

**FRASER SQUADRON
COMMANDER'S REPORT**

Happy New Year! I certainly hope the turkey is long gone, and we are keeping some of the resolutions made for January 1st. December is easy to come and go with boating taking a back seat to other festive season obligations - but here in Lotusland the great boating we enjoy is only a few months away. Not too soon to check your safety gear, lines, fiberglass repairs, tide tables, wiper blades, light bulbs, batteries, and other little chores that make themselves known during that first outing in April or May. Don't forget to mail in and get your US Customs boating pass to beat the lines in Friday Harbor or Roche Harbor that first long weekend.

One resolution we suggest is to learn more and grow with our organization. How? - take an elective course this spring. It is a great refresher for past material learned (and sometimes forgotten), and dollar for time spent is probably the best value you can realize if you want to keep you and your vessel safe for another season. Have you ever experienced those embarrassing/dangerous/expensive crunches of fiberglass or wood on a reef? How about a tow from some place like Desolation Sound? Few of us skip regular maintenance on our automobiles because we know the price is prohibitive. Why sell the same program short when it comes to our maritime education? If you haven't taken a course in the past few years, check out what Al Morgan

and the training department have going on this spring, and we look forward to seeing you.

January 26th is a special date for Fraser Squadron. That is when we help celebrate the graduation of our fall boating course members at Tsawwassen Golf and Country Club. This year we have a special guest with an extraordinary slide presentation. We have all seen Maria Steernberg of Sea Snaps on the water in her custom pink photography boat. Come to the grad and see her selection of the best photos Maria has taken over the years in our waters. Maria was actually hired by the Canadian Armed Forces to hang out the side of a military helicopter at Comox while the entire fleet of military aircraft flew by her for their own archive photographs. She only does this presentation once annually, and we are very fortunate to have Maria welcoming our Fraser grads with her special show.

The Boat Show is just around the corner, from February 7th to February 11th. Don't miss the opportunity to kick a few tires, and see if that new electronic gizmo you priced out last year has dropped 30% in price! As usual, our squadron will be manning the CPSS booth for some shifts, and this year we need a few volunteers to join us and promote our squadron. Contact our PRO - Neil Le Nobel - if you can spare time to put in a four hour shift. You can make some new

friends while you enjoy that legendary coffee and bargain hot dogs! For those of you who cannot work a shift but want to save money on admission - all bridge



members have tickets available for \$6.50 each rather than paying \$9 at the door. They are limited, so call early.

Bryce Gibney
Commander



**UPCOMING EVENTS
JANUARY 2001**

- January 26** Fall Graduation Ceremonies - Tsawwassen Golf Club
- January 23**-piloting course Tsawwassen
- January 24**-Marine Electronics Ladner
- January 25**-Fundamentals of Weather Ladner
- February 7 - 11** Vancouver Boat Show - BC Place & Coal Harbour
- February 12** Bridge Meeting
- February 23** Friday Social
- February 28**-VHF Class Richmond
- March 12** Bridge Meeting

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WORTH A LOOKINTERNET TIP

While browsing around, this US site was found that has an online setup for identification of navigation lights. It is pretty good, and is worth a look. It can be found here:
<http://www.usboating.com/testlights.asp>

IN MEMORIUM

P/Cdr. Audrey A. MacLeod

Approximately 1930 to December 2000



Audrey A. MacLeod, Fraser's Commander 1993-1994 passed away of a heart condition on December 7, 2000 while underway from her homeport in Shuswap to hospital in Kamloops, B.C.

Our sympathies go out to Andy and the rest of the family.

Audrey managed to combine years of hard work, never-ending energy and a pleasant but mischievous smile in all her contributions to the training department and on the Fraser Bridge. The many friends she made at all levels of Canadian Power and Sail Squadrons will miss her.

P/Cdr. Larry J. Terrick

Editor's Note: See the Fraser Squadron web page for more memories of Audrey, including photographs and her 1990 Fairlead article "Meet Your Bridge Members", chronicling her life story.

