

THE

# FAIRLEAD

## FRASER POWER SQUADRON NEWS

FEBRUARY 1983

Vol. 8

No. 8



### IN MEMORIAM

It is with the deepest sympathy for his family that Fraser announces the passing away of Cdr. retired Jack Gibbons on January 31, 1983. Jack proctored in a basic Boating Class many years ago and then spent numerous seasons as a Boating Instructor. That he taught more than the technical aspects of boating is well documented by the very high proportion of his students that joined Fraser. He was assisting with the A.P. class this winter. Jack served on the bridge for several years taking over as Commander for the 1975-76 term.

A great many Fraser members turned out for his funeral service on Feb 5.

FROM THE BRIDGE.

## JANUARY SOCIAL

The regular monthly meeting of Fraser Power Squadron was held on January 28th at the Town & Country Inn. A very encouraging turn out of members who haven't been to a meeting for some time made the evening enjoyable catching up on all the news. The business meeting was very brief so we could get down to the entertainment.

The guest speaker was John Moran with the assistance of his better half, Freda. John showed his most interesting slides of Newfoundland. These consisted, of course, of many wood constructed boats which are quite different from the way it is done on the West Coast. He also had slides of the wooden docks that are used. The Newfies do not use concrete in their building of docks and ramps. This is very interesting when you realize that the trees are not large like the timber here.

Thanks, John and Freda for a very interesting and different programme.

Flo Delves



### FOR SALE

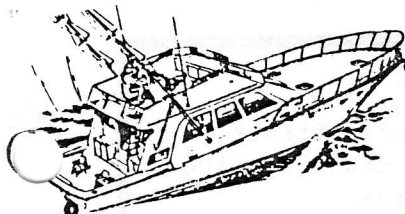
"CHARISMA" - Family Cruiser or Fisherman's dream. 26' Mariner Command Bridge, dual station controls, stand up head, VHF-CB, depth sounder, compass, stove, fridge, sink, furnace. Gorgeous mahogany interior. Sleeps 4 comfortably or 6 in love. Anchor winch. "New" dinghy. "New" engine (165 Mercruiser) leg just done. \$16,000.00 c.b.o. SACRIFICE! MUST SELL  
Brian - 533-1404 (office) 533-2317 (residence)

ANNUAL BOAT SHOW - Well, the annual boat show has come and gone for another year. Fraser manned the booth on Saturday, Feb. 5th. Thanks for assisting in spreading the word of safety go out to Harry Fane, Martin and Carolyn Hoffman, George Schurman, Brian and Lindsay Smith, John Jones, Marg and Del Dash, John Lewisch, Norm and Sue Dyck, Andy Conley and Don Delves. If I've missed anyone I'm sorry. After the shift was over, ten of us met at the Newcastle Restaurant in Richmond for Chinese food and to talk over the Show.

Our booth was not in the best spot at the show. We seemed to be hemmed in with not much opportunity to display the material. The boat show didn't seem to be as exciting as other years. There seemed to be very few boats in the range of 21 to 26 feet. Lots of big expensive ones. This year, too, the show was combined with the Sportsmen Show, which was catering to all sports, not just boating; so if you are a hunter and stream fisherman there was something for you as well.

Flo Delves





## A WEEK ABOARD THE THOMAS CROSBY V

by TONY MERRY

The Thomas Crosby V is an 80' long diesel powered, steel hulled vessel operated by the United Church of Canada. The ship has been serving the west coast from Port Hardy to Prince Rupert for over ten years, visiting lighthouses, native villages, logging camps, and individuals who shun the city life.

As with most Christian missions, they are always short of money, so they decided to experiment during the summer of 1981 and take no more than six fare paying passengers per working cruise. When my wife and I saw the advertisements at Tsawwassen United Church in the spring we said, "Lets go!" Our "cruise" was to leave Port Hardy 27 July and arrive Prince Rupert 3 August, visiting mainly lighthouses enroute. Cost was to be \$360.00 each for Marilyn and me and \$180.00 for Gregor, our youngest, who was eleven at the time but ate as much if not more than I.

