

THE FAIRLEAD

FRASER POWER SQUADRON NEWS



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FROM THE BRIDGE

The Annual General Meeting of Fraser Power Squadron will be held on April 22 at the Delta Town & Country Inn. This is the most important meeting of the year, when the officers give their reports and the members elect a new Bridge for the coming year. Please note the date and plan to attend.

Following election of the new Bridge, our guest speaker will be a representative from the Coast Guard. The subject will be, "The New Buoyage System." Since the system is now in effect we must learn to use it. We also hope to have a supply of the new Safe Boating Guide available.

Several cruises are planned for the coming months, - it would be nice to see more of the long time members join the cruises and share their knowledge and boating tips with newer members.

See details elsewhere in this issue regarding the restricted radio operator's course planned for next month.

Commander Sue Dyck.



SAILING IN HAWAII

During our recent visit to Oahu, Lois Reynolds, a good friend and member of the Hawaii Yacht Club, invited us to go sailing with her in Hawaiian waters.

It was a beautiful, warm Sunday morning when Lois picked us up at the hotel and drove us to Ala Wai Yacht Harbor.

As we arrived at the Hawaii Yacht Club, one of the two clubs located in the Ala Wai Basin, Mr. & Mrs. Beauclerc Hunt, owners of the "JALPARI," were already awaiting our arrival.

The Hawaii Yacht Club was founded in 1901 and has a limited membership of 600 boating members. The beautiful club house is so located that it affords a view of all boating traffic coming in and going out of the channel. The huge sliding glass doors open on three sides of the building for an unobstructed view of the ocean.

The ceiling of the club house was decorated with hundreds of burgees left by visiting boaters from all over the world. I looked in vain for our Fraser Power Squadron burgee. Not to say that it wasn't there, there were so many fluttering and dancing in the breeze that I could easily have missed it.

The Sunday traffic in the channel reminded me much of rush hour in the George Massey Tunnel.

We enjoyed a delicious Sunday brunch of eggs benedict and cocktails, then walked a short distance to the pier. There we found skipper, "Beau" preparing his sleek 26 ft. sailing sloop, the "JALPARI," (meaning "Shady Lady" in Indian). Beau said that he had already entered her in a few of the local races.

As the "JALPARI'S" 9½ horse motor took us steadily out of the Ala Wai Channel, I watched a similar sloop, with the same heading, tacking back and forth in front of us in this narrow channel, finally tacking to the right and barely missing our bow! Our skipper gave instructions to Lois, on the tiller, "Maintain a steady course." The vessel then tacking back to the left missed our stern by just inches! I thought, "Better if I don't look!" So I didn't.

As we passed the last marker on the out-going channel we noticed that it had been badly damaged. It was leaning precariously to the south, having been rammed by a ship in the recent hurricane "IWA."

I had been sailing only a few times before this, around Vancouver. The water had always been quite calm and we had usually remained under power most of the way, due to lack of wind.

Now, suddenly, I found myself in 4 to 5 ft. swells with brisk Trade Winds gusting down from the Koolau Mountains! The "JALPARI" heeled over on a 45° angle and I hung on! My husband quipped, "My wife is doing some white knuckle sailing, Beau, you had best check your hardware when we get back."

(cont'd)

SAILING IN HAWAII (cont'd)

Beau said, "This should be nothing after cruising to Alaska!" I said, "It wasn't this rough in Alaska," and I sat down on the floor thinking it would be safer. However that required some "hanging on" too as the floor also was on a 45° angle. I was glad that I had taken a sea-sick pill.

As we sailed toward Diamond Head with Waikiki Beach on our port side, Lois told us that we were sailing in Malama Bay and that we might expect very strong gusts of wind funneling down through Manoa Valley as we neared Diamond Head. I thought, "Oh no, please! The wind is too strong, already!"

As the "JALPARI" sailed on, we learned the meaning of such nautical terminology as : "Wing on Wing, Helm's Alee, Jibe and Come About."

Several large sailboats were anchored about a mile off shore. Each ship had a passenger sitting in a bosun's chair which was tied to the bottom of a loosened spinnaker. Each time that the wind gusted, the rider would fly high above the water. But one flyer wasn't so lucky because as the wind died down he was suddenly dropped into the ocean. Beau informed us that "Spinnaker Flying" was a very popular sport in Hawaii.