FAIRLEAD ON THE INTERNET

The full enhanced version of the Fairlead is available on the internet at www.frasersquadron.com. Additional articles and color pictures of events, cruises and parties are available for your viewing. All the important and pertinent information is included in the mailed copy but we are unable, due to financial restrictions, to include all material in this paper venue. The internet has opened a whole new world when applied to communication. If you do not have internet access please go to the public library, a neighbour, your children, grandchildren etc. Someone you know will take a couple of minutes to log you on so you can view all the material and pictures. If you haven't sent us your e-mail address please forward to Ann Isaacs at the following address saisaacs@netcom.ca

Ron Hoyt and Ann Isaacs Fairlead Editors



TRAINING DEPARTMENT - CHANGE OF COURSE

Due to a lack of enquiries for the Advanced Piloting course this January, we will not be running it until next Fall. Instead, we will run Piloting, starting on January 23. Now that you have the Boating Course under your belt, why not come out to the class and upgrade your knowledge of chartwork and seamanship? Give me a call in you are interested!

Al Morgan, STO



MARINER'S QUIZ (answers on page 4)

Student Power and Sail Cruise
Saturday October 21

Test your knowledge with the following quiz from the Marine Weather Hazards Manual and The Wind Came All Ways by Environment Canada:

1. "Strong" winds are defined as those which fall between:
 - a. 18-25 knots
 - b. 20-27 knots
 - c. 22-29 knots
2. Fetch is:
 - a. The time needed for a boat to retrieve an item lost overboard
 - b. The speed at which a boat can return to harbor in the current conditions
 - c. The distance which the wind blows across the water from the same direction and with constant speed.
3. Winter storms generally occur in the northeast pacific ocean during:
 - a. Sept. to March
 - b. October to April
 - c. November to April
4. Match the type of fog with the correct description:

Type of Fog	Description
a. Radiation Fog	i. Is formed when warm, moist air moves over colder sea water.
b. Sea Fog	ii. Forms in the vicinity of frontal systems when warm precipitation falls down through a cooler layer near the ground to saturate the surface air.
c. Precipitation Fog	iii. Forms over land during the early morning. It may drift over the water when light breezes blow from land to water during the night.

5. Although it does not always exactly apply within the Georgia Basin because of the channeling of topography, Buys-Ballots Law states when your back is to the wind the pressure will be lower:
 - a. In front of you
 - b. On your right
 - c. On your left

The power boaters met at the Skyline Marina in Richmond, while the Sailors met in Ladner. At Skyline Marina Avy, Don, Gillian, Mel, Shanel and myself boarded Bryce Gibney's 36 ft. Uniflyte, while Iris had her own personal tour with Peter and Kouka Lefroy's 28 ft Bayliner. Bryce explained the operation and equipment of his boat before leaving. Heading out the North Arm we observed hazards such as deadheads and commercial traffic. At the mouth we noted Cowards Cove, aids to navigation and a few whitecaps. We plotted a magnetic track from the North Arm Light to Pt. Atkins but with the increasing waves it was difficult holding course which also dropped our plan for taking a two bearing fix. We headed towards Kitsilano noting and recording the measured mile beacons off Spanish Banks, calculating a speed of 15 knots. Circling around the freighters we headed back to the North Arm and calmer waters. As we approached Bryce's dock the wind was still quite strong and without hesitation the captain did a great job of docking using both engines.

Thanks to Bryce Gibney, Peter and Kouka Lefroy, Tony Dales and Al Morgan

Bill Hawryluk.

Summer's Coming - Take a Course !

The boating season will be upon us before you know it, so now is the time to sharpen your skills in coastal or offshore navigation, learn about your electrical systems, or learn how to figure out whether the weather is going to give you joy or sorrow. CPSS National have issued a challenge to every Squadron member to take a course this season, so let's step up to the plate and show that Fraser has what it takes. Have a look at the course information on our website (www.frasersquadron.com).

If the course you want to take is not scheduled, let me know and I will get it going. Check back on the website from time to time, courses may have been added since last you looked. If you can let me know of your interest ahead of time, it becomes easier to schedule classrooms, Instructors, Proctors, course material, and all that stuff. Call (946-5740) or send e-mail (almorgan@infoserve.net). For those who prefer their information on paper, see the following list of courses scheduled for the Spring session. (This list is not necessarily final !)

