

*Byron Buie
Commander*



Regalia

Here is a list of the supplies we have on hand for the Squadron members:

- 3 - CPS ties for men (\$20.00 ea.)
- 2 - CPS silk scarves for dress (\$10.00 ea.)
- 1 - CPS DECAL (\$1.50)
- 12 - CPS small crest (\$2.50) [super sale price]
- 18 - CPS flags with ropes (\$12.00 ea.)
- 8 - FRASER SQUADRON burgees (\$12.00 ea.)
- 20 - FRASER SQUADRON pins \$2.50 ea.)
- 1 - FRASER SQUADRON cap (\$12.00 ea.)
- 11 - FRASER SQUADRON blazer crests - can fold into a blazer pocket (\$12.00 ea.)

Also check out the CPS web site www.cps-ecp.ca and look under ship stores for CPS logo'd items.



“One Day VHF Maritime ROC (M) Course”

Saturday Please note the March course is full. Another 1-day VHF course is planned for April. Watch the Fraser Squadron web site for the date.

Location: Richmond Yacht Club, 7471 River Road, Richmond

Price:

Members: single: \$100; couple: \$125; DSC only: single \$50, couple \$75

Non-members: single: \$110; couple: \$135; DSC only: single \$60, couple \$85

**Fraser Squadron package offer - see above



To operate a maritime radio, you require a Restricted Operator's Certificate (Maritime) or ROC (M) . This comprehensive and practical course focuses on radio operation technique in addition to emergency radio procedure. Learn all about the use of marine radios, choice of frequencies, phonetic alphabet, and procedural words and phrases. Digital Selective Calling and the Global Maritime Distress and Safety System, (DSC/GMDSS) are both covered extensively.

You will receive your operator certificate upon successful completion of Industry Canada's written and oral examinations.

Register or contact us at least **TWO WEEKS** before the date of the course as home study is required before the course date. We will guide you through the home study portion of the course.

An ebook version of the course manual is available. Please register at CPS-ECP for the ebook version if you wish to have your manual in electronic format.

Register online or contact Fraser Squadron at 604-786-5678.

'Navigatrix' on a USB 'stick'

Recently I came across yet another electronic charting program, 'Navigatrix'. For those with some knowledge of PC technology and Linux, you can put Navigatrix (and Linux) on a self-booting USB stick and use this to boot your PC or laptop.

The programs on the 'stick' include: OpenCPN Chartplotter, Grib weather data, Sailboat router, Worldwide Tide Calculator, Celestial Navigation Calculator and Astronomical Almanac interface, support for many GPS receivers, Planetarium for your actual GPS location, plus tools for email, web browsing, etc.

The programs are a 2 Gig download but allow for chart storage on the 'stick' as well, so a 4 Gig or larger 'stick' is adequate. You add your charts and a GPS unit and you are *e-navigating*.

Link: <http://navigatrix.net/>

documentation: <http://navigatrix.net/nxdoc/>

A short introduction: http://navigatrix.net/nxdoc/03_installing_nx.html

A review: <http://sailing.about.com/od/SailingApps/a/Review-Of-Navigatrix-A-Voyagers-Companion.htm>

The Powell River Ships – Their History



Many of us have boated past the old breakwater ships in front of Powell River. Our kids always made up stories of battles past as we made our way up to Desolation Sound.



Slowly overgrowing with vegetation these vessels have a mystical look and we have always wondered about their history. For more information enjoy reading:

<http://www.concreteships.org/ships/powellriver/>

2015 Tide and Current Tables

We recently purchased our Fisheries and Oceans '**Canadian Tide and Current Tables**' at the Boat Show and noticed that the tidal heights are now **ONLY** in metres. We are still in the habit of using the 'imperial' measure (feet, etc.) for a few things on our boat such as length, mast height, water depth for anchoring and length of anchor rode.

Perhaps now is the time to convert: 'change the depth sounder to read metres' and 're-mark the anchor rode in metres'.

For those still wishing to see the height of the tide in feet, purchase a copy of the '**Ports & Passes 2015 Tides and Currents – Olympia to Prince Rupert**' booklet. It is a handy reference and should be on board when cruising the San Juans. It also contains handy chartlets as well as tidal heights and current data for many secondary ports.

