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Your 2018 - 2019 Bridge (Executive)

Commander: Peter Lefroy

Executive Officer Cleve Pryde

Administrative Officer: Barb Dymond

Membership: Officer Vidas Vitkus

Treasurer: Meredith Williamson

Secretary: Gouri Chinnappi

Training Officers: Kathleen and Paul Vanderwood

Even the Professionals Get Caught Out!

MAIB: Pilots' 'Very Limited Local Knowledge' Led to Bulker's Groundings in UAE

The UK Marine Accident Investigation Branch has released its report into the groundings of the UK registered bulk carrier Umm Al Qaywayn, United Arab Emirates.

The 189-meter bulk carrier grounded on two separate occasions while approaching the Ahmed Bin Rashid Port on June 10 and June 11, 2017.

In the first grounding, the vessel was undamaged and was refloated 12 hours later. During a second attempted entry into the port the following day, the vessel again grounded but, despite the breaching of three ballast tanks, it continued to its berth.

Two harbor pilots were on board during the groundings. There were no injuries or pollution.

In the report, the MAIB listed the pilots “very limited local knowledge” and the effect of the tides as safety lessons learned from the accidents. The report also said tidal stream data for the port’s approaches was “very limited”, and the positions of the navigation marks used to indicate the limits of the port’s approach channel were potentially misleading. The port in Umm Al Qaywayn also lacked resource and marine expertise, the MAIB report said.

The MAIB did not make any safety recommendations in view of the actions already taken.



A Very large Class of PCOC Students!



In March our Multi-cultural Officer Jack Tang arranged for the on-the water and classroom training of a VERY large group of students who were participating in a Global Youth Elite Program.

Participants were on Saltspring Island for approximately 1 month involved in a personal development program. As part of that program, the students studied the Mandarin PCOC manual and were involved in on-the-water training using two of Jack’s vessels.

Commander Peter, Byron, Donalda, Kathleen and Paul provided the PCOC examination to 89 students on Saltspring Island. The PCOC certificates were provided in a ceremony for the students in Richmond upon the completion of their program.



Cruises for 2018

Boats intending to participate in a cruise must make their own reservations!

June 29-July 2

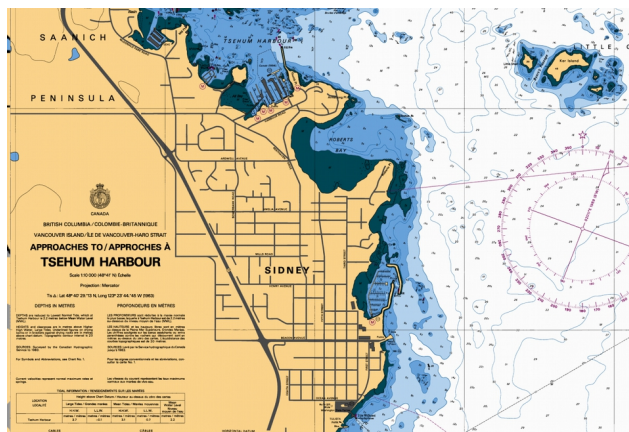
Port Sidney Marina

Note: the Marina is now fully booked but if you say you are with 'Fraser Squadron' you will be given preferential treatment.

Other options for joining us include:

– docking or anchoring at Sidney Spit and taking the ferry to the Sidney Marina. See link at:

<http://www.alpinegroup.ca/wp-content/uploads/2014/05/Sidney-Spit-Ferry-Season-Schedule-2018-A.pdf>



– booking temporary moorage at one of the many marinas in Tsesum Harbour and then taking the bus into Sidney. Marinas include: Van Isle Marina, North Saanich Marine, Canoe Cove Marina, and Westport Marina.

– anchoring in Tsehum Harbour is possible but not recommended. The anchorage is crowded and the bottom is littered with discarded anchor gear.

Please ensure our Commander and Cruise Director has the following information as soon as possible if you intend to go (sample format follows below).