- Basic Boating - Ladner - starts Tuesday, January 09, 2001 Instructor, Alan Eldred
- Basic Boating - Richmond - starts Thursday, January 18 Instructor, Bill Hawryluk
- Advanced Piloting - Ladner - starts Tuesday, January 23 Instructor, Jim Bryant
- Marine Electronics - Ladner - starts Wednesday, January 24 Instructor, Brian Jones
- Fundamentals of Weather (*the NEW course*) Ladner - starts Thursday, Jan. 25 Instructor, Dave Bauer
- VHF radio - Richmond - starts Wednesday, February 28 Instructor, Dave Bauer
- Navigator (*the OLD course*) - location TBD - starts Thursday, March 29 - Instructor, John Moran
- Local Knowledge Seminar - Ladner - starts some time in May Instructor, Chris Hopkins *et al.*
(*current members and registered Boating students only*)



You may notice that there is a preponderance of Ladner locations. This is because the costs in Ladner are less than half the costs in Richmond. If you know of a venue in Richmond with suitable facilities for teaching, which is available on a regular basis, and which is inexpensive (free would be nice!) please let me know the details. Perhaps we will be able to use it. Have an interesting Spring!

Al Morgan, S.T.O.



Sidney Hydrographic Tour Saturday, October 14

We had to be up at 5:00 am to catch the 7:00 a.m. ferry at Tsawwassen. Some of the people from North Vancouver were up at 4:00 am. In the rush to be on time my wife discovered she still had her slippers on, luckily we were a short distance from home. We met Frank Horvat, district Marine Officer, and the other 22 members of our group, 10 of whom were Fraser students and members. The weather was great for the trip. We arrived about 9:00 a.m. at the Hydrographic site which is located at Pat Bay and were taken to the auditorium by our tour guides who explained how the facility operates. We were divided into two groups. On the main floor there were scale models of the Coast Guard boats and an impressive relief map showing the water depths on our local coastline. The tour of the Chart Department was an eye opener, especially the method used in early chart making compared to the present. C.D. roms will be the charts of the future. We had a look at the coastal seismic recording area. It was recommended that we visit again during the yearly Open House when the Ocean Sciences Department and the vessels at the dock will be open. Maybe we should make this event a cruise destination. It was a great trip.



Bill Hawryluk

MARKETPLACE

<p>MarinersXchange Ltd. <i>Marine Consignment Store</i></p> <p>#120-12220-2nd Avenue Steveston, BC V7E 3L8</p> <p>Phone: (604) 271-2284 Fax: (604) 271-2294</p>	<p>Reg #2580-4</p> <p>CRUISE HOLIDAYS</p> <p>Cruise Holidays of Richmond/South Delta 6846 No. 3 Road, Richmond, B.C. V6Y 2C4 <i>Your Cruise Vacation Store</i></p> <p>CEIA</p> <p>Dolly Des Rochers Cruise & Travel Consultant</p> <p>Tel: (604) 273-8228 Residence: (604) 277-0740 Toll Free: 1-800-263-8228 Fax: (604) 273-8221</p>
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Answers to Mariner's Quiz: 1b; 2c; 3b; 4a(iii), b(i), c(ii); 5c



HISTORY LESSON

The RCMP vessel St. Roch, now housed at the Vancouver Maritime Museum, made history between 1940 and 1950: She was the second ship ever to get through the North West Passage (after Amundsen's Gjoa), the first to make two voyages through (one in each direction) and the first to circumnavigate North America. The circumnavigation was recreated this summer by the St. Roch II (the RCMP vessel Nadon), and **Bill Robinson** signed on as a volunteer oiler on the Simon Fraser, the support vessel that accompanied her through Arctic waters. Here are excerpts from Bill's journals

July 12: we sailed north through BC's inside passage, passing through Seymour Narrows around 6:00pm. That night and the next day we passed through Johnstone and Queen Charlotte Straits, across Queen Charlotte Sound, up through Fitz Hugh Sound and Finlayson Channel, passing Klemtu in the evening. We reached Prince Rupert July 14. This was all non-stop - not my favourite type of cruising, but beautiful scenery when I wasn't down in the windowless steel vault of the engine room.

July 16: anchored in Taylor Bay (Alaska) just inside Cape Spencer. Brady Glacier at the head of the bay and the offshore breeze are keeping things VERY cool. Sitting waiting for the St. Roch II to show up to take fuel from us. She is VERY late. Six hours later, she arrived. Our jury-rigged gas pump, hoses, and lines worked very well.

