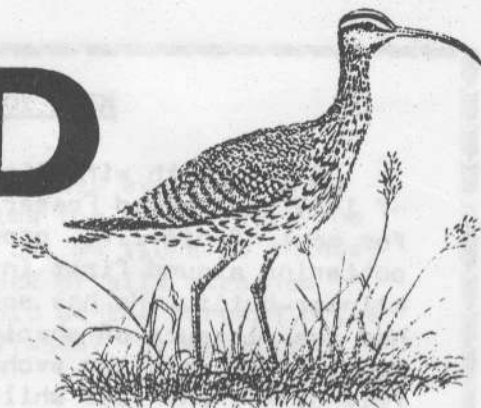


THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



Whimbrel

OCTOBER 1983

Vol. 9

No. 5

FROM THE BRIDGE

Fall training courses are now underway and everything is running smoothly. Registrations for Basic Boating number 171. Those for Advanced and Elective courses are less than usual and some of them have had to be cancelled due to lack of interest.

We are now sitting down to plan the rest of the season's activities and all members are encouraged to take part in our monthly socials, our cruises, our parties, and other events. We welcome suggestions and comments from you - our organization functions best with cooperation and participation from all members. You will get out of Power Squadron what you put into it, so let's all get out and support the members who are making it happen this year.

Mark October 28 on your calendar now. That is the date of our next social evening and it will be a "GET ACQUAINTED" social for our new students, new members and the rest of the members. The social will consist of a wine and cheese party, a mini-graduation for those who wrote and passed the examination after our regular ceremony in May, and colourful entertainment provided by our Socials Officer and our Programs Officer. We'd like to see all of you out to this get together, and we'd like to extend a special invitation to our new students - come out and join the fun and meet a lot of new friends.

Cdr. Carolyn Hoffman



Fanning Ferry.

MEET YOUR EXECUTIVE - CLIFF CUNNINGHAM

Cliff, with wife Diana, signed up for Accelerated Boating in September of 1979 and joined Fraser in 1980. He has been an active boating enthusiast for most of his life, growing up at Horseshoe Bay where he spent his summers puttering around first in Tommy Sewells putt-putts and later in the family clinker-built. He has spent much time on interior lakes, as well, and even had the pleasure of sharing a 32 foot twin-screw cruiser in Hawaiian waters. Maintenance work was exchanged for deep-sea fishing weekends with a crew of friends for one year while working in Honolulu.

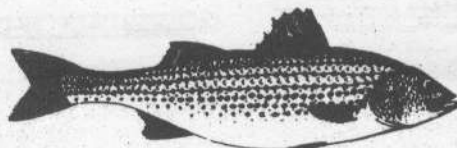
During the 1970's; extensive business travelling prevented Cliff from taking the Power Squadron Course but he remained active on the water as a member of Tsawwassen Yacht Club from its inception. It was here that he became torn between power and sail. Neither faction has won out, it seems, as he still has his runabout ready to go on those weekends when his partners are sailing a summer leased Lapworth 36. (Owned by former member Eric Michowsky, currently on contract in Saudi Arabia)

Cliff's interest in training stems from his 8 years of experience as an industrial instructor at C. P. Air until 1977, following which a change of position took him away from the classroom. After taking his Seamanship course, he assisted Martin Hoffman with Basic Boating in 81/82 and Rick Chapman with Accelerated in spring /82. In 82/83, he taught Basic while taking A.P.

His other interests include Scouting, in which he was active in 10th Richmond Sea Scouts. He has a daughter, Leah and a son, Graham.

The SHIN AITOKU MARU, the first sail assisted tanker.

This 699 ton coastal tanker was designed for high efficiency and low marine pollution. The main propulsion is by a 1,600 hp diesel turning at 250 rpm and using low grade fuel oil. The ship is automatically controlled to a sea speed of 12 knots by a computer which reduces the engine power to compensate for thrust developed by the two square sails. The sails are rather tall and narrow compared to short (on the hoist) and wide of a conventional square sail. Each of the two sails is 40 feet high by 26 feet wide placed, one to a mast. The very small sail area has given a ten percent reduction in fuel consumption when compared to merchant ships that rely solely on motor propulsion. Sails were used about sixty percent of the time at sea. All sail handling is done mechanically by computer control. Furling is accomplished by hinging two side panels along the vertical edges of a narrow central panel so that the free edges come together to form a triangle encasing the mast. Trimming to suit the wind direction is done by hydraulically rotating the free standing masts. The ten man crew has not been increased because of the sails even though the sails can be manipulated manually in the event of a failure of the automatic controls. This 216 x 34 foot ship has a number of other refinements to add to her overall efficiency which has been proven in service.



