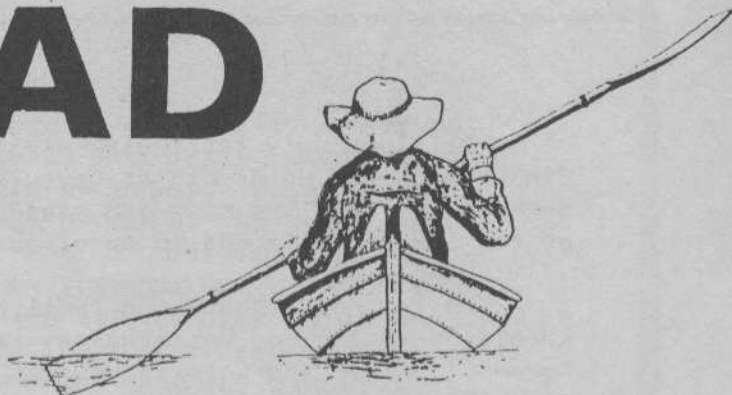


THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



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FROM THE BRIDGE

We are now well into this year's cruising season. On the July 1st weekend we had a good turn out at the cruise. It was nice to see a fifty-fifty split of power and sail boats on a cruise with those in attendance ranging from "oldtimers" who were members when Fraser was first started twenty years ago to new members who just completed the course and joined Fraser this past season. We look forward to another great cruise on Labour Day weekend.

Although Squadron activities wind down somewhat during the summer months, plans are already well underway for the new fall training season and our Training Officer is on the lookout for instructors and proctors for the fall. If you feel you would like to help, please call Cliff Cunningham at 274-3073 and volunteer your time.

There is a new insurance package available for boaters who are members in good standing of Canadian Power Squadrons. This package has a good many advantages over existing ones, not the least of which is a significant reduction in premiums over those offered by most companies. This will be a topic for discussion at a fall social but for anyone whose insurance comes due before that meeting and who wants more information, please call me at 277-4924 and I can give you more details. If you are unable to reach me, call Chris Lovelidge at 922-9274 (home) or 736-3601 (office) - he is handling this package for the underwriters.

Happy cruising,

Commander Carolyn Hoffman.

JULY 1st CRUISE

Well, our July 1st Cruise almost became a washout but regardless ten diehards turned up at Winter Cove Thursday, June 30th. We rafted up with anchors out from the bows and sterns of various boats making an octopus out of the lines. This was in readiness for the blow that didn't come.

The ten hardy boats and families were Meriloma; Bob and Marie Dodds, Khenipsen; Brian and Verna Payne, Fairtide II; Dave and Daphne Williams, Cunamar; Martin and Carolyn Hoffman, Kochana III; George Schurman, Pacific High; Brian and Gabriel Ailey, Hanalei II; Norm and Sue Dyck and Judy Alexander, Foxy Lady; Carl and Dolores Grafstrom, Eva G; Bill and Eva Couch and Barb Dyck, and Kuu Lani; Don and Flo Delves. A get together evening with people dodging raindrops while going from one boat to another.

Friday morning, July 1st, it was still rainy and cloudy. Some folks went walking and investigating the new Provincial Park at Winter Cove. It is very nice even in the rain. The raft broke, with some going to the Lamb Barbecue and the others heading for Port Browning. Those who went to the barbecue found it was well organized and very good. We rafted up at the government dock because we couldn't get in at the Marina as we had no reservations. A very fun Happy Hour was spent on the Commander's vessel. It was a laugh seeing the first mates climbing over boats with their contributions to the Happy Hour food. The cruise was joined by Merla Karen, Bob and Jean Baird.

Saturday was sunny and a promising day for our move to Otter Bay. The evening turned out just perfect and the barbecue was a great success. Every one carried their steaks and fixings ashore to the barbecue pit for a very pleasant evening and dinner.

