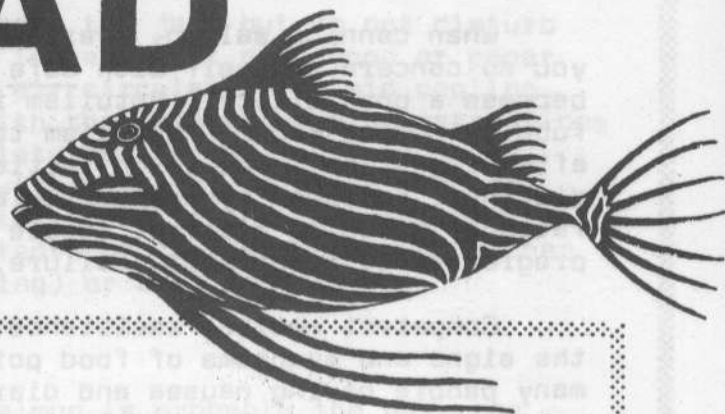


# THE FAIRLEAD

## FRASER POWER SQUADRON NEWS



OCTOBER 1984

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### FROM THE BRIDGE

The September issue of THE PORT HOLE contained the notice of Canadian Power Squadron's annual general meeting taking place in Windsor on 20 October 1984. For most squadron members and past members, the most significant item of business to be voted on will be the resolution that would establish Family Memberships with dues being 50% of normal National and Squadron dues for family members who reside at the same address as a member who pays full dues.

I strongly support this proposal so that multiple family members will be encouraged to take out and maintain squadron membership and continue to be participating voting members of CPS. By availing themselves of this reduced cost membership, these people who do contribute their time to support squadron activities will become eligible to receive the formal recognition of CPS, either Commander's Citations or Merit Marks, for their work.

It should be noted that Fraser Power Squadron passed a resolution at its 12 May 1984 annual general meeting which would establish Family Membership at the squadron level. If the National proposal is adopted, Fraser's resolution will become redundant and will not be put into effect. If, however, the national proposal is defeated, our Squadron's resolution will be put into effect commencing in 1985. Based on the 1984 dues structure, Fraser's resolution would result in an annual dues reduction from \$ 27.00 to \$ 15.00 for Family Members.

The next Fairlead issue will advise you of the outcome of the National level proposal for Family Membership.

Cdr. George Schurman



## SALMON CANNING THE SAFEST WAY

by Cheryl Gaudet

When canning salmon, everyone's concern is botulism, and, unless you do concern yourself with safe canning methods, food poisoning becomes a possibility. Botulism is a toxin which is the most severe food poisoning known. Botulism toxin is incubated in 12 to 36 hours after ingestion. The toxin initially causes nausea, vomiting, and diarrhea, followed by neuromuscular paralysis. The paralysis begins with fatigue, drooping eyelids, double vision, difficulty in speaking, and progresses to respiratory failure.

Competent medical assistance should be obtained for anyone having the signs and symptoms of food poisoning listed above. Unfortunately, many people having nausea and diarrhea do not bother, or are too embarrassed, to seek medical aid for what may be the beginning of a serious condition.

Botulism may be present in food that does not smell, show discolouration, turbidity or softening. Obviously one should not taste suspected food because the botulism toxin is so powerful that one ounce could theoretically kill 100 million people. However, any "off" taste reveals the presence of other forms of food deterioration which often accompany botulism.

Hints to help can salmon the safest way.

- 1) Clean, wash, and boil jars.
- 2) Use fish that is absolutely fresh.
- 3) Kill, scale, and remove entrails and the dark membranes from the body cavity immediately after the fish is caught.
- 4) Cut the fish to fit 1/2 or 1 pint jars leaving 12 mm to 25 mm (1/2 to 1 inch) of space below the top of the jar. Do not pack tightly or heat will not penetrate rapidly to the centre of the pieces of fish.
- 5) Carefully wipe the tops of the jars to remove any substance that might prevent an airtight seal.
- 6) Add 1/2 tsp. of salt, 1/2 tsp. of olive oil, and 1 tsp. of vinegar. These quantities may be varied to suit taste or diet.
- 7) Place jars in a pressure type of canner which should have a pressure or temperature gauge on it. Do not stack jars and have 75 mm to 100 mm (3 to 4 inches) of water in the cooker when processing.
- 8) Place lids on jars and adjust in accordance with the manufacturers instructions.
- 9) Heat the cooker and allow steam to escape for at least 10 minutes before closing the vent to allow pressure to build up. This will expel air trapped in the food, jars, and water.
- 10) Use a good steady heat of 116° C (240°F) which gives a pressure of 68.9 kPa (10 lb. per sq. inch) for 80 minutes for pint jars. Maintain a steady temperature and pressure because pressure fluctuations may expel material from the jars which could prevent a proper seal.

