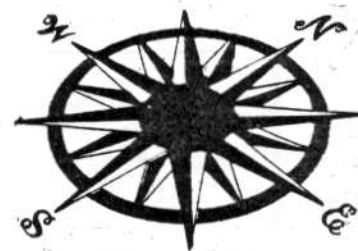


THE

# FAIRLEAD

## FRASER POWER SQUADRON NEWS



LEONA DAVIES.

July-August 1981

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No. 3

### FROM THE BRIDGE

"Gone Fishing."

Commander Harry Fane.

Harry deserves this well earned break as the main workload of the Squadron Commander lies ahead.

Some of his special duties, as outlined in Article 9.01 of "Regulations" of Fraser Power Squadron are as follows:

- appoint a slate of officers to carry out the work of the squadron.
- assist these officers in their work.
- ensure that training department is functioning effectively.
- attend all district meetings.
- report squadron activities to District Commander.
- report to squadron executive and membership all District and National matters of concern.
- carry out effective liaison with all other squadrons.
- call squadron executive meeting once every month.
- keep Executive Officer fully informed of all squadron functions.
- share the responsibility of personal visits to classes with Executive Officer.
- speak to instructors, proctors, and individual students to assess progress.
- Keep on top of Training.

"Education is our Business."

## MEET YOUR EXECUTIVE



This month: Linda Gisborne - Fraser's Secretary

Compared to most other members of the Executive, I seem to be a novice boater. When my husband, Bert, decided to join the fishing freaks, after participating in a couple of derbies on a friend's boat, it was a matter of "join in" or become a fishing widow, and I sure didn't want to be left out. Having grown up on Vancouver Island, I was not unfamiliar with the water, just new to boating.

A couple of sessions with footitis later, we acquired a 40' diesel trawler-type tri-cabin, the Pharos I, and Bert informed me that it was time I got a little nautical know-how because he needed a useful deckhand, first mate, navigator, and galley slave, not a passenger whose only claim to usefulness was tending the bar. So, the fall of 1978 saw me enrolled in the Basic Boating Course in Ladner. Thanks to a fine instructor and some help from my tolerant skipper, I managed to pass the exam and join Bert as a member of the F.P.S. family. I proctored last year and look forward to doing so again this year, as well as keeping Commander Harry's correspondence up to date.

But, first things first, Bert and I and our devoted 4-legged crew member, Hayou, are looking forward to some super cruising yet this summer.

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### Boats Wanted

The boating student familiarization cruises are planned for late September or early October, so let's have plenty of boats available. If you can offer your boat and yourself for a few hours, please call Ted Sula at 943-5886, Ken Sykes, 261-9645, or George Schurman, 271-7439. Remember, it takes time to make arrangements so call early. The dates will be given in a later issue of Fairlead.

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### Cruise Reminder

Labour Day - Sept. 4, 5, 6, and 7

Friday and Saturday morning - rendezvous at Pirate's Cove.

Saturday afternoon - move to Telegraph Harbour, far end of Harbour.

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Fraser's Training Program Underway  
With Full Steam Ahead

Despite the rain, the Training Committee has not been idle. We expect a total enrollment of 200 students.

To those members who have seen fit to give back something of what they received in training, a sincere thank you. There is, however, room for more willing hands to help run the ship! Don't hesitate to offer to help; the experience and knowledge you can gain are worth the effort.

A breakdown of classes, by subject being taught, is detailed herewith so that everyone may know what is being done this year.

RICHMOND, Hugh McRoberts School

Registration: 1930, Monday, September 14, 1981

Boating, 4 classes; Accelerated, 1 class

Registration: Tuesday, September 22, 1981

Seamanship Power, 1 class; Seamanship Sail, 1 class;  
Advanced Piloting, 1 class.

Registration: Thursday, September 24, 1981

Instructor's Training, 1 class; Marine Maintenance, 1 class;  
Junior Navigator, 1 class; Weather, 1 class.

