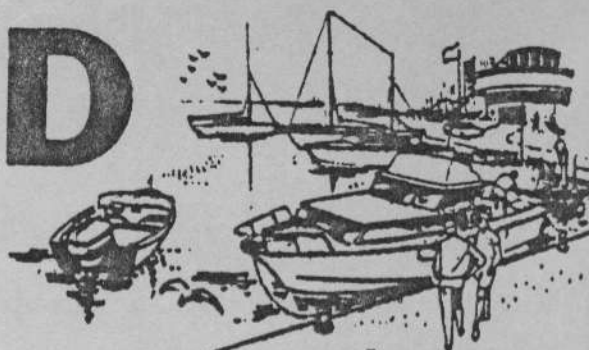


THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



September, 1979

Volume 5

Number 2

SEPTEMBER MEETING

DATE: September 21, 1979

**PLACE: Delta Town & Country Inn
6005 Hwy. #17
Delta, B.C.
(Just south of Deas Tunnel,
corner of Hwys. #17 and #499)

TIME: 1930 - Fellowship Bar
2000 - Meeting

SPEAKER: BILL WOLFERSTAN
of Pacific Yachting

ADMISSION: \$2.50

Coffee and sandwiches will be served after the meeting.

**This will be the new location for all regular monthly meetings. The Christmas Party and Graduation Party will be held at the Richmond Inn as usual.

As we were unable to get our "Fourth Friday of the Month" at our new meeting place this Fall, the October and November Meetings will be:

Friday, October 26th, 1979

THURSDAY, November 22nd, 1979

The Christmas Party will be held December 14th, 1979 at the Richmond Inn.

THE WOODEN BOAT SHOW IN SEATTLE - JULY 6, 7 and 8

On Friday afternoon Freda and I left for the Show with our 16' wooden Whitehall style rowing boat on the trailer. A gas-up at White Rock plus a can in the back ensured a return trip but we were able to top up near Everett at one of the few stations open late in the afternoon. We arrived in time for a splendid "pot-luck" supper at the Gas Works Park on the North side of Lake Union. This is a great place for kids as much of the old machinery has been cleaned up and painted and is available for climbing upon. It is also a good place for kite flying and boat watching. Traffic from the Lake Washington yacht clubs and marinas heading for the locks and Puget Sound all pass close by.

The Show, sponsored by the Center for Wooden Boats, was held at the Naval Reserve Center at the South side of Lake Union, almost downtown. The displays comprised large vessels in the water and smaller ones on the pavement around the main drill hall. A few booths showed accessories and one provided snacks. A large workbench, lots of scrap lumber and a supply of tools kept the kids busy building toy boats for two contests. Adults were able to hear interesting talks on such topics as the Bristol Bay (Alaska) sailing gill-net boat, the Poulsbo boat, Viking craft, native wood for the boat builder and getting into boat building. The builder of my boat came from Minnesota to give a talk on the history and construction of the White Bear Skiff. He used my boat along with an 18 footer to illustrate his points. The design was handed down through many generations of Swedish boat builders to the present



WOODEN BOAT SHOW con't

builder, Dean Haynes, who has templates dating back to the 1860's. Several boat building movies were shown with limited success because the drill hall could not be darkened. Towing and sailing races on the two days provided action for the entertainment of all. An Adirondack Guide Boat commercially displayed took my fancy as a work of art. The workmanship and finish on this 15' rowing boat were comparable to a violin and she was just about as delicate! A small steam launch was giving rides to any kid in return for a handful of scrap wood. Raffle winners were taken for a sail in "Groote Beer" a yacht version of the traditional Dutch fishing vessel built for Hermann Goering. We had a pleasant diversion from boats late Saturday night, enjoying Lebanese food and a belly-dancer! A very good week-end.

J. D. Moran

SQUADRON BURGEE

At our Annual General Meeting in 1977, several designs for a Squadron Burgee were submitted to the Meeting, with the design submitted by Boyd Ivens being approved. After much travail, the design was approved by National and we were then able to have the burgees made. They are now available and Supply Officer, Martin Hoffman, will have a supply at the Meeting on the 21st. Cost: \$5.00.

If you are unable to attend the meeting and wish to have a Burgee, please call Martin at: 277-4924.



Hi!

I would like to say hello to all our members and a special welcome to those who have chosen to join Fraser. I hope everyone had a great summer with enjoyable and safe boating.

