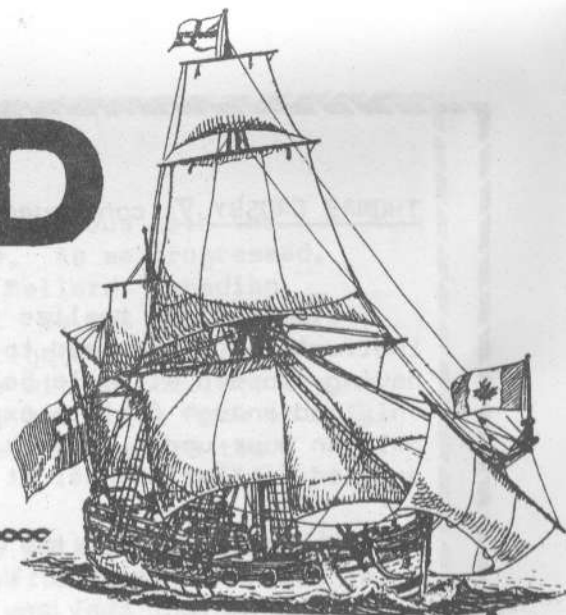


THE

# FAIRLEAD

## FRASER POWER SQUADRON NEWS



*The  
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MARCH 1983

Vol. 8

No. 9

### FROM THE BRIDGE

Congratulations to all of the boating students who wrote, and passed, exams in December and in March. We extend a warm welcome to those who joined the Squadron, and hope to see them at our social meetings and on cruises. We also welcome all the boating students who registered for classes in February, and remind them that our meetings are open to all of them.

Our March 25th social will feature Fraser's Gary Russell presenting slides of a large area of Desolation Sound. Gary and Catherine have done a great deal of cruising up north, and will likely be able to show us anchorages and facilities we haven't even heard about.

Please mark April 22nd on your calendar - that is the date of our Annual General Meeting, and WE NEED A QUORUM for this one! After the election of the New Bridge, the Coast Guard will be explaining and demonstrating the New Buoyage System to us, so that we can be familiar with it before summer cruises begin. This promises to be a very informative evening, and should be of benefit to all.

Cdr. Sue Dyck.



Little did I realize that a slight miscalculation in rendezvous instructions would lead to three and a half agonizing hours of doubt. Not having stopped at Bella Bella to replenish some items, we found the inflatable only had enough fuel to explore the inlet plus about 15 minutes. After about half an hour under blue skies and light wind we had completed our search and entered Spiller Channel at the south end of the inlet to meet the T.C. V.

Unbeknown to us, the T.C. V was waiting for us at the north end of the inlet behind an island. We could hear the mother ship calling us on our hand held VHF but they could not hear us because the island was shielding them. In crossing the channel to reach the shelter of Yeo Island we used our last fuel, so rowed the remaining distance, landed, lit a fire, and picked huckleberries. Have you ever tried to convince an 11 year old that everything is going to be all right after 3 1/2 hours in a rubber boat somewhere in Northern B.C. with no fuel, water or food when you're not sure yourself where the mother ship is, whether it's heading toward you or away from you and though you're safely on land you're not sure which piece of land it is? It's rather frightening!

Finally at 1400 we sighted the T.C. V to the north as it came around from behind the island and we directed her to us with the VHF radio. When we boarded the T.C. V at 1440, one mother was, needless to say, very pleased to see the rest of her family. Best lunch and shower I'd had in a long time! I also thought that with all my training I should have been a little better prepared.

We proceeded south down Bullock Channel to the south end of Yeo Island where we made a rendezvous with the "Racer," whose skipper was kind enough to send his inflatable over to pick up the Pointer Island lighthouse keeper's wife and daughter. The "Racer" would return them to Pointer Island that evening as the vessel had been asked to search close to that area.

The T.C. V proceeded west through Seaforth Channel, circumnavigated Lady Douglas Island then anchored for the night at 2100 in an inlet at the north end of Dowager Island. Weather and scenery had been spectacular!

