

FRASER SQUADRON

A UNIT OF CANADIAN POWER & SAIL SQUADRONS – PACIFIC MAINLAND DISTRICT
LADNER POSTAL OUTLET, P.O. BOX 18528, DELTA B.C. V4K 4V7



Fraser Bridge Officers

Commander - Rick Easthom

Executive Officer - Byron Buie

Training Officer - Kathleen Vanderwood

Asst. Training Officer - Nan Lockie

Treasurer - Cleve Pryde

Administration Officer - Rose Easthom

Secretary & Web Master - Bob Everson

Membership Officer - Dave Mellis

Port Captain - Bob Juulsen

Supplies & Training Aids Officer - Bill Hawryluk

Cruise Master - Peter LeFroy

Regalia Officer - Meredith Williamson

Communications Officer - Les Muller

Public Relations Officer - Jan Muller

Asst. Fairlead Editor - Byron Buie

Past Commander & Fairlead Editor - Paul Vanderwood

NOTICE OF ANNUAL GENERAL MEETING

To: The Members, Fraser Squadron:

Take notice that the Annual General Meeting of Fraser Squadron will be held at the 'Sundance Inn-Banquet Room', 6574 Ladner Trunk Rd, Delta, BC V4K 3N3, at 1930 hours on Friday, April 20, 2012, 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 twelve month period ending March 31, 2012.
- 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 a 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.

Dated this 1st day of February, 2012 and signed by Commander Rick Easthom.

Nominating Committee Report 2012-2013

Date: February 1, 2012

The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2012-2013:

Commander
Executive Officer
Training Officer

Rick Easthom
Byron Buie
Kathleen Vanderwood

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Treasurer
Administration Officer
Membership Officer
Secretary

Cleve Pryde
Rose Easthom
Dave Mellis
Bob Everson

The following have agreed to serve as appointed Officers for 2012 - 2013:

Web Master
Port Captain
Programs Officer
Training Aids /Supplies
Assistant Training Officer
Assistant Training Officer
Regalia Officer
Cruise Master
Environment Officer
Public Relations Officer
Communications Officer
MAREP Officer
Editor Fairlead

Bob Everson
Bob Juulsen
vacant
Bill Hawryluk
Nan Lockie
Paul Vanderwood
Meredith Williamson
Peter LeFroy
vacant
Jan Muller
Les Muller
vacant
Paul Vanderwood

Courses

Navigating with GPS - This course is planned for the winter period. Please contact Training Officer at 604-786-5678 if you are interested.

Weather Fundamentals - This course is planned for the winter period. Please contact Training Officer K. Vanderwood at 604-786-5678 if you are interested.

VHF Radio - 3 Mondays at 7 pm, March ?, 2012, at the Richmond Yacht Club

Hello everyone:

This email is intended to advise you of our upcoming VHF course - maritime radio course with Digital Selective Calling (DSC) to be offered at the Richmond Yacht Club on Mondays March 12, 19 and 26. (This is a change from the previous email). If you do not already have your radio license, please consider taking this



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course as the license is now required for all boaters that carry a VHF radio. This course is taught by Mr. B. Buie, a certified maritime radio instructor, with Fraser Squadron.

The cost is \$60 (single) for CPS members and for those currently enrolled in a boating course. For couples the cost for CPS members and for those currently enrolled in a boating course is \$90. For non-members, the cost is \$90 (single) and \$120 (couples). Registration includes the text material as well as a CD for personal homework and practice.

Please feel free to share this information with your acquaintances, and if you would like more information, you can contact me at 604-786-5678. Please call this number to advise if you would like to take this course. We look forward to hearing from you as there is a maximum of 20 in the class; first-come, first-served.

Regards,
Kathleen Vanderwood
Training Officer, Fraser Squadron

Coming Events

Annual General Meeting - April 20, 2012

Boating Student Graduation - June 8, 2012

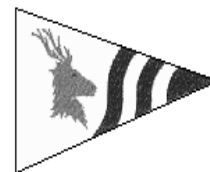
Use Caution If Selling Your Boat in the US!