I have some bad news and some good news: let's get the bad news over with. Cdr. John Jones (R) had an unfortunate accident on the first day of his holiday on his new boat after spending all spring getting it ready to go. There was an over-heating problem and John was quite badly scalded. However, now the good news. John is well on the way to recovery.

An apology to the hard-working members of the Executive who did not have their names listed in the Roster. The printers sent the proofs out to the wrong person and, by the time our Membership Officer, Andy Conley, received them, he had only one night to make all the revisions. As it happened, I was not available to give him the revisions to the Executive Listing and he had to have the proofs into the printers by the next day. To be added to the list are:

Lt - Asst. Training	Sue Dyck	274-4887
	Brian Smith	277-7981
	Jim Carney	943-4078
Lt - Asst. Editor	Victor Ramos	946-2543
Lt - Asst. Cruisemaster	Gary Poitras	464-7361

I am looking forward to renewing old acquaintances and meeting the new members at the meeting on September 21st. Remember, its at a new location this year.

Cdr. Margaret Halliday

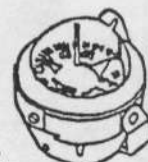
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NEXT EXECUTIVE MEETING

DATE: September 30, 1979

TIME: 1930 hours

PLACE: Home of Mr. & Mrs. B. Smith,
6551 Azure Crescent,
Richmond, B.C.



BOOKS

WE, THE NAVIGATORS

The Ancient Art of Landfinding in the Pacific, by David Lewis. Recently released in paperback, this popular book is the author's account of his voyage, in which he retraced 13,000 nautical miles of the Pacific without the benefit of modern navigational aids or instruments. The book has opened a new field of speculation on settlement of the Pacific Islands \$5.75

COOKS

B.C. PRAWNS - HOW TO PREPARE

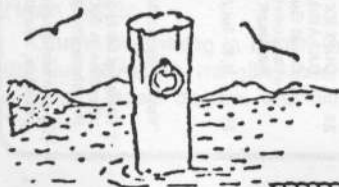
Whole prawns are trapped and quick frozen in Northern B.C. Coastal waters. Keep them frozen until ready to eat, then thaw in room temperature water for 15 minutes. Their shells are easy to remove. The delicious and the delicate tail meat can be boiled (3 minutes), grilled, sauteed, or fried like jumbo shrimp. For a real B.C. treat boil prawns "heads-on" (5 minutes) and serve as lobster with melted butter. Delicious! It should be noted, as a general rule, prawns should never be over-cooked, as this tends to make their texture soft. In contrast, when shrimps are over-cooked, they become tough, and this is the basic difference of cooking shrimps and prawns. Avoid recipes calling for marinating for a lengthy time, as this over-tenderizes the delicate-textured prawns. Allow 10 - 20 prawns per person. Prawns may be boiled, then allowed to cool - refrigerate and serve cold with mayonnaise. Prawns may be dropped into boiling water to which has been added 2 - 12 oz. bottles of beer, 1 clove garlic, ¼ tsp. celery salt, ½ tsp. thyme, 2 bay leaves. Serve hot with melted butter or mayonnaise.

& SECOND LOOKS

Best seasickness pill - "Stugeron".

Voluntary tests by yachtsmen in Britain suggest that a pill sold there over the counter by the name of "Stugeron" is far the most effective antiseasickness pill.

About 9 out of 10 respondents found that pill the most effective and least disorienting or soporific. Anyone know what it's called here?



VHF channels and their uses

Table shows VHF marine channels and specific uses in B.C. and nearby U.S. waters. To use it, find the function you want either down the list at left or across the top. Pleasure boats can use any channel marked X under Non-Comm.