Sunday was going home time and being sailors we left early, but I'm sure a lot of talking went on till departure time.

I would like to say a "welcome" to our new members that joined us, Carl and Dolores Grafstrom. They learned that the cruises are fun and friendly.

For what looked like a doomed weekend, turned out to be fun.

Flo Delves.

HAGAR



THE SEATTLE WOODEN BOAT SHOW

This three day event had something of interest for everyone, but perhaps the main feature was the Quick and Daring Boatbuilding Contest. Each team was given a standard package of plywood, 2 x 4's, nails, sealant, and an electric handsaw. No patterns were allowed and all materials, tools, and persons involved in the building had to be carried aboard in the rowing (or paddling) race held later. Points awarded for each team's placing in the order of building times were combined with points earned for their finishing order in the race to determine the overall winner. Saturday's three teams built a canoe, a trimaran, and a dory, with the shortest building time being a little more than one and one-half hours.

I was told that a big hit was made by a visit of a group of 1930's vintage runabouts (the boating equivalents of sports cars) having their crews dressed in period costumes complete with champagne glasses. Many of these boats are being restored to mint condition with beautifully varnished mahogany hulls and shiny chrome fittings. The arts and crafts associated with wooden boats were demonstrated or displayed throughout the show along with the products of a few commercial shops. The Center for Wooden Boats had another successful show.

J. R. Moran.



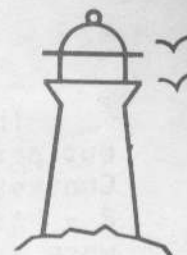
"This is your marine radiotelephone operator — sir, do you wish to scream 'Mayday' for another three minutes?"

IMITATION CRAB

This is for the day the crab pot came up empty, but the fishing was good! Soak cod in salted water plus one sliced lemon and 1 medium sliced onion for several hours.

Poach slowly until fish flakes. Do not overcook! Drain. Season to taste with lemon juice and grated onion. Add salad dressing only until moist; then add curry powder to taste.

FIRE SAFETY REVIEW



FIRE SAFETY AFLOAT

Explosions or fires aboard boats are terrifying experiences. Education is reducing these incidents, even though the boat population has been increasing annually by 15 to 20 percent. The danger remains ever present requiring the boat owner to be both Skipper and Fire Chief.

The majority of explosions occur immediately after boats have been refuelled. With proper precautions, these disasters can be avoided. Familiarity breeds contempt. When refuelling, there is no room for contempt.

Gasoline is not the only cause of these incidents. Propane and butane are used extensively aboard cruisers and many runabouts. A hazardous condition can be created because they are heavier than air. Leaks will flow rapidly into the bilge making them difficult to dislodge.

REFUELLING DRILL

Refuelling procedures are simple, but must be understood by the owner and crew. All craft, regardless of size, must be securely moored at the fuel dock. All open flames must be extinguished and all passengers must go ashore. On cruisers, "cuddy cabin" outboard craft and sailcraft, close all hatches and doors. No smoking within 30 feet of boat or pumps. Have a fire extinguisher close by, on the dock, for emergency use. When filling tanks, hold nozzle firmly against fuel pipe and use a grounding cable if available. Do not overfill. Watch overflow vent that indicates a full tank.

BOAT VENTILATION

All vessels with built-in fuel tanks - and this includes many open type outboard powered craft - should have fuel intake pipes firmly attached to tight deck plates with an overflow vent pipe to protrude just below the gunwale. Where two tanks are installed, both must be properly vented.

These craft should have a blower to permit fumes to be sucked from the lowest part of the bilge. The golden rule is to run the blower for five minutes before starting engines at any time and particularly after refuelling. Some craft have a "sniffer" that will register the amount of fumes present.

After fuelling, hose down any spill. Open doors and hatches to thoroughly ventilate boat. Turn on blower and be sure all fumes are clear before starting engines. On open type craft with engines hatched-in, open hatches for ventilation. Use nose test, as natural sniffer, to be sure there are no fumes. Only after craft is fully ventilated and engines running, should passengers be allowed to board.