Maybe we can take a bus into Victoria for the fireworks on July 1)

You should book at **no later than a month in advance for this one!**

Group Name: Fraser Power & Sail Squadron - FRA Arrival Date: June 29th or 30th, 2018 Departure Date: Monday, July 02, 2018

GUEST NAME	GUEST PHONE NUMBER	VESSEL NAME	OVERALL LENGTH IN FEET (with swim grids, tenders, etc.)	OVERALL BEAM IN FEET	OVERALL DRAFT IN FEET	REQUIRED POWER (30 or 50 Amp)	BOW IN TIE PREFERENCE (Port or Starboard)
Peter Lefroy	604-290-4121	Navabenchor	31	11	3.5	30	Port

August 31-September 2

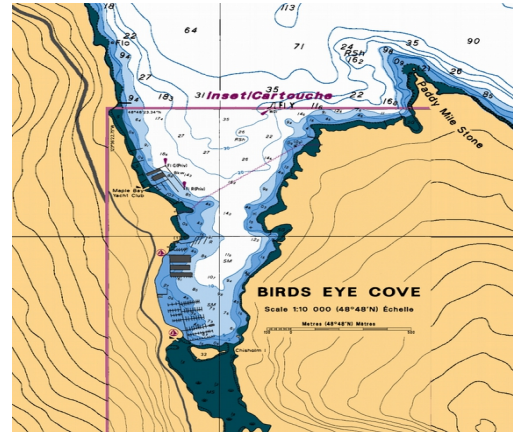
Maple Bay Marina

Our wrap up cruise or the season

250-746-8482

www.maplebaymarina.com

“Tell them you are with the Fraser Squadron Cruise”.



Reuse, Recycle, Freebies, Buy & Sell, etc.

(Got boating clutter in your garage? Want to post something here? – contact the Editor)

Dock corner bumper (\$) - Ladner location – contact Paul 604-946-4184

Boating Documents on the Internet

The primary link to NGA publications is a long one that some browsers stumble on, here is a shorter custom link that goes directly to this important list of navigation publications. Use:

tinyurl.com/NGApubs

or

https://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_st=&_pageLabel=msi_portal_page_62

Select the 'Publications' link found on the left of the page.

Here is a sampling of the documents available at that link:

American Practical Navigator
Atlas of Pilot Charts
Chart No. 1
Distances Between Ports
International Code of Signals
NGA List of Lights
Radar Navigation and Maneuvering Board Manual
Radio Navigational Aids
Sailing Directions Enroute
Sailing Directions Planning Guides
Sight Reduction Tables for Air Navigation
Sight Reduction Tables for Marine Navigation
USCG Light List
World Port Index

All of Puget Sound is now a 'No Discharge Zone'!

Effective May 10, 2018 a No Discharge Zone (NDZ) is being established for Puget Sound and certain surrounding waters. The No Discharge Zone includes all Washington marine waters east of New Dungeness Lighthouse, at the east end of the Strait of Juan de Fuca, plus Lake Washington, Lake Union, and the waters that connect them to Puget Sound.

Previously, it was NOT permissible to discharge untreated sewage but vessels equipped with a Coast Guard approved MSD that treats waste (*Ed.: often to a higher standard than shore communities*) could discharge.

Now, no matter what type of facilities are installed on the vessel, or, whether sewage is treated or not, **NO discharge is permitted.**

Tugboats, commercial fishing boats, small commercial passenger vessels would have 5 years to comply.

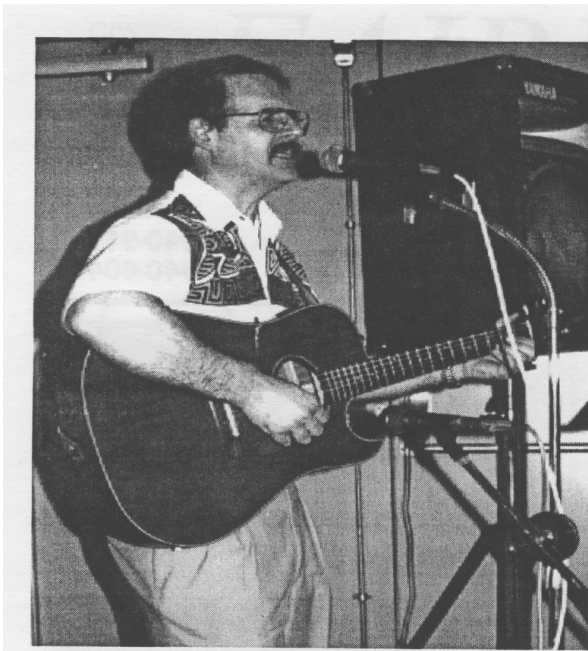
Boaters need to secure the device on their vessel to prevent discharge by:

- closing the seacock and removing the handle
- padlocking the seacock in the close position
- using a non-releasable wire-tie to hold the seacock in the closed position
- or, locking the space enclosing the toilets with a padlock or door handle key-lock (*Ed.: this could lead to desperate situations!*)

Links:

<http://www.threesheetsnw.com/blog/2018/04/puget-sound-officially-becomes-no-discharge-zone/>

Going Back in Time



FRASER'S APRIL SOCIAL

After the formalities of the Annual General Meeting and Change of Watch, the members of the Fraser Squadron were entertained by one of our very own members with a slide show and some great songs with guitar. Jim Poirier sang and played guitar while his wife, Donna, showed slides.

Jim sailed his 32' Contessa, "Swack", to Hawaii and back in just over three months. He was accompanied by his brother for the trip there which took twenty-five days from May 21 to June 15. When they arrived in Hawaii he was joined by his family for some cruising around the Hawaiian Islands. On August 28, he left the family in Hawaii and was joined by a good friend and fellow boating student, Al Braybrook, for the trip home. They arrived back in Vancouver on August 28.

Jim comes by his sense for adventure on the open seas naturally. His great grandfather, Edward Kresswell Ramsey was a Captain on the tallship "Glory of the Seas". Jim says, "Too many of us don't take time to follow our dreams." When asked where he was going next he glanced toward his wife and then replied, "Mexico?"

Drift logs in our marina this winter!





Traffic on the Fraser River

Changes to Canada Small Vessel Regulations

Stand up Paddle Boards will now be added to the list of Recreational Vessels and will be subject to the same safety equipment requirements as Paddleboards, Watercycles, Sealed-Hull and Sit-On-Top Kayaks.

They will be required to carry:

- One (1) lifejacket or PFD for each person on board*
- A buoyant heaving line of at least 15 meters in length,
- A sound signaling device
- and a watertight flashlight or navigation lights if the vessel is used after sunset or before sunrise.

*If everyone on board is wearing a lifejacket or PFD of appropriate size they are only required to carry a sound signaling device (whistle attached to their PFD) and a watertight flashlight if the vessel is used after sunset or before sunrise.

The obvious aim of this * acceptance is to have all those using these types of vessels wear their lifejackets or PFDs.

The other change that will affect safety equipment requirements relates to the number of required flares. Here is a list by vessel length of the current and coming changes:

Vessels no more than 6 meters in length:

- Current: Three flares other than smoke signals.
- New: Three flares not more than one of which is a smoke signal.

Vessels more than 6 meters up to not more than 9 meters in length:

- Current: Six flares other than smoke signals.
- New: Six flares, not more than two of which are smoke signals. *Exception: At least three flares, not more than one of which is a smoke signal if there is also a means of two way electronic communications on board.

Vessels more than 9 meters in length:

- Current: Twelve flares, not more than six of which are smoke signals.
- New: No change.*Exception: At least six flares, not more than two of which is a smoke signal if there is also a means of two way electronic communications on board.

Human Powered Craft more than 6 meters:

- Current: Six flares other than smoke signals.
- New: Six flares, not more than two of which are smoke signals. *Exception; At least three flares, not more than one of which is a smoke signal if there is also a means of two way electronic communications on board.

Personal Watercraft:

- Three flares other than smoke signals.
- Three flares, not more than one of which is a smoke signal.

Note: Flares are not required for a vessel that is operating on a river, canal or lake on which it can be no more than 1 nautical mile (1.85 Km) from shore or has no sleeping quarters and is engaged in official competition or pin preparation for an official competition.