Monday morning, July 27th. The three of us flew via the "competition," from Vancouver to Port Hardy then were driven in the airport limousine (van) to the dock where we were to meet our ship and crew. There was a crew of six including the master and minister, Oliver Howard, a first mate, Bob Scales, (also a United Church minister and former master of the Thomas Crosby IV), an engineer, a nurse, and two native seamen. Although Marilyn and I took a bottle of brandy with us for medicinal purposes, (we heard it helped with seasickness) it remained sealed until our return because the T.C. V was a "dry" ship. We remained tied up for the rest of Monday as we awaited the arrival of one more passenger, a retired gentleman from Vancouver who took the bus. Gregor had an upper berth and Marilyn and I two lowers on the starboard side of the main salon while Terry Taylor, the other guest, had a lower single on the port side.

Tuesday morning. 0800 saw us slip our lines bound for our first port of call, Pine Island lighthouse. In fact this story was to be titled - "Lighthouses Northwest," until an emergency caused us to change our schedule drastically. After we had breakfast and a fire drill, Oliver told us that Pine Island was one of only two that was the habitat of the Rhinoceros Auklet. Knowing how ministers have a knack of telling humorous stories as well as serious ones, we figured this was another tall one. We anchored off Pine Island at 1000, were ferried ashore by the ship's inflatable (a 14' Canova) and walked from the leewardside to the lighthouse for socializing and a snack. Pine Island is indeed home to the Rhinoceros Auklet, a bird that has a tuft on its beak similar to a rhino's horn. It burrows in the ground like a rabbit to make a home in which to lay eggs, therefore it can only inhabit areas where there are no ground predators.

The assistant light-keeper demonstrated to Greg how to catch black bass and, without exaggeration, every time he threw in his line he hauled out a 4 to 5 pound fish, three of which we ate the next day for lunch.

(cont'd)

THOMAS CROSBY V continued (2)

After lunch back aboard T.C. V we crossed the Queen Charlotte Strait and sighted the "Pacific Princess" (Love Boat). Our youngest, despite being an avid T.V. fan, was not too interested as he hung over the side.

We entered Rivers Inlet, sailed (dieseled) to the head where we picked up Pat Pooler, the ship's nurse, and Susan, her sister. The two girls had spent a week at the native village of Owekeeno and came back aboard with fresh salmon. After dinner served by our cook, Marlene Hanuse, whose home was Owekeeno, we entered Sunshine Bay in the dark where we tied up to a float house for the night.

Wednesday morning. We were able to see that Sunshine Bay consisted of four float houses and a small logging operation. The reason for our visit was for our nurse to check on a lady who had been sick.

We left the bay through a very narrow passage with 3 fathoms of water under us. I don't think I would have gone in there at night with our old 21' Bayliner let alone the T.C. V. We proceeded to Duncanby Landing for another medical visit to check on a child who had suffered a fall. Duncanby had a large dock where many fishboats were tied up while nets were being repaired. Travelling through Fitz Hugh Sound on our way to Pruth Bay, Calvert Island, we were followed by porpoise as they appeared to surf in our wake.

Pat and Oliver, loaded with books from the ship's library, prepared for a pastoral visit to the family living at the telephone repeater station while all the guests were ferried to the beach and told to follow a trail through the woods leading directly west. This we did and after about a mile we arrived at West Beach. What a sight, a large bay facing Queen Charlotte Sound with a beautiful golden sand beach. We jogged in bare feet from one end to the other, a welcome activity after three full meals a day and very little exercise. We built a sand castle and listened to the sound of gently rolling surf while Gregor explored the sand dunes behind us. It seemed more like the South Pacific than Canada.

