

Fraser Squadron - electronic Fairlead



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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 **Ladner Yacht Club at 7 pm on April 26, 2019**, 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, 2019
- 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.

The doors open at 6:00 PM, our meeting starts at 7:00 followed by a speaker. Snacks and light refreshments will be served.

The following members of Fraser Squadron have agreed to stand for election or appointment to the 2019 - 2020 Executive (Bridge):

Fraser Squadron – Executive for 2019 – 2020				
EXECUTIVE Position	NAME	PHONE	BOAT NAME	
Commander	Cleve Pryde	604-943-3536		cpryde@live.com
Executive Officer				
Chinese Executive Officer	Chao Huang	778-662-2558		huch2004@hotmail.com
Training Officer	Peter Lefroy	604-271-5240	Navabenchor	plefroy@telus.net
Chinese Training Officer	Sherwin Wang	604-377-4855		tianshuo@vip.163.com
Assistant Training Officer	Byron Buie	604-271-7938		buie@shaw.ca
Assistant Training Officer	Nan Lockie	604-943-0694		nlockie@telus.net
Secretary	Kathleen Vanderwood	604-946-4184		kpvanterwood@telus.net
Treasurer	Meredith Williamson	604-836-6140	Sea Harmony	meredith@edspumps.com
Membership Officer	Paul Vanderwood	604-946-4184	Golden Mean	kpvanterwood@telus.net
Chinese Membership Officer	Michael Lee	604-802-4353		chingslee2003@hotmail.com
Admin Officer				
Public Relations	Jan Muller	604-628-2037	Chardonnay	ljmuller43@gmail.com
Cruise Master	Dave Mellis	604-841-2442		dave.mellis@edspumps.com
Environmental	Les Muller	604-628-2037	Chardonnay	ljmuller43@gmail.com
Marep				
Webmaster	Bob Everson	604 271-2551	Wild Hare	bobeverson@wildhare.ca
Publicatons/Editor	Vidas Vitkus	778-228-5038		vidas@krivis.ca
Assistant Publications/Editor	Gouri Chinnappa	604-228-5038		fsgouri@gmail.com
Supplies	Bill Hawryluk	604-270-2946	Siesta Key	blhawryluk@shaw.ca
Historian	Bob Juulsen	604 946-0936		bjjuulsen@hotmail.com
Multicultural Officers	Jack Tang	778 919-0723		jack4u88@yahoo.com
Multicultural Officers	Rick Easthom	604 946-8389	R&R	ricke@telus.net
Port Captain	Peter Lefroy	604-271-5240	Navabenchor	plefroy@telus.net
Regalia	Donalda Buie	604 271-7938	Drambuie	dgbuie@shaw.ca
Past Commander	Peter Lefroy	604-271-5240	Navabenchor	plefroy@telus.net

We look forward to seeing you there!

Vancouver Port - Vessel Statistics

To give us a sense of the number of vessels on our waterways:

Although many British Columbians are aware that Vancouver is a busy port, few really know the magnitude of the port activities.

Today, April, 2018, all of the moorage spaces in English Bay are full. Fifteen freighters and one tanker are waiting to load or unload cargo. In Burrard Inlet there are 4 ships at anchor and 13 at the various docks. There is one tanker at the terminal in Burnaby. Three more freighters are inbound between Victoria and Vancouver. Another is docked at Ogden Point in Victoria and 2 more at anchor off Esquimalt.

Thirteen more are anchored in various spots in the Gulf Islands and 5 more are anchored in Nanaimo. Four more are up the Fraser and 3 tied at Roberts Bank. One more is loading pulp at Port Melon. In total there are 63 cargo ships of one sort or another loading, unloading or waiting for same.

Some are loading coal, potash, grain, oil, pulp. Others are unloading vehicles, general cargo including food, clothing, hardware, etc.

All these ships are diesel powered and all are carrying large quantities of diesel or bunker oil. How much do they carry? See below:

- Small tugboat (30-60 feet): 1,500-25,000 gallons
- Ocean-going tugboat (90-150 feet): 90,000-190,000 gallons
- Puget Sound jumbo ferry (440 feet): 130,000 gallons
- Bulk carrier of commodities such as grain or coal (500-700 feet): 400,000-800,000 gallons
- Large cruise ship (900-1,100 feet): 1-2 million gallons
- Inland tank barge (200-300 feet): 400,000-1.2 million gallons
- Panamax container ship that passes through the Panama Canal (960 feet): 1.5-2 million gallon
- Ocean-going tank barge (550-750 feet): 7 million-14 million gallons
- Large oil tankers (987 feet): 55 Million gallons (this is the type of tankers that go into Ferndale and Anacortes in (Washington State) on regular schedules .