Outboard portable tanks SHOULD NEVER BE REFILLED IN THE BOAT. Take tanks ashore for filling and wipe off any spillage before placing them aboard.

FIRE SAFETY REVIEW



CHECKING FOR LEAKS

A regular check of the ventilating system is a MUST. Check for leaking fuel lines or fittings, particularly out-board portable tank hose lines. On galley equipped craft particular attention should be given propane and butane lines between tank and stove. Propane and butane tanks should be mounted vertically and must be in the open, with plenty of ventilation and in such a way as to allow any leaking gases to flow overboard. The master valve at the tank should always be turned off tightly, when stoves are not in use. A good safety precaution is to turn off the main valve before turning off the burners so as to allow gas in the lines to be consumed before the stove is shut-off. Conversely, before opening the main valve at the tank, check that the stove valves are closed.

FIRE EXTINGUISHERS

Every outboard and inboard craft is required to have extinguishers located in areas of accessibility. The requirements are spelled-out in the BOATING SAFETY GUIDE, available without charge from Transport Canada.

All extinguishers required by Small Vessel Regulations shall be of a type approved by: Underwriters Laboratories Incorporated (U.S.A.)
Underwriters Laboratories of Canada
The British Board of Trade for Marine Use

It is imperative, for both safety and insurance purposes, that extinguishers be inspected according to the manufacturers' recommendations. This should be done by a qualified person. An inspection tag, indicating date and name of inspector, should be attached to the extinguisher. Become familiar with fire extinguishing techniques by operating them on live fires ashore, under expert supervision.

CAUSES OF EXPLOSION

Explosions aboard boats are caused, in many cases, by a spark from defective wiring or by lighting a cigarette when liquified gases are present. The spark, however, that usually ignites a terrifying experience is mechanically created when the starter engages the flywheel ring gear. This is why the engine space must be clear of flammable vapours before starting the engine. IN SUMMARY - Explosion and fire prevention is sound common sense put into practice. Boat owners MUST be fire conscious for the safety of themselves, their families and guests.

MAINTENANCE

Always keep the bilge clean and free from oil soaked rags or loose tools or equipment that can jump around in rough weather and cause a fire hazard. Check wiring regularly for loose connections and broken insulation. All electrical equipment, such as exhaust blower and bilge pump, must be equipped with explosion-proof motors.



DO'S & DON'TS FOR GALLEY COOKING

DO

1. Use plastic, waterproof containers for all dry goods.
2. Dip one set of matches in wax to keep dry in case your others become damp.
3. Crush tins and boxes for more compact garbage. If you have too much garbage for your boat - tow it in the dinghy.
4. Use canned milk for cooking. It keeps for a long time and doesn't need refrigeration.
5. Wipe out ice box at the end of the trip and leave the lid off to prevent musty odors.