Finally we had to leave. We walked back to Pruth Bay, ferried to T.C. V via inflatable, then had dinner enroute to Pointer Island Lighthouse.

The lighthouse keepers are always most hospitable, serving tea, coffee, cookies, cake, and soft drinks for the youngsters. Greg and I had a grand tour of the light, generator room and water catchment area. When we left Printer and its 3 dogs, 3 cats, chickens, parakeet, and hamster, we took with us the lighthouse keeper's wife and adopted native daughter as they wanted to visit the gentleman at our next port of call. The wife was writing a book on B.C. lighthouses and needed information that she thought this gentleman could provide.

Back aboard T.C. V we watched the "Queen of the North" glide by as we weighed anchor in preparation for our 65 mile journey up the Dean Channel to Kimsquit and the Dean River estuary.

(cont'd)



Thursday. we awoke to the most glorious sight, a clear blue sky, mountains towering all around and glacial waters as we gently rocked at anchor whilst smelling bacon and eggs frying in the galley.

Eating breakfast in the salon was the gentleman we'd come to visit, 81 year old Felix Lederer and his summertime guest, Desiree, his 8 year old daughter. Felix had lived here at Kimsquit for 35 years and made some money as a fishing guide due to the fact that ardent fishermen come from all over the world to fish the Dean River for its steelhead.

Felix drove us in his old pickup truck to view the Dean from a huge, abandoned logging road bridge, and the only comparison that I could make was with Hell's Gate in the Fraser Canyon. Felix has to use crutches now due to phlebitis, but Oliver told us the story of how Felix's truck broke down 3 miles from his house, the only place he could make repairs. Using a cum-a-long, he winched it all the way back, which reinforces my opinion that you're only as old as you feel. Back to the beach for picture taking: I had Marilyn sit on a log next to Felix and she told me afterwards that it was understandable why the horseflies never came close to Felix, let alone bit him.

We returned to the T.C. V for lunch of "Tubesteak and Whistle Beans." Farewell to Felix, Kimsquit and horseflies as we proceeded down Dean Channel past Alexander McKenzie's monument on our way to Bella Bella. We'd now been away from civilization for 3 days which for the adults was just fine but for an eleven year old, well, a visit to a store just to buy anything or even to look at a T.V. antenna to know that it still existed, was essential.

The anticipation was interrupted by, "Mayday - Mayday - Mayday" on the HF radio. "Air B.C. Beaver float plane red and white in color, registration CF-YYU 5 souls on board reported overdue." There were only 3 vessels in the area with crew, range, capability and radio equipment to carry out a sea search: the Coast Guard cutter "Racer," fisheries patrol vessel "Surge Rock" and the T.C. V. Within minutes we were transformed from a mission ship to a search and rescue vessel. We searched Jenny Inlet, Gunboat Passage (of recent notoriety) Cunningham Island, then ate dinner while underway and later anchored in Troupe Narrows for the night. So much for Bella Bella and a visit to a store!

Friday morning. I was awakened by the skipper at 0630 to ask if I would accompany the first mate to search an inlet with the inflatable as the inlet was too shallow for the T.C. V and the two native seamen, Frank Brown from Bella Bella and Rick Wilson of Hartley Bay, had been up all night on watch.

Our search found nothing and we returned for breakfast. It was decided after breakfast that first mate Bob and I would search a large inlet leading to Ellerslie Lake in the inflatable whilst the T.C. V searched uncharted Spiller Inlet with the rest of the gang. I asked if Greg could come with Bob and me and that was approved. The three of us started off at 0940.

.....TO BE CONTINUED IN THE NEXT ISSUE.....

## COMING EVENTS

February 25, 1983 is the date and the Delta Town & Country Inn is the place for Fraser's annual AUCTION, the featured entertainment for the February social evening. Brian Smith will be the auctioneer-entertainer.

