

THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



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No. 5

FROM THE BRIDGE

Many thanks to the telephone committee, to Cdr. (Ret.) Tony Merry, Socials officer Brian Smith and to all the others who helped make the October Wine & Cheese party a success. Six new members were pledged by D/C Bart Shaw, and merit marks were presented to several hard working members.

Norm and I attended the National Conference in Halifax last month. The A.G.M. was most interesting and controversial - the National dues increase was approved by a large majority, but the name change was defeated.

Fraser's Album won first prize in the Scrapbook Division of the competitions, and Fairlead received Honorable Mention for Publications. Congratulations to Historian Marg Dash, and to Editor John Moran and his hard working Fairlead helpers!

A reminder about social events: November 26th is "Bill Wolferstan" night - come out and try to win an autographed copy of his new book. At the Christmas Party on December 11th - who will be the recipient of the Coveted (?) Pleasure - Bent Trophy for 1982? Get your tickets early, this one promises to be a FUN NIGHT.

Commander Sue Dyck.

"PRINCESS MARGUERITE" GOES TO HOWE SOUND

It was the ad in the morning paper that caught our attention -- Romantic recollections of small ocean liners crossing the strait in less hectic times, of towering Howe Sound mountains seen from the crowded decks of vessels with the grand title of "Lady", complete with clattering donkeys swinging slings ashore on tall derricks, of dining on white clothed tables served by white coated waiters and of rich wood panelling from carpeted deck to discreetly covered deckhead.

"Enjoy a one day Howe Sound cruise on the 'Princess Marguerite'," it said, "recently refurbished to restore much of the original grandeur of this former Canadian Pacific Coast Steamship, entertainment, refreshments, luncheon and magnificent scenery." How could we resist?

Tickets duly purchased well in advance, we watched the weather patterns develop. October 4th meant anything could happen and probably would - from sunburn to raging gale. With each fine day, the odds of sunshine seemed to decrease. The weekend forecast was not hopeful and the T.Y.C. Stag Cruise was attended with full foul weather gear. The Saturday thunderstorm lent little to our expectations and, when Sunday the 3rd turned fine, Monday just had to become a disaster.

Such was not to be - Burrard Inlet sparkled in the morning sun, the surface unruffled, as we parked atop the Centennial Pier warehouse. Joining the throng heading for Ballantyne Pier, we stopped to photograph the gleaming white hull of this elegant lady, now sporting patriotic twin funnels from which nostalgic wisps of steam mingled with the darker plumes of bunker smoke rising from the burners far below. Veteran bunting flew fore and aft.

There was activity around the gangway as a colourful seven foot tall bird danced with approaching passengers to the music of the 5th Field Regiment Band playing on the dock. Captain Vancouver greeted all as they entered, while elsewhere a clown and strolling accordionist added to the festive mood that was building throughout the ship.

At 10 a.m. precisely, the plaintive blast of the steam whistle had its usual startling effect, quickly followed by sheepish glances as both feet were once again in contact with the deck. Memories of previous departures came to mind. Gangway removed and all lines let go, we silently moved astern - no noise or vibration here as boilers passed steam to turbines to generate power for the quiet electric motors.

Clearing the pier, we were treated to quite a display as the Vancouver Fireboat circled slowly, all nozzles and turrets in action and great fountains of water cascading in all directions. This was our escort as we gracefully steamed out of the harbour.

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"PRINCESS MARGUERITE" (continued) 2.

How nice it was, in these days of constant change, to find unchanged the view of the underside of the venerable Lions Gate Bridge. Not so the West Vancouver shoreline - summer cottages of years past barely visible among the high-rises and architectural wonders that now abound.

Pt. Atkinson remained in its appointed place, and we soon rounded into Queen Charlotte Channel, passing more homes, both new and old, clinging to the steep rocky shore to enjoy the panoramic view. We passed close to Snug Cove only to give way to the Bowen Island Ferry, then northeastward again to Horseshoe Bay and Sunset Beach, past Boywer Island and north in the shadow of the mountains which still blocked the sun.

We paralleled the highway and railway, passing the new Porteau Cove Marine Park and Anvil Island, then around to Britannia Beach. Looking very forlorn at an ancient dock was the former "Lady Grace," perhaps better remembered as the M.V. "Kahloke" of Black Ball Ferries' fame, showing the ravages of submersion and neglect as she bravely fights the inevitable after a long and varied career.