With thanks to Alan McKillop (Grand Yachts; 604-943-7874) for bringing the following to our attention.

“The law states that it is illegal to bring a foreign flagged vessel into the United States and offer it for sale without first importing the boat into the USA, purchasing a bond and paying any appropriate duties. The fact that the foreign boat is listed for sale is against the law unless the ad specifically states that the boat is not available to US residents. This would apply to any listing whether it was offered by a Canadian or an American, be it a private sale or sale through a broker. US officials track the listings of boats through web sites like YachtWorld or Boats.com and by walking the docks in the marinas. Given the propensity of US customs officials to interpret the laws liberally to their benefit I would recommend that any Canadian be very careful about putting their boat up for sale while it is situated in American waters.”



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Receiving the Fairlead by Email

The Squadron has been mailing a paper copy of the 'Fairlead' to all members. If you wish to receive this publication via email to save paper, printing and mailing costs please notify the editor by sending an email to:

goldenmeantraining@telus.net

Anchoring 101

It was a beautiful summer weekend as we pulled into Conover Cove for an overnight stay at one of our favorite anchorages. With no room at the tiny dock, we dropped anchor in the harbour and stern tied our boat to a tree on the rocky shore. Our day was spent exploring the sights of Wallace Island and all the 'we were here' treasures in the little cabin next to the camping field. After a nice supper and a last stroll along the ridge while the sun set, we bedded down for the night. With a last look around the cove, my wife suggested that we drop the dingy at the back of our boat to act as a bumper against the rocks. I passed on the advice confident that all was fine.

That was my first mistake.

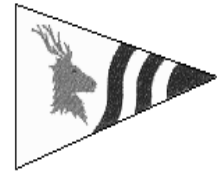
During the course of the evening and into the morning, I roused myself from the warm covers every few hours to check the water depth and our proximity to shore. I wanted to ensure that we were snug and safe and that the anchor was secure. My final check was around 3:00 AM and indeed, all was well. At 5am, I opened one eye to see beautiful sunlight streaming in through a port hole. The shaft of gold played off the glossy, wood finish of the kitchen table and filled the room with the first blush of a new morning. I followed that beam of light down to the cabinets and across to the fridge, over the new teak floor to the water pooling in the corner. WATER! I jumped out of bed immediately. How did that water get there?! I noticed right away with a sickly feeling that the boat was on an angle. I bolted topside and my heart stopped when I noticed the stern of the boat was against the rock shore!! I jumped off the swim grid onto the cold wet rocks.

During the night, the anchor had slipped with the falling tide and the stern line dragged the boat back to the rocks. I always raise the leg up when anchoring overnight, however, this time the skeg managed to hook onto a little finger of rock which held fast to the boat while the tide dropped. I braced myself and attempted to lift the boat up and over that ridge of rock but it barely moved. If I had been 20 minutes earlier I could have saved the boat! By now my wife, daughter, her friend and the dog were fully awake and very



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concerned. What will happen to the boat?! How will we get home?! What are we going to do?! As the tide continued to drop, seemingly so much faster than I have notice it dropping at any other time, the angle of the boat became greater.

The water on the cabin floor was fresh water spilling from the water tanks. I helped everyone off the boat and started closing fuel, water and waste tank valves. A very kind man in a catamaran maneuvered his boat within shouting distance and asked me if a tow off the rock would help. I was flooded with relief at the offer of assistance and gratefully accepted. What good luck! He tossed over a rope which I tied to my bow. When everything was set, he revved the engine into gear. The rope lengthened and grew tight. I prepared myself for the boat to drop into the water. Stretch, snap, zing! The rope parted from my bow and rocketed itself right into the catamaran's propeller, wrapping around the props like an ocean's worth of seaweed. His engine stalled! I couldn't believe it. Now we had two boats in distress!

I swam through the icy sea water across the bay to the catamaran and dove down to loosen the rope. It wouldn't budge. I asked the catamaran owner for a knife. His wife went to the kitchen and tossed out a dull steak knife. With no options, I held the blade in my teeth and dove back down to the fouled prop.

After several attempts and a great deal of fervent sawing, the rope succumbed and the prop was freed. I signaled the owner my thanks for his efforts and he motored out of the little bay.