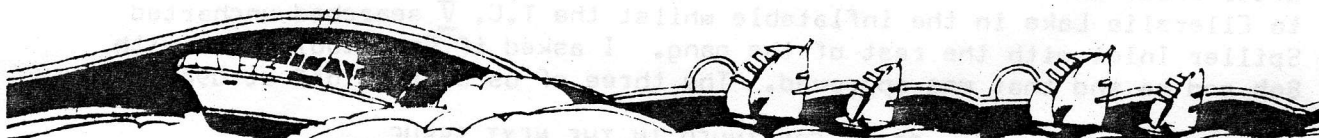
### Rules of the Game

1. Bring large quantities of your surplus equipment, tools, services (work) and bric-a-brac, preferably, but not necessarily, related to boating. Cdr. (Ret.) Norm may be an enthusiastic bidder for your surplus shackle pins.
2. Inform Brian (277-7981) before the auction date of what you intend to bring. This helps him to organize his jokes and comments.
3. You may donate items, place reserves (set a price below which you will not allow the item to be sold) or allow the item to be sold for whatever it will bring.
4. Fraser takes 10% of the sale value unless you donate the item in which case Fraser takes all. Unsold items must be removed by the owner.
5. Pay the usual admission fee of \$2.50 per person.
6. Buy as much as possible and laugh until it hurts. Staff will be there to receive your goods and exchange money.

March 8 and 10, 1983 - The Gulf of Georgia Predicted Log Race Committee will hold a seminar at the Royal Van. Yacht Club, Jericho Station. This is open to all interested in learning about log racing - no obligations. You do not have to own a boat - go as an observer on some of the local races. This seminar is a good chance to make contacts. Contact Paul at 738-5895.

March 25, 1983 - The March social will feature Gary Russell with a presentation on cruising in Desolation Sound.

April - Keep Easter Weekend open for a squadron cruise. Details coming in the next issue.



Due to membership being done through National this year we are asking you to fill out the form below to assist us in planning for next years classes and also to ensure that the roster is correct. Please be sure to let us know of any changes in address, boat name etc. Thanks for the co-operation.

Bring to next meeting or mail to: Alan Owen,  
7500 Barkerville Court,  
Richmond, B.C. V7A 1K9

## FRASER POWER SQUADRON MEMBERSHIP RENEWAL QUESTIONNAIRE

1 SURNAME

GIVEN NAMES

STREET ADDRESS

TOWN

POSTAL CODE

FIRST MATES NAME

CERTIFICATE NO.

FULL MEMBER

☐

FEE PER SECT. 3

LADY ASSOCIATE

☐

NO FEE OPTIONS

JUNIOR ASSOCIATE

☐

PER SECT. 7

HOME PHONE

BUSINESS PHONE

2 BOAT NAME

TYPE

SAIL

☐

POWER

☐

LENGTH

LICENCE #

RADIO TYPE

CB

☐

ID

RT

☐

ID

VHF

☐

ID

CRUISING SPEED

RANGE

VESSEL MOORAGE LOCATION

3 ARE YOU PROFESSIONALLY INVOLVED IN  
BOATING YES ☐ NO ☐

IF YES WHAT CAPACITY

8 TRAINING COURSES

COMPLETED

DESIRED

SEAMANSHIP POWER

☐
☐

SEAMANSHIP SAIL

☐
☐

ADVANCED PILOTING

☐
☐

JUNIOR NAVIGATION

☐
☐

NAVIGATION

☐
☐

MARINE MAINTENANCE

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☐

WEATHER

☐
☐

MARINE ELECTRONICS

☐
☐

LOCAL KNOWLEDGE

☐
☐

INSTRUCTORS TRAINING

☐
☐

4 ARE YOU INTERESTED IN SQUADRON CRUISES  
WEEKENDS ☐ 1-2 WEEKS ☐

5 I WISH TO TAKE AN ACTIVE PART IN

SQUADRON TRAINING DEPT

YES

☐

NO

☐

SQUADRON EXECUTIVE

YES

☐

NO

☐