Now it was slow ahead as we passed the remains of the Anaconda Copper Mine, once the mainstay of a thriving community and now a museum visited regularly by slicker-clad hordes of young scholars. A wide circle took us past Shannon Falls, a mere trickle compared to the torrent often seen in wetter seasons, and next the deep-sea port of Squamish, extending further and further into the Sound to handle the flow of goods from the northern interior. Silt from the Squamish River gave a greener hue to the waters around us, while the pulpmill activities of approaching Woodfibre added less than aromatically to the still air.

Turning south, our course was laid against the steep-to cliffs of the western shore, passing inside Defence Island, where valleys offered more level terrain, small logging operations could be seen. By now, the fresh sea air had awakened the appetite but, alas, the buffet being served in the grand dining room had proven popular and the line slow moving. Sensing that this would not last much longer, we sought temporary refuge in one of the three watering places provided. The aft lounge proved too smoky and the main lounge, while offering an interesting variety of pub-style singers and entertainers, too crowded. We settled for the upper lounge forward where we were fortunate to secure a small table near an oak-framed, leaded-glass window through which we continued to enjoy the passing scene.

Eventually, we made our way down for lunch and were more than adequately satisfied by the well prepared, attractive and tasty hot
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"PRINCESS MARGUERITE" (continued) 3.

and cold dishes, followed by dessert and coffee. The price was also a pleasant surprise at only \$6.50 each, with a large glass of wine for \$1.00.

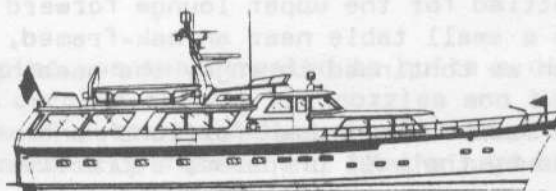
Back on deck just in time to catch a glimpse of Gibsons, we turned southeast to pass between Bowen and Keats Islands. Still the weather remained perfect, the warmth of the sun undiminished by any hint of wind. The forepeak gave shelter from the ship's passage and we soon emerged past Cape Roger Curtis into Georgia Strait, with a clear view of the city on course for Point Gray.

The ship's head steady on this long leg and with sufficient aids at hand, we were able to record some times which we later used to calculate our speed of 16 knots, held until reaching First Narrows. Harbour seals were seen near the sea wall, from which strollers waved as we slipped by after our 78 mile journey.

A light westerly breeze blew in the harbour and this, combined with a flooding tide obviously affected the decisions of the master in making his docking plans. However, the effects were unnoticed as the stern refused to swing in from its 30 degree angle to the pier. Finally, with the bow only feet from shore, we went astern to try again in the restricted space available. Not for us the demeaning snort of docking tugs as we eventually warped alongside, all the time serenaded by the now well refreshed artillery bandmen who had travelled with us, mostly in the pub.

Soon, gangway in place, the 1600 plus day trippers began filing ashore from their many and varied haunts aboard this last reminder of a once mighty fleet that served this coast. We could not recall a finer day afloat as we gathered binoculars, chart and jackets and made our own way ashore. We are heartened by the knowledge that another cruise is in the offing for the spring. Watch for it and get your tickets early. The net proceeds, by the way, go to the CKNW Orphans' Fund.

CLIFF & DIANA CUNNINGHAM.



OCTOBER SOCIAL

The Wine and Cheese Party held October 22nd was another successful event with those in attendance enjoying a varied program including the pledging of new members, awarding of merit marks, humorous contests and much social arm bending.

District Commander Bart Shaw and Mrs. Shaw represented P.M.D. in carrying out the pledging of new members.

Nine members were recognized for their service to C.P.S. by the awarding of merit marks.

1st year merit marks were received by Ed Dubberley and Fred Willett

2nd " " " " " " Frank Bernstein and Gene Foss

4th " " " " " " David Reed

Senior Member Plaque and

5th year merit marks were received by Gary Russell

6th " " " " " " Rick Chapman

7th " " " " " " Alan Eldred

14th " " " " " " David Gunn

An excellent selection of wines and sherries to sip and enjoy was presented by the representative from Paarl Wines.

Brian Smith kept things moving with two contests. The first was fitting captions to cartoons. These were placed around the room and helped to mix the guests. The fun part was writing your own caption to three of the cartoons. -- A few imaginations ran wild here. ---- The second was a team effort in the form of a questionnaire. Hilarious answers to simple questions were enjoyed by all as Brian read the "Best" but not always right answers, proving again that 6 heads are not always better than one!

Thanks to all the organizers for a fun evening and to Paarl Wines for the prizes.

