

August 2006

THE ANCHORLINE

White Rock Power and Sail Squadron, White Rock, BC

Report from your Commander



I would like to start this, my first report, by saying "Thank You" to everyone for entrusting this position to me. I am honored by this and will do my best to serve the Squadron during the coming year. I would like to welcome a few new members to the Bridge: Gerry Rapp (Assistant Training Officer); Roger Gibb, who filled in as Secretary last year is now with us for the year (Roger is not new, but has not been on the Bridge for a few years); John McLellan (Member at Large), John has helped Barry in the past planning cruises; and Linda Spence (Communications Officer). It is vital that new people join the bridge with new ideas. Also I would like to mention a slight change in structure in that we have two assistant training officers (Gerry Rapp and Gerry Durant) to help Ken Sissons. We wanted to do this to spread the work load and have more people familiar with this critical function in the Squadron.

I would like to welcome all the new members from the Spring boating course. Please participate and if you are not quite sure about what or where, please call one of us on the Bridge and we would be pleased to assist you in getting the most benefit out of your membership.

It's that time of the year again. On the one hand the weather is fantastic and many of you are out on the water enjoying your boats and the beauty of nature. And on the other hand it is getting close to the start of Fall classes for another year. We are well under way in our planning for the new classes.

Since the AGM in April we have had our Squadron Change of Watch (which was a very enjoyable evening); the PMD Change of Watch in Abbotsford, which was a very interesting time hearing from our National Commander Serge St. Martin on his vision for the future of CPS and answering many questions raised by those attending. I would also like to congratulate Kevin Dean who won the trophy for the Best Training Aid entered into the training aid competition.

We again had a booth at the Sea Festival, Aug 6 and 7, to

promote CPS and safe boating. We had a lot of interest shown and trust this will mean more students. Thanks Ken Sissons for all your hard work putting this together.

The day after hearing from people interested in learning about safe boating I was at a local marina watching a small boat with up to 9 adults and children come in with not a life jacket in sight. We still have a lot of work to do.

I would be remiss if I did not mention the Squadron cruises organized by Barry Baniulis. I was not present but understand that we had 14 boats at the Ganges cruise. A long standing member mentioned to me that he could not remember the last time we had that many boats at a Squadron cruise. Great work Barry.

And special congratulations to our Membership Officer Rick Hepting, who has also taken the position of Membership Officer for Pacific Mainland District.

One last, but very important item. **PLEASE** take the opportunity to read, on our web site (www.whiterocksquadron.org) the survey mentioned in summary form on pages 4 and 5 of this publication, as it is a plan for major upgrading of our CPS organization. The improvement should put us in the right direction to be able to continue to promote and teach safe boating. Water sports and boating is becoming even more and more popular with our activity focused society.

Ken Tomkow
Commander

White Rock Squadron is in need of additional instructors to help us continue teaching safe boating. All of our instructors are volunteers who are committed to helping others through sharing their knowledge and experience in boating. For those with the boating knowledge, but no teaching experience, we will be arranging an Instructors Training Course this fall. If you are interested please contact Ken Sissons, Training Officer, at 604-531-9817 or a1a31252@telus.net.

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## Water in the Gas Tank!

It was 1:00 PM by the time I left Crescent Beach Marina one Saturday morning heading for the Victoria day Squadron cruise at Telegraph Harbour on Thetis Island. The water was choppy coming out of the channel and progress was slow at only 7 knots all the way to Active Pass. Once through the pass I cranked it up and the boat cruised nicely at 21 to 22 knots.

I arrived at Telegraph at 5 pm just in time for the Squadron's happy hour on the dock. I normally prefer to dock with the port side of the boat to the dock, however as I was late arriving and there was only one slip left at the end of the float, with the shore power a long ways away, I decided to dock with the starboard side of the boat to the dock and stern in so my power connection would be closer. All went well docking and soon I was joining the rest of the group with a glass of wine in my hand.