Saturday dawned with an overcast sky. We proceeded around the north end of Dowager Island and south down the west side where we retrieved a wheel and tire from the water amidst much excitement, but it proved on closer examination to be that of an automobile of some vintage. We hove to for breakfast while the two seamen searched a nearby inlet with the diesel powered, (but very slow) workboat. They returned with softball sized sea urchins which one of the seamen cut open. He ate many eggs and offered me some but I politely declined as I'd just finished breakfast.

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We now proceeded north up Mathieson Channel to rendezvous with the "Surge Rock," and pick up some fuel for the inflatable. As we progressed, we noticed more than usual air activity - an Air B.C. Mallard, Canadian Forces Buffalo and Sikorsky helicopter, all searching. We met the "Surge Rock," got our fuel and decided that they would investigate Kynock Inlet while we searched Mussel Inlet. Off we went once more with binoculars trained on the hillsides. If anyone tells you there's only one White Rock in B.C., don't believe him; the white coloured rocks on the coast alone are too numerous to count.

After viewing the beautiful falls at Oatswish Bay we were finally allowed to stand down by Rescue Coordination Centre, Victoria from our portion of the sea search. We now proceeded along Sheep Passage and Finlayson Channel south to Klemtu via Boat Bluff Lighthouse, where we paid a short visit.

When tied up to the dock at Klemtu (or Klemthree as Robin Pollock our engineer called it) we unloaded boxes and boxes of clothes for the villagers. We met Chief Bill Robinson whose grandson Monty, a fellow Tsawwassen wolf cub who knew Greg, was up visiting for the summer. Finally Greg got to a store and promptly bought a Revel. Whilst docked a couple of the natives asked if they could get a ride to Prince Rupert. The skipper agreed to taking a couple of passengers, but they wanted to bring a couple of relatives, who had a couple of friends. As we departed that night we had aboard, in addition to our normal crew and passenger complement, eleven natives, one baby, two prospectors and two boats towed astern.

Sunday morning - was overcast and raining as we lay at anchor in Hartley Bay. Our two prospectors left us here, as did our cook. Having prepared breakfast for twenty-two, she quit. Can't say as I blame her! On Sunday it rained all day, which seemed to aggravate the sense of desolation and drabness of this remote fishing village. We explored it from one end of its boardwalk to the other.

After dinner that evening, we walked to the church where Oliver conducted a service with music supplied by the guitars of Pat and Robin. We remained tied to the Hartley Bay dock that night, then at 0500 sailed north up Grenville Channel to Oona River. During the early morning we were passed by the "Island Princess" and "Cunard Princess" southbound.

Monday morning - was overcast again but at least the rain had stopped. We anchored out and stayed aboard for both breakfast and lunch, listening to the radio to find out what was going on in the rest of the world.

After lunch Greg and I went ashore to explore Oona River located on Porcher Island; the more we looked, the more we liked. As we walked along the gravel road from the dock we saw in the actual river a halibut fishing schooner trying out a new sail. We came across a mill that apparently saved most of the lumber used to build the settlement's houses. My goodness, a hand operated draw bridge (the river was subject to tidal influences!)

(cont'd)

THOMAS CROSBY V continued (6)

It was like stepping back in time 100 years. Greg admired a herd of goats while his dad admired the herdsman. Back across the river via a smaller, white painted wooden bridge, and down a lane, we snooped around a shed full of old bicycles. A voice said, "Can I help you;" "We're just looking," we said to the friendly lady across the lane. When we explained where we were from she invited us in to pick gooseberries from her garden. They had a post office, a windmill and even a little red school house where, after dinner, Oliver conducted another service. Rick, the seaman, was now cook and his roast beef dinner that evening was superb.