FRASER'S BURGEE

The June issue contained a notice that new burgees were expected to be ready by the end of July. They are now expected in time for Christmas. The sizes will be 355 x 533 mm (14 x 21 inches) and 254 x 381 mm (10 x 15 inches) but as yet the price has not been determined. Our stock of silk screened nylon burgees, 203 x 305 mm (8 x 12 inches) will be sold at the bargain price of \$3.50 each. Call Supply Officer Walter Garry at 277-5447 for details or see him at the next social.

BOOK NOTES

Mariner's Guide to Single Sideband by Frederick Graves of Stephens Engineering Associates 7030 220th South West, Mountlake Terrace, WA 98043. This book is reported to be a useful guide not a product pitch. About half of the book is a worldwide frequency guide. The price is \$9.95 + \$2.00 postage - all in U.S. funds.

Anchors Selection and Use (2nd ed.) by Robert A. Smith. The book is available from Robert A. Smith 1825 N.E. Fremont St. Portland, OR 97212 for \$3.95 (U.S.). This 97 page book is an excellent technical presentation containing chapters on anchor selection, anchor cables, scope, anchoring procedures, theory, testing, resolution of test data, conclusions, glossary and abbreviations. It is brief and to the point with coverage of all types of anchors. With tables and graphs you can figure out why so many boats drag their anchors if the wind happens to build up or shift during the night. An excellent bargain untainted by sales prejudice.

TRAINING DEPARTMENT NEWS

In spite of the state of the economy we had 170 registrations for the Boating Classes split almost evenly between Ladner and Richmond. The advanced and elective courses have dropped in attendance this season. Advanced Piloting has 14 students, Seamanship Power 8, and Junior Navigation 5. The other courses had too few registrations or no volunteers to do the instructing so at the present time Weather and N. are in limbo. Marine Maintenance had a very knowledgeable instructor but only 3 registrants. It was obviously dropped.

Our membership is 304 full members plus 9 being processed; 57 lady associates, and 3 juniors. Does everyone feel that he or she has all of the knowledge needed for safe boating by having passed Basic Boating? Training Officer Cliff Cunningham (274-3073) or Assistant Training Officer for advanced and elective courses Don Hancock (271-8949) may be able to reschedule the faltering classes if more interest is shown.



SEPTEMBER SOCIAL

Insurance was the main subject of our September social. A very informative evening it was, with Commander Carolyn Hoffman greeting everyone back after our summer recess. She informed us that Fraser tied with one other Squadron for attendance and that this year a new plan is being tried in the classroom called team-teaching. The concept is to bring the most informed person of a particular subject to instruct for that subject. She would also like some candidates for the John Murray award.

Lt./C Training Cliff Cunningham is short of instructors and is looking for volunteers. He was close to not having A.P. this year and when Lt. Editor John Moran heard about this; he couldn't hear of it; so he volunteered. He received a round of applause for what we know is normal for John to do.

Lt./Supply Walter Garry has lots of goodies for sale and is taking orders for name tags.

Lt./Historian Marg Dash has the album full of memorabilia. Everyone is welcome to view it and to contribute to Fraser's history.

Gene and Lorna Foss were present and Lorna is looking for volunteers for a telephone committee. This is one of those "jobs" that the more people who volunteer, the less there is to do.

Lt./Programs Jack Hunter introduced our guest speaker, Capt. C. Lovelidge. He presented an overall view and answered many questions on the Group Marine Insurance Program developed by Power Squadron members, exclusively for Cdn. Power Squadron. The details for this insurance are too numerous for Fairlead to cover, so it is recommended that you contact the Mainland Agents appointed: Capt. Lovelidge, Nautilus Insurance Services Ltd. - 736-3601
Ron Defieux, Defieux Insurance Services Ltd. - 986-5265
Don Sache, Atkinson and Terry Insurance - 596-1717

A couple of highlights: - Travelers Canada has undertaken to pay interest at bank prime plus 2% on claims outstanding past 30 days. "No other like it in Canada." - The premiums and claims are from our own "Kitty" so the less claims the possibility of reduced premiums or better coverage on following years. The formulation of this package was as dramatic as the package itself and to recount it would take many more lines. It is suffice to say, it is well worth a call.