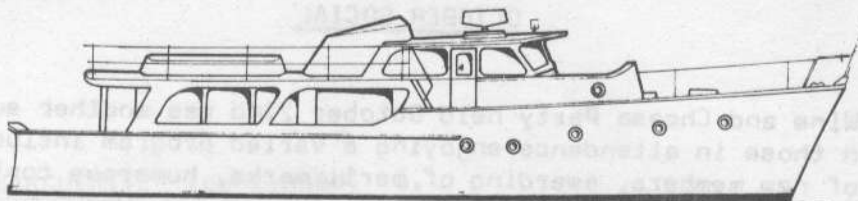
Linda Nixon

WHEN TO TURN STEAKS

The correct time to turn steaks is when droplets of red juice appear on the uncooked side. Use tongs when turning meat on the grill. Do not pierce the meat with a fork because this will allow juice to run out of the meat.

NOTICE

Carolyn Hoffman needs several more members for the committee preparing for the Pacific Mainland District's annual general meeting. Fraser is responsible for staging this meeting and associated social events.



THANKSGIVING WEEKEND CRUISE

Saturday morning was beautiful, the sun was out and the air was crisp. In the slough, the sounds of shots were heard as all the hunters were out in force catching their limit of ducks. Stopping in Steveston for fuel, we had to wait our turn amongst the fish boats. Finally, we proceeded and as it was calm, we went out to Sand Heads instead of going around Lulu Is.

About 15 min. from our destination, we received a call from Harry Fane on Yahtzee III asking where the heck were we! They had been expecting us earlier -- but they didn't know of the line-ups in Steveston. It's nice to know there is concern from fellow members and help available if needed.

On arrival at New Brighton, a space had been made for us. We greeted Harry and Nessie Fane, Del and Marg Dash on their new boat "New Venture II" with guests on board, Martin and Carolyn Hoffman. The rest of the day we visited quietly, disturbed only by the small ferry and water taxi going back and forth.

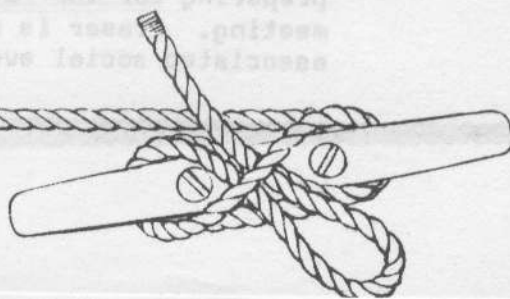
Early Sunday morning, Marg put the turkey in the oven which gave forth a tantalizing smell throughout the day. Dave and I took a long walk over to West Bay and as we started to return, met Harry and Nessie who thought they should add a zero to the mileage on the signposts!!!

Cocktail hour was served with hors d'oeuvres on the deck of "New Venture" in the very warm sun. Dinner was served later with all the trimmings and Nessie's pies were delicious.

Monday morning was foggy and our sons, Rick and Mike had to do a 180 in order not to get lost out in the dinghy.

We all departed shortly after lunch, the sun back out, but as the wind had kicked up the waves, we decided to come home via the North Arm and down the South Arm. It was a lovely weekend with fantastic weather, a perfect round-up cruise.

Daphne Williams - "Fairtide II"



COMING EVENTS

26 Nov. 1982 - The November social will feature Bill Wolferstan who will be giving an illustrated talk about his new book - "Cruising Guide to B.C. Volume 3 - Sunshine Coast." This book covers Boundary Bay, the Fraser River Estuary, Vancouver, Indian Arm, Howe Sound, the Sechelt Peninsula and Inlet and Jervis Inlet.

As with previous volumes, Fraser has arranged through the cooperation of Pacific Yachting to have Bill give his presentation at the Delta Town and Country Inn. Copies of the book will be available for sale and Bill will be pleased to autograph either the one you buy there or the one you bought earlier. An autographed copy would make an excellent Christmas gift.

Several copies will be given as door prizes. Come early to get a good seat!

11 Dec. 1982 - This is Fraser's Annual Christmas Party. Please note that it is on SATURDAY NIGHT. The bar will open at 1830 and the roast sirloin dinner will start at 1930. There will be a number of door prizes and after dinner we will be treated to the skit leading up to the presentation of the Pleasure-Bent Trophy. For those who are new to the squadron this is the prize for the greatest variance from normal boating practices. Dancing will top off the evening.

Instructors and members of the executive will have tickets for sale at \$17.50 per person. Please make a definite commitment by Dec. 8th as the hotel must know the number of dinners to prepare. The place is the Delta Town and Country Inn.

10 January 1983

An accelerated Boating Course will start in Ladner at the Delta Secondary School at 1930 with Gary Russell as the instructor. Pre-registration will be required and this can be made by

calling: Martin Hoffman - 277-4924
Terry Ezart - 274-7330
Randy Lutman - 946-2701