So today there could be as much as or more than 32 million gallons of diesel and heavy fuel floating around in our waters. Since approximately 3500 deep sea ships visit here each year that means 7000 or so transits of Haro Strait near Sidney. Which equates to something like 1 - 2 BILLION gallons of fuel moving through Haro Strait annually.

Our BC Pilotage Authority Pilots do a wonderful job of ensuring that these vessels are moved, anchored and docked safely. Every day, every month, year after year.

While 3500 deep sea ships visiting the Port of Vancouver each year may sound like a large number, but consider these facts:

Approximately 182,000 deep sea ships transit the English Channel annually.

More than 70,000 deep sea ships transit the Straits of Gibraltar annually.

More than 130,000 ships visit Singapore annually. A ship arrives or leaves every 2-3 minutes. On any given day there are about 1000 ships in the harbour and often nearly half of them are oil tankers. Although Singapore does not produce any oil, it is the top bunkering (ship refuelling) port in the world. In 2015, more than 45 million tonnes of bunker was transferred in Singapore.

The port of Hong Kong turned around 26,000 container ships in 2016. Decade old stats for Hong Kong's total vessel traffic including river vessels from China, ferries etc., was 456,000 in 2007!

The busiest ports in Europe are

Rotterdam: 29,000 deep sea ships annually, Antwerp: 14,000 ships, Hamburg: 9000 ships, Bremen: 7,100 ships.

The total for Western Europe is 59,100 deep sea vessels annually. Compare that to the 3500 ships for the Port of Vancouver.

By comparison, the Rhine is one of the world's most frequented inland waterways:

The following figures reflect the average number of vessels using the Rhine **each day**:

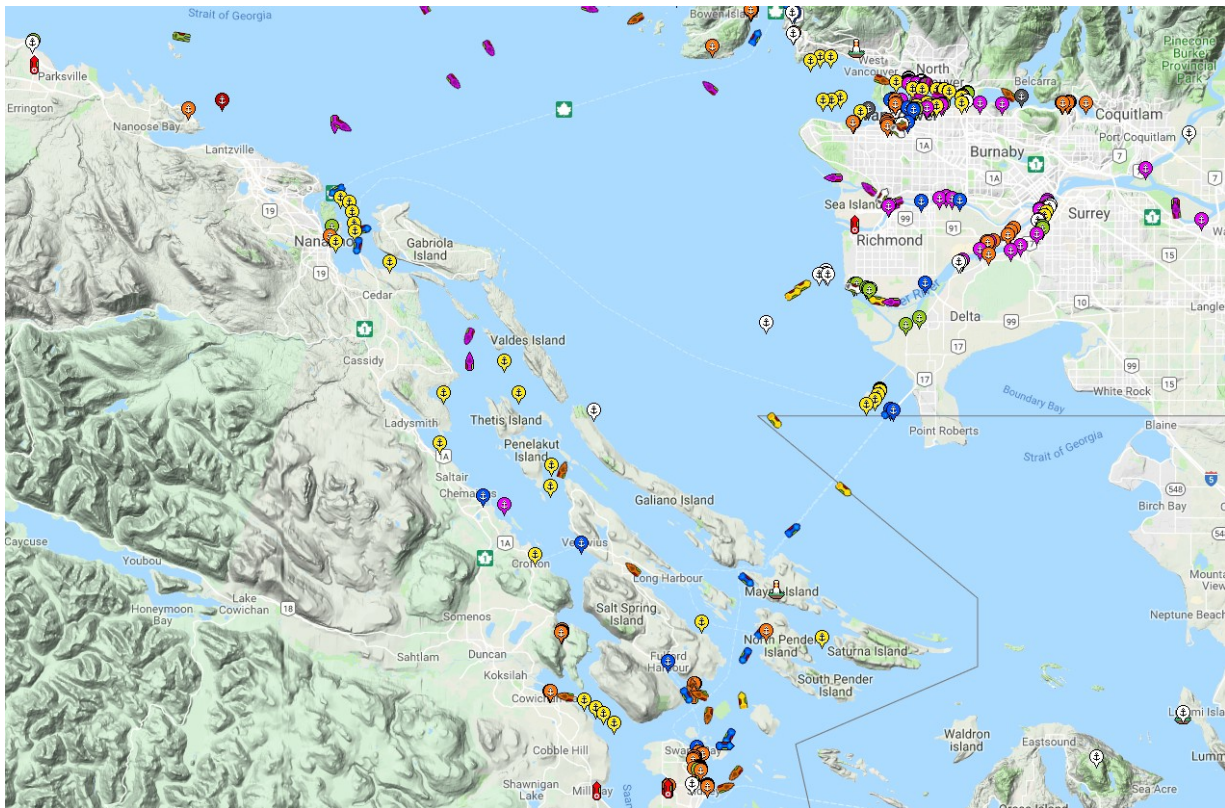
- 600 D/NL border
- 400 Cologne
- 300 Mainz
- 200 Karlsruhe
- 100 Iffezheim