The next morning was bright and sunny and I decided to fill the water tank as I usually make the crossing with the least amount of extra weight possible. With sunglasses on, I strung out the water hose and opened the filler cap at the rear of the boat next to the dock. I started the water running and opened the engine hatch to check the water level in the tank. The water tank is made of white plastic and I could see the existing level but for some reason the level wasn't rising. I returned to the filler cap and checked the water flow which was slow. I then took off my sunglasses and, to my horror, discovered the word 'GAS' marked on the cover. I was in shock and couldn't believe how careless I had been. The gas cap and the water cap are both located at the rear of the boat on opposite sides. Both are marked clearly if you don't have sunglasses on. I had filled the water tank many times before but had never made a mistake like this. But, wait a moment, I had always docked the boat on the port side where the water filler was next to the dock. Complacency had set in.

What to do? Well, I walked over to the Marina office to look for help. The manager told me I was the third person to make this mistake in the past year. He assured me I would have to pump out the entire gas tank of approximately 600 litres and refill with clean gas. He did not have any barrels nor a pump for this procedure

and suggested I call one of three vessel assist companies to tow me to another marina where they had the appropriate equipment. This sounded scary and very expensive to me.

I walked back to the boat trying to think of what to do. Fortunately, there were four other boaters from the squadron and we started brainstorming of how to get the water out. Well, water sinks to the bottom and gas floats to the top. We checked the gas tank and discovered a plug which we unscrewed. The fuel tank is located on the bottom of the hull and no one had a transfer pump. We reasoned if we had a siphon hose, we only had to be below the top level of the fluid in the tank and we could siphon out the water first if the hose was on the bottom.

We used the rubber fuel line from the dinghy gas tank and cut off the connections on either end. The rubber hose has a ball which one squeezes to start the siphon. With a couple of one gallon containers we started to remove the water. It was amazing how fast and easy it went. Once we started getting gas, we purchased a container from the marina and removed an extra 5 gallons of gas just to make sure all the water was out. Further more, we poured a 1/2 gallon of methyl hydrate down the filler pipe to coat any water which might still exist there. The plug was reinserted in the top of the gas tank and we made sure all the fumes were out of the bilge. This procedure took only an hour. We then started each engine separately and ran them for approximately 15 minutes. They both ran fine without even a hiccup.

I owe a great deal of thanks to my friends who helped that day. They were Tony Pedersen, Barry Baniulis, Terry Nagy and John McLellan. It pays to travel with a group of friends especially when an ugly problem arises. I have seen on many other occasions squadron members helping fellow boaters with problems. I now have large stickers beside the filler caps with the words 'WATER' on one side and 'GAS' on the other. As for the extra 5 gallons of gas we took out of the tank, my lawn mower runs fine with it.

Andrew Pothier

## Training Section



I hope you have been enjoying the beautiful weather out on the water and having a safe boating season. The Training Committee has been working hard and met on two occasions over the Spring and Summer. The following program of Courses will be offered this fall starting September 12<sup>th</sup>. This year, we are offering the new "Boating" course for the first time. For "Piloting" course Graduates that are interested in further refining their skills in Coastal Piloting or wish to go on to Celestial Navigation we are offering the "Advanced Piloting" course. Be a safer boater; take the "Fundamentals of Weather" Course or "Marine Radio VHF" radio talk seminar. For those of you interested in sailing we are offering the "Seamanship Sail" course. By the level of interest in our boating courses expressed at our "Spirit of the Sea Festival" booth we are anticipating a good number of registrants. Thanks to everyone that helped make it a success.

Ken Sissons  
Training Officer

### 2006 Fall Course Schedule

| <u>Evening</u>   | <u>Course</u>                                   | <u>Starts</u> | <u>Ends</u> | <u>Pre-Requisite</u> | <u>Cost</u>                                                                  |
|------------------|-------------------------------------------------|---------------|-------------|----------------------|------------------------------------------------------------------------------|
| <b>Tuesday</b>   | <b>Boating</b>                                  | Sept 12       | Dec 12      | None                 | \$195 single/\$320 couple                                                    |
|                  | <b>Advanced Piloting</b>                        | Sept 12       | Dec 12      | Piloting             | \$110 CPS Members                                                            |
|                  | <b>Marine Radio Seminar (Complete) DSC only</b> | Oct 17        | Nov 7       | None                 | \$55 CPS Members<br>\$65 Non-Members<br>\$35 CPS Members<br>\$45 Non-Members |
|                  | <b>Boat Pro</b>                                 | Sept 12       | Sept 26     | None                 | \$50.00                                                                      |
| <b>Wednesday</b> | <b>Boating</b>                                  | Sept 13       | Dec 13      | None                 | \$195 single/\$320 couple                                                    |
|                  | <b>Weather (Fundamentals)</b>                   | Sept 13       | Nov 8       | None                 | \$ 85 Members<br>\$110 Non-Members                                           |
|                  | <b>Seamanship Sail</b>                          | Sept 13       | Dec 13      | None                 | \$100 Members<br>\$120 Non-Members                                           |

