



**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 T.B.A. at **1900 hours on Friday, April 15, 2016**, 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, 2016
- 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.



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.)
- 12 - CPS small crest (\$2.50) [super sale price]
- 18 - CPS flags with ropes (\$12.00 ea.)
- 4 – old type FRASER SQUADRON burgees (\$15.00 ea.)
- 2 – new type FRASER SQUADRON burgees (\$25.00 ea.)
- 20 - FRASER SQUADRON pins \$2.50 ea.)
- 1 - FRASER SQUADRON cap (\$15.00 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: March 26, 2016

or

April 23, 2016

Location: Richmond Yacht Club, 7471 River Road, Richmond

Price:

Members: \$110, 2nd person of couple \$25

Non-members: \$125, 2nd person of couple \$25

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.

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



Clearing into the USA – New Procedures for Small Boat Reporting

link:

<http://www.cbp.gov/newsroom/local-media-release/2015-12-22-000000/new-procedures-small-boat-reporting-beginning-2016>

The following Q and A were posted by the Point Roberts Marina (*thank you PRM!*):

Cruising Permits: Questions and Answers

Many boaters have expressed concerns about a recent press release by Customs and Border Protection (CBP) regarding Cruising Permits for foreign registered or documented boats. We asked CBP for clarification, and both the questions we posed and the answers we were given are listed below.

Q. How do you get a cruising license? A. Cruising licenses can be obtained at the first port of arrival of the vessel into the U.S. A vessel that is already in the U.S. will not be eligible for a cruising license until it makes its next entry to the U.S.

Q. What is the cost of a cruising license? A. There is no cost for a cruising license. However, when a foreign-flagged vessel first arrives in the U.S. it will have to file a CBP-1300 (Vessel Entrance or Clearance Statement). There will be a \$19 fee for that initial Vessel Entrance form. At that same time, the master of the vessel can apply for a cruising license.

Q. Is the cruising license mandatory? A. No. No vessel is required to obtain a cruising license. However, a foreign-flagged vessel that is not in possession of a cruising license will have to file a CBP-1300 for any movement in the United States. These movements would include arriving into the U.S., departing from the U.S.

and proceedings between ports of the U.S. A fee would be required for each movement.

Q. If they (the boater) have NEXUS, do they need a cruising license? A. As stated above, there is no requirement for a vessel to have a cruising license. NEXUS is an Alternative Inspection Program that allows approved boaters to telephonically report their arrival to the U.S. Having NEXUS does not relieve the vessel from complying with the laws applicable to foreign vessels arriving at, departing from or proceeding between ports in the U.S.

Q. If a cruising license is not obtained, is there an additional fee to the \$27.50 per year to clear? A. If a foreign-flagged vessel does not have a cruising license then the vessel will have to pay the \$19.00 fee each time it enters and departs (the technical word is "clear) from the U.S. The vessel would also have to pay a \$19.00 fee for a permit to proceed between ports of entry. If the vessel is over 100 net tons those fees increase to \$37.00. Foreign-flagged vessels that previously paid the \$27.50 fee for the User Fee Decal are no longer required to obtain a decal if they obtain a cruising license. These new procedures replace that User Fee Decal requirement.

Q. With a cruising license, how do they report in after leaving U.S. waters and re-entering from Canadian waters (on a closed loop trip)? A. Boaters with a cruising license will report their arrival as they **normally do** (including those who are eligible for the Alternative Inspection Program). Masters of vessels will be expected to **have their cruising license number available**.

Q. How can vessels that are permanently moored in the U.S. comply with the mandatory 15 day period before applying for a successive cruising license? A. There is no requirement that the vessel be physically removed from the U.S. for 15 days. Our instructions only require that 15 days have elapsed since the previous license expired or was surrendered. A successive cruising license can only be issued when a vessel is arriving in the U.S.

Q. What are the reporting requirements for vessels traveling to islands such as Sucia, Patos, Jones, Stewart and Matia that do not have cell phone coverage, if the vessel does not have a cruising license? A. CBP includes the San Juans, Anacortes, Bellingham, Point Roberts, Blaine, Port Angeles, Port Townsend and Seattle/Tacoma in its definition of Puget Sound ports. Therefore, vessels without cruising licenses are not required to report their movement between these locations, as they are considered the same port for our purposes.