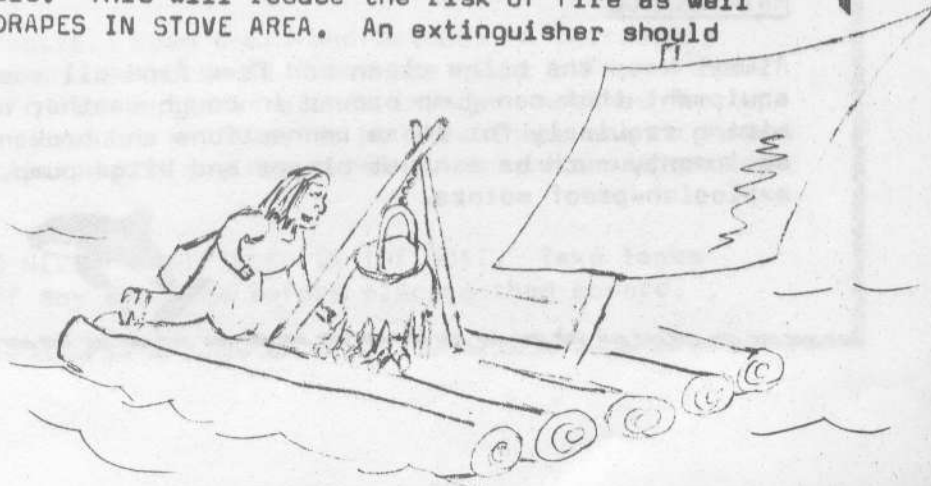
DON'T

1. Rely totally on one system like a flint system for lighting your stove. Always have a back up.
2. Use glassware on board. Invest in some durable plastic or unbreakable dishes.
3. Store large amounts of staples as they won't keep dry.
4. Leave the plastic bag on your ice. It can start the food spoiling.
5. Make your meals too elaborate when you are first starting out as it takes time to learn how your galley works.

REMEMBER: GALLEY COOKING can be fun and interesting. Common sense and a little bit of practice will help make you one of the crowd of happy boaters.

GALLEY STOVES

There are many types of stoves used on pleasure craft. Gasoline type stoves should never be used. Propane and butane safety has been covered in previous paragraphs. The safest for small craft, particularly for outboards and cuddy cabin craft, is alcohol. Stoves must be secured properly to avoid movement when underway. The stove compartment should be protected on three sides by heat resistant materials. This will reduce the risk of fire as well as bodily burns. DO NOT HAVE DRAPES IN STOVE AREA. An extinguisher should always be handy to the galley.



COMING EVENTS

September 3 - 6, 1983

Labour Day Cruise

The Friday evening rendezvous will be at Degnen Bay in Gabriola Pass. On Saturday morning the fleet will head for Newcastle Island at the entrance to Nanaimo. A barbecue is planned for the evening meal. Note that slack water before ebb at Dodd Narrows occurs at 1415 Pacific Daylight Time.

The Sunday destination is Telegraph Harbour; look for the vessel with the very large Squadron Pennant. It has been reported that one of the marinas in Telegraph Harbour puts on a good dinner, so that those who did not catch a nice fish on the way can dine out. The Sunday slack water before ebb at Dodd Narrows occurs at 1505 PDT. Monday will be for the home bound trip.

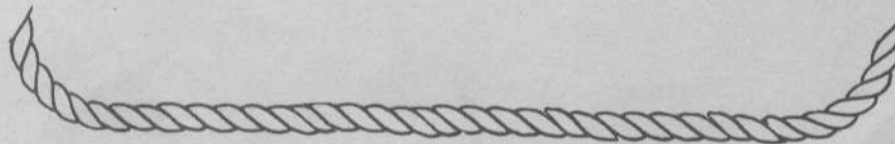
Remember that there will be the usual fun and games for the kids and a good opportunity for anyone to catch a trophy winning fish. If you are planning to go, please call

Del Dash 685-8820

Dave Williams 274-1085

George Schurman 271-7439

Robert Barnes 277-6493



Dr. John and Ruby Friesen are leaving for Hawaii this month to bring "Sunday" back home. John is planning to complete a wind vane type automatic steering system for the voyage. We wish them a safe and pleasant trip.

The June Marep Cruise around Vancouver Harbour had just two people, Andy Conley and Rand Lutman, accompany Marg and Del Dash aboard "Dauntless." Here was an excellent opportunity to see how the experts handle a large yacht, to become familiar with Vancouver Harbour, or just to have a nice boat ride. Why didn't you go?

Low Tide - Sunday, July 10, had a -0.2 ft. tide at Pt. Atkinson, the lowest of the year. It was the coincidence of new moon, moon at perigee (closest to the Earth), moon farthest north of the Equator, combined with the sun being close to its farthest north position that caused it. The high tide, although very high, was not the highest of the year.