Thank you Capt. Lovelidge for a most informative presentation!

Vic Ramos

WANTED:

Executive Officer, George Schurman (271-7439) would like to hear from tattle-tales! If you know of any boating boo-boos that didn't have a tragic ending, let George know as their perpetrators may be eligible for the Pleasure Bent Trophy. All tattle-tales will be kept anonymous!

THE RESCUE

It was a beautiful, calm midsummer afternoon when the Queen of Esquimalt made a sharp reversal of course. Suddenly an alarm bell rang three times. "Musters Stations for No. 2 boat's crew" squawked over the p.a. system instead of the expected "We are now nearing the Tsawwassen Terminal." Crew quickly appeared on the promenade deck of the forward lifeboat on the port side. Seamen cleared the gear and lowered the boat to dock level; male members of the steward's department donned lifejackets and boarded the boat while the female staff cleared passengers from the work area. As the ship shuddered to a stop the boat was lowered to the water. An uncoordinated flurry of oars propelled the boat slowly towards the victim about a hundred metres away. The p.a. system startled everyone with the request, "Will the owner of a small, white dog please report to the Chief Steward's office?" Cheers from the passengers signalled the rescue and later, the return of the No. 2 boat. The boat was hoisted to deck level where the dog, wrapped in a blanket, was returned to its embarrassed young owner. After securing the boat the crew members returned to their duties in preparation for docking at Tsawwassen.

The crew performed competently for all phases of the rescue except for the uncoordinated rowing. Only five minutes elapsed from the sounding of the alarm bell until the lifeboat was under way but we estimated that the dog had been in the water for about fifteen minutes.

Are the pets under control while your boat is under way? How long would it take the second-in-command of your boat to carry out a rescue if the skipper went overboard? Remember that it is usually the skipper who goes out on deck to reduce sail, secure loose gear and attend to the dinghy. The skipper is therefore the one most likely to fall overboard. Frightening, isn't it? Forget the macho image and let all members of your crew participate in acts of seamanship - it's cheap insurance for your life.



J. R. Moran

READERS' COMMENTS

Re: The Boater Tip in our June issue. This was the use of wine to sweeten a water tank as described in the Vancouver Sun. One reader called to state that her small fibreglas water tank had a slight taste of plastic so she gave it the wine treatment and it grew long strings of black slime. A treatment with bleach left long strings of light brown slime. We wish to hear from anyone else who has tried the wine treatment. What was your experience? Call John Moran 943-3416.

Re: The recipe for imitation crab in our July-August issue. Crab dishes can be stretched with cod. Follow the recipe and mix the cod with the crab to get a uniform appearance. Apparently this trick is used by some restaurants!

Nice to hear from Peggy and Gary; thanks for calling.

INSTALLING THE DEPTH SOUNDER TRANSDUCER

by N. Dyck

Proper installation of the transducer will usually mean the difference between mediocre or good depth sounder performance.

Basically there are 3 methods of mounting the transducer - through the hull, on the transom, or inside the hull.

The thruhull method, Figure 1, has the advantage of giving the best possible performance, however the transducer is more easily damaged, is difficult to replace, and does create some drag.

The transom mounted transducer, Figure 2, is best suited for use on smaller vessels where ease of removal for trailering or storage is desirable. The most common problem with this type of installation is erratic performance at faster than trolling speeds. This is caused by bubbles, eddies and cavitation interference which is frequently present at the transom.

In my mind the best all round installation is the inside hull mounting, Figure 3. The disadvantage is a slight loss of signal, however, in most cases this is not serious. A good quality sounder will still give readings of up to 50 to 60 fathoms.

The advantages of this installation are ease of installation, ease of servicing, not susceptible to damage, and no interference from water turbulence.