33rd Annual Wooden Boat Festival

The 33rd annual Wooden Boat Festival at the Cowichan Bay Maritime Centre is on July 7 and 8.

The Cowichan Maritime Centre is an active community-based maritime museum and the home of the Cowichan Wooden Boat Society which preserves, exhibits and demonstrates the Maritime heritage and culture of wooden boats, especially as experienced on Canada's West Coast. The Society was originally conceived in the 1970s as a wooden boat-building centre but has expanded its role to become a maritime centre, a museum and a wooden boat workshop.

Four men started The Society in 1987: Rob Fox, Keith Sandilands, Paul Mitchell and Bob Down. On March 12, 1988 an agreement was signed with the Ministry of Lands, Parks and Housing which gave the Society a 30 year lease on the former Chevron fuel dock - \$1 for the entire 30 years. The group thought it had to pay another dollar the second year so sent one in, only to have it returned. The pier was built and officially opened on June 2, 1989 by Graham Bruce, MLA and Tom Siddon, Minister of Fisheries.

The first three pier exhibits are open at each end allowing the public to walk through and view the displays. The end gallery is a two-level enclosed unit that contains many of the more environmentally sensitive artifacts such as model boats, pictures and a marine library.

In addition to the exhibits and museum the Centre holds wooden boat building classes in its superbly equipped workshop. The Society also operates an historic marine ways for the hauling and cleaning of boats and maintains a small fleet of traditional small craft. As well, the Centre is home to the Cowichan Valley Dragon Divas, a group of cancer survivors who train and race their Dragon Boats right in Cowichan Bay.

Harmony Islands Marine Park Expansion

April 30, 2018 Victoria BC The BC Marine Parks Forever Society has donated \$749,310, the largest in its 28 year history, to the BC Government to purchase a 6.2 acre island of the Harmony Island Group, Hotham Sound.

Title to the island has now been registered by the Province and will transferred as a Class A Park within the Harmony Islands Marine Park. This donation was made possible by donations from thousands of boaters, a large bequest and the Eden Conservation Trust. The Society continues to work with BC Parks through the Stern Tie Program and other projects.

Why We Boat!

A good sailing friend wrote the following touching article and has allowed me to share it. Enjoy! It brought a tear to our eyes.

A good old investment



What is the point of all the effort and expense I put into owning a good old boat? I often find myself asking this question, usually after I crack a knuckle breaking loose some frozen fitting, or when I'm polishing faded fiberglass while watching others head out for a daysail in a shiny new boat. But when I cast off to sail the pristine cruising grounds of British Columbia aboard the boat I can still afford, our 40-year-old Islander Bahama 30, lovingly restored with endless hours of work and carefully doled-out dollars, I realize how fortunate this good old sailor is.

Our daughter, Nicole, was just starting elementary school when my wife, Carey, and I started our sailing life aboard a Balboa 20. A visual handicap precluded Nicole from walking the uneven ground of a campsite, but she could memorize the deck and interior of a 20-foot sailboat with ease! We sailed up and down the coast of British Columbia through the good and not-so-good times, gaining experience through adventure. We moved up from the Balboa 20 to an O'Day 25 and

finally to the Islander 30. Nicole grew up gunkholing with us on those boats. She eventually went her own way, as children do, and we were fortunate enough to be blessed with a granddaughter.

Natasha, born with the same visual handicap as her mother, started sailing aboard our Islander at the tender age of 5, accompanying Carey and me on trips through the Canadian Gulf Islands and up to Desolation Sound and points beyond. She has been a joy to have aboard *Natasha* (named in her honor) and the boat seems empty when she's not there. Her wit, sense of humor, and positive