All courses given at Earl Marriott Secondary School, 15751 - 16th Avenue, South Surrey.  
Pre-register by mailing in registration form, available at [www.whiterocksquadron.org](http://www.whiterocksquadron.org), or register at 1830 the first evening of the course.  
Courses are one evening per week, from 1900 to 2100.

#### Star Bright

The captain was lining up his sextant when a shooting star streaked across the sky. Observing this the helmsman said to the captain, "Nice shot sir!"

#### I am what I am

As a result of a near mutiny the overbearing and arrogant captain was forced to see a psychiatrist by order of the commodore.

As soon as the captain became comfortable on the couch, the psychiatrist began the session by asking the captain, "Why don't you start at the beginning?"

The captain said, " Okay. In the beginning I created heaven and the earth...."

#### The Smart One

The First Mate was in a rare mood as he finished drilling the crew. He barked out a final order: "All right, you idiots, fall out!"

The men fell out, but one sailor stood firm.

The sailor stared at the First Mate and smiled. "There were a lot of them weren't there sir?"

## Image and Awareness Survey

Remember the questions that our CPS-ECP Planning Committee presented on our last issue? They had to do with the image of our organization. Here is a summary of the answers received and what will follow.

**At a time when changes are being contemplated that could change the very structure of our organization, it is depressing that out of the current 29,711 members, only 648 took the time to express their views. However, it should be pointed out that only 15% of CPS-ECP membership is active in the operation of the organization - this is confirmed by the approximately 4,500 Merit Marks handed out by the Chief Commander - and compared to that number, approximately 14.5% responded to the survey.**

1. **The Name.** Members of our organization are quite passionate about “Who” we are and the history that is a part of our legacy.

Recommendations. It is our recommendation that we retain Canadian Power & Sail Squadrons as the official name of the organization but operate under a secondary name utilizing the acronym “CPS” together with an add-on title such as Boat Canada, Boating Canada, Canadian Boating Association, or other similar name. It is further recommended that the organization should drop the “ECP” reference in all of Canada and use only “CPS” as its official logo ID.

2. **The Logo.** When it comes to the logo, the responding members were quite vocal. Everyone likes the logo. In fact, a total of 94.91% of the member responses were to *keep the logo* – without specifying one, two or all of the present logos.

The flat flag (Blue & White Stripes with Red Maple Leaf) proved to be the most popular logo and it is recommended that this be declared the official logo for the organization, to be used in all advertising and promotion done by CPS. It is further recommended that the logo incorporate the acronym CPS together with the new “tag name” as well, whenever possible.

3. **The Uniforms.** While the majority was in favour of a reduction – many to zero uniforms, there were a great deal of respondents who still thought it would be proper for the National Bridge and possibly the District Bridge to wear certain uniforms in the performance of their duties and/or at AGM and other formal venues.

It is recommended that the dress code be revised to include the following:

- a. The current uniform “A” for National Bridge members – remains optional for any member
- b. The current uniform “D” for National Bridge members – remains optional for any member  
NOTE: The combination of (a) and (b) above would, if desired, offer the wearer an additional style of uniform currently listed as uniform “B”.
- c. Blues and Grays as the new “basic” uniform for all members – again, this is optional to all members.
- d. CPS Casual – a new defined casual outfit consisting of dress slacks and a CPS polo type shirt with the CPS logo. This would be optional for all regular members.

4. **The Ranks.** In the final analysis only 13.73% of the responses indicated that they wished to leave the use of ranks to identify officers as it is, while 34.26% wanted to change to a more corporate nomenclature. Of the balance, 15.74% wanted to drop the military ranks, while 20.68% wanted to limit titles to something “nautical” and 15.59% wanted to use a balance of corporate and nautical.