CPS-ECP Onboard eNewsletter Launched

The first issue of the CPS-ECP Onboard eNewsletter was launched on Thursday January 14, 2016, as a new addition to our growing member benefits program.

Members, who have a current email address on file with the National Office, will receive this new and informative e-newsletter, at no additional cost, on the second and fourth Thursday of each month. Each issue will feature current CPS-ECP news items and a variety of informative and interesting boating articles from across Canada and around the world.

This newsletter will only be available to current CPS-ECP members and all members who receive it will have the option to unsubscribe from the distribution list if they so choose.

We wish to thank our partner and sponsor, Canadian Yachting Magazine, for making the launch of the CPS-ECP Onboard eNewsletter possible.



US Coast Guard Approves Official Electronic Charts

Link: http://www.uscg.mil/hq/cg5/nvic/pdf/2016/NVIC_01-16_electronic_charts_and_publications.pdf

The U.S. Coast Guard published guidance February 5th that allows mariners to use electronic charts and publications instead of paper charts, maps and publications. The Navigation and Vessel Inspection Circular, NVIC 01-16 establishes uniform guidance on what is now considered equivalent to chart and publication carriage requirements.

Combining the suite of electronic charts from the U.S. hydrographic authorities and the Electronic Charting System (ECS) standards published this past summer by the Radio Technical Commission for Maritime Services, the Coast Guard believes official electronic charts provide mariners with a substitute for the traditional official paper charts.

“After consultation with our Navigation Safety Advisory Committee, the Coast Guard will allow mariners to use official electronic charts instead of paper charts, if they choose to do so. With real-time voyage planning and monitoring information at their fingertips, mariners will no longer have the burden of maintaining a full portfolio of paper charts,” said Capt. Scott J. Smith, the chief of the U.S. Coast Guard’s Office of Navigation Systems



New CPS-ECP Member Benefit: Fugawi Navigation Software

Fugawi has been an innovator in GPS applications and digital charts for mobile devices, embedded electronics, desktop computers, and web services since 1995. This is a significant and far reaching benefit program for CPS-ECP members. This benefit package includes:

- FREE Fugawi Marine 5 (FM5) demo software for all CPS-ECP students and members. Downloadable from: https://www.fugawi.com/fugawimarine5_demo
- 50% Off the retail price of the complete and downloadable FM5 for the duration of the course or time of membership. An immediate saving of \$150.
- In addition, if you own a previous version of the Fugawi Software, email sales@fugawi.com to receive a 50% discount on FM5 software upgrades from previous versions. A saving of \$75.
- Exclusive Instructors only discount. 67% discount off FM5 software for verified CPS-ECP Instructors. A saving of \$200.
- 10% Off all marine products that Fugawi distributes in the www.fugawi.com store.

To access these great benefits use your 6 digit membership number at the CPS-ECP exclusive page:

<https://fugawi.com/CPS-ECP>



A Great Weather Link

Here's a great weather link for all things weather related anywhere on the planet. If you zoom out you will see the globe and you can rotate it in any direction. You can find any spot on the globe and see weather data in real time.

Link: www.windyty.com



New C-Tow App

CPS-ECP Safe Boating Partner, C-Tow Marine Assistance has a free app for Android and iOS. Features include:

- Check current Environment Canada Marine Weather, including weather alerts
- Check report weather from members or submit reported weather
- Fisheries and Oceans Canada Tide predictions for coastal areas
- See your speed and compass heading
- Locate nearby marinas, fuel docks and marine facilities
- Fast effective way to contact C-Tow for 24hr marine towing and assistance services

-Join, view or update your C-Tow membership (CPS-ECP Members save 33%)

Details here: <http://www.c-tow.ca/EN/>



FOG!

Kouka and I have been boating for over 25 years and before this past year had never had the joy of experiencing fog in any major way. Now I don't know if this was good planning or just pure dumb luck. Suffice to say that in the past six months I and we have encountered it twice.

