



Fraser Squadron – Your Bridge for 2017 – 2018

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Fraser Squadron continues to be very fortunate to have so many of its members willing to serve on the Executive.



Request for your Summer Boating Pictures from CSP-ECP

The following request has been received from the CPS-ECP:

“We need your help to make the new CPS-ECP website more personal and to display what CPS-ECP is all about. I am sure that many of our members are taking advantage of this beautiful summer and taking great pictures of their boating adventures.

We are hoping that you will share them with us so we can show them off for you on our new website.

Please follow this link to see examples of what we are looking for and how you can participate:

<https://www.cps-ecp.ca/members/PublicUploads/244476CPS-ECP-RequestForPhotography.pdf>

Thank you for taking the time to help to make our new website really great.

Cathie Johnstone, P

National Executive Officer

Canadian Power and Sail Squadrons - Escadrilles canadiennes de plaisance”



Change in CBSA Reporting Requirements for Private Boaters

Two welcome changes have been made by the CBSA:

Remember always: If you are the owner/operator of a private boat entering Canadian waters, and you are carrying 29 people or fewer, you **must** report your arrival to the Canada Border Services Agency (CBSA).

New Conditions

However, if you meet the following conditions you do not need to report to CBSA:

If you are visiting Canada, you are not required to report to the CBSA if you:

- do not land on Canadian soil and do not anchor, moor or make contact with another conveyance while in Canadian waters, and
- do not embark or disembark people or goods in Canada.

If you are returning to Canada, you are not required to report to the CBSA if you:

- did not land outside Canada and did not anchor, moor or make contact with another conveyance while outside of Canadian waters, and
- did not embark or disembark any people or goods while outside Canada.

As examples (the editor's understanding of the rules):

1. If you are a USA boater moored in Point Roberts and travel to Stuart Island (still USA), but cross through Canadian waters in Boundary Pass then you do not need to report to CBSA.
2. If you are a Canadian Boater traveling from White Rock to the Mayne Island and cross into USA waters in Boundary Bay, then exit USA waters into Canadian waters in mid-Georgia Strait then, you do not need to report to CBSA when entering into Canadian waters mid-Strait.

Pre-registration of travel information

CBSA now also provides for **pre-registration** to speed clearance.

To help ensure minimal wait times for private boat owners/operators reporting their entry into Canada using the CBSA TRC, we recommend that you pre-register your personal and travel document information in advance. You must provide the following information for each individual on the boat:

- Full legal name
- Date of birth
- Travel document number, type and expiry date

You can e-mail your information to:

TRC_PreRegistration_InscriptionPréalable_CRT@cbsa-asfc.gc.ca.

The CBSA will enter your information into our system within 24 hours of receipt. You must still use the regular [reporting methods](#) to report your entry.

Whether you chose to pre-register or not, be sure to always have your travel documents on hand when you call the TRC to report entry into Canada. This will assist the CBSA in facilitating your entry into Canada as quickly as possible.

The web link for more detail follows:

<http://www.cbsa-asfc.gc.ca/travel-voyage/pb-pp-eng.html>



Fall 2017 Education Program (Preliminary)

Our fall education program is being run in conjunction with Delta Leisure Services. We look forward to this relationship and the additional publicity that it will bring to our Squadron. We plan to offer the following courses through Leisure Services:

Boating 1 - Boating Basics (PCOC or 'Operator's Card')

Course starts: 7 pm, Thursday, September 7, 2017

Course Length: 4 evenings

Examination Date: Thursday, September 28, 2017

Boating 1 (Boating Basics) covers the minimum requirements for the Pleasure Craft Operator's Card (PCOC). The Manual and the Transport Canada examination are provided as part of this course.

This course includes; Equipping your boat, Safety awareness, Marine rules of the road, Aids to Navigation, Docking, Trailering and Anchoring.

Price: \$125 individual registration, \$ 50 for 2nd person of a family

Boating 2 - Beyond the PCOC

Course starts: 7 pm, Thursday, October 5, 2017

Course length: 6 Thursday evenings

The PCOC makes sure you have immediate navigation and safety skills but it's just the beginning of what you should know when you get on a boat.

In this course, the second of the CPS-ECP Boating Series, includes global positioning and charts, the magnetic compass, conning, electronic navigation, handling a boat under power, ropes, lines and knots, anchors and anchoring, tides and currents, etc.

Recommended prerequisites: Boating 1: Boating Basics (Pleasure Craft Operator Card, PCOC)

Price:

\$190 per person; \$100 for 2nd person at same address

Boating 3 - Intro. to Navigation

Course starts: 7 pm, Thursday, November 16, 2017

Course length: 6 Thursday evenings

The third course in the Canadian Power & Sail series further explores navigation as you learn how to plot and label on paper charts as well as what the skipper should be doing before setting out and when under way, handling a boat under sail as well as your environmental responsibilities and electrical hazards, etc.