The first step in this type of installation is to locate the optimum spot in the hull. I would suggest you hook up the sounder and transducer temporarily and put the transducer in a plastic bag filled with water. Then with the depth sounder gain turned down as low as possible and holding the bottom of the transducer parallel to the water line, place the bag against the hull in various locations, Figure 4. When you find the spot where you get the best signal (usually the thinnest part of the hull) mark it and proceed with the installation. The "waterbox" for the transducer may be made from any material which is water tight and can be cemented to the hull. I found that a short length of 6" diameter plastic or fibre-glass pipe is ideal. Cut the pipe so it is at the same angle as the hull. This will ensure the top is level and parallel to the waterline. Clean the hull at the selected spot and cement the pipe to the hull with epoxy, silicone or fibreglass materials. Next make a tight fitting lid for the pipe with a hole in it for the transducer stem. Screw the transducer onto the lid, fill the pipe with mineral oil or glycerine, and fasten the lid to the pipe with silicone and/or screws. Several points should be kept in mind for all installations -

Transducer should be clean and in contact with water or oil.

Transducer cable should be kept away from engine ignition systems.

Transducer cables should not be shortened.

Fig. 1 Thru Hull Method

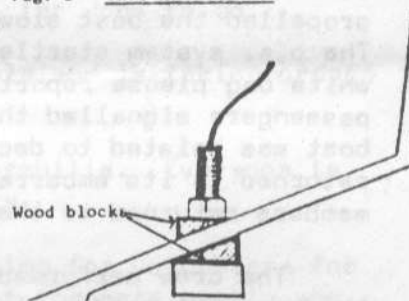


Fig. 2 Transom Mount

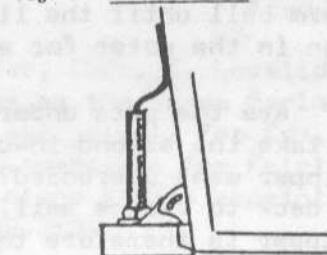


Fig. 3 In Hull Method

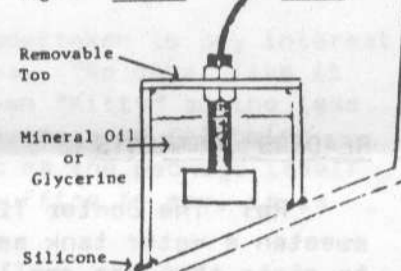
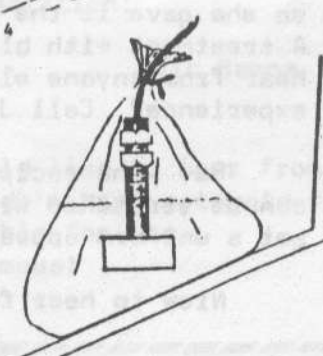


Fig. 4



COMING EVENTS

Social evenings will be held on the following Friday evenings - Oct. 28; Nov. 25; Jan 27, 1984; Feb 24; March 23; April 27. There will be no social evening in December as it will be replaced by our annual Christmas Party. Similarly the Graduation Party will replace the May social evening. These special events will be held on Saturday Dec. 10; and Saturday May 12.

Oct. 25 and 26 - Chay Blyth, of England, one of the world's greats in long distance ocean races, veteran of such classics as Whitbread's Round the World, Round Britain, single handed ocean races, and rowing across the Atlantic will be at the John Oliver High School at 2000 (8 pm). He will be sponsored by the Blue Water Cruising Association.

Oct. 28 - This will be our annual Wine & Cheese Party where new members can get to meet the old. There will be a swearing in ceremony for those who graduated from the accelerated classes in May and joined Fraser Power Squadron. The price of \$7.00 per person will provide plenty of wine and cheese. Boating class students as well as old members will be welcome, so come at 1930 to the Delta Town and Country Inn located just south east of the Massey Tunnel. Brian Smith will have lots of humorous contests and the other tricks to circulate and mix the new with the old.

Nov. 25 - The program for this social evening will be announced in the next issue of Fairlead.

Dec. 10 - The annual Christmas Party will be held on Saturday evening at the Delta Town and Country Inn. In keeping with the Provincial Government's restraint program, the price will remain at last year's level of \$17.50 per person for the dinner and dance. Members, guests and those attending the Boating Classes are invited. The feature entertainment will be the presentation of the Pleasure Bent Trophy for the funniest boating boo-boo of the year. Tickets will be available from members of the executive and class instructors. The tickets will NOT be available at the door because the hotel needs advance notice of the number of attendees.

.....

The following is a checklist for a long voyage: survival, ground tackle, boat operation, bosun's gear, food, water, galley, navigation, electronics, communications, engine, fuel, tools, clothing, bedding, medical, books, and comfort.

.....

A letter to the editor of Boating asked for the name of an island where the author could dance naked without being ridiculed. The answer was Manhattan!