Channel	Use in Canada	Vessel Traffic Management	Ship-Inter-Shore Ship	B.C. Tel. Station	Non-Comm. Comm.	Use in the United States	Channel	Use in Canada	Vessel Traffic Management	Ship-Inter-Shore Ship	B.C. Tel. Station	Non-Comm. Comm.	Use in the United States
1-5	Not available for maritime mobile use at this time						28	B.C. Tel./land line		X	Sayward, Bellingham	X	Tel. — Bellingham, Tacoma, Alaska
6	Safety Only †		X		Same		29-64	Not available for Maritime Mobile use at this time					Same
7A	Towboat Dispat.		X		X	Restricted to Inter-Ship Safety and SAR Communications	65	Towboat dispatch		X			Port Operations
8	Fish Boat		X		X	Same	66	Port Operations — Not in use		X			Port Operations
9	P.I.Y.A. — Race		X		X	Same	67	Pleasure & Commercial		X		X	Commercial I.S.
10	Towboat Dispat.		X		X	Same	68	Pleasure Boats		X		X	Same
11	VTM*	Tollino Vancouver Pr. Rupert	X		X	Same	69	Pleasure & Commercial		X		X	Non-Comm.
12	VTM*	Vancouver Harbor	X		X	Same	70	Pleasure Boats		X		X	Same
13	Not in use in Canada		X		X	Same	71	Pleasure Boats		X		X	Same
14	VTM*	Seattle	X		X	Same	72	Pleasure & Commercial		X		X	Non-Comm.
15	Government		X		X	Same	73	Pleasure & Commercial		X		X	Port Operations
16	DISTRESS, SAFETY, AND CALLING*		X		X	Bridge to Bridge Ship Navigational	74	VTM*	Fraser River	X		X	Same
17	Restricted Pilotage (1 watt)		X		X	Same	75	Not available — Guard Band for Channel 16					Same
18A	Towboat Dispat.		X		X	Same	76	Not available — Guard Band for Channel 16					Same
19A	Restricted Coast Guard		X		X	State Control	77	Fish Boats		X		X	Commercial
20	Duplex Port Op.		X		X	Same	78A	Fish Boats		X		X	Non-Comm.
21A	Restricted C.G.		X		X	Same	79A	Fish Boats		X		X	Same
21B	WEATHER RECEIVE ONLY** CONTINUOUS		X		X	Comm. I.S. & S.S.	80A	Commercial		X		X	Same
22A	Coast Guard Liaison Vancouver, Victoria		X		X	Port Operations	81	Restricted Coast Guard		X			Coast Guard Units
23	B.C. Tel./land line	Van. Courtenay Calvert Is.	X		X	Coast Guard Only	82	Restricted Coast Guard		X			Coast Guard Units
24	B.C. Tel./land line	Vancouver, Tolino	X		X	Coast Guard Liaison	83	Restricted Coast Guard		X		X	Coast Guard Units
25	B.C. Tel./land line	Van., Bella Bella Madeira Park	X		X	23A Coast Guard Units Only	84	DUPLICATE ONLY — NO INTER SHIP CAPABILITIES — Working frequencies for Vancouver Coast Guard Radio			Vancouver	X	Telephone — Calif.
26	DUPLEX ONLY — NO INTER-SHIP CAPABILITIES. Working Frequency for Coast Guard Radio Stations at Victoria, Vancouver, Tolino, Comox, Bull Harbor, Sandspit, Alert Bay and Prince Rupert.	Telephone Connections at Tolino, Victoria, Vancouver, Alert Bay	X		X	Telephone — Seattle, Alaska	85	Not in use		X		X	Telephone — Calif.
27	B.C. Tel./land line	Victoria, Bamfield Holberg, Pr. Rupert and Campbell River	X		X	Telephone — Oregon	86	B.C. Tel./land line		X		X	Telephone — Calif.

*Vessel Traffic Management

† Channel 06 is a mandatory channel on all radios sold in the United States. It is installed in virtually all radios in B.C. This makes it an ideal channel for important INTERSHIP communications and therefore should be installed in any radio not now having it.

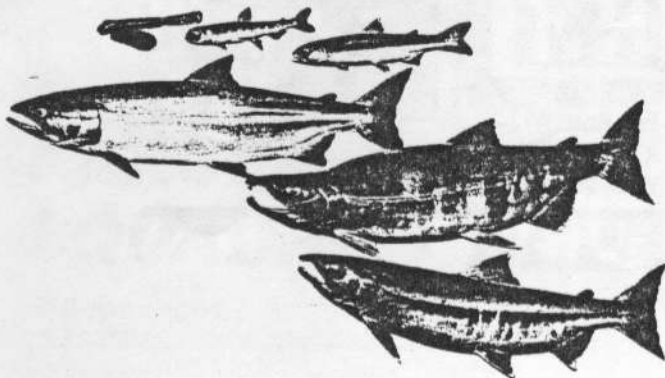
*If general conversations are not made on this channel and all communications are kept as short as possible, this channel will be better able to fulfill its function of safety.