Recommended prerequisites: Boating 1: Boating Basics (Pleasure Craft Operator Card, PCOC) and Boating 2: Beyond the PCOC

Price:

\$190 per person; \$100 for 2nd person at same address

Independently from Delta Leisure Services, Fraser Squadron plans to offer a series of VHF Maritime Radio courses.

VHF - Maritime Radio

Members: single: \$110; couple: \$135; DSC only: single \$60, couple \$85
Non-members: single: \$125; couple: \$150; DSC only: single \$75, couple \$100

The course and examination for the **Restricted Operator Certificate (Maritime) with DSC Endorsement** exam are conducted in 1 day. The course requires home study before the Saturday session. You will receive the course materials in advance as well as direction from the instructor to help you in your studies.

Course dates will be provided at a later date on our web page: www.frasersquadron.ca



Regalia

Here is a list of the supplies for Squadron members:

CPS-ECP ties for men (\$40.00 ea.)

CPS-ECP silk scarves (\$10.00 ea.)

CPS-ECP small crest (\$2.50)

CPS flags (\$28.00 ea.)

FRASER SQUADRON burgees (\$30.00 ea.)

FRASER SQUADRON pins \$2.50 ea.)

FRASER SQUADRON cap (\$15.00 ea.)

Contact: **Donalda Buie** at **604-271-7938**

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



Our Scheduled Cruises

Here is the Cruising schedule for the remaining season as organized by Willina and Dave:

Cruise 4: August 4 Princess Louisa Inlet



This is an extended cruise of at least a week and probably longer depending on your schedule (or type of vessel).

We plan to cruise to Princess Louisa Inlet and to explore the surrounding area including Pender Harbour, Hotham Sound. (Texada Island, Blind Bay and Fox Island), as well as Jedediah Island.

Please contact Peter Lefroy and let him know if you will be joining us.

Cruise 5: Sept. 1-4 Maple Bay Marina



Our season ending cruise where we will all tell stories about what a great cruising summer it has been. Byron and Donnie Buie will be coordinating this cruise. This was a lot of fun last year and Maple Bay Marine (at the end of the inlet) are great hosts. Just remember, you may be 'scored' on your docking method.

Please contact Maple Bay Marina to make your reservation and tell them that you are with Fraser Squadron.

Contact them at 1-866-746-8482



Electric Shock Drowning and How To Prevent It

With summer in full swing, you're probably spending a lot of time by the water, in a boat, or by the marina. But have you heard of electric shock drowning? Health officials are warning the public, especially those heading outdoors and into the open waters, to make sure they're safe.

Electric shock drowning is when electric currents leak into surrounding bodies of water. People unknowingly jump into the water only to be electrocuted so severely, they lose consciousness and drown. It's a relatively new phenomenon as power-driven docks, and electrical equipment on boats gain in popularity.

There are common scenarios when electric shock drowning occurs, according to Ontario Sailing:

- A sailor could be cleaning his or her boat's bottom before a weekend race
- A powerboat owner could be swimming to inspect a new propeller while tied to the dock
- A marina employee could fall off the dock
- A boat owner could be climbing out of the water using a metal ladder on their swim platform
- A group of kids could be jumping off the marina dock and using the marina's emergency escape ladders to get out
 - An orange extension cord could be draped across a lake dock to charge a ski boat's battery

How can you avoid Electric Shock Drowning?

There are some things you can do to mitigate the risk of ESD, according to the trio of experts.

Test your boat for stray currents: If you own a boat, backyard pool, hot tub, or dock, make sure ground fault interrupters are working smoothly before a swimming event.

Use signage to warn of potential risk: If you're at a dock, pier or marina, keep an eye out for signage warning of potential stray currents. Try to avoid swimming near marinas, yacht clubs or docks with live electricity flowing nearby.

Never jump in after someone who has fallen victim to ESD: If you jump in, you'll face a similar outcome. Your best bet is to try to retrieve them with an object that's non-conductible, such as a reaching pole made of plastic or fibre-glass over aluminum and metal.

Use plastic ladders, instead of metal ones: This will help to avoid transferring electricity in the water.



NOAA National Charting Plan (released February 28, 2017)

The National Charting Plan is a document describing their outlook for nautical charts in the future. It's worthwhile reading - link:

<https://www.nauticalcharts.noaa.gov/mcd/docs/NationalChartingPlan.pdf>

NOAA for helping to move a few last holdouts away from their paper addiction. It should be noted that in 2018, Solas ships will all be **required** to have electronic nautical charts in use. Paper by

itself is no longer considered safe enough on ships.

