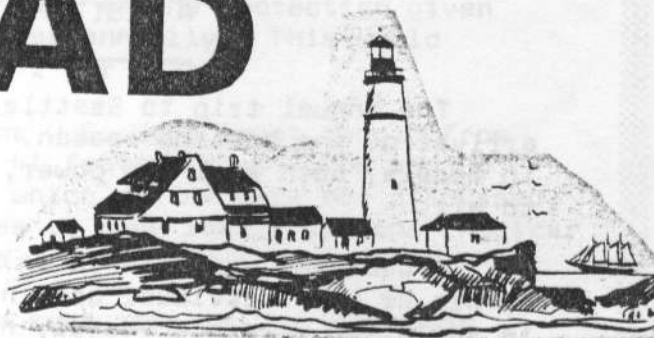


THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



February 1981

Volume 6

Number 9

FROM THE BRIDGE

At the recent Boat Show, I had the opportunity to visit with a former member of Fraser, now with the RCMP Marine Services.

It was a pleasure renewing our acquaintanceship; however, he had some observations which should be food for thought.

His feeling was that there was insufficient emphasis placed by Boaters (including some flying the CPS flag) on having a good knowledge of rules of the road, collision regulations, proper boat lights, and other similar "required by law" items.

With this in mind, I thought it would be appropriate to suggest that we all refresh our memories on the material contained in Transport Canada's "1981 Boating Handbook" prior to the upcoming boating season.

Let's make sure the members of Fraser know the answers to such questions as:

- How long are the usual approved flares good for?
- What is the difference between "approved standard lifejackets" and "approved small vessel lifejackets" and may they be used interchangeably?
- Is a sailboat operating at night under power required to display the same lights as a power boat?
- Who has the right of way in a narrow channel?

It will only take half an hour or so to read through the Boating Handbook, and I'm sure you will find, as I did, a number of areas that had become rather vague.



Cdr. Norm Dyck.

A VISIT TO THE SEATTLE BOAT SHOW
on January 24, 1981

The annual trip to Seattle's Kingdome has become the unofficial arrival of the boating season. This show is a preview of what's new in models, both sail and power, equipment, services and improvements to all.

A boater's approach to an event of such magnitude is motivated by his or her individual boating situation at the moment. When one is satisfied with his vessel, hours will be spent looking at the displays of equipment and all manner of ways to increase the cost of the boat that never seems to have everything. To those of us who are looking for a different vessel, or who have just sold the old one, it means standing in line to tour the latest from Taiwan and Hong Kong. The builders from across the Pacific have learned the important sales technique of emphasizing the first impression. The woodwork is so impressive and so appealing that it would be very easy to give the electrical and mechanical areas a cursory inspection rather than the time and thought they deserve.

The trawler is "in" but the power boater does not give up easily and "hull speed" will only satisfy the purists. Hard chines enable the boat dealers to tout semi-displacement hulls with speeds to match the power plants. Gas powered models were not to be found. Diesel power is in vogue but its cost relative to that of gas power was not discussed. "Give the buyer what he wants" is the motto of the trade. The popularity of the "trawler" is so great, dealers have jumped on the bandwagon in great numbers. The few who were prepared to display their wares in the show must have seen several thousand viewers through their demonstrators. Literally dozens of other agents and brokers were expounding the virtues of their particular products through the medium of brochures. There was a bewildering assortment of models from a number of yards in Taiwan.

Anyone who visited the Seattle Boat Show with serious intentions of purchasing a boat or equipment should have been warned of the financial problem before moving through the turnstile. "20 per cent extra for Canadian money" was displayed prominently at the ticket booth. The extra 20 cents is not difficult to take but here is approximately what happens when bringing a larger vessel over the border:

U. S. price	\$ 100.00	
Canadian dollar (83¢ per U.S. dollar)	\$ 120.00	
Duty @ 23.8%	28.56	
	sub total	\$ 148.56
Federal Sales Tax @ 9%	13.37	
	sub total	\$ 161.93
B. C. Provincial Tax @ 4%	6.48	
Total cost in B. C.	\$ 168.41	

(continued next page)



The duty will decrease slightly in 1981 as the protection given to Canadian builders by this tariff reduces annually. This would reduce the above figure by approximately 1 per cent.

Prices for trawlers delivered to the U.S. West Coast ranged from a 28 foot sedan model for \$ 36,000 to a 41 footer for \$99,000 and up to the exotic 55 and 60 foot models for which prices were not discussed. To have asked for the prices of these was to have identified the inquirer as one who could not afford such vessels.

