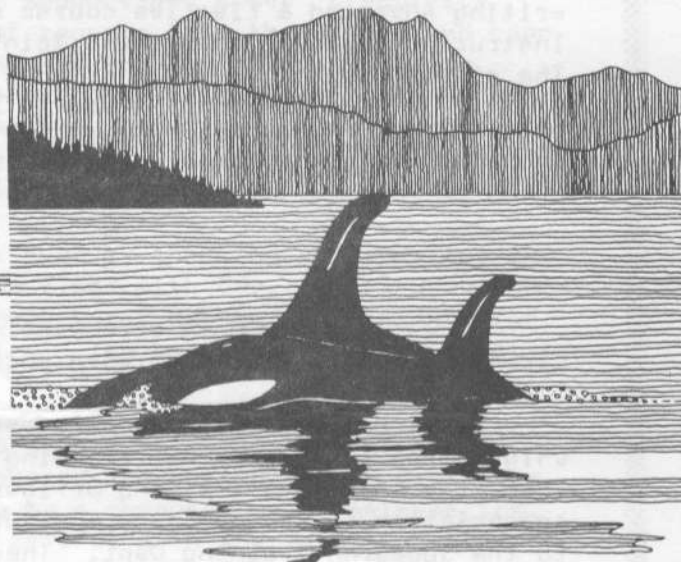


THE

FAIRLEAD

NEWS FROM FRASER SQUADRON



MAY 1987

Vol. 13

No. 1

FROM THE BRIDGE

Isn't it amazing how quickly the time passes when we are having fun! Suddenly, the A.G.M. is over, elections have been held and, this year, the Change of Watch has already been accomplished. A new executive is in place and already we are working on the plans and activities of the upcoming Squadron year.

Before we get too involved though, I would like to begin the year by publicly thanking the outgoing executive and particularly Past Commander Jack Hunter for the excellent job done throughout the 1986/87 Squadron year. It's going to be a tough act to follow, Jack!

Fraser is, undoubtedly, one of the most respected Squadrons within Canadian Power and Sail Squadrons. The reason for this is that Fraser members have, in the past, given generously of themselves in all areas of Squadron activity and have made things happen. Those whose names appear or are heard frequently and those whose blazer sleeves are adorned by an impressive row of Merit Marks all have one thing in common, though, and that is that they were all once new members, graduates of a Boating class.

If you are a new member, and would like to participate in Squadron activities please let us know. Sometimes we are not always able to talk to you individually to learn about you and your interests so don't be shy, collar the member of your choice and let's get going - it is fun.

This doesn't mean that you have to be a new member to become more involved with the Squadron. There is a whole lot of talent and expertise out there and your donations are always welcome. Let's make 1987/88 the year of PARTICIPATION!

Cliff Cunningham
Commander

TRAINING DEPT. NEWS

The 1986-87 training season will shortly be completed. Altogether we have held 10 regular Boating classes with 151 students writing exams. Those who were not successful will be re-writing shortly. 73 students have, or will shortly be, writing Advanced & Elective course exams. Some results (Let's Be Boatwise, Instructor Training and Marine Maintenance) have already been published. The others are:

Seamanship Power	- 12 wrote	- 11 passed
Seamanship Sail	- 3 wrote	- 1 passed
Advanced Piloting	- 9 wrote	- 4 passed
Weather	- 3 wrote	- 3 passed
JN	-	will be writing on May 9th.
N	-	will be writing at the end of May.

As well 36 students were examined for their Restricted Radio Operator's License on April 29th. 35 were successful.

Previously we have acknowledged the Instructors, Proctors, and Lecturers who volunteered to help in our training program this past year. I would now like to thank the Assistant Training Officers. There is no way that I can express my appreciation to Karen, Garry and Ruth for the help and support that they extended to the Squadron Training Dept. They were always there to help whatever was required. Even Kandis helped share the work-load. Thank you for a job indeed well done.

Linda Gisborne
Training Officer

DAVE DID IT AGAIN

The current holder of our Pleasure-Bent Trophy, Dave Williams, won the Royal City Yacht Club's award for, as the minutes of Fraser's last executive meeting stated "funning aground." We do hope that Dave has emphasized to his Boating classes "do as I say, not as I do!"