Waggoner 2015 Flotillas & Seminars

The Waggoner Cruising Guide and Fine Edge Nautical Seminars are again offering their popular flotilla cruises and seminar programs for cruisers planning on exploring the Inside Passage.

Each flotilla has a lead boat with experienced cruisers aboard. Trip leaders arrange for moorage and social events, help troubleshoot problems, share tips on weather, tides, currents, and anchoring, and much more. Join in the fun and cruise with 7 to 9 other yachts. Each flotilla participant receives complimentary seminar admission and a complete set of cruising guidebooks for the area we'll cover.

Our seminars are open to the general public for a fee, or included with the flotilla fees. We cover how to prepare your boat, the best routes in each individual area, how to interpret the weather, and the best places to visit.

'Waggoner' is always a great reference when cruising and is available for free electronic download. The monthly publication has now been renamed to 'Waggoner's Pacific Northwest Boating'.

Follow this link: <http://www.waggonerguide.com/>

Team Vestas Report Released

Those who follow the Volvo Around the World Ocean Race watched with dismay as the Danish boat, Vestas Wind struck a reef at the Cargado Carajos Shoals in the middle of the Indian Ocean during the race stage from Cape Town to Abu Dhabi on November 29, 2014. The crew were forced to abandon the boat but were all safe.

The badly damaged Vestas Wind has since been retrieved from the reef and is being rebuilt with a view of returning to the race



for the last two stages starting from Lisbon in June, 2015.

Many were shocked that a top notch racing vessel with very experienced crew and navigator could have stranded in this manner. An independent report into the grounding was recently released and its findings as they relate to safe navigation and the use of electronic charts are food for thought for all of us as we depend more and more on 'the electronics'.

Youtubes of the grounding:

<https://www.youtube.com/watch?v=1gmnWEZCEiw>

<https://www.youtube.com/watch?v=Z94wnPQUirY>

Summary pdf the report findings:

http://www.volvoceanrace.com/en/news/8549_Vestas-Wind-grounding-report.html

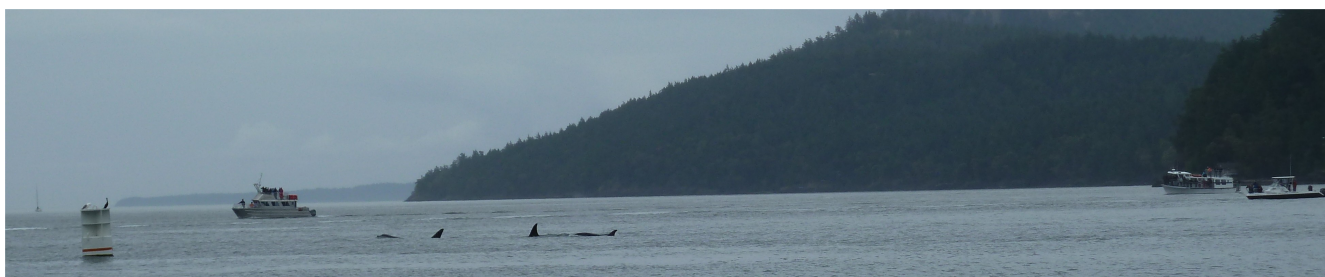
Link to the full report:

http://www.volvoceanrace.com/static/assets/content_v2/media/files/m36616_team-vestas-wind-inquiry-report-released-on-9-march-2015.pdf

Coming Events – Mark Your Calendar

<i>Event</i>	<i>Date</i>
Nanimo Boat Show	March 27 – 29, 2015
Southern Straits Race http://www.wvyc.ca/racing/southern-straits/race-information	April 2 – 5, 2015
Anacortes Boat Show http://www.anacortesboatshow.com/	April 10 – 12, 2015
Fraser Squadron Annual General Meeting - Elections and Appointment of Officers Sundance Inn Banquet Room, upstairs at 6574 Ladner Trunk Road, Delta, Speaker: B.C. Cetacean Sightings Network	7 pm April 17, 2015
Fraser Squadron – Student Graduation	7:30 pm. Tentative date: April 24, 2015
Victoria Harbour Boat Show http://www.bcyba.com/events/victoria-inner-harbour-boat-show/	April 30 – May 3, 2015
Fraser Squadron – Presentation by John Horton – Fraser lifeboat fund raiser	7:30 pm. April 24, 2015
Fraser Squadron - Anchoring Course	All day May 9, 2015

