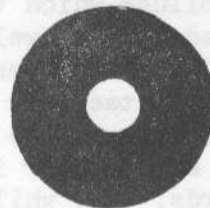


THE

FAIRLEAD

NEWS FROM
FRASER SQUADRON



SEPTEMBER 1989

Vol. 15

No. 3

FROM THE BRIDGE

Somebody told me early in July that summer was over. Now, as the end of August is in sight I am starting to believe them. This will have to turn our thoughts to fall and winter activities and classrooms.

Fraser has an ambitious slate of courses scheduled for this season. Our Training Officer Dave Bauer, and his very able assistants Audrey MacLeod, Bonnie Black, and Tom and Virginia Walker, have already rolled up their sleeves and are hard at work. Now the rest of us must roll up our sleeves and give our support to the Training Department by volunteering to help. If you find that once a week is too much, once a month will help!

If you are thinking of upgrading your skills and knowledge, then the Training Dept. Report in this Fairlead will enlighten you as to where and when.

To all new members who have joined since June, welcome aboard! We hope you will make many new friends through your association with Fraser and look forward to meeting you at the socials.

Once again I wish to extend my sincere thanks to those who are serving on the Executive, most of whom have been working very hard preparing for this fall season when they were not trying to enjoy summer. It is a gratifying time for me as Commander to work with such a dedicated group.

Our first Social this fall will be at the Town and Country Inn on September 29. Mark this date on your calendar as our Program Officer, Paul Labonte, has an interesting evening prepared. The next date to remember is our 25th Anniversary Party on October 20. I hope you will all participate. See you there.

Rand Lutman
Commander

SQUID

The commonly used term, squid, covers 300 or more species of this cephalopod mollusk which vary in length from 19 mm to 19 m. Squid are voracious predators as well as being staple food for many larger marine creatures. Two of the ten sucker-bearing arms are tentacles that can seize prey and aid in steering. The mantle, the chief swimming organ, is extended into fins at the tail end of the body. The mantle relaxes and contracts to expel water in jets from the muscular funnel to propel the squid backwards. If, while swimming backwards, the squid in a school encounter a swarm of small crustaceans they extend their tentacles to cause turbulent wakes that sweep the prey onto the suckers. If a squid encounters a prey fish, it stops, reverses direction, and lunges forward to the attack at a high speed. The defense mechanism is the discharge of a cloud of inky material; an underwater version of a smoke screen.

A popular local squid dish is calamari. In one form, the short arms are cut from the head to make a small rosette and deep fried. Another form uses slices of the mantle making short pieces of tubing. The rosettes are quite crisp, tender and very mildly flavoured. The body tubing is a little rubbery but not tough, again with a very mild flavour. Squid dishes are very popular in Mediterranean countries and the Orient. From 60% to 80% of a squid is edible compared to 20% to 40% for fin fish and 10% to 20% for crabs and lobsters.

FOR SALE



Late model 2875 Fiberform long cabin long range cruiser with twin 470 Mercruiser ib/ob's. Fully equipped in mint condition with fewer than 800 hours total.

Call Larry 277-9919

OUR ADVERTISERS

The companies that advertise in Propwash, Porthole and donate prizes to our functions do so to promote themselves, and as a courtesy sometimes offer discounts to Squadron members. This we are thankful for, as we appreciate any savings. But we, as members, must remember that these discounts are given as a courtesy and we have no right to demand a discount. If discounts are given, these discounts may not apply to every item in the store or sale merchandise.

When dealing with these companies, please tell them that you are involved with Fraser Squadron and ask if they give a Squadron discount and do not forget to let them know that we all appreciate the break.

Rand Lutman

TRAINING REPORT

Welcome back, and I hope that you had as pleasant a boating season as we had this summer.

After this summer, I am convinced that the membership is comprised of strong SILENT types, so as I write this report, I am in the process of phoning you for your help. We have a full training schedule this year. Don't be shy, come on out and give a helping hand, just as someone did for you when you took your last CPS course.

For those of you who have lost or misplaced your valuable June copy of Fairlead, here is a reprint of the itinerary for fall, complete with addresses of schools and prices of courses.