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## Salmon Canning (continued)

- 11) At the end of the cooking time remove the jars but do not disturb the lids. Place the jars several inches apart on a wood or paper pad in a draft free area for even air circulation to aid cooling.
- 12) Seal the jar lids in accordance with the manufacturer's instructions and keep the jars upright and undisturbed for at least 12 hours.
- 13) Test the seal by tapping the lid with a spoon. A clear ringing sound indicates a good seal. If the sound is dull and hollow the seal is defective and the contents of the jar should be either reprocessed with a new lid (and ring) or used immediately.

### Editor's Warning

Although this method of canning salmon is probably the best one available to the home canner, there is no guarantee that the food will be free of botulism. The safety of eating home canned fish is questionable at best, and although thousands of people have successfully used this, and even inferior methods of canning, there is always some risk of ingesting a very virulent poison. The popular cookbook, The Joy of Cooking by Irma S. Rombauer and Marion Rombauer Becker, published by the Bobbs-Merrill Co. makes the following statement under a heading of:

" About meat, poultry, game and fish pressure canning:

Methods for canning fish are not given in this book because the various recommended processes are controversial. Government bulletins call for long processing and, in addition, before the food is served, for prolonged cooking of home-canned fish and seafood. This causes great loss of flavour and food value."

### DID YOU KNOW?

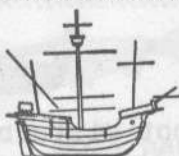
Membership officer Harry Fane, 277-8732, will attend to any problems concerning membership, especially such items as change of address, change of name, not receiving publications.

### WANTED

Anyone willing to work on a District Committee to mark the final exams for the Seamanship Sail course should contact Bruce Owen, Fraser's Training Officer, at 943-4691 or Pete Schrodtt, P.M.D.'s Training Officer, at 263-7114.







## THE COPPER SHEATHING OF "OLDE STYLE"

- by H. L. Bergenstein.

The February 1984 issue of "Fairlead" and "National Fisherman" dealt with anti-fouling of hulls by the application of 3-mil CA-706 copper-nickel alloy foil, with a super-adhesive. This article deals with one boat owner's experience with traditional copper sheet.

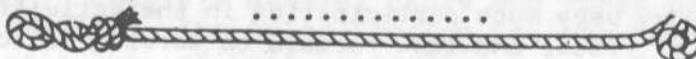
Every boat owner has at least one maintenance task that falls into the category of wholly disagreeable. For me, it was the annual chore of doing the bottom. "Olde Style" is a 35' round bottom converted gillnetter, (ex buy-back, but that's another story). The hull comprises red cedar carvel planking over oak frames, gumwood sheathed at the waterline. Home port is Tsawwassen Beach where, because of the seemingly endless conversion project, it spends most of the time on the ways but still manages an average of 40 days cruising. The annual application of XXX copper paint was done in the spring, usually when a cold northwesterly blew in off the water, chilling the body to the core. I had read early references to copper bottoms but nothing on recent applications. Some yards put a bit of copper under the keel cooler pipes but not much more. The cost scares them off. Good fortune availed me of 144 sq. ft. of 14 oz. (.0189") and 176 sq. ft. of 12 oz. (.0162") pure copper sheet which, according to my best guess, was enough to do the job. If you recall, spring 1983 was glorious so I was off to an early start. I ripped off all the old paint down to bare wood with a disc grinder and #16 grit paper (decked out with ear plugs, face mask, and old clothes). The boat had been up all winter so it was very dry. The seams had been caulked years ago (that, again, is another story) with two-component thiokol rubber so they presented no problems as the disc sander sheared any surplus rubber off flush. Next came a liberal coating of Penta-grease wood preservative that sopped into the dry cedar, followed by a 1/4" thick application of Fibregum (cutback asphalt and asbestos fibre) thinned to a brushing consistency with used engine oil. Starting from the stern and working forward, pieces of copper approximately 18" x 18" were fastened with #14 x 3/4" silicon bronze ring nails. I worked from the waterline down to the bottom of the gumwood, each side at a time, then the big underbelly in subsequent passes. Gumwood has the density of boiler-plate so each nail hole had to be drilled first (5/64" drill). The hull has a compound curve but beating the soft copper with a rubber mallet quickly shaped it to conformance without a pucker. Lap joints were nailed at 1 1/2" intervals. The size of copper sheets varied according to the amount of shaping found to be manageable. I soon lost track of time and sense of the vertical but the task was done, all 290 lb. of copper and some good nails in place. The waterline joint was made with a heavy bronze half-oval strip, potted into thiokol and attached with countersunk screws.

Arising from this are many questions. Was it worth it? Yes. At today's prices of paint and haul-out it is quick to amortize.

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## Copper Sheeting (continued)

Would I do it again? No, once is lots, I'm no masochist! Would I recommend it? Sure, so long as you don't ask me to help. Does it work? In the salt water the bottom is bright and shiny, nothing sticks so far. Will the copper eat up the fastenings? This worries me but I carry lots of zinc which does get gobbled up, and I plan to put even more zincs in the bilge water. Bilge water! You mean it leaks? Not much, compared to old days but then I let the shaft log dribble to keep it cool. Interested wood boat operators are invited to contact me for further information.