I swam back to the shore where my boat was now hanging on a pronounced downward angle, listing to port. My wife came over to consol me and we both looked at our beautiful new boat slowly climbing higher on the rocks while the tide receded. "Why don't we roll some of those logs under the boat to give it some support?" she asked. "No. That's not going to help"

That was my second mistake.

A little while later, resigned to the total loss of my boat, I radioed the Coast Guard to inform them of my situation. They suggested calling a private firm that may be able to help by putting lift bags under the boat. Great idea! I called the outfit immediately, however they were tied up on another job and it would be a few hours before they could get to me. Well, it could still help, okay, come as soon as you can!

It was now about 7am and folks were up and about. Some began gathering on the nearby dock to witness the calamity. One boater rowed over and offered to help me drag some of the logs to prop up and stabilize the boat. Great idea! Thanks for the help! Somehow the suggestion sounded better coming from him rather than my wife. We placed the logs under the hull and along the sides while the boat continued to cling to that perilous finger of



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rock.

I was filled with relief when the Coast Guard pulled into the bay. They inquired if I had secured the boat properly, which I had. Garry, one of the officers came over and tried to cheer me up, noting “we have all put our boat on the rocks at some time or other”. “Well, I guess that’s why we pay for insurance,” I responded. The Coast Guard officers loaded the girls and the dog onto their vessel, ferrying everyone over with their tender. Garry and I stood on shore and continued exchanging small talk watching as the water dropped and the boat was raised completely out of the water at about a 45 degree angle. The bow pointed downward resting nicely on and against the logs my fellow boater had helped me place underneath it.

The same logs my wife had suggested be used.

From our various perspectives, we stared at the strange sight of our boat hanging in the air resting against the rocks, supported by those logs. The tide had now dropped to the point where the little finger of rock could no longer maintain its hold on the tip of the skeg. Every one of us stood in disbelief as the boat shot down the logs like they were an amusement park ride. It plunged into the water and drifted out into the cove. I stood there watching the sump pumps purge all the water from the hold as my boat floated there happily, like a duck in a puddle! It’s getting away!!!

I snapped into action and once again dove into the frigid brine swimming frantically to catch my boat. I got to her stern and heaved myself onto the swim grid. Opening the engine compartment and giving a quick scan, everything appeared to be alright; I opened the fuel valve and decided to try starting her before she hit the rocks on the opposite shore. VROOOM! She started right up! The Coast Guard hailed me, “Everything all right?!” Yup, appears so!! I couldn’t believe my luck! What a turn of events!!!

I pulled up the offending anchor which had caused this entire calamity and asked the CG to hang around while I took the boat on a little joy ride to see if all was well. No Problems! Wow! Returning to the Cove to pick up my crew, I decided to exit for home with all haste before my luck changed again. I thanked the GC and those who had helped me and we made our way home without further incident.

A short week later I enrolled in an anchoring course and found out exactly what I was doing wrong. I learned that laying the anchor properly on the bottom and then raising the RPMs between 1200-1400 while in reverse allows the anchor to “bite” into the bottom and secures the boat. This is one of procedures I had missed.

Of course, there is more to proper anchoring techniques than I have mentioned here and I would like to suggest that everyone take a course in anchoring to avoid near fatal



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experiences like mine. But there is also a moral to this story. That moral goes something like this, 1) If I had listened to my wife about lowering the dingy off the stern, the boat probably would have bounced off that little offending finger of rock. 2) By putting those logs under the boat and stabilizing it, the boat was saved from further damage. My wife may not have as much boating experience as I do, but she offers good advice.

My recommendation is to listen to your wife(!), take as many boating courses as you can, accept help from others when offered and you too, will boat in calm waters.

Dave Mellis

pub night wording

Meet your boating buddies! Join the Fraser Squadron for Pub Night on Saturday, March 24th, 5pm at the Rose and Crown, 1203 - 56th Street in Tsawwassen.

Here's your chance to make new friends, hear about this summer's cruises and upcoming events.

Wear something nautical and be entered into a prize drawing or just come as you are and enjoy great company!