The first time was on the way back from Port Browning after a lovely but very crowded Fraser Cruise to that marina. We left Port Browning in the glorious sunshine and turned the corner into Navy channel. There in the distance was a fog bank with several boats stopped at the bank's edge kind of waiting for something to happen. We arrived at the group and after talking to the other boats we decided to venture forth. Now remember that this is where Navy Channel, Trincomali Channel and Active Pass all come together. It is a VERY busy place with B.C Ferries coming and going both directions through Active Pass as well as to Mayne Island. Several boats had passed us as we waited and had not returned. Was this a good sign or a bad sign? Anyway we gave it a go for about 100 metres which was more than enough to convince us that this was not a good idea so back we went. It was scary to say the least. All I could think of was a massive ferry appearing out of the fog with little time to react!

We waited a while longer and then along came "Halifax Jack" who headed into the fog with some confidence. I contacted him on channel 16 of course and we then switched to a working channel as I have taken the DSC radio course from Byron Buie and knew exactly what to do. Halifax Jack informed me that he had radar that kind of worked, so off we went again. Just then the fog miraculously lifted and we were off. The remainder of the crossing went off without a hitch.

My more recent adventure with fog took place this week. Byron had asked me to join him as he was taking his boat from the middle arm of the Fraser River around to Captain's Cove Marina to have some engine work done. Of course I jumped at the chance. Any day on the water is better than a day at the office! The weather was very warm for February so we were both looking forward to the trip.

Then when I got up the next morning and guess what, FOG! Even the traffic reports were not very good. Byron picked me up and off we went to the boat. We both discussed the fog and decided to give it a go. Dock lines in, fenders up and we pushed off. Now if you are a skier, which I have been my whole life, you know what it is like to ski in an absolute whiteout. You cannot tell whether you are going, up, down, left or right. We could not see anything. If the GPS had been tracking our course it would have looked like we were drunk. Actually if we had been drinking we probably would have done better.

This time we made it about the same 100 metres before turning back. Oh yes we did have our life jackets on as we have taken the CPS boating course!

Byron contacted his mechanic and it was agreed that we would take the boat out at Skyline Marina which was only 200 metres away rather than trying to make it to Captain's Cove. The fog was still very thick. Guess what,

miracle of all miracles, as soon as we were on our way the fog lifted literally within minutes. But the decision had been made so Skyline it was.

It is hard to describe what an effect the fog has on you. All the normal sensory inputs which we come to rely on are gone. I have gained a new respect for fog and hope that my next twenty years of boating are like the first twenty years.

NO FOG!



Garden Bay Hotel and Marine Closure

The Garden Bay Hotel, Marina & Pub, in Pender Harbour, recently shut down. We have no additional information at this time. It has been a favourite 'watering' place in past cruises north to Desolation Sound and further.



Active Captain Support for Chartplotters

We reference 'Active Captain' in the Polar Navy e-chart software on our navigation laptop. AC locates information on the e-chart about marinas, hazards, fuel locations, etc. which has been provided by 'us', the boating community. The following is quoted from a press release recently issued by AC:

“We've done a pretty good job of building the user base to a quarter million users. We created API's for the ActiveCaptain data so developers could easily and quickly provide offline support with synchronization. There are 50 products that license the API's making ActiveCaptain widely available on many platforms.

Furuno was the first announcing ActiveCaptain support in February, 2015, and providing it in products later the same year. That was a big step.

Today's announcement isn't just a step. It's a leap. And even leap isn't a big enough word. This week at the Miami Boat Show, ActiveCaptain support will be announced for more than 600 models of chartplotters. Not 600 devices but 600 models, incorporating as many as a million in use devices. Support will include new models, as well as older, legacy models.

We're building a complete list of the chartplotters that will support ActiveCaptain. The list will include most of the chartplotters from Simrad, B&G, Lowrance, Raymarine, Sitex, Humminbird, Standard Horizon, and many others.

So how'd we do it?

Many chartplotters use charts from C-Map. We've worked with C-Map for the past few years on ActiveCaptain support on their Android Plan2Nav app. C-Map is well-known for having great worldwide chart support. The goal was to put ActiveCaptain data onto their different chart products - 4D, MAX-N+, and MAX. It took some great engineering from C-Map developers who figured out ways to compress and integrate hundreds of megabytes of ActiveCaptain data onto chipsets that never expected that much point-of-interest information.

All of this new data is scheduled for release in C-Map's March chart update. If you're a member of Club C-Map or 4D or MAX-N+ charts, you'll be getting the ActiveCaptain data automatically with the next update."

Link: <https://activecaptain.com/>



Member Ads

2009 aluminium boathouse 52' X 26' Currently at Mosquito creek!

