Fall classes are well under way and running smoothly with 52 students in the boating class and eight students in seamanship. The student cruise is organized for Saturday, October 29th, starting in Vancouver's inner harbour, then heading up Indian Arm and anchoring in Bedwell Bay for lunch. This is a great day for our boating course students, and a chance for them to put into practice the new skills they’ve learned in the classroom.

(continued on page 2)
Commander’s Report  
(continued from page 1)

We have just begun the navigation portion of our course with Rob Buller at the helm and have planned the Fall Boating Course Cruise for October 29th, with a good response from the students. The Radio Course starts on Wednesday, October 12th, and we have several students signed up at this point. Our Seamanship course got under way on September 27th with a good number of students learning from our sage instructor, Dave Dorman. Things are going well, and we are looking forward to a fun and instructional Fall.

A couple of weeks ago, we put out a call for some proctors and have had a number of our membership step up to the plate. They are now guiding our students in the homework review and in the class during our Navigation section. Our proctors are amazing people who make a HUGE difference in how well the course information is absorbed by our students. Thanks to ALL of them! If you have some free time and would like to keep up with the skills you learned in the boating course, you might consider volunteering as a proctor.

False Creek Yacht Club

Programs Officer, Barbara Constantine, has arranged some fascinating talks for our social evenings at the False Creek Yacht Club. You can check out our website for upcoming events at http://vpsboat.com/events.html. Come and join us and your fellow squadron members on the third Monday of each month for a great evening of socializing and entertaining presentations. If you are interested in presenting something, please let Barbara know.

Bill Stewart  
VPSS Commander

Speaking of Squadron Nights...

Michael Walsh’s presentation at Squadron Night on September 26th was met with great enthusiasm (and maybe some envy), as he recounted his and Edi Gelin’s adventures aboard Sequitur, sailing from Vancouver to Chile. This completes the first leg of their planned circumnavigation of the world. We were enthralled with his slideshow, featuring hundreds of fascinating photos of stunning ocean and coastal scenery, not to mention shots that provided evidence of Edi’s incredible culinary skills, including mouthwatering breads, brioches, and buns - all this produced in the confines of a sailboat. If you missed the presentation, you can follow their adventures by going to their blog at http://www.sailblogs.com/member/sequitur/?show=contents.

Photo courtesy Dave Atchison  
Edi Gelin and Michael Walsh, September Squadron Night.
Cruise to Little Goose Island, Pitt Lake, from False Creek Yacht Club

The weather forecast was great, the tidal currents looked very manageable based on the tide tables from the Fisheries and Oceans website and from talking to the operator of the CP Pitt River Railway Bridge. So Susan and I, along with Et and Eardley Beaton, decided to do something we had thought about for awhile – a trip to Pitt Lake. The forecast held so we left False Creek Yacht Club marina dock about 1010 Saturday, September 11th. It was quite windy, so there was quite a large chop in English Bay and Georgia Strait which meant for a challenging run to get into the entrance to the North Arm of the Fraser River, especially when we made the final turn to pass the North Arm Breakwater.

The trip up the North Arm to the Queensborough Railway Bridge was very pleasant; as the bridge was open, we motored straight through without incident. At 1490-1500 rpm, we made speeds of 5.5 through to 7.6 knots. As we passed by the New Westminster Quay, we kept a lookout for the many logs afloat and also observed many a dead fish. The “US Bridge,” that is, the railway bridge just to the east of the Patullo Bridge, was not open for river traffic as trains were passing over, but we heard the Bridge operator on Channel 74 – the channel to use for Bridges up the Fraser and Pitt Rivers – explain to another boat that there was 29’ clearance, so we knew we had no problem passing under although Eardley went up above just to be sure…..

We eventually voyaged towards the north side of the Fraser River and up the north and west side of Douglas Island into the Pitt River. By about 1500, we had reached the Pitt River CP Rail Bridge. We raised the Bridge by radio on Ch 74, and after awaiting two trains – one going west, the other east, the operator opened the Bridge for us. Note that the policy requires 30 minutes notice in requesting this bridge to be opened.

Once beyond the railway bridge, we discovered how much the river is used by young people - the late teens to late twenties crowd - as a high speed boating/partying paradise, both on the many beaches and on their boats, anchored mostly but some into high speed water skiing and other water boat-tow sports. So we carefully threaded our way north-eastward through these boats and young adults into the entrance to Pitt Lake. We arrived at the south end of the lake about 1800 and started the east-west then northward passage that starts at the north end of Siwash Island and is buoy-marked through the shallows and the nature conservancy at the south end of Pitt Lake.

As it was getting close to 1900, we decided it was prudent to anchor in behind Little Goose Island, between that island and Williams Landing, with a small unnamed island to the North. There we dropped anchor in about 45’ of water and a sumptuous meal was prepared. In fact, Et and Susan had kept us plied with goodies throughout the voyage. The serene waters were brightly lit by the full moon, and we feasted on juicy burgers and grilled corn, then watched David Foster’s Hit Man concert on DVD.
The following morning we raised anchor at about 0800 and made our way back south to await the opening of the Pitt River CP Rail Bridge, and called up the Bridge operator who kept the already opened bridge open for us. On the way, we saw many a boat at shore and at anchor with many young adults still much asleep. We had again great repast on the way down and reached speeds of up to 10.6 knots at 1500 rpm. We had even more clearance at the Patullo railway “US Bridge.” We reached the North Arm Breakwater and Jetty in the early afternoon and observed an unusually high number of boats in Coward’s Cove (behind the breakwater). We observed that these boat crews were focused on Wreck Beach where there were hundreds of nudists of pink salmon colour, sunbathing by then. Outside the jetty in very shallow water, where normally there are very few boats, well, it was very congested with over thirty boats at anchor and only one had a fishing rod out as the view to Wreck Beach was excellent. We kept into the False Creek Yacht Club, anchoring about 1800.