SPINNAKER FLYING

Then we were back at the Ala Wai Harbor, watching the crew secure the "JALPARI" after her sail. I asked Beau what the name of the knot was that he was tying. He said, "It's a BUMPA knot." So named by his grandson. (Actually a granny knot.)

Finally we returned to the club house to discuss our recent adventure as we watched the never ending parade of boats passing. Now, on land again, and enjoying a large Mai Tai, I felt very brave and said, "Gee, that was great!"

As we were leaving the harbor we spotted a familiar sight! There lazing in the warm Hawaiian sun was "SUNDAY," floating in her huge "orange diaper." (To keep growth off her hull) I thought, "It must take some kind of sailor to sail all the way from Captain's Cove to Hawaii!" I was glad that I was standing on land.

by Alare Ramos.

EDITOR'S NOTE - "SUNDAY" is a 54 foot yacht owned by Fraser members, Dr. John and Ruby Friesen.

MARCH SOCIAL

The monthly meeting was held March 25 at the Town and Country Inn. A brief business meeting preceded guest speaker Gary Russell.

Last summer the Russell's cruised Desolation Sound, an area very familiar to them. They photographed the cruise in detail and with Don Danson, produced a slide presentation suitable as a training film.

The taped narration by Don is excellent. Emphasizing navigation, charts and photos from the Sunshine Coast northward, detail navigational aids, expected wind, water and weather conditions, anchorages and facilities available to the cruising yachtsman.

The film is available as a training aid to groups or individuals.

A definite learning experience for those wishing more information on cruising Desolation Sound.

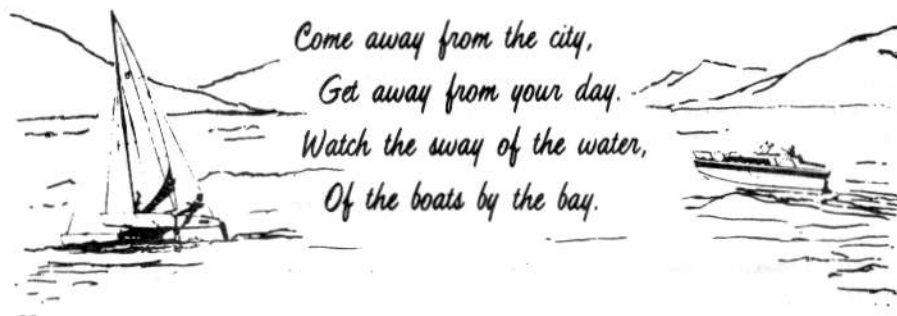
Well done - Gary, Catherine and Don.

by Linda Nixon

AHOY CRUISERS !

Those boaters who are out cruising this season will be able to make radio contact with other Fraser boats. It is recommended that all radios be monitored from 2130 to 2200 hours to pick up these contacts on Channel 16 VHF or Channel 10 on C.B.

The new buoyage system is being implemented here! The old black buoys on the Fraser are now wearing new coats of green paint.





ABOARD BRITANNIA

Imagine receiving an invitation to high tea aboard Britannia, well we did, my wife Alare and I.

Britannia, the world's largest (412 ft. long), best staffed (a crew of 254) and most expensive (more than five million dollars a year to maintain.)

When the invitation arrived my thoughts drifted towards the morning when we would meet the Queen of Canada, H.M. Elizabeth II and Prince Philip. What does one wear to tea with the Queen? And, of course, one must follow proper protocol, don't speak to the Queen unless she speaks to you first; address her as "Your Majesty" the first time and then "Ma'am" after.

Weeks before, butterflies started to act-up, in fact it was more like the flu and my thought of missing this once in a lifetime chance didn't make matters any better.

At last it was the night before and it was early to bed because we were to meet Britannia outside the harbor limits but where exactly, we did not know for security reasons.

The time was 0500 and it seemed as though we were the only ones up. The weather reports were for rain and cold winds, so we dressed for the worst.

From past experience I know that making a transfer out on the open water can be, at the best of times, very tricky and with rough seas even more so.

We arrived at the dock and were taken out of the harbor, under the First Narrows Bridge towards the Strait of Georgia. Then we came to a stop, we waited for awhile and soon from the distance appeared Britannia and two destroyer escorts. Her three tall masts were most regal with flags streaming.