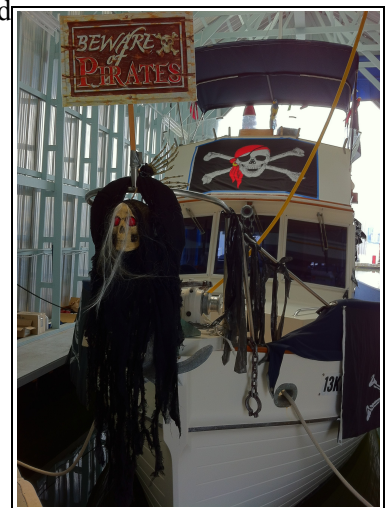


Currently houses a Grand Banks 36 Classic and keeps the brightwork in Bristol condition!

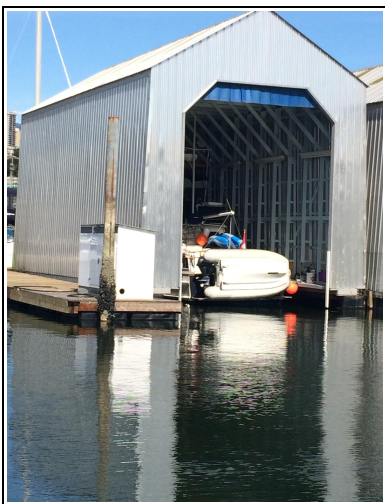
Boat Entrance : door height is at least 23 feet automated roll up door with remotes UHMW sliders on side of door. No need to lower the mast. This shed door opens to more than 23 feet.

Floor: 3/4 in plywood with non slip paint

Electrical: 100 amp/24 circuit 110 volt panel. Multiple outlets, fluorescent lights, Shorepower is 120/50 amp marine twist lock.



Mezzanine with staircase and railing for storage and for provisioning.
Natural Light: Multiple 8 ft translucent skylights for natural daylight



Price: \$86,000
Phone 604 943-4602
Email: jpdymond@telus.net



BC Marine Parks Society

We use them a lot; certainly an organization worth supporting. Check out the new 'stern-tie' program.

Link: <http://marineparksforever.ca/>



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Snapshots of our BC Coast



You can help the BC Marine Parks Forever Society expand and enhance our BC marine park system. You preserve the whole environment when you create new BC parks.

"Every Little bit helps"

Stern Tie Stewardship Program

The Stern Tie Program has been launched with the first shore-tie pins, chain and plaques installed in Melanie Cove on July 10, 2015. Park Ranger Ian Curtis, Area Supervisor Rod Dalziel and Section Head Wade Anderson (BC Parks staff) assisted by George Creek, President of BC Marine Parks Forever Society installed... [\[Click here for more info and lots of pictures\]](#)

donations or property donations are all welcomed as a wonderful lasting legacy.

Our mandate is to help the Province of British Columbia create new marine parks and enhance existing parks. The parks are for everyone, including beachcombers, kayakers on up to larger pleasure boaters. We have one of the finest marine recreational areas in the world.

Our funding comes from the members of the Council of B.C. Yacht Clubs, financial support in partnership with other associations, B.C. government agencies, special bequests and from people like you. Private memorial, cash

To donate, please click "To Donate", above.
Tax receipts are issued to donations of \$20 or more.

Fraser Squadron – Bridge Members			
Commander	Dave Melliis - 604-946-0091	Executive Officer	John Diamond - 604-943-4602
Education	Kathleen & Paul Vanderwood 604-946-4184 Nan Lockie – 604-943-0694 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	Peter LeFroy - 604-271-5240	Supplies	Bill Hawryluk - 604-270-2946
Cruise Master	Dave Coulter & Willina Collins - 604-447-0662	Regalia	Donalda Buie - 604-271-7938
Communications & Historian	Bob Juulsen - 604-946-0936	Public Relations	Jan Muller - 604-628-2037
Environment	Les Muller - 604-628-2037	Multi Cultural	Rick Easthom 604-946-8389 and Jack Tang - 778-919-0723
Special Projects	Rose Easthom - 604-946-8389	Past Commander	Byron Buie - 604-271-7938
Publications / Fairlead	Byron Buie - 604-271-7938 and Paul Vanderwood - 604-946-4184		

“Looking for a boat” :-)