Based on the responses and after considering the many comments and concerns made regarding the “perceived military connection”, it is recommended that CPS as an organization with the exception of the terms Chief Commander, District Commander, and Squadron Commanders, dispense with the use of all other military ranks.

5. **Membership.** The most hotly contested issue. Should we make membership more accessible to the general public?
  - a. 14.97% - 97 out of the 648 responses, want the membership qualifications left as is without any lowering of the current standards
  - b. 11.73% - 76 respondents, indicated that a revision to current rules would be possible provided there was no lowering of standards
  - c. 33.18% - 215 of the responses indicated that change could be possible

Continued on next page...

## Image and Awareness Survey—Continued...

- d. 23.46% - 150 respondents, wanted to make joining CPS easier – to the extent that PCOC could qualify for membership
- e. 16.67% - 108 of the 648 responses wanted to open membership to everyone, without restrictions

It is recommended that:

1. That the present standard of qualifications for a full Regular membership be retained.
2. Based on the responses of our members it is further recommended that all persons taking and passing a CPS PCOC course presented by a CPS squadron, be given an automatic Associate Membership to the organization. The cost of this Associate Membership would be included in the price of the PCOC course.

National, the Districts and the Squadrons would have to agree on receiving reduced financial benefits from these special PCOC Associate Memberships.

3. It is further recommended that all Associate members be permitted all rights of a Regular Member with the following exceptions:
  - a. Associate members cannot fly the CPS flag
  - b. Associate members cannot advance to the positions of Commander, Executive Officer, Treasurer or Training Officer.

**6. Rewarding Volunteers.** The responses to this question were as varied as they were interesting.

By the numbers:

- a. 12.35% indicated no additional rewards were necessary
- b. 15.74% of the responses were “maybes”
- c. 15.90% thought some reward would be possible
- d. 24.85% indicated that some reward in addition to the Merit Marks was appropriate
- e. 31.17% - 202 of the 648 responses, supported rewards for volunteer

It is recommended that:

1. Based on the responses, it is recommended that CPS establish a Rewards Committee to review the Merit Mark program with a view to modifications which would include such possibilities as replacing those small gold bars with an alternative such as a pin (with bars to represent multiple years/numbers) or other similar display.
2. It is also recommended that the recording and submission of the qualification reports for members be revised to simplify the procedure.
3. In addition, it is recommended that the Rewards Committee create an additional system to address our members' wish to honour those who display exceptional service to the organization in such areas as training and public relations, through a discount program on CPS casual clothing. This additional recognition would be in addition to the member's Merit Mark.

As a lot of squadrons are presently involved in their own reward programs and it is recommended that this additional system be made available directly to the squadrons to use at their discretion.

The amount of the discount should equal the current markup over the cost of the particular item.

4. Finally, it is recommended that the use of Special Citations and Letters of Appreciation from the Chief Commander, District Commander and Squadron Commanders, be expanded. The Rewards Committee would be instructed to create an expanded criteria for this program.

All recommendations listed above will be presented to the Governing Board on October 26, 2006 and to the 2006 AGM.

For complete details of the survey results (16 pages), please go to [www.whiterocksquadron.org](http://www.whiterocksquadron.org). There is a lot of very interesting information on the report.

## Miscellaneous News...

**Memorandum of Understanding has been reached between Canadian Power and Sail Squadrons and Canadian Yachting Association. For the full text of the MOA, visit our national site at <http://www2.cps-ecp.org/members/MOU/index.htm>**

False Creek. The Boating Restriction Regulations are in effect and the Memorandum of Understanding between the City and Transport Canada, giving the City authority to manage False Creek anchoring, has been signed by both parties. Boaters wishing to anchor overnight will have to obtain a permit to do so. Permits are available at the False Creek Yacht Club free of charge. Current "long term residents" are to be given until August 15th to move their vessels.

A contractor is now looking after the disposal of debris collected in Vancouver Harbour. CCG has dropped the plan to replace the Port Moody Range markers with a buoy. They are now negotiating with the Port Moody Terminal to look after the maintenance. If these negotiations fail, CCG will continue the maintenance. CCG is also proposing moving the S2 buoy in the Fraser River upstream approximately 6 cables to the north east in hopes that it will reduce the frequency of the buoy being damaged. CHS is reviewing the current Pleasure Craft Cruising Atlas (#3312) so as to have a new addition available at the 2007 Boat Show. Allocation of VHF channels 87 and 88 likely will be designated for Port Operations.