Finally, and a little regretfully, we departed Oona River at 2130, headed north once more, and arrived in Prince Rupert at 0005 Tuesday. Late Tuesday saw the three of us flying back to Vancouver with memories of people, experiences, and places we'll never forget. Would we do it again? Yes. Would we recommend it to others, by all means. It's not luxurious but you'll see places the cruise ships dare not go near.

Thomas Crosby, by the way, was the original minister who started the coastal mission with a canoe. When a door slams aboard and no one's there, it is blamed on, "Old Tom." He didn't approve of drinking, by the way, so would be passengers should be prepared to go without for the duration, unless you happen to dock where there is a pub. Oliver Howard, the present minister, can relate what seemed like a limitless number of stories about our west coast, and, yes, he says that he will put them into book form. Fascinating!

by Tony Merry.

There are signs of discontent brewing in the marshy fringes of Fairlead's territory. The grapevine telegraph states that the latest trickle of volunteered articles is the start of a quiet protest against those boring technical fillers that the editor keeps foisting on us. Join the movement - Send your experiences to the Fairlead Crew and we'll pressure the Old Man into publishing your interesting stories. Subversive articles of any length from one liners to many pages can be given to:

Flo (273-4017)

Linda (943-4894)

Diane (274-8716)

#### PLEASE NOTE

Twenty-eight Canadian Coast Guard Officers will be deputised as Police Officers for duty on the West Coast and the Great Lakes.

They can and will enforce boating regulations!!

### NOTICE OF MEETING

Notice is hereby given that the Annual General Meeting of Fraser Power Squadron will be held at 2000 hours, Friday, April 22, 1983, at the Town & Country Inn, 6005 #17 Highway, Delta, B.C., for the purpose of:

- a) Receiving, and if thought fit, approving the Reports of Officers;
- b) Receiving, and if thought fit, approving the Financial Report for the period of 12 months, ending March 31;
- c) Electing to office the persons referred to in Section 8.01, Article VIII, of Fraser Power Squadron Regulations;
- d) Considering such further business as may properly come before this Meeting.

1st Lt. Linda Gisborne  
Secretary.

### FRASER POWER SQUADRON

#### REPORT OF THE NOMINATING COMMITTEE

The Nominating Committee wish to present and recommend the following members for election as the Executive of FRASER POWER SQUADRON for the 1983-84 year.

COMMANDER:	CAROLYN HOFFMAN
EXECUTIVE OFFICER:	GEORGE SCHURMAN
SECRETARY:	LINDA GISBORNE
TREASURER:	JAMES ALLARDYCE
ADMINISTRATION OFFICER:	BERT GISBORNE

We further suggest and recommend that Clifford Cunningham be appointed as Training Officer.

SUBMITTED BY: S/Lt. M. Dash, Chairman  
D/Lt/C N. Dyck, Member  
Cdr.(R) H. Fane, Member

Section 15.03 of C.P.S. By-Laws and Regulations states that:

"No member shall be eligible for election at any Annual General Meeting of this Squadron unless nominated by the Nominating Committee or by a petition in writing signed by not less than three members who shall confirm the consent of their nominee. Such nominations by petition shall be filed with the Squadron Secretary not less than two days prior to the date of the meeting."

## FEBRUARY SOCIAL

Fraser's Annual Auction was held on February 25th. There were 121 anxious buyers looking for a bargain. Brian Smith was once again the entertaining auctioneer, adding much hilarity to the evening. Brian was assisted by his wife Lindsay, daughter Katie, son Robert and Carolyn Hoffman. All worked very hard to make the evening one of fun and profit.

During the break in the bidding, Commander Sue Dyck called the Smith family front and centre and presented the family with a plaque in appreciation of five years as auctioneers for Fraser. The plaque was engraved with all their names and appropriately worded to honour them. It also had Fraser's burgee and the Squadron crest suitably placed.

It was an entertaining evening and all are looking forward to next years event, so save your money and unwanted or needed boating supplies. Brian will sell them for you.

Flo Delves.