**WEATHER CHANNELS — RECEIVE ONLY

Channel 15 — 156.750 MHz — State Environmental — 1 watt only
 Channel 21B — 161.650 MHz — Vancouver Coast Guard Radio Continuous Weather Broadcast
 Channel WX2 — 162.400 MHz — Canadian Environmental (Transmitter on Saltspring Island) and U.S.
 Channel WX1 — 162.550 MHz — Neah Bay and Alaska

B.C. Ferries

All B.C. ferries are now equipped with two VHF sets and they stand by on Channels 16 and 11 (the latter being Vessel Traffic Management). Pleasure craft should never attempt to contact these ferries except in emergency.



Chum Salmon



CHUM salmon (*Oncorhynchus keta*) reproduce themselves along the North American west coast from Oregon to the Mackenzie River with the major spawning grounds lying between Puget Sound and Kotzebue, Alaska. On the Asian side of the Pacific, chum salmon range from Japan and Korea to the Lena River in the Arctic area. The major chum spawning areas extend from the Amur River to streams of the Olyutor district in Siberia and on Sakhalin Island and Hokkaido.

In British Columbia, chums spawn in more than 880 moderate-sized streams. In short coastal streams chum fry emerge from the gravel in the spring and move directly to sea. This migration is accomplished in a day or two. In larger river systems, the young may remain for long periods — up to several months — in fresh water before reaching the ocean.

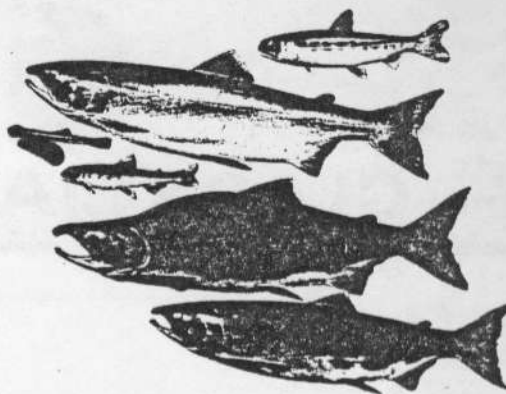
Many of the young chum salmon remain in coastal waters until mid or late summer before dispersing to more offshore regions. The discovery of young chums within 9 km of the British Columbia coast in early November indicates that at least some remain in coastal waters until late in the season. By their second summer in salt water, chums are found throughout the Gulf of Alaska, North Pacific, and Bering Sea.

Little is known about the following winter and early spring distribution. Tagging studies indicate that Asian fish travel as far east as 174°W in the Bering Sea, and to 156°W in the North Pacific.

Chums originating in North America have been found as far west as 176°W in the North Pacific.

Most chums spend two to three summers at sea before returning to their streams of origin to spawn. In May and June of their final year at sea, maturing chums are found throughout the eastern and western Pacific north of 42°N , and in the Bering and Okhotsk seas. Tagging indicates that maturing Asian fish extend eastward to 168°W in the Bering Sea and to 140°W in the North Pacific.

Chums originating in British Columbia occupy a wide area of the Gulf of Alaska, mingling extensively with northern Gulf stocks and, to a lesser degree, with fish from western Alaska and the Yukon.



Sockeye Salmon



SOCKEYE salmon (*Oncorhynchus nerka*) of North America originate in freshwater habitats from the Columbia River in the south to the Bering Sea coast of Alaska. The main spawning area extends from the Fraser River to the rivers draining into Bristol Bay. Asian stocks of sockeye begin in waters of the Kuril Islands and extend north to the Bering Sea coast of Siberia. The major spawning grounds are on Kamchatka Peninsula.

Most sockeye in British Columbia spawn in the late summer or fall at outlets to lakes, or in streams that drain into lakes. Major spawning runs of sockeye are found in the watersheds drained by the Fraser, Skeena, and Nass Rivers, and those of Rivers and Smith Inlets. The young spend their first year of life in nearby lakes before migrating to the sea as smolts. They return to the spawning grounds as three-jacks, four- or five-year-old fish after one, two, or three winters at sea, respectively.

Young sockeye may remain in their freshwater nursery lake beyond one year waiting for the second or even third year to make the seaward journey. Little is known of their early ocean travels, but once in salt water, British Columbia sockeye juveniles seem to move northward and northwestward along the coast. Their maturing years find them feeding in a huge area of the Pacific extending westward to the Aleutian Islands, northward into northern Gulf of Alaska, and southward to about 40°N .

Fraser River sockeye tend to be distributed more to the south and west than the more northern British Columbia stocks. Sockeye returning to spawn enter rivers of origin from May to October, with southern stocks tending to arrive later than those in the north.