July 19: left Kodiak Island for the 500 mile run to the twin communities of Unalaska and Dutch Harbor. Unalaska, a variation of the native word for the area "Unoalashka", is more like a town, while Dutch Harbor is mainly the port area. There are virtually no trees here, but the mixture of hills, rolling country side, sudden cliffs and jagged mountains, is spectacular. Although many of the gullies are still full of snow - right down to the ocean - the dominant colour is the brilliant green of natural grasses. I'm used to seeing eagles at home, but the eagles here are the biggest I've ever seen. Even this year's hatchlings are huge. With no trees around they rest and roost on the ground, on bridge railings, and along the sides of the road.



July 29: We arrived off Little Diomedes Island to refuel the St. Roch II. This is the closest point of contact between Russia and the United States. The border passes between Big and Little Diomedes Islands which are only a few hundred yards apart. In the early 1950's, the original St. Roch and Captain Henry Larsen were arrested when they arrived at Big Diomedes instead of Little Diomedes, confused after a long stretch of navigating in heavy fog. As the fog lifted, the St. Roch's company was treated to the sight of three Soviet warships in the bay plus hundreds of soldiers on the cliff-tops - all with their guns trained on the boat. Larsen said afterwards it was quite an experience as the Russians spoke no English and he no Russian.

July 31: we stopped at the intersection of the Arctic Circle (66 degrees 33 minutes north) and the International Date Line (169 degrees west at this point). Sinister props out on the foredeck (a plank and a dunking stool hung over the side, a battery and a large first aid box) gave warning of the activities to come: an initiation ceremony for those who had never before crossed the Arctic Circle. We partook of "the blood of the White Bear, the eyes of the Char, and the flesh of the Ice Worm" (peeled grapes and cold spaghetti had a lot to do with this), and toasted the Arctic with a tot of rum.



August 3 & 4: near Point Barrow, we became aware of 24 hour daylight. Previously there had been a distinct twilight around 3 a.m. that separated the two days, but now there was almost no distinguishable loss of light overnight. We pushed at slow speeds through fairly heavy ice around Pt. Barrow, the northernmost point of Alaska, towards Prudhoe Bay and the Canadian border beyond. I should point out that the *Simon Fraser* is not an ice-breaker. She lacks several inches of steel at the bow, and about 20,000 tons compared to say, the *Louis St. Laurent* or the *Terry Fox*. *Simon Fraser* is an ice-reinforced buoy tender. She can push among ice floes and, if necessary and done carefully, can break weak floes, but cannot break any significant amount or thickness of ice.

As we pushed through the ice, we saw several polar bears. The first was a big old male, yellowish brown and scruffy. He stood on top of his floe and watched us as we went by, oblivious to any threat. The next bears were a mother and cub, on a floe about 500 yards away. Going dead slow, we drifted right up to the huge pan of ice they were on before mom decided she should get moving. They finally ambled out of sight but we came upon them again, now swimming. They swam alongside us for about twenty minutes, during which time the cub appeared to tire and climbed on his/her mother's back for the rest of the trip. I read later that polar bears are known to swim thirty-five miles or more at a stretch. We saw a total of 6 bears that day.

Since Vancouver, every few hundred miles we have been stopping and throwing beer bottles overboard. This was not being sloppy, it was being scientific. Each bottle was numbered and contained a note offering a reward if returned to the Pacific Marine Biological Station in Pat Bay, completed with information such as where and when found. They are part of the Station's work trying to trace ocean currents.

Bill's trip continued into many Arctic communities including Cambridge Bay and Pond Inlet, and included a search for the remains of the famed Franklin Expedition. The ships arrived in Halifax in October, where the Simon Fraser is now stationed, and the St. Roch II continued around North America to arrive home in Vancouver last month.

VHF vs. CELL PHONE?

We always learn the hard way! This was a lesson in the value of your VHF. A young person who bought a small boat this summer went out onto lake Huron where, some five miles out, the motor quit and the only communications tool aboard was a cell phone. Several members may be unaware that CCG radio stations may be accessed via *16 on cellular phones, which seems a handy alternative to VHF. Dialing *16 will connect the caller to the nearest CCG radio station. This service is to be used in a marine emergency only. The USCG offers a similar service via *CG.

Our Lake Huron boaters tried about 10 times to get *16 to work to no avail, so they ended up calling the marina that they bought gas from to get help (phone # was on the receipt they had for the gas) Lady luck was on their side that day and they were able to enlist help via the marina.