Now the 1981 season is upon us, the next stop is the Vancouver Boat Show where it won't be necessary to convert U.S. to Canadian dollars and we can listen to all the arguments why we should buy at today's prices because the appreciation will increase our equity. All we need is cash or an excellent credit rating and enough income to make the payments.

See you at the Boat Show!

- Wes Wensley.



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HELPFUL HINTS FOR THE GALLEY GOURMET

To keep sweet corn yellow, add 1 tsp. lemon juice to the cooking water a minute before you remove it from the stove.

Salted water only toughens corn.

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Garlic cloves can be kept in the freezer. When ready to use, peel and chop before thawing.

Garlic cloves will never dry out if you store them in a bottle of cooking oil. After the garlic is used up, you can use the garlic-flavoured oil for salad dressing.

Lettuce and celery keep longer if you store them in the refrigerator in paper bags instead of cellophane. Lettuce will not rust so quickly if you place a paper towel or napkin in the storage container.

To keep onions from sprouting and becoming soft, wrap individually in foil. Once an onion has been cut in half, rub the left over side with butter and it will keep fresh longer.

To restore a fresh flavour to frozen vegetables, pour boiling hot water over them, rinsing away all traces of the frozen water. Try cooking them in broth for a nice flavour.



Seaworthy Crab Dip

1 can crabmeat	1 hardcooked egg, chopped
1/2 c. mayonnaise	Dash hot pepper sauce
1/2 c. chili sauce	1/2 tsp. garlic salt
1 tablesp. Worcestershire sauce	1/2 tsp. dry mustard

Mix all ingredients together, place in covered container, and chill overnight. Serve with crisp crackers or use as a vegetable dip. Yield 1 3/4 cups.

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Diesel Power Anyone?

B & W Engineering of Copenhagen, Denmark, has completed what is claimed to be the most powerful diesel engine ever built. It is a 12 cylinder, two-stroke crosshead unit developing 47,300 horsepower at 97 rpm. The size is very impressive, with a length of 76½ feet, a width of 15½ feet, and a weight of 1400 tons. This giant will be installed in the first of six cargo ships.

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Avoid the RCMP crackdown on illegal operation of VHF radios!

The person operating the radio must have a valid operator's certificate. Merely having a certified operator aboard does not meet the requirements of the M.O.T. Let Fraser's Training Department help you at the Local Knowledge Course!

Contrary to the previous notice for this course, it will be held at the Burnett Junior Secondary School, located at 5011 Granville Avenue, Richmond. In order to allow for the procurement of course materials, registration must be made by March 1, 1981. Call Bob Baird at 277-0641 or Sue Dyck at 274-4887.

The program for Local Knowledge will start Monday, March 16, 1981 at 1930 hours, but come early to avoid the rush to transfer the \$ 15.00 fee to Fraser. You will receive the restricted radio operator's handbook among other handouts. This will give you a chance to study the book prior to the Restricted Radio Operators Course, to be given by Department of Communications personnel on April 1, 1981, from 1900 to 2230 hours. Except for this one class, the hours will be 1930 to 2130. The exam for the licence will be held on April 6, 1981.

The local knowledge part will feature tips and hints on getting to and using the various harbours and marinas in our normal cruising area. This is the course that tells you the advantages or disadvantages of a particular anchorage under various weather conditions, where the restaurants and pubs can be found, and possibly even the good fishing spots. A first aid lecture will be oriented to the common problems of boaters.

MEET YOUR EXECUTIVE



This month - Lt. Socials Brian Smith

Brian was born in England at a very early age. He built two wooden rafts in England. The first one sank, and was subsequently stolen, and the second one was successful but was damaged when it went over a waterfall and was later abandoned. When he first went out to work, he decided to investigate a collapsible canvas dinghy which he saw for sale. On sea trials, however, it leaked and sank, so the sale fell through. His wife, Lindsay, soon recognized Brian had an interest in water when he transformed the small backyard of their first home into a series of waterways--which also leaked!

Brian and Lindsay and family emigrated to Richmond in 1970. It wasn't long before Brian realized that he was almost completely surrounded by water. He and Lindsay took the Basic Boating course in 1974 and bought their first boat early in 1975. Brian has proctored and taught the Basic Boating course every year since. He was Cruisemaster in 1978. He assisted Lindsay with administration duties and has also acted as M.C. at several Fraser functions. You will see him in action at the auction on Feb. 27.

Hobbies? Building model boats! Brian hopes to take Seamanship Power and A.P. as soon as he finds time.