Door prizes, games and lots of fun to be had by all!!

reminder about replacing flags, something similar to the listing below could be put in the newsletter

Prepare for boating season! Have your boat look its best, with brand new Fraser Power Squadron and CPS flags.

Fraser Squadron Burgee (12" x 18") \$12.00

CPS Member Flag (8" x 13") \$12.00

CPS Member Flad (12" x 20") \$16.00

Flags are in stock now, call Meredith at 604-946-0091 and order yours today!

Paul - I'm not sure if you're able to insert pictures of the two flags, but it would be a bonus if you can.

National News

The 2013 CPS-ECP AGM and Conference in Toronto will mark the 75th Anniversary of CPS. One way in which

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the committee is planning to mark the occasion is by developing a booklet containing CPS stories that have been "special" over the past 75 years. They would be tales from the very beginning, from 1938 through to the present day. Stories of all kinds; from a squadron rendezvous, AGM, trips around the world or from closer to home port, from courses and graduations. They are the "remember when" stories, involving members, boats and travels and the enjoyment of being on the water and part of CPS. Articles that are short and to the point. All the better to be accompanied by photographs.

Joan Hicks AP, Chair of the Historical Committee, is looking after this initiative. She may be contacted at canest@oxford.net

Annie Cook, N - Chair, 2013 Conference Committee annie@searoom.com

Canadian Yachting West

CPS Members in Western Canada will notice a change when they receive their copy of Canadian Yachting Magazine in the future. They will now receive Canadian Yachting West that will have a Western Canada focused cover as well as a variety of articles inside pertinent to boating in Western Canada.

Canadian Yachting has announced a publisher, associate publisher, and editor for Canadian Yachting West, all based on the west coast, ready to prepare information of interest in that area.

Those members who live in eastern areas of the country will see a different cover on their regular Canadian Yachting magazine as well as different articles in the first section of the magazine. Otherwise the rest of the pages will be the same in both magazine editions as will all the advertising and both magazines will be the same size in terms of number of pages.

As per the CPS agreement with Kerrwil Publications, publishers of the magazines, our member magazine, The Port Hole, will be included four times a year in both editions, and everyone will still receive the two editions that do not contain the member magazine.

This is exciting news that enhances this benefit for our Western Canada CPS members.

Catherine McLeod, AP
National Administrative Officer

Members Moorings

Members are reminded to log into Members Moorings in order to keep current with news and information. The landing page for this section of the national web site contains direct links to all items that have been posted or updated in the immediate past. For instance, you will find links to the minutes and reports from all

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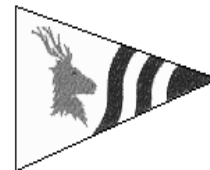
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national meetings, details of the CPS Strategic Plan, lists of Volunteer Awards recipients, and a special link to a lengthy photo album from the 2011 Halifax Conference.

On the public website, <http://www.cps-ecp.ca/> click on "Login" and enter your email address and password. (There is an introductory procedure for first-time visitors).

Donna Lankin, SN
Manager, Members Moorings

CPS Forums

While you are browsing Members Moorings, be sure to drop by the CPS Forums where you may search through various interest sections where members have posted queries or commentaries. This is where any member may pose questions of other members or officers, or simply start a discussion topic. There is a direct link to the Forums to be found in the lefthand menu.

Situation vacant - ePromoto Content Manager

Calling all members who have experience in writing, editing or content management, whether on-line or in the print medium. ePromoto has been established within the Members Moorings web site as a repository of useful information, marketing, training and membership retention success stories, technical assistance and answers to frequently asked questions (FAQs); in short "best practices". ePromoto is currently undergoing translation, hence this is a task which might be best handled by more than one person. If you have an interest in such a task, or you can recommend someone from your Squadron, I would like to hear from you. Tony Cook skipper@searoom.com 416-489-1685

Tony Cook, S
Chair, National Communications Committee

2012 AGM & COW

Canadian Power and Sail Squadrons - Pacific Mainland District

Annual General Meeting and Change of Watch

Contact: Shirley Shea Ph 604 288-7089

Saturday May 26, 2012

Location: Burnaby Mountain Golf Course, 7600 Halifax St, Burnaby, B.C.V5A 4M8. Ph 604-421-8355