There were no concerns re water depth or current as the channels are clearly and accurately marked on the chart, even if some buoys in Pitt Lake had been removed and moved (in comparison with our 2010 electronic charts) and, to be sure, we constantly monitored our depth sounder. It is clear that in the spring when water flow is up to 300,000 cubic feet a second, the passage would be challenging, even dangerous. In the current speeds created by about 100,000 cubic feet per second as in the fall season, the currents were very easily managed, and if passage timing was watched, very much in our favour. 

Simbayo is a North Pacific 38 Diesel trawler sedan yacht, drawing 4’6”, length overall (with dinghy) of 42’ and beam of 12’9” and cruises normally at about 7.5 knots. We set our rpm at 1490-1500 throughout the voyage and the speeds we attained related to current movements in Georgia Strait and especially in the Pitt and Fraser rivers. It should be remembered that both the Pitt and Fraser rivers are tidal rivers with the tidal influence very significant right into Pitt Lake, so paying attention to the Tide Tables is important.

All in all, a great voyage and one we recommend to others, for certain. The photographs tell a story of good weather, fun times and wonderful scenery.

Don Mercer
P/Commander
VPSS
Lawn Signs

To support the Fall Boating courses, we installed and removed after one month some twenty full-size lawn signs plus a few bulletin board notices. I thank John Cartmel for his reliable devotion to handling the “south side” of our districts. We try to place the signs on member’s lawns, however we are very grateful to the friends and marinas who offer their properties for one month for the Fall and the Spring courses. They are Robert Cameron, Robert and Trish Madigan, Rick and Julie Marzolf, Bill and Josephine Bridge, John Paul Mulecaster, Ed and Anna Good, Gordon Brown, Maria James, Robert and Margaret Bear, Sheila White, Carl and Mary Ann Stewart, Dennis and Sheila Steeves, Jim and Tamara McCardle, Bill Forbes, Tom Caldwell, Gilbert Yuen and Frank Petersen. In addition, we put notices at Burrard Bridge Civic Marina and Heather Marina, as well as Steveston and West Marine stores.

We can still use more locations on prominent busy locations.
Next signs go up Dec 15th.

Wooden Boat Festival

Our squadron has been responsible for the CPS booth for PMD for the past few years. This year we were pleased to obtain the PMD booths materials through PMD-PRO Don Mercer. Many thanks to Paul Heeney for his help on several occasions, John Cartmel, Peter Girling, Bill Blancard, Allan O’Connor and Karen Lubin, who all attended to the large crowds at Granville Island from Thursday to Sunday, August 25 to 28th.

Our many visitors were from Florida, Toronto, Edmonton, Surrey, North Van, Armstrong, West Van, Washington, and many from our area. Suggestion for the future would be to have some interactive display, e.g., nav markers, docking, and anchoring, students schedule, course materials, DVD, and Visa to take registration, etc.

This is a very important show for VPS and we need to organize and attend it well - same weekend in 2012. Who will step up and take on this project for next August?

Obituary

Paul Cassells died August 26th at the age of 52 after a repeat bout of cancer. Paul and his sister Ena took our Boating course in the late 80’s at a time when their father Bill was our STO. They have operated Cassells Insurance since their father died. His obituary appeared in the Vancouver Sun, September 24th. We will be notified about a Celebration of Life service.

Eardley Beaton, PRO
604-734-4900 or beatonsbeat@shaw.ca
Reminder: This event is coming up soon!

See the next page for information on the silent auction that will be held on the same evening...
The BC & Yukon Branch of the Lifesaving Society is proud to be celebrating 100 years of lifesaving.

On October 22 we will celebrate in style at a Centennial Gala event. That evening there will be a silent auction and that’s where you can help.

Your contribution to the silent auction will support the Swim to Survive program which teaches Grade 3 students three basic water survival skills. The program’s goal is to reduce the number of drownings in BC by teaching self-rescue skills that will last a lifetime.

Donations to the silent auction are welcome and greatly appreciated. Popular items that stir up a frenzy of bidding include art, gift certificates, getaways, products, services, gift baskets . . . be creative!

- All donations will have the donor’s name displayed on the bid sheet and promotional materials.
- Donations valued over $500 will have the donor’s name and/or corporate logo featured on our website with a link.
- All donations are eligible for tax receipts for fair market value.

Thank you for considering this opportunity to support the important work of the Lifesaving Society!

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For more information on the Lifesaving Society and our various programs including Swim to Survive, visit our website or contact Dale Miller, Executive Director, at 604.299.5450 or e-mail at dalem@lifesaving.bc.ca.

BC & Yukon Branch
#112 - 3989 Henning Drive
Burnaby, BC V5C 6N5
Telephone: 604.299.5450
Fax: 604.299.5795
E-mail: info@lifesaving.bc.ca
Web: www.lifesaving.bc.ca
A COLD WATER IMMERSION WORKSHOP
FOR FIRST RESPONDERS
with Dr. Gordon Giesbrecht aka Professor Popsicle.

CSBC (Canadian Safe Boating Council) is holding a one day cold water educational workshop on Saturday, October 22, 2011 at the UBC Boathouse, Richmond.

Topics to be covered include: mechanism of heat loss, thermal protection realities, triage of the hypothermic victim, extraction techniques, re-warming, packaging for transport and more.

This is the perfect opportunity to spend time with Dr. Giesbrecht and enhance your knowledge and skills when dealing with a hypothermic victim. Participants will receive a certificate of completion at the conclusion of the workshop.

The cost is $175 and includes lunch. Register now at csbc.ca as space is limited.

For more information and to register
go to www.csbc.ca