The weather turned out perfect for Her Majesty's arrival and all my worries and concerns were for naught, everything went like clockwork. We had our tea and crumpets, we got to see the Queen, alas not Prince Philip. However, indeed it was a fun filled day.

To put all this in perspective, we were aboard Britannia II, along with 400 other persons and indeed it was a most enjoyable morning. The seamanship demonstrated by hundreds of boats of all sizes was truly a tribute to all the organizations, including Power Squadrons, that instruct in navigation.

My day dream of meeting the Queen did not materialize, however we did see her at the Queen Elizabeth Park along with throngs of other people.

Vic Ramos.



COMING EVENTS

May 28, 1983 - This is the 25th anniversary Annual General Meeting of Pacific Mainland District. All members are welcome to attend the meeting, seminars, lunch, and the dinner dance. There is no charge for attending the meeting or the seminars but the social events will cost:

- \$ 9.00 per person for lunch
- \$25.00 per person for the dinner and dance
- \$33.00 per person for the lunch, dinner and dance.

Please make reservations for any meals and the dance well ahead of time by calling George Schurman (271-7439). Fraser is hosting this event and all details are being arranged by Carolyn Hoffman and her committee.



ANCHORING TIPS



If you value your anchor, use a trip line as most of our favourite anchorages are collecting places for debris from old logging operations - chains, cable and sunken logs.

Keep unthinking boaters from fouling the trip line by tying its upper end to the anchor rode below water, but above its small float, which will keep it from wrapping around the rode. A rolling hitch is a good knot to use. When leaving the anchorage the rode is pulled in until the trip line comes aboard. It is then untied and handled separately from the rode so that it will be ready for use, if needed, to free a fouled anchor.

A different technique can be used for handling the trip line in an uncrowded anchorage. Keep it to a minimum length consistent with the depth and attach a floating light such as gillnet fishermen use to mark the outer ends of their nets. The light will thus float more or less over the anchor to warn other boaters of the location of the anchor. Should it be necessary to make a hurried night departure, the light will be a most welcome aid in finding the trip line. This method is less likely to cause a tangle of lines than tying the two together but it might not be appreciated in a crowded bay. Incidentally the fishermen's light is powered by flashlight batteries which will last for about two nights.

with thanks to Dorothy Leighton.



COMING EVENTS

- April 22, 1983 - Fraser's Annual General Meeting. We need members, many of them, in attendance to form a quorum so that the meeting will be legal. The Coast Guard will explain the new Canadian Buoyage System now going into service. The meeting will be held at the Delta Town & Country Inn, 6005 no. 17 Hwy. in Delta commencing at 2000 hours. To get there from Richmond, take the 1st left turn south of the Massey Tunnel which will put you on the overpass crossing the main highway. The entrance to the Inn is just past the exit from the overpass beside the Shell gas station.
- April 30, 1983 - This will be a day trip on the North Arm of the Fraser to hunt for errors and omissions on the chart of the area. The rendezvous will be at 0930 at the McDonald Beach launching ramp. This is the one just north of the large Air Canada hangar on Sea Island. If you don't have a boat, phone George Schurman (271-7439) or Andy Conley (277-0960) as observers are needed on other people's boats. Bring your own lunch. Here is an opportunity to meet other members, explore the North Arm and aid our squadron to help the Chart makers. All boats will be welcome.
- May 7, 1983 - Graduation time has come again. The party will be held on Saturday night at the Delta Town & Country Inn commencing with dinner to be served at 1930 hours, sharp. Tickets priced at \$17.50 per person can be obtained from members of the executive. In addition to the induction ceremony for the new graduates who chose to join Fraser, it's pay day for Fraser's helpers. Gold bars and the Commander's handshake will be given to many, therefore rejoicing and dancing will follow. - - Note that there will not be a regular social evening late in May.
- May 3, 5 and 10, 1983 - Fraser will hold a course to prepare boaters to write the D.O.C. exam for a radio operator's restricted certificate. This is the official government permit to operate a radio aboard a boat. May 3 will be the night of the lecture starting at 1930, May 5 will be a night of review, and May 10 will be exam night supervised by D.O.C. personnel. The cost of the whole course, including the exam fee, will be \$10.00. The location has not been determined at press time but may be obtained by calling Terry Ezart (274-7330) or your Boating Instructor. Please inform one of these people or Martin Hoffman (277-4924) if you wish to attend.