The lesson here is that the carriage of a VHF marine radio is a sure thing. Far superior to a cellular phone during a marine emergency, the VHF lets everyone nearby know of the situation so that help arrives sooner. And we all know that cell phones do not always pick up an incoming signal in poor service pockets. Thus the rescuer may not be able to initiate contact, especially over longer distances.

Read in the Vancouver

Sun in early January: an 18' boat with 4 men aboard, caught fire off Sidney/James Island. The Sun had spectacular pictures of a young man being rescued from icy waters, and of the boat aflame. Apparently they accidentally knocked over a non-marine propane heater, there was a fire, an explosion and 4 dove into the frigid waters - all without PFD's. A fire and explosion at sea - can you think of anything scarier? How about a skipper who hasn't done the boating course?! If your PFD is uncomfortable to wear all the time, maybe it's time to get an inflatable unit!!





Follow up to:

HANDS OFF MARINE

by Const. Larry Burden

After being delayed due to lack of funding, Operation Hands Off! Marine ID finally got off the ground Labour Day weekend in Chilliwack, BC. "It went unbelievably well," says RCMP Const. Larry Burden, creator of the pilot project. "It was just overwhelming and the feedback from the public was great. They really bought into the microdots." Burden and his crew of half a dozen volunteers saw everything from fishing boats to PWCs to a 27-foot sailboat trailered in for the registration. The end result was the marking of 82 boats, 77 trailers, 95 outboard engines and 10 other engines.

The crime prevention program has been in the works for about a year and is aimed at reducing theft rates and eliminating insurance fraud in the recreational boating industry. According to Burden, the potential exists to save the insurance industry millions of dollars. "We're going to prevent crime from happening in the first place," he says. "We're going to increase the ability of the police to recover stolen property because now we have things that have 20 to 30 identifiers on them. But more importantly, we have all the details recorded in advance, so if you get your boat or engine stolen you can pull out this form and you can give it to the police." When anticipated grant money wasn't forthcoming, Burden set out to generate interest in the project by placing flyers on windshields, talking up boaters and running an article in the local newspaper. "The phone hasn't stopped ringing," he says. "Locally we've got boaters calling up wanting to know when we're going to do it again."

The project has also generated interest in other parts of the world. Burden has fielded inquiries from New Zealand, Australia, England and throughout the United States. "I'm anticipating this program will go international within two years," he says.

Burden hopes to promote the program at the annual International Association of Marine Investigators (IAMI) conference, which is scheduled for March 11 to 14 in Oklahoma City, OK, with his eye on an IAMI endorsement. If he's successful it means member agencies throughout the world will be able to pick up the program.

SEE – WORTHY !

By David & Clara Ginsburg

It happened on the middle arm of the Fraser. The hapless sailor had chartered a luxury 34' command bridge, and set off on holiday, with his family.

BUT ---- he used Graduate School logic instead of nautical logic and determined that the shortest distance between two points is a straight line - his straight line went southwest down the *middle* arm of the Fraser, to the Straits. Said 34-footer had a draft of at least 4', and I wouldn't venture down the Middle Arm in anything bigger than a rubber ducky! Especially not at low tide!

The Hapless One travelled a little more than out of earshot and came to a grinding halt – wedged firmly on a sandbank. The boat was duly towed the hop-skip-and-jump back to the Marina. Some two days & lotsa repairs later, Hapless One set off again – and this time the charter manager stood by, pointing the way out to the North Arm!

We all know the rule of consulting your charts – the Hapless One could've used that advice earlier

SEE – WORTHY II

This next one was truly See-Worthy! We'd anchored at Pirates Cove, De Courcy Island; stern line doubled around the shore ring for easy removal, and were comfortably settled. Then the Neighbour from the South arrived. What a boat he had! Brand new 32' command bridge Bayline, with all the bells & whistles. Even down to the dinghy – an inflatable with fibreglass hull, and lifting device on the swim platform, to raise it! Everything he had was a first class set-up – and we looked on in admiration! With such a beautiful, expensive boat, he had to be a seasoned mariner. But there was a dichotomy – if he were so seasoned, why did he knot the stern line to the ring ashore?