Seriously though, Dave is conscientiously working on a new training aid that will feature: stranding his wife, falling overboard and "funning aground."

MID SUMMER CRUISES - Some members are planning to go to Desolation Sound this summer so next month we will provide enough details for them to make contact with each other. Details of the Labour Day cruise will also be given.

QUICK BAKED POTATOES

To bake potatoes in half the usual time, let them stand in boiling water for 15 minutes before baking them in a very hot oven.



FRASER'S 1987 ANNUAL GENERAL MEETING

There were some anxious moments as eight bells passed and the official member's log did not have the required number to form a quorum. An announcement brought many members to sign the right list and a quorum was established. Cdr. Jack Hunter thanked all members for their support and added "Creativity and Diligence on your behalf show." When brief reports from the Bridge had been heard, Jack turned the meeting over to Carolyn Hoffman, the chairman of the nominating committee. There were no nominations, other than those proposed by the nominating committee, so Carolyn instructed the secretary, Lindsay Smith, to cast one vote for the slate. District Secretary, Penny Thompson was introduced and asked to swear in the new Commander and his Bridge.

Our new Commander, Cliff Cunningham, took over by thanking everyone for the opportunity to lead the squadron and exchanging flags with Cdr. (ret.) Jack Hunter. Cdr. Cliff and all present took a moment to thank Carol Harris, our hostess for many years at the Inn, for her excellent service. The business was over in a little under three quarters of an hour.

Bernie Larmet introduced Robert Allan who gave a brief history of ship design from a professional viewpoint. This covered the period from design by a block of wood carved by a shipwright to design by a computer using mathematics. He cautioned anyone having a boat built to be careful with the selection of a designer. He stated that off-the-shelf computer programs enabled an amateur, without the ability to properly interpret the computed results, to "design" a vessel. Robert Allan's company is currently designing the new 500 class of cutters for the Canadian Coast Guard to replace the ageing Ready and Rider.

MEMBERS ELECTED AT THE AGM

Commander	Cliff Cunningham
Lt/C Exec.	Brian Smith
Lt/C Training	Linda Gisborne
1st Lt. Secretary	Carole Stewart
1st Lt. Admin.	Reg Johanson
1st Lt. Treasurer	Larry Terrick
1st Lt. P.R.O.	Ben Wong
1st Lt. Marep	Gerhard Meuter
1st Lt. Membership	Joan Hunter



APPOINTED MEMBERS

Lt. Supply	Bernie Larmet
Lt. Socials	TBA
Lt. Programs	TBA
Lt. Training Aids	Rob Smith
Lt. Asst. Training	(Rmd./Ladner) TBA / Gary & Karen Lewichew
Lt. Asst. Training	(Adv./Elect.) TBA
Lt. Cruisemaster	Brian Payne
Lt. Editor	John Moran
Lt. Historian	Lindsay Smith
Lt. Asst. Cruisemaster	George Schurman
Lt. Asst. Cruisemaster	Dave Williams
Auditor	TBA
Past Commander	Jack Hunter

B.C. Hydro Safety Bulletin

BOATING & ELECTRICAL HAZARDS

One of the hazards when tall vessels are afloat or being hauled on land is overhead power lines, particularly sail boats with the higher aspect ratio sails and large cruise vessels.

Whenever it is considered that the waterway is navigable to vessels a clearance value to overhead power lines is noted on the marine charts. Actual clearance to overhead power lines may differ from the charted values due to atmospheric conditions and/or water levels. Identification of overhead power lines may include red and white wood poles or steel towers, flashing white lights on these crossing structures or red and white aircraft marker balls on the wires.

NOTE: If marker balls are installed caution must be taken before proceeding as these marker balls may be mounted on messenger wires located above the actual power lines.

There may be overhead power lines not shown on the marine charts. These may be in areas that were not considered navigable by boats or the power lines have been built since the date of publication of the chart. Ensure that the chart you are using is the most recent edition.

Another area where mariners should exercise extreme caution is when anchoring in the vicinity of submarine cables.