DELTA, Delta Junior High (Ladner)

Registration: 1930, Monday, September 14, 1981

Boating, 4 classes; Accelerated, 1 class.

Registration: Tuesday, September 22, 1981

Navigator, 1 class.

Have a safe boating season!

Esther Dombrowski  
Lt. Commander  
Training Officer

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Heads Wanted

The Fisheries Office wants the heads from any Coho, Chinook, or Steelhead fish that has its adipose fin missing. The adipose fin is the very small one on the back just forward of the tail. The missing fin is an indicator of a microscopic coded tag implanted in the nose of the fish. For more information, call the Fisheries Office at 666-6383 or 420-4434.



TERRY BOSS.

4615-51ST ST  
9464194

278 3756.

277 2506  
Larry Helman

Rand Lutman suggested that a review of Rules of the Road be run in Fairlead, so here is a start.

Conflict in Collision Prevention  
Regulations for Vessels Under Sail

Sailors are faced with two conflicting sets of regulations governing the actions of sailing vessels when meeting; the International Rules and the U.S. Inland and Piloting Rules. The former is used in all Canadian waters and all offshore waters outside of the demarcation lines shown on nautical charts. In the Pacific Northwest, the demarcation line runs between the following lights: Point Roberts to Patos Island to Turn Point, to Kellet Bluff, to Lime Kiln, to Hein Bank bell buoy, to Angeles Point. These rules apply to the vessel's position and not to her country of registration.

The International Rule No. 17 states:

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:

- (i) When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
- (ii) When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

For the purposes of this rule, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried, or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

The Inland and Pilot Rule Article 17 states:

When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

## SAFETY AFLOAT

Safety afloat is undoubtedly the most vital factor in pleasure boating. The prime goal is the prevention of an accident. Learn the procedures for towing, anchoring, and maneuvering your vessel. You should know what precautions need to be taken when you're in rough water or when you're passing a larger vessel. Learn the methods for signalling for assistance, gathering weather information, grounding of a vessel, and the problems of swamping. Rescue and emergency operations are of vital importance, so make sure everyone on board knows exactly what to do. Have fun and keep safe.

### Marine Emergency Procedures

#### Receiving a "MAYDAY" Distress Call.

(A) If received on VHF Channel 16 (2182 KHZ), allow at least five seconds for the Coast Guard to reply. Stand by and listen. If you are close enough to help, give your position and Estimated Time of Arrival at the scene over the air to the Coast Guard. If Coast Guard does not respond to MAYDAY call then establish communication with distressed vessel and act as relay for Coast Guard radio.

(B) If received on CB Channel 9, answer immediately as Coast Guard does not monitor this frequency. Coast Guard Cutters and Hovercraft carry CB sets so use VHFset (either yours or any nearby vessel) to relay details of incident to Coast Guard who can then have a Cutter or Hovercraft contact distressed vessel.

#### Hovercraft.

The Coast Guard have two machines operating in our area. If a hovercraft is sent to your assistance, be careful to stay well clear of it and NEVER throw him a heaving-line. Follow instructions and tie alongside only with long lines. When boarding, step ONLY on designated black painted areas.

#### Assisting Grounded Vessels.

Approach cautiously, monitoring your sounder or checking depth with lead line. Keep your vessel in safe water. Approach closely in dinghy or raft. Establish whether skipper wishes to abandon vessel or stay aboard. Assist in setting anchors to seaward. Advise skipper of need for damage inspection. Help shore up hull if it is keeled or round bottomed. Check tide and weather. Stand by until tide frees him. Do NOT attempt to tow free beforehand. After damage inspection, tow if necessary.





### Pull and Be Damned Regatta, Anacortes

Your editor took part in the Pull and Be Damned Regatta at Anacortes, Washington, July 25 and 26. It was a fun regatta for about 20 boat crews, held on Bowman Bay, at the west end of Deception Pass. The boats, of all sizes, shapes, and muscle power, were divided into 3 classes: the utility boats with 1 rower, the utility doubles, and the unlimited, for semi-scuttlers with sliding seats or larger boats with up to four oarspersons.