Dress Code: Blues and grays/whites for AGM

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Events: Saturday 0830-0930 Registration
0830-0930 Sponsored continental breakfast
0930-1130 Annual General Meeting
1130-1215 Cash Bar
1215-1500 Lunch, Change of Watch, Awards

Lunch Menu: *Baked breads and butter* Cost: \$20
Salad of mixed organic greens with house dressing,
Grilled chicken breast with tarragon cream sauce served with seasonal vegetables and chef's
choice of potatoes
Assorted desserts with fresh fruit platter
Tea or Coffee

MMSI Numbers for VHF – DCS Radios

Tony Gardiner and I have been playing around with using DSC to establish communications. All boaters who have VHF-DSC radios should be installing a Maritime Mobility Service Identity (MMSI) number in their radios. Then by using the MMSI in contacting another vessel, they can avoid the congestion and use of the traditional Ch 16. Not only that, they enjoy a degree of privacy since other vessels are not initially aware of this contact. I see by the roster that quite a few members have listed their vessel name together with their nine digit MMSI number in the roster, but I am sure there are many more who have not

The point of this e-mail - perhaps as an agenda item, you could encourage all Squadron Commanders to ask their Membership Officer to promote the idea of listing their boat name and MMSI number when they submit the members profile to CPS HQ as per the "Reminder" on page 3 of the 2011 Roster. Further there is a considerable safety benefit in a Distress situation if the VHF-DSC radio with the MMSI in it is connected to a GPS.

This whole subject of course has little if anything to do with my position as District Port Captain, so I wouldn't include it in my report. It is however a suggestion for your consideration as it would be of considerable benefit to boaters, CCG, and RCC if MMSI's were used rather than CH 16 when contacting another vessel.

Note MMSI's are available free of charge from Industry Canada on-line, or by a visit to their offices.

I have also bcc'ed to other contributors to the roster.

Best regards, Norm D

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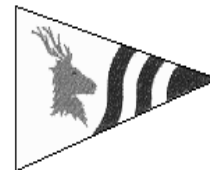
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Hello Women Boaters!

Many of you have been in touch with me about the next boating class for women called Suddenly in Command - some of you attended the class on January 14 and others were on the waiting list. We are pleased to announce the next class of Suddenly in Command will be held Saturday, April 28, 2012, at Point Roberts Marina in the upstairs Marina Club room (South side of Marina). Registration and coffee will be at 10 am with the class beginning at 10:30 sharp. Call or email me to register as soon as possible. Many of you know we were full two weeks early for the last class! The cost is \$35 (US or Canadian) - bring cash to the class. There will be lunch and snacks provided as well as a wealth of information to be discussed and brought home for further use!

I have attached a poster with all the information about the class - please spread the word to friends and invite them to come - but don't delay! I have also attached an article about the January class that I wrote for our Flotilla 19 US Coast Guard Auxiliary newsletter in Blaine.

We women from Flotilla 19 look forward to your attendance to share your concerns and experience with us and to learn how you can boat safely and what to do if you do have to be "suddenly in command"!

WHO: Presented by women of Flotilla 19
from the U.S. Coast Guard Auxiliary

FOR: US and Canadian women interested in building their confidence in boating

WHEN: Saturday, April 28th, 2012 from 1030 am to 4 pm (sign in at 1000 am)

WHERE: Point Roberts Marina (upstairs in the marina club room- south entrance)
713 Simundson Drive, Point Roberts, WA 360-945-2255

COST: USCG Auxiliary members: free

Non-members: \$35

To REGISTER or any questions please: Call or email Kathryn Wellington

k.wellington28@gmail.com 360-220-3872

Kathryn Wellington

US Coast Guard Auxiliary, Flotilla 19, Blaine, WA

360-220-3872

k.wellington28@gmail.com

Flotilla 19 website: <http://a1300109.uscgaux.info/>

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Patron
H.R.H. THE PRINCE PHILIP
Duke of Edinburgh
K.G., K.T.

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