USCG is in the process of installing new DSC equipment at their stations in Seattle and Anacortes – hopefully it should be operational later this year.

Dates to remember: Canadian Power and Sail Squadrons Annual Conference and AGM in 2006 will be held at the Marriott Pinnacle Hotel in Vancouver, October 25 – 29, 2006. Vancouver International Boat Show is scheduled for February 7 – 11<sup>th</sup>, 2007.

P/C/C Norm Dyck, SN  
PMD Government Liaison Officer

### **From Transport Canada, Office of Boating Safety :**

U.S. Consumer Product Safety Commission warns consumers about dangers of tube kiting. Two deaths over the past three months attributed to new water sport.

**Recalls:** Mustang Model MD3021 AirForce Inflatable Pouch PFD

PFD's with Hammar Model MA1 Manual/automatic inflators. Not for sale in Canada. For further details, visit <http://www.uscgboating.org/alerts/alertsview.aspx?id=15>

Safety Recall - Evinrude E-TEC Tiller Kits

Evinrude 100 to 250 HP (Certain Model Year 2004)

Bombardier Side Mount Remote Control Boxes (P/N 176380 and 176381)

Mercury 240 EFI Engine Throttle Body

**For more information, visit <http://www.tc.gc.ca/BoatingSafety/recalls.htm>**

### **Naval Protection Zone - Warning!**

**Do not approach within 100 yards of any U.S. naval vessel. If you need to pass within 100 yards of a U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the official patrol on VHF-FM channel 16.**



### **The Coast Guard rescued three men near Tillamook, Ore.**

The men had been missing for around seven-and-a-half hours in water with temperatures as low as 65 degrees and were found clinging to an ice chest among the debris of their vessel.

**Only one of the men was wearing a life jacket!**

A Coast Guard HH-60 helicopter from Air Station Astoria lifted the men from the water and delivered them to an ambulance that relayed them to a hospital in Newport, Ore.

The search for the men started when a mayday call was received by the Coast Guard at about 1:30 p.m. on July 14, 2006. Four helicopters and one C-130 search plane were sent to search for the vessel and its passengers.

Debris and an oil sheen were discovered at around 5 p.m. prompting the Coast Guard to divert two 47-foot response boats to the scene. A cooler and jacket were found floating within 10 miles of the debris and the Coast Guard dispatched one of the two boats to the site.

## Cruise Master Reports...



### Stormy Start to Cruising Season

The White Rock Squadron first cruise of 2006 was to Port Sidney on Vancouver Island.

Those departing on Friday April 21 encountered stormy seas and large tide rips off East Point..It took the crew of the Freedom Too Barry Baniulis and Rosemary Courtney four hours to make the crossing in at times very ugly seas leaving at 8 am and docking at Port Sidney just at noon.

A quick hail storm and rain shower was convenient in that it washed all the salt off the windows allowing for a forward view!!!

The Acadia crew with Andrew, Donna and Alicia Pothier arrived about 3 pm indicating that seas were still rough in the Straits. The Moyana with Gerald and Shirley Rapp aboard missed the bad weather by transiting on Thursday. All enjoyed a 5 pm happy hour that went until 8 pm as all recounted tales of the crossing

On Saturday all enjoyed the shopping experiences of downtown Sidney with afternoon drinks aboard the Acadia and then the Moyana. It was a bright sunny but cool day with plenty of wind and a brief afternoon shower.

A group dinner was held at the Rum Runner Pub that evening and Andrew and Rosemary enjoyed a lesson in crib skills from Barry and Donna.

The wind was howling on Sunday but slowly dropped during the day. Acadia departed for Crescent Beach about 12:30 pm while the Freedom Too crew slowly cruised to Otter Bay for the night. Moyana stayed back for a Monday departure.

Seas were smooth and winds were light as the Freedom Too cruised back to Semiahmoo in an hour and 45 minutes on the Monday. A great start to the cruising season!