Anacortes Trawlerfest http://marinesource.com/boat_shows/show_details.cfm?showName=trawler_fest_anacortes_washington	May 12, 2017
Van Isle 360 Race http://www.vanisle360.com/wp/	June 6 – 20, 2015
Fraser Squadron Christmas Dinner & dance	6 pm November 28, 2015



Coming Events – Speaker at the AGM

B.C. Cetacean Sightings Network

Following the AGM which begins at **7 pm on Friday, April 17, 2015**, we are pleased to have a speaker from the BC Cetacean Sightings Network. The talk will focus on the cetacean (whales, dolphins, and porpoises) and sea turtle species found in B.C. waters, their natural history, related conservation issues, and marine stewardship including safe practices for marine wildlife viewing from vessels.

Join us for what is sure to be an interesting talk particularly since the southern resident pod of orca has recently had 3 new little additions.

“and then Fraser lost her mast.” *by Shipmate Jim Robertson*

“I am turning downwind to retrieve my mast” came the flashing light signal from HMCS Fraser to the senior ship in the 2nd Canadian Destroyer Squadron at 0700 on an early February morning in 1959. HMCS Crescent, a WWII designed and built “C” class destroyer was that senior ship with Captain Pratt commanding the ship and squadron. I was the junior signalman on watch that quiet morning somewhere in the Central Pacific enroute from Pearl Harbor, Hawaii, to San Diego, California. The sea was very calm, the weather slightly overcast but expected to be bright and sunny into the forenoon watch and the squadron was lolling along minding its own business and then Fraser lost her mast.



On Crescent the junior sig’s watchkeeping station was on the open, or “flying” bridge, in all kinds of weather

and for the usual four-hour watch save for the dog watches. The lookouts, often enough only one, spent but an hour in the elements before being relieved to slouch around somewhere below decks, warm and cozy and able to get a cup of “kye” or coffee at will. Not so the brave signalman on watch: that poor wretch had to endure the entire watch subject to the vagaries of the weather.

The squadron at that time in 1959 consisted of six destroyer/destroyer escorts. HMC Ships Crescent, Athabaskan and Cayuga comprised the WWII type of warship, while Fraser, Skeena and Margaree (sic?) were the “cadillacs” built during the mid-fifties complete with air conditioning, bunks instead of hammocks (well, Crescent had been modified that way as well) and much better messing. The ships sailed mostly in a “diamond” formation with Crescent in the van and on this particular day Fraser was off her starboard quarter at standard station-keeping distance (cannot recall at this late date what that measurement is in yards). The signalman of the watch, then, was at least able to keep his back to the relative weather and keep a keen eye on the other five ships for signals via flashing light, sema-phore or flags.

Upon acknowledging the signal I noted Fraser’s mast was broken at the mid-point and had fallen down over the port side dragging a tangle of halyards, wires and other clutter. Without delay I took the message down to the enclosed (warm) bridge and ignoring the senior signalman of the watch reported directly to the officer of the watch. Quickly reading the contents he then asked, “Are you sure this is right, Robertson?” *****! I always got signals “right.” My rather snotty retort: “Look for yourself, Sir!” and pointed out the window to the now-departed Fraser steaming away towards the western horizon. At that juncture the OOW got on the intercom to the captain, reported the signal (correctly I noted), and received some reply that caused him to call the engine room (where those smelly, smudgey, slouching beasties dwell, seldom to intrude on our clear, clean, crisp bridges and, whenever they did stayed but a few minutes: I think it was the fresh air that got to them) warning of an impending reduction of revolutions. I went back to my station (of course!) and through binoculars watched Fraser slowly disappear over the horizon. Radio communication was then needed and all that frenzy was conducted in the enclosed bridge and did not involve this brave soul. Besides, very quickly the Yeoman (whose name I cannot recall, nice fellow, but meek and mild) and other NCO’s of the signal branch swarmed onto the bridge along with my relief who took over a few minutes early.