Keeping up an older boat pays back in family time, not dollars

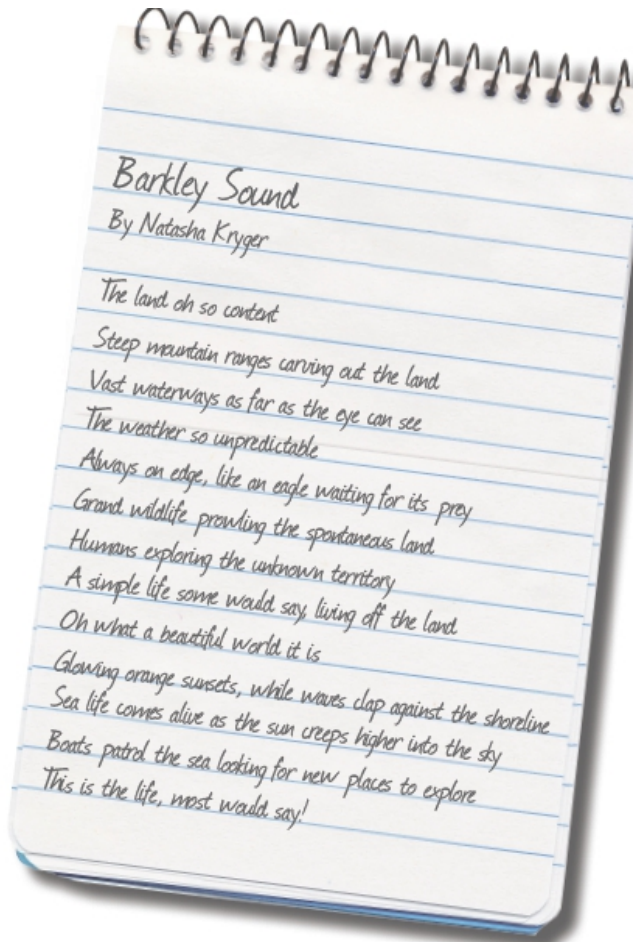
BY
BERT VERMEER

outlook on life are a pleasure to behold. She appreciates sailing the same boat and waters as her mother once did, experiencing the same adventures and sense of belonging.

This past summer, we trekked back out to Barkley Sound on the west coast of Vancouver Island. Now 15, Natasha wanted to return to the wilds of the west coast. The trip went well with low morning clouds breaking into brilliant sunshine, whitecaps dancing on blue waters as we thrashed to windward under white sails. Late in the afternoons, we would poke our bow into nearly empty anchorages where we would enjoy evenings of breathtaking quiet but for the occasional call of a loon, the still waters reflecting fiery sunsets. Thoughtful, enquiring discussions would envelop the cockpit as darkness fell.

On the last day of the trip, I found Natasha scribbling intently in her notebook and watching the sunset, lost in thought. She put the notebook away without comment, joining me for the traditional hot chocolate and chocolate-chip cookies. She made no mention of her writing, and I knew better than to ask.

Driving home the next morning, I asked about her most memorable moment of this particular trip. She thought for a moment and said, "The hot chocolate and cookies in the



Barkley Sound

By Natasha Kryger

The land oh so content

Steep mountain ranges carving out the land

Vast waterways as far as the eye can see

The weather so unpredictable

Always on edge, like an eagle waiting for its prey

Grand wildlife prowling the spontaneous land

Humans exploring the unknown territory

A simple life some would say living off the land

Oh what a beautiful world it is

Glowing orange sunsets, while waves clap against the shoreline

Sea life comes alive as the sun creeps higher into the sky

Boats patrol the sea looking for new places to explore

This is the life, most would say!

cockpit with you, Grandpa." She then showed me the poem she'd been working on that final night.

And so we ask ourselves: why do we do this? Old sailors and old boats? Rediscovering our sailing life through the eyes of a 15-year-old reminded me that all the time and effort is an investment in the next generation, allowing them to

see the world as we see it, allowing them to experience the wonder of discovery upon approaching a new anchorage.

Thank you, young lady, for your perspective on something we old sailors tend to take for granted. May the winds in your life always be in your favor! ☺

Bert Vermeer and his wife, Carey, live in a sailor's paradise. They have been sailing the coast of British Columbia for more than 30 years. Natasha is their fourth boat (following a Balboa 20, an O'Day 25, and another Islander Bahama 30). Bert tends to rebuild his boats from the keel up. Now, as a retired police officer, he also maintains and repairs boats for a number of non-resident owners.