On February 12th Don and I went on board the MV Dauntless with Marg and Del Dash for a weekend cruise and log race to Wigwam Inn. It was a weekend event of the Vancouver Rowing Club. As you may remember it was also a very wet weekend and we were cruising into the rain forest region. Well, I can say, I would not have gone in our boat, but I guess V.R.C. members are more hardy; for there were 29 boats involved and they weren't all big power boats, a number of sailboats, where they had to be out in the rain. If V.R.C. can get 29 out in the rain and cold, why can't Fraser get more than 10 or 11 in the sunshine? By the way, Dauntless won the log race!!

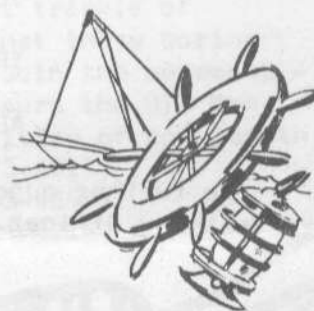
Flo Delves.

### KITCHEN SINK COOKIES

- 1 cup oil
- 1 cup melted marg.
- 2 cups brown sugar
- 2 cups white sugar
- 4 eggs
- 2 tsp. vanilla
- 1 cup oatmeal (or 2 cups oatmeal no granola)
- 1 cup granola (or 2 cups granola no oatmeal)
- 2 cups rice krispees or other flake cereal
- 4 cups flour
- 2 tsp. baking soda
- 2 tsp. baking powder
- 1 cup peanut butter
- 1 pkg. chocolate chips and/or butterscotch chips
- 1 cup nuts and/or raisins

Blend first four ingredients. Beat in eggs and vanilla. Stir in oatmeal, granola, flake cereal, flour, soda, powder. Add final three ingredients. Drop by tsp. on ungreased cookie sheets. Bake 350° for 15 minutes. Makes 125 - 150 cookies.

....THESE HAVE BEEN MADE, TESTED, AND APPROVED BY OUR EDITING CREW.....



### COMING EVENTS

- March 25, 1983 - The feature of the March social evening will be a slide show and talk on your favorite cruising area, Desolation Sound. Gary Russell is one of our long time Boating Instructors who has done many cruises.
- April 1-4, 1983 - The Easter Week-end Cruise.
- April 22, 1983 - Fraser's Annual General Meeting with a Canadian Coast Guard presentation of the New Buoyage System.
- May 7, 1983 - Graduation Party.



### EASTER WEEKEND CRUISE

The first cruise of the season for Fraser's members and friends will be in the Howe Sound Area. The rendezvous on Friday, April 1, 1983 will be at Snug Cove on Bowen Island. On Saturday and Sunday the fleet will travel to Plumper Cove and Centre Bay. Trailer boats can be launched at MacDonald Beach (behind the Van. Int. Airport on Sea Island) or at Sunset Beach on the Squamish Highway. Cruisemaster Del Dash hopes that the short distances and sheltered waters will appeal to those with smaller boats. Call Del Dash at 685-8820 for further information.

There will be more Fraser Cruise's on:

- April 30, 1983 - A day long Marep cruise on the North Arm of Fraser River.
- May 21 - 23, 1983 - To the Gulf Islands.
- June 18, 1983 - A day long Marep cruise to Vancouver Harbour to search for errors and omissions on our charts.  
Contact Andy Conley 277-0960 or Del Dash 685-8820
- July 1 - 3, 1983 - Details to come.
- Sept. 3 - 5, 1983 - Details to come.

### PLEASE NOTE

Clam Bay on Kuper Island will be closed to overnight anchoring this season.

Fraser's cruising people are arranging to monitor their radios during the following time slot while out cruising:  
2130 to 2200 on both Channel 16 on VHF and Channel 10 on C.B. This should aid in making contacts wherever you go.

The Cruisemaster's assistants are:

- Dave Williams for large power boats - 274-1085  
George Schurman for sailing vessels - 271-7439  
Robert Barnes for small power boats - 277-6493