*Solas Ships: The International Convention for the **Safety of Life at Sea (SOLAS)** is an international maritime treaty which requires Signatory flag states to ensure that **ships** flagged by them comply with minimum safety standards in construction, equipment and operation.*



Shore Power Changes Are Coming

Changes are coming to shore power at marinas and docks!

Since 2011, efforts have been underway from both the building code side and from the boat building side to address safety issues due to a stray electrical current in and around docks and marinas. The National Electrical Code (NEC) Article 555 addresses electrical shock drownings caused by leakage of electrical current from A/C shore power facilities on docks and marinas.

The National Electrical Code (NEC) Article 555 addresses electrical shock drownings caused by leakage of electrical current from A/C shore power facilities on docks and marinas.

Concurrently, the American Boat & Yacht Council (ABYC) section E-11.11 has made changes to address A/C power leakage from boats into surrounding waters that endanger nearby people and boats.

Check out the link at Waggoner for more information:

<http://waggonerguide.com/new-shore-power/>



From the Logbook

(notes from the logbooks of Squadron Members; please submit your article to 'the Editor')

From the logbook of S.V. Catspaw, July, 1982

Saturday, July 24

Nice sail from Dodd Narrows to the bottom end of Texada Island. Motored to Pender Harbour, arrival at 2330 hrs.

Sunday, July 25

Left Pender at 0530 and motored to Lund, arrived at 1330 hrs. Got the items we forgot at home: matches, potatoes, etc. Restocked the ice (1 block), bought ice cream cones at the store. While motoring had a thorough cleanup of Catspaw, threw out the rugs at the Lund garbage.

Left Lund early and motored to Sarah Point where we drifted for the obligatory Desolation Sound swim. Sandy (the dog) going bananas. Water warm and clear. In Waddington Channel the air smell beautiful- from the forest.

Hot – dropped anchor behind Albert Island and tied off the stern line, 6 boats plus us. Delicious dinner of prawns picked up in Lund.

Monday, July 26

Rowed to the falls for water, found an rusty iron pipe running with water and brought back 3 buckets of crystal clear water.

Other boats left, so time for skinny dipping and sunbathing. Suddenly, our friends appear around the corner on their boat. Rush back to Catspaw for clothing! They brought a salmon caught at Sarah point with a 'Super Apex'.

Tuesday, July 27

Next morning the 'men' row out to fish after a quick breakfast. The fishermen return with 1 snapper and 1 cod. Feasted for dinner, BBQ fish and steak. Played bridge until 0100. 11 boats in the bay.

Wednesday, July 28

Cloudy and windy, a bit of a storm likely in Teakerne Arm. As I was rowing East I heard a noise behind me and turned around to face a down-burst of rain. The rain went straight across the bay and out into Waddington Channel. After breakfast the wind calmed down, clouds dispersing. Swam – ate – played cards – read.

Thursday, July 29

Breakfast to a thunder storm. Up anchor and a lovely sail into Pendrell Sound. Ran down to 'Horsefly Haven' (Ed.: you won't find this on the charts.) Clouds cleared out by 1500, beautiful vista, water warmer than Albert Island. Hot as usual. Played a game of hearts and early to bed. A sleepless night fighting off no-see-ums.

Motored up to the falls and washed towels, bathing suites, and sheets. The falls offered several wash cycles.

Saturday, July 31

Sailed to the head of Pendrell Sound and anchored after 5 tries. Played hearts after dinner. The black flies bothered us for a while. Started raining in the middle of the night. Put up the trap in a fine misty downpour. Swam in the rain, water very warm. Played hearts all afternoon, played bridge after dinner,. More swimming in the rain. Rowed into the pretty little nook at the top of Pendrell

Sunday, August 1

Picked up anchor and motored down Pendrell to the fall to pick up water and had a bath (brrrr). Found a little bay behind the rocks with a big tidal pool where we stopped for brunch. Lovely sail down to Refuge Cove for gas, ice, and goodies. Sailed over to Squirrel Cove. Tried sailing to the gov't dock in flukey winds – D got hit by the boom. Minor disaster ensued, nearly hit a power boat. However, we did get rid of the garbage eventually.

Sailed into Squirrel Cove and then started the clanker. Found other Club boats anchored, ah, just in time for happy hour.

Ed note: Simple sailing (26 feet, Mom, Dad, 3 kids and a dog), an outboard, an icebox, a battery that lasted 1 night then oil lamps, no radio (VHF or otherwise), food that filled, games and lots of books, and lots of fun enjoying beautiful BC.