### Boaters gather at Telegraph Harbour for Victoria Day Weekend

White Rock Squadron members gathered at Telegraph Harbor Marina on Thetis Island for the May 20, 21 and 22. For those boaters able to get away on the Friday smooth seas were in order. Freedom Too enjoyed a very smooth crossing to Ganges, were they encountered the Summer Wind crew for evening drinks.

It was the Sail around Saltspring weekend which made for some zigging and zagging to get out of Ganges on Saturday morning.

Boats tying up at Telegraph were Kazbar, Halifax Jack and Calais which arrived there on Friday- Freedom Too, Arendal, Summer Winds, Kitiwake, Moyana and Acadia arrived just in time for happy hour and Plane to Sea came in Sunday afternoon.

The weather on Saturday was great for t-shirts and shorts and all enjoyed a wonderful happy hour and boat hopping in the evening.

A dingy excursion in the afternoon, checking out crab traps before a steady and at time heavy rain.....some of the admirals had gone to Chemanius in the morning so the loyal captains got into rain gear and met them with umbrellas as they arrived off the ferry.

Due to the inclement weather pot luck was aboard Acadia and eight players participated in the evening crib tournament.

First place honors went to Rob of Plane to Sea, second place to Susan of Halifax Jack and third to Shirley of Moyana

Pitter patter all night and very low visibility in the morning Monday when all began the trip home.

Very smooth seas and in places some fog.

### Fireworks Salute Squadron in Ganges

Members of the White Rock Power and Sail Squadron gathered at Ganges on lovely Saltspring Island to celebrate Canadas 139th birthday the July 1 weekend. Arriving on Friday, June 20 were Kazbar, Freedom Too and the Legally Wild crew. Cruisemaster Barry started off the Saturday July 1 action by making coffee using a press ...the glass container exploded and he wound up with second degree belly burns and a really, really hot foot...

A note....if you use one perhaps a better place to press would be with the container in the sink.Boaters may want to check for any hairline cracks or fractures if using a press.

Marina space was tight and med ties were necessary along the party dock but, with everyone's co-operation, the following boats were grouped in addition to the aforementioned three: Halifax Jack, Perry-Eh, Dreamkeeper, Touch of Blue, Kitiwake, Plane to Sea, Carousel and Arendal with Acadia and Mandala rafting.

Four others arrived during the weekend...one anchored out and the others were accommodated at different slips.

Many took advantage of the lovely day attending the wonderful market in the morning and generally helping out the Island economy. All gathered for a great happy hour with plenty of fun and food!!!!

Ganges Marina presented the Squadron with a wonderfully large cake to celebrate the festivities which all enjoyed prior to a fireworks display at dusk honoring the Squadron and Canada's birthday.

Sunday was a day of leisure again under bright sunny skies....some went for an afternoon dingy excursion...a great potluck dinner that evening attracted 26 hearty boaters. There were 20 crib players utilizing five boats ... first place honors to Marlene from a Touch of Blue, second spot to Mark from Halifax Jack and third place to the cruisemaster....who on Monday morning went to Ganges Hospital to get the belly burns checked out and cleaned.

All departed for home ports about noon vowing to return for 2007

Barry Baniulis  
Cruise Master

Find us on the Internet  
[www.whiterocksquadron.org](http://www.whiterocksquadron.org)



Comments, photos and contributions are welcomed.  
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Or by email to: [carlosf@shaw.ca](mailto:carlosf@shaw.ca)

## CPS Booth at Spirit of the Sea Festival



We had great success talking to people and attracting potential students for our Fall classes. There was a constant stream of visitors to the booth, which made our job very satisfying. Many thanks to the volunteers who manned the booth, specially Ken Sissons and Ken Tomkow for putting such long, long hours. A job well done!



Alicia and Andrew Pothier showing their catch!



Is she a good fisherman or what!

If you are reading this publication in dreary black and white, it is because we don't have your email address. Please send yours to [rrhepting@shaw.ca](mailto:rrhepting@shaw.ca) so you can view this in full colour and help save some trees.

**Meet your new Bridge!**  
**Come to our next monthly meeting...**

If you would like to attend one of our Squadron meetings, they are held on the third Monday of every month, at the **ABC Country Restaurant**, 2160 King George Hwy. Dinner starts at 6:30 PM, meeting starts at 7:15 PM.