Approximate locations of submarine cables are noted on the marine charts. Identification of submarine cables in the water may include red and white shore markers or dolphins with lights along the shore line. In some cases range lights are installed.

Anchors that become entangled with a submarine cable should not be hauled up as it may damage the insulating properties of the cable and jeopardize the safety of the vessel operator.

Hazards When Launching and Storing:

Caution should be taken by the mariner when storing, transporting or launching vessels that there is no overhead power lines in the vicinity. Power lines in marinas, storage or launching areas may not have sufficient clearances to allow your boat to pass underneath safely.

Prior to Passing Underneath any Power Line the following must be known by the Captain of the Vessel:

1. Total height of vessel above the ground including any attachments on top of the mast, such as radar, C.B. antennas, etc.
2. Height of power lines above the ground.

The master of the vessel is responsible to ensure that vessels do not come within safe limits of overhead conductors. As a rule of thumb pleasure vessels passing under should not come any closer than 3.0 metres to any overhead conductor. The master of the vessel should contact the local B.C. Hydro office for further information.

EASTER CRUISE APRIL 17-19

This trip to Pitt Lake was quite different from the Thanksgiving Weekend Cruise in '85. No rain! The scenery that eluded us before was magnificent.

Friday evening 15 Fraser Squadron and R.C.Y.C. boats moored at the Alouette Marina (\$5. per boat). Landlocked members from Alouette and Fraser Squadrons taxied the group to a local restaurant for dinner. In all 70 people enjoyed a very good meal.

The planned anchorage in Pitt Lake at Williams Landing was a bit bouncy Saturday afternoon and plans were quickly changed when Randal Gray of Ladner offered the use of his facilities at Christian Bay, a very appropriate name considering this was Easter. Ran lives aboard Air Castle in Ladner Harbour. Air Castle is a 50 foot yacht this clever guy designed and built himself.

After dinner, a most enjoyable evening was spent around the fire pit on shore. Sunday a.m. the four children on the cruise were kept busy with an Easter Egg hunt as the adults drank coffee and chatted.

The majority of boats cruised the lake before heading home Sunday afternoon. The only misfortune of the weekend was Fairtide II with a leaking oil seal had to be towed home by Khenipsen. A replay of '85 when Bonne Sante did the same for Cheena.

A special thanks to Ran Gray and Ally for their hospitality. Not everyone would welcome 15 boats and 55 people so warmly! Super hosts they are. It was very much appreciated.

One word of caution. If you are travelling in the area, J & C Fuel barge (chevron) located beside the Pattullo Bridge supplies fuel to the working boats (tugs) on the river and is not always open at the times usually assumed by pleasure boaters. Example: Easter weekend they were closed Friday, open till 1:00 p.m. Saturday, closed Sunday, open Monday till 5:00 p.m. If you are in need of fuel and they are closed, the operator's name and phone number are written on the door of the building. He assured me that, if telephoned, he will come down to provide service. There was no gas available beyond New Westminster.

Linda Nixon

FRASER'S CRUISE AROUND SALTSRING ISLAND

The tentative itinerary for this cruise is:
Rendezvous at Winter Cove on Saturna Island for the night of June 30. Attend the Lamb Barbecue at Breezy Bay on Saturna Island on July 1 and proceed on to circumnavigate Saltspring Island in a clockwise direction. The stopping points will be arranged later to try to accommodate those who wish to join the cruise at later dates. More details will be published in the June issue of Fairlead. Cruisemaster Brian Payne (946-9692) would be pleased to hear your ideas.



IN MEMORY OF PAST CDR. BILL COUCH

Fraser's executive voted a donation of \$100. to the CPS Memorial Foundation in memory of Bill Couch, Fraser's Commander for 1968-69. The Foundation was established to receive such donations and use them to generate perpetual monies for National's Training Programs.

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SEAMANSHIP

Keeping the water out is not only the first and most important element of seamanship, but also it is the only necessary element of Seamanship. All the other elements of Seamanship are niceties, but keeping the water out is a necessity. Whatever else may befall your vessel, if you can keep the water out of her (and hang on to her), you won't drown. Going out on the water without drowning is the sure proof of successful seamanship.