### TRAINING DEPARTMENT NEWS

The Monday night Accelerated Boating Class in Richmond was cancelled because too few students registered. Those who came were asked to join either the Accelerated class in Ladner or the regular Boating Class in Richmond.

The regular Boating Class held on Wednesday nights in Ladner will be instructed by a four member team made up of Alan Eldred, Bruce Hood, Gill Kitchen, and Brian Payne, with Gill Kitchen serving as chairman.

The total registration for Boating was 135 students.

Fraser wishes to thank the following people for offering their services as proctors:

Boating: Gene Foss, David Gunn, Gilbert Kitchen, Bernard Larmet, Ron McBryan, David Martin, Edward Odette, Brian Payne, Verna Payne, Carl Seabrook, Ray Tomlinson, Thomas Walker, Virginia Walker, Fred Willett.

Advanced Piloting:	Bert and Linda Gisborne	5 students
Seamanship Power:	Andy Conley	5 students
Seamanship Sail:	Dorothy Leighton	7 students
Jr. Navigation:	John Moran, Fred Schoepper	8 students
Marine Maintenance:	no proctor	4 students
Weather:	Terry McBratney	not yet started

The registration for Weather will be held at 1930 in the Delta Secondary School (Ladner) on Monday, October 22, 1984. The cost of the course is \$ 45.00 for a single and \$ 65.00 for a couple. The school is located at 4615 - 51st Street at 45th Avenue in Ladner.



## MEET YOUR EXECUTIVE

This month Administrations Officer Verna Payne - an energetic person who brings to our ranks lots of enthusiasm. She joined Fraser like all of us, after completion of the Basic Boating Course.

Verna enrolled in the Basic Boating Course originally just to get a better knowledge of navigation and safety procedures, since her family shifted interest from camping to boating. Now along with husband Brian and two children Marilyn and Rob, they spend as much time as possible aboard their boat MV KHENIPSEN and actively participating in various squadron functions.

This past winter she acted as Proctor for the Basic Boating course in Richmond. "I enjoy very much participating in the activities both social and educational of Fraser and look forward to serving as Administrations Officer for 1984-85."

Thank you Verna, Fraser welcomes you!

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## Batteries Can Freeze

If a lead acid battery is allowed to discharge it could be damaged by freezing. The following table gives freezing temperatures for various specific gravities (hydrometer readings corrected to 27° C (80°F).)

Specific Gravity	Freezing Temperature	
1.100	-7°C	19°F
1.125	-10.5°C	13°F
1.150	-15°C	5°F
1.175	-15.5°C	4°F
1.200	-27°C	-16°F
1.250	-52°C	-62°F
1.265	-57°C	-71.3°F

A half discharged battery can freeze in our area where the temperature may fall to about -20°C (-4°F). Although this is an air temperature, there is a considerable danger of a battery freezing even in the slightly warmer engine compartment of a boat in the water.

Remember that batteries will self discharge when not in use because of impurities in the plates. Depending on the environment, the self discharge may amount to 1% loss per day. A battery that is not charged for two or three months will develop sulphate deposits on its plates, a detrimental process. It is recommended that a battery be discharged and recharged every four to six weeks during the off season. Electrolyte should be kept about 6 mm (1/4 inch) to 12 mm (1/2 inch) above the separators by adding distilled water. Add the water before charging so that the fresh water will not remain on top of the denser electrolyte where it could freeze.



## DID YOU KNOW?

There is a bronze plaque mounted by the sidewalk at the corner of Chisholm and Elliot Streets in Ladner which bears the inscription:

1879

1979

### Centennial Heritage Site Ladner's Landing

Original government wharf built here in 1873 as first stop for ships entering Fraser River. Nearby were the first municipal office, hotel and saloon, McNeely's General Store and McKee Bros. Meat Market. The Delta Canning Co. was built on the east bank of Chilukthan Slough in 1878.

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## COMING EVENTS

Monday, October 22

Registration for Weather. See "Training Department News" in this issue for details.

Friday, October 26

Social Evening. After a short business meeting that lasts only about 20 minutes, there will be a very useful presentation that may affect the well being of boaters in the Winchelsea Islands area of the Strait of Georgia, just northwest of Nanaimo. Lt. Ray Smith is the Canadian Range Officer for the Canadian Forces Maritime Experimental and Test Ranges. He will discuss the activities in the Whisky Gulf restricted area. Many boaters do not know that their presence in this restricted area may endanger themselves and our own armed forces personnel. Let's see why.

The social evening will be held in the Delta Town and Country Inn commencing at 2000 (8:00 p.m.) Friday, October 26, 1984.

The price of admission is \$ 2.50 per person and it includes coffee, tea, and sandwiches. Parking is free. The Inn's address is 6005 Highway 17 but access is from River Road just east of the overpass crossing Hwy 17. A common entrance is shared by the Inn and a Shell gas station. Members, their guests, and especially the new Boating students are most welcome.