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Book Review

Sea Life of The Pacific Northwest - by Stefani Hewlett and
K. Gilbery Hewlett.

Prepared by the Curator and Assistant Curator of the Vancouver Public Aquarium, this book is a colour-illustrated introduction to the sea life of the Pacific Coast from California to Alaska, written for the layman. Over 200 photos. \$ 14.95.

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SAFETY TIPS

Keep deck shoes with non-skid soles for onboard use only. The soles depend on the sharp edges of each piece of the tread to squeegee away the film of water which acts as a lubricant. Bits of sand in the tread and excessive wear cause the edges to become rounded, thus reducing their effectiveness. Non-skid soles that have become hard and glazed from old age and those that have been badly worn are very dangerous.



Thanks to Frank Dombrowski for volunteering to be Fraser's photographer. Do NOT turn him in to the Pleasure Bent Trophy Committee, as any mishaps could only be the result of his complete concentration on getting a better angle for the photo of the year.

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F.P.S. STUDENTS TOUR COAST GUARD STATION

On Sunday, January 25, 1981, several students had the pleasure of touring the Vancouver Coast Guard Radio Station and Coast Guard Hovercraft station based on Sea Island. The arrangements for this trip were through the courtesy of fellow classmate, Barry Hastings. A special thank you is extended to Barry on behalf of the Instructors, Proctors, and students who attended this most informative and very worthwhile outing.

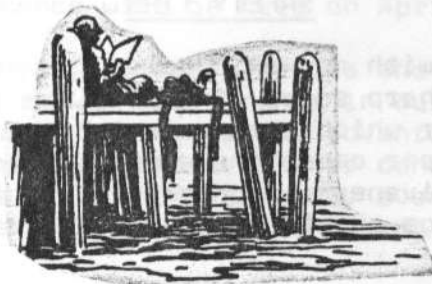
Canoe Repairs


West Coast Indian canoes were carved from unseasoned red cedar and, of course, suffered from checking. The cracks were caulked with twisted cattail leaves. Cedar or spruce roots, laced across the rent, were tightened by wedges to aid in closing the gap.

MONTHLY SOCIAL - JANUARY 23, 1981

Bill Wolferstan's narrated slide show of the northern Strait of Georgia attracted the best ever attendance at a monthly social. Many of his slides were taken from an aircraft at an excellent angle to give a good impression of both the chart view (straight down) and that seen from a small boat. An added feature was that, whenever possible, Bill took the photos near the time of low water to show shallows and rocks. About 165 members and friends anxiously awaited the draw for the two autographed copies of "Desolation Sound and the Discovery Islands" kindly donated by Pacific Yachting.

The contest to name the languages of the Christmas greetings published in the December issue of Fairlead brought a disappointing number of entries. Tony Merry turned in the only results and, with 17 correct answers, he won the tide and current tables.





FRASER'S ANNUAL AUCTION

This will be held February 27, 1981 as the feature attraction of February's monthly social gathering. Bring all of your spare goodies for Brian Smith to sell. You get the bulk of the selling price, the humour of it all, and a night of good fellowship. Fraser takes only a small cut. Call Brian well before the auction to tell him what items you will bring. This will allow him to sharpen his wits and sell your golden moldie. The phone number of the Smith residence is 277-7981.

COMING EVENTS

Graduation ceremonies and dance for the 1980-81 classes will be held on May 8, 1981 at the Town & Country Inn, Delta. Tickets will be available after February 15 from instructors and members of the executive. Details will be given in the next issue.

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WANTED - HISTORICAL INFORMATION

Marg Halliday, the Squadron historian, would welcome the use of any photographs, letters, documents, or anecdotes for her record of members of Fraser since it received its charter. Do you have any interesting events in your old logbook that may help to piece together the story of one of Fraser's long forgotten activities? Call Marg at 278-8578.

NOTICE - REINSTATEMENT

Those members who have not paid their dues for 1981 will now have to pay a reinstatement fee of \$ 2.00.

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FOR SALE

"Serendipity II", a 32 foot Grenfell, in beautiful condition, with a command bridge, a 390 h.p. Ford Interceptor engine, a CB radio, and many extras including a dinghy. The price is \$ 39,900.00 or best offer.

John Jones, 277-3035

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FOR SALE

The Squadron Supply Officer has several autographed copies of Bill Wolferstan's new book, "Desolation Sound and the Discovery Islands." Call Martin Hoffman at 277-4924. The price is \$ 40.00 per copy.