Copied from THE ELEMENTS OF SEAMANSHIP by Roger C. Taylor.

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SUNGLASSES - The Spring 1987 issue of Seakayaker magazine contains a very useful article on sunglasses written by Creig Hoyt, M.D., a professor of Ophthalmology and Pediatrics at the U. of Calif. Sunglasses should lessen the ultraviolet radiation much more than visible light but many do just the opposite. There does not seem to be any correlation between the colour of the lens, the type of lens or its cost and the effectiveness of reducing the transmission of ultraviolet radiation.

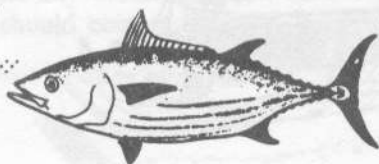
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BOATING TIP - The pump on your marine head will work much more easily and smoothly if the liquid fat rendered from frying bacon is occasionally put through the head. Norm Dyck says it's much more effective than trying to lubricate the pump's piston rod.

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DID YOU KNOW

Tributyltin (TBT) is an extremely toxic additive to many antifouling bottom paints. The material is so toxic that it will kill some marine organisms with a concentration of 50 parts per trillion. The effects of TBT coming to humans through the food chain is not known but already 1000 parts per trillion have been found in San Diego Bay. A bill banning the use of TBT's in antifouling paints has been introduced into the California legislature and similar bills are being considered for Oregon, Washington and Alaska. It would be prudent to voluntarily abstain from using this material in our waters because, at the minute concentrations that cause damage to the environment, every boat counts. Sooner or later this material will be banned here so why not start now instead of waiting until the damage has been done.



COMING EVENTS

- May 22, 1987 - Fraser's Graduation Dinner and Dance all for \$17.50 per person. Tickets are available from members of the Bridge. Brian Smith (277-7981) can provide information and tickets. All students, training staff and other squadron volunteer workers, -- THIS IS YOUR NIGHT to be recognized and rewarded.
- May 23, 1987 - IPBA Cruiser Navigation Contest, sponsored by the Vancouver Rowing Club. Contact Faith Shaw (270-1808) for details.
- May 29-30, 1987 - Pacific Mainland District's AGM at the Richmond Inn. The meetings and seminars for those interested in becoming a squadron officer are free but the lunch and dance must be paid for. Call Jack Hunter (274-2153) or Cliff Cunningham (274-3073)
- June 6, 1987 - Cruiser Navigation Contest - Gulf of Georgia.
- June 13-14, 1987 - Vancouver P & S Squadron's annual stag Cruise to Camp Latona on Gambier Island, at Atkins Point. This will include predicted log and sailing competition, draws, auction, treasure hunt, delicious steak BBQ and Burrard Squadron's Surprise Event. Contact Van's Cruisemaster Dale Riggs (228-1773) for details.
- July 1-5, 1987 - Fraser's Cruise around Saltspring Island. Some details are given elsewhere in this issue of Fairlead.

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FRASER'S GRADUATION DINNER AND DANCE

Friday, May 22, 1987

Please make your arrangements for this party before May 19, 1987 so that catering can be confirmed with the Inn. A vegetarian dinner is the only alternative to the regular fare of roasted, stuffed pork loin and this is available to those who make arrangements with Brian Smith (277-7981 or Reg Johanson (271-7750) before May 19. Dance music will be played by the Limericks.

This annual party gives our members and friends an opportunity to welcome into CPS membership those students who have successfully passed the Boating Course. It is also the time to congratulate the graduates from the advanced and elective courses and to offer thanks to the members who have served our organization during the past season.

THE DATE: Friday, May 22, 1987

THE PLACE: The Delta Town & Country Inn

6005 #17 Hwy. Delta. The entrance is from River Rd. beside the Shell gas station.

THE TIME: The bar will open at 1830 and dinner served at 1930.

THE COST: \$17.50 per person

WHO MAY COME: All members of any CPS Squadron, their family and friends as well as Boating class graduates and their families are welcome.

DRESS: Semiformal