I left for breakfast and to clean up leaving the incident out of mind. Actually, I did that rather well as I cannot remember when Fraser rejoined us but do recall seeing her mast lashed to the ship’s side later that day.

The squadron had left Esquimalt on 4 January and sailed without incident to Kodiak, Alaska. We spent two or three days alongside this forgettable town (at least I forget it) and spent most of the time in the U.S. Navy’s Enlisted Men’s Club where the regular occupants took exception to our behavior: again, memory fails as to what their problem was since we always, or usually, well, sometimes, behaved with decorum when visiting the EM’s club no matter where situated. After leaving this forgotten town we steamed west along the southern part of the Aleutian Islands to the mid-point then northwest between two of the islands into the Bering Sea heading for the next USN port at Adak Island. Along the way Crescent’s sparkers (radiomen for those uncertain of this designation, such as bosun’s, stokers, etc.) intercepted a message from the Kodiak EM’s club to their counterpart in Adak warning them of our impending descent on their turf and to take away anything that could be picked up and hurled hither and thither. No sense of humor, those Yanks. As it was, then, upon our arrival the club looked rather barren but that didn’t hinder the lower deck hands from drinking the place nearly dry (says the USN, later).

Traversing the Bering Sea in early January was rather an adventure. Besides becoming frozen within the first 30 minutes of the watch on the upper bridge, with three-and-a-half hours yet to go, periodically the sig and lookout had to take a fire axe and break off chunks of ice formed on the base of the lattice-like mast and off of several

other protuberances lest the ship become unstable with weight and turn turtle, so to speak. While doing this, and trying to keep some semblance of warmth in an 18- year-old skinny body, I could not help but see images of the recruiting poster outside the Vancouver recruiting office which depicted a happy, smiling, waving matelot standing grinning with a palm tree as backdrop (and, you just knew there was a wahaini on either side of him just outside the camera range). What were we doing in this God-forsaken part of the world, I wondered. Surely even the Commies wouldn't bother with this frozen wasteland? But, of course, the old saying, "Yours not to question why, yours but to do and die, you **** sausages" (as repeated ad nauseum by those hysterical, foul-mouthed, madmen back in Cornwallis, otherwise known as gunnery/drill instructors) kept interfering with logical thinking. It was only many years later when taking English Literature courses at university I found out that phrase was from a poem meant for pongoes on horses, not honest sailor-men.

Anyway, after a few days in Adak we left the place more-or-less intact and headed due south down the eastern side of the International Date Line towards Midway Island in the Central Pacific. What should have been an uneventful smooth passage was interrupted by Providence who sent a whopping typhoon (gentle name for a hurricane) hurtling into the squadron and lasting for about three terrifying days. Vivid recollections of standing watch on the upper bridge, tied at the waist with a rope to the navigator's table,



Fraser Squadron – Bridge Members			
Commander	Byron Buie 604-271-7938	Executive Officer	Dave Melliis 604-946-0091
Education	Kathleen & Paul Vanderwood 604-946-4184 Nan Lockie – 604-943-0694 Murphy Ni – 778-836-3955 Caroline Duguid - 604-671-1624	Treasurer	Cleve Pryde 604-943-3536
Administration	Meredith Williamson - 604-946-0091	Secretary	Guiri Chinnappa - 604-940-8711
Web Master	Bob Everson - 604-271-2551	Membership	Vidas Vitkus – 604-948-2188 Li (Tad) Xinhe - 604-281-2188
Port Captain	Bob Juulsen - 604-946-0936	Supplies	Bill Hawryluk - 604-270-2946
Cruise Master	Peter Lefroy - 604-271-5240	Regalia	Donalda Buie - 604-271-7938
Communications & History	Colin Redwood - 604-943-1680	Public Relations	Jan Muller - 604-628-2037
Environment	Les Muller - 604-628-2037	Multi Cultural	Jack Tang - 778-919-0723
Special Projects	Rose Easthom - 604-946-8389	Past Commander	Rick Easthom - 604-946-8389
Fairlead	Rick & Rose Easthom - 604-946-8389		

“Looking for a boat” :-)