Southern Visitor & family were likeable people, and we chatted. Then came the eye opener – S.V. set up the barbeque and had the propane bottle mounted INBOARD. It took some tactful diplomacy to present the potential danger to him, without creating offence. Fortunately he was a pleasant soul & graciously accepted the tip. He didn't quite know how to set the propane bottle outboard, and once we'd explained that it hangs on a swivel-arm, he swung it outboard!

Apparently they had chartered the boat, as he'd had some previous boating experience. In conversation, they asked us which venues we recommended, so Clara & I gave them a list of suggestions. And yes – they did have charts aboard, and did consult them! Next thing, SV discussed stern-lines with us, then re-tied his, looping it back to his boat!



IN MEMORIUM

P/Cdr. Audrey A. MacLeod

Audrey A. MacLeod, Fraser's Commander 1993-1994 passed away of a heart condition on December 7, 2000. Audrey managed to combine years of hard work, never-ending energy and a pleasant but mischievous smile in all her contributions to the training department and on the Fraser Bridge. The many friends she made at all levels of Canadian Power and Sail Squadrons will miss her. Following, in tribute to an outstanding lady is Audrey's 1990 contribution to the Fairlead.



MEET YOUR BRIDGE MEMBERS

by Audrey MacLeod
Fairlead, December 1990

I was born in Vancouver and after graduating from toy boats in the bathtub I discovered a big ocean out there. My father and brother were both boat addicts, my mother could take them or leave them, the boats that is. My brother is 3 ½ years older than I and at the tender age of 16 my brother had me helping to build his boats for him and if I was good (which was seldom) I got to ride in them.

We started with a 16 foot speed boat and moved on to larger cabin cruisers, one of which was built in my father's garage; however, the opening to the garage was not quite large enough so my brother really had to raise the roof (something he was accused of fairly often). The roof was replaced and cables were strung from corner to corner, but alas, the garage had a terrible list to starboard ever after.

I got married and had five children (no boat) then got a small boat, then my husband left with the boat. I then met an old boyfriend with three sons in dire circumstances so took his three boys to live my five children. Shortly after, I bought a 27 ½ foot Grenfell speedboat with a small cabin from my brother who had just had the motor overhauled. Unfortunately, nobody had thought to fill the keel cooler and header tank with fresh water. I insured it over the phone, checked the weather, and on a beautiful day headed for Nanaimo.



Part way across the Straits, the motor began to "ping", so I removed the engine cover and saw a very hot engine. I allowed the engine to cool for at least an hour, then poured the fresh drinking water into the header tank at which time I discovered that the manifold was split and the water was pouring out as fast as we were pouring it in. At this point, the wind started to freshen to 30 knots. The radio had been stolen off the boat while the engine was being overhauled and had not been replaced.

By this time, I was getting a little concerned. I now was using a bucket on a rope to pour salt water into the header tank, sometimes getting more water on me than in the bucket; also when trying to hit the moving target of the header tank the water would splash all over the engine. I had the distributor cap off drying more times than it was on.



At this point, the CCG "Racer" went by and I signaled that we were in difficulties. They passed us by and I found out later that they were in trouble having lost a rudder. We got the engine going and were making good time when a large wave broke over our bow and away went one windshield wiper blade soon to be followed by the other one. Shortly after that, we straddled a log lying in the trough of the waves and it rumbled back and forth for some time until it rolled out.

We had started out a 1000 hours and with a cruising speed of 20 knots and a top of 29 our ETA at Nanaimo was 1200 but we limped into Porlier Pass at 1700 hours, stayed there overnight and limped up to Withey's Shipyard in Silva Bay the next day.

The \$6,000.00 damage bill was covered by insurance; this was the shake down cruise and boy did it shake down! Did I learn any lessons, a few, however not yet enough. The Air Sea Rescue boys later got to know me on a first name basis. Many more stories to tell, the burnt out remains lie on the bottom of Buckley Bay off Vancouver Island.

Then into my life came a sane (well, somewhat sane, he likes boats too), safe boater, Andrew Conley, and he, in his wisdom and with the patience of Job told me to keep my hands off his boat (like my brother, he let me paint it and help repair it but not to touch the steering wheel while underway) until I had taken the Boating course, the rest is history (his-story) hmmm.

It has just hit me (a slow learner) that it might not be the boats in my life that I've had trouble with as much as it was the men in my life.

L/Cdr. Audrey A. MacLeod, S.T.O.