The volumes transported amount to about 200 million tonnes at the German-Dutch border. With respect to traffic on the Dutch section of the river, the volume of goods transported on the Rhine can be estimated at 310 million tonnes.

The fleet travelling on the Rhine waterway can be estimated at about 6,900 vessels, representing a transport capacity of 10 million tonnes, of which 1,200 are pushed barges, 4,400 motor cargo vessels and 1,300 tankers.



On the Rhine - 2014



Ship Finder - noon, 25 March, 2019

New tutorial available for mariners to help protect whales in B.C. waters

In advance of World Whale Day on February 16, BC Ferries and the Vancouver Fraser Port Authority have launched a tutorial for mariners to build awareness of local whale species and how to identify them, and provide navigational strategies to reduce potential interactions between ships and whales in B.C. waters. The following links provide more detail:

1. Mariner's Guide to Whales, Dolphins, and Porpoises of Western Canada:

<https://www.portvancouver.com/wp-content/uploads/2017/07/Mariners-Guide-to-Whales-Dolphins-Porpoises-of-Western-Canada.pdf>

2. Whales in Our Waters - this is an online tutorial and requires (free) registration):

<https://echolearn.portvancouver.com/>

Things Can Change Quickly On The Water!

We had spent a lovely morning and early afternoon in Howe Sound on board our twenty six foot Bayliner Sun bridge boat. My wife and three children who were all young adults at the time were with me for the day. The weather was sunny and warm and the sea was just a light chop. Because it was still early, the daylight hours were long and we were enjoying ourselves we decided to go to Granville Island for dinner. I headed for Point Atkinson to make the turn to port and cross English Bay to our destination. That is when the fun started!

The wind was definitely blowing from the west down Georgia Strait. At first it did not seem too bad and as it was on the stern I was not concerned. However the further that we came out from the lee of Bowen Island the larger the waves became until they were probably between four and six feet. I was getting worried. The boat is not very heavy and we were starting to surf down the front of the waves with the danger of burying the bow in the trough at the bottom of each wave. When I tried to steer to starboard to make the crossing to False Creek things were getting very unstable and there was an increasing possibility of broaching! This was getting to be VERY scary. In addition as I was unable to steer to starboard we were getting closer and closer to the shore of West Vancouver. I had to do something and do it quickly.

All my family and I had our life jackets on and I told them that we were in trouble and had to turn the boat around. I was not sure what was going to happen when I attempted this manoeuvre? I waited for the next wave and as the crest arrived I turned the wheel hard over with some extra throttle, and to my amazement the boat responded beautifully. Instantly everything was okay. We were now heading bow into the waves and I had full control, but at the same time I was really rattled.

I needed some time to relax, and get my rattled nerves under control. There is a small cove behind Point Atkinson called Caulfield Cove which we went into and tied up to the public dock. We sat there for two hours while I calmed down and waited for the wind to die.

I have been boating for over forty years and this is the most frightening experience that I have ever had. It happened incredibly quickly and was over in about ten minutes but in those ten minutes I knew that we all might die if something didn't happen quickly! I learned some lessons on the water that day.

While We Are On Scary Topics!

I am currently reading this book. It is a sad and scary story how a combination of errors, omissions, lack of oversight, and ego, resulted in the loss of this ship and all of its crew.