The first race had all classes making a LeMans style start. Boats were pulled stern first half out of water with the crews back at HW mark. At the signal, all crews, with no outside assistance, sprinted down the beach, launched their boats, and rowed off around a rock, a buoy, and on to the finish line. The last leg could be rowed or sailed but not both. Points were awarded for finish position, sailing, and carrying passengers.

The second race was from a standing start, around a short course. I picked up a small boy as a passenger to gain an extra point. The third race started stern first, one class at a time, and on signal all turned around. On a second signal, rowers changed positions and singles stood up to do a turn. The course was through the piling of a dock four times, with three turns and back to the finish line. My passenger-navigator was a tremendous help for this race. A fine salmon barbecue, with a raffle and prizegiving, completed a hard day. My navigator and I took 3rd in class.

### Boating Indiscretions

The following problems were observed at the launching ramp on the Tsawwassen causeway during one shift of dispensing safety brochures on June 20.

The tide was low and still ebbing when a T.Y.C. yacht, heeling nicely to a pleasant breeze, appeared motionless. Fortunately a trimaran under power came along and provided the extra power to continue ploughing the furrow into deeper water. The bay south of the causeway is very shallow a surprising distance from the beach.

A small outboard boat, on its trailer with its motor down, had been carefully backed down the gently sloping ramp to the water's edge. The owner released the latch to tilt the back part of the trailer more steeply for the launching and was about to launch his boat when a warning from Fraser's safety pamphlet distributor made him notice that his propeller was about to be driven into the mud. The water was nearly down to the level where the sloping foreshore met an almost horizontal bottom.



### Weatherwise

A Fraser member in Richmond demonstrated the extreme in boating safety during the heavy rains of June. His boat was on a trailer parked in front of his house beside a large drainage ditch. The leg of his outdrive had been removed for overhaul, so as a security measure the boat was chained to a tree. We hope the drain plug was in!

### Anchoring Tip

The bottom of the bay used for mooring log booms may be heavily covered with sunken logs lying in all directions. A strong trip line may help to recover your anchor, but if your boat swings, the rode may wind around a projecting log. A diver is then the only hope. The best precaution is not to anchor near a booming ground. Do you carry a spare anchor and rode?

### The Seattle Wooden Boat Festival

This year the main display featured boat liveries from the past and present in the Seattle area. Various examples of the boats used in this business were accompanied by photos, posters, period music, and costumes. The best entries in a marine photo contest and a shipyard producing model boats, some of which were radio controlled, completed the indoor static exhibits. Demonstrations of marine crafts were interspersed with boat watching, sailing races, and toy boat building for the kids' competition. One of the movies featured the last voyage of the schooner, "C. A. Thayer", to the Alaskan cod fishery in the 1950's. This vessel is now in the San Francisco Maritime Museum. Fairlead's editor gave a slide show on coastal Newfoundland. The boats, including three Canadians, covered a range from small dinghies to the large wooden tug, "Arthur Foss", from Northwest Seaport. The former America's Cup defender, "weatherly", was moored alongside the main dock.

All types of construction in wood were to be seen, from plank on frame to plywood, to strip, to cold moulding. Traditional craft, new and old, rubbed fenders with modern designs. One very snapely, round bottomed rowing boat was built clinker style using plywood planking. The excellent workmanship and imported hardwood plywood resulted in a fine vessel.

### Wanted

Fairlead can always use information, articles from one or two lines to several pages, artwork, recipes, safety tips, and achievements of members. The staff will help to write up any material if requested. Please help us to keep Fairlead interesting. We can even take dictation over the phone. Call John Moran, 943-3416, Linda Odette, 274-3625, Vic Ramos, 946-2543