Seamanship registration is Sept. 12, 1900 hrs. at Palmer Jr. Secondary, 8160 St. Albans St., Richmond (cross street Francis) Cost \$60.00 each (No reduction for couples)

Advanced Piloting registration is Sept. 20, 1900 hrs. at Burnett Jr. Secondary, 5011 Granville Ave., Richmond. (Cross street Railway) Cost \$ 75.00 each.

Junior Navigator registration is Sept. 19, 1930 hrs. at Delta Secondary, 4615 - 51st Street, Ladner (cross street 45th Avenue) Cost \$ 80.00 each.

Navigator registration is Sept. 20, 1930 hrs. at Palmer Jr. Secondary. Cost \$80.00 each.

Weather registration is October 30, 1900 hrs. at Delta Secondary. Cost \$ 60.00 each.

Maritime Radiotelephone Seminar (VHF) registration is Sept. 21, 1900 hrs. at Delta Secondary. Cost \$ 26.00 each.

Instructor Training. Now here is something for free, where you have everything to gain and nothing to lose! Register for "IT" at Burnett Jr. Secondary, on Oct. 16 at 1930 hours. I encourage all squadron members who have not done so, to take advantage of this excellent course in presentation techniques.

Together we can make this a successful training year. I thank you in advance for your help.

Training Officer	Dave Bauer	946-4227
Ass't T.O. (Ladner)	Bonnie Black	943-8890
Ass't T.O. (Richmond)	Audrey MacLeod	277-0960
Training Aids	Walter Dakers	278-8974
Ass't Training Aids	Martin Bauer	946-4227

(continued next page)



For those of you who wish to know more about course content for Seamanship, Advanced Piloting and Instructor Training courses, here is a brief description.

Seamanship

This is the next step any Squadron member must take in the progression through Advanced and Elective courses offered by CPS.

It consists of 12 sections, outlined as follows: Hull Forms and Performance, Buoyancy and Stability, Aids to Navigation, Elementary Chart Work, Keeping a Log, Legal Responsibilities, Weather, Relative Bearings and the Running Fix, Adverse Conditions, Emergency Situations, Effects of Current and Leeway, Mooring and Anchoring and Marlinespike.

The examination is in two parts, part one being a take home cruise which you will have two weeks to complete before writing the theory portion of the exam in a classroom.

Although this outline may appear similar to the Boating course, subject matter is dealt with in more detail, and the introduction of Vectors in the section on Current and Leeway prepares you for what is to follow in AP.

Advanced Piloting

- * This course, which may be taken after successful completion of Seamanship, explores intricate details in the science of Piloting. It is very exacting, designed to hone your piloting skills to the highest level.
- * This includes the old Seamanship of many years ago, Seamanship Power and Seamanship Sail, both used in the interval between the old Seamanship and the present Seamanship.

The course outline is as follows: Charts, Compass, Tides and Tidal Current, Piloting, Steering and Timing a Course, Effects of Current and Leeway, Positioning, Running Fix, Standing Clear of Danger, Aids to Navigation, Electronic Aids, The Sextant, and the Cruise of the M.V. "Aypee."

The exam format is the same as Seamanship.

Advanced Piloting is not an easy course. Some of the homework sections require many hours of work. The Cruise of the "Aypee" is designed to be completed at home as you progress through the various course lessons. You will enjoy this course; it is a lot of hard work but there is a great deal of satisfaction in mastering the various subjects.

Instructor Training

This is the best bargain going. It is absolutely free, and I recommend it to any member who wishes to improve public speaking or presentation skills. We are particularly proud of our Instructor, Stu McLea, who assists his students in a very professional and supportive manner. Be sure to take advantage of this course this fall.

For more information on any of the courses, please call me at 946-4227.

Dave Bauer, STO

PHOTO CONTEST

Please submit your entries to any member of the executive by September 22 to give us time to sort and mount the prints. Put your name on the back of each and, where needed, mark the top.

Categories - People, Scenery, and Miscellaneous

Minimum size - 127 x 178 mm (5 x 7 inches)

Number of entries - unlimited.

There will be ballots given out at the door so that you can list your choices for each category. Prizes will be awarded for each category and the grand prize winner will be selected from the winning print in each category. To be fair, no names will appear on the contest entries.

WE NEED LOTS OF PICTURES.

Photos by other photographers, including professionals, may be displayed but will not be accepted for competition.

MORE FREE FISH

by Martin, Dave, and Margaret Bauer

This year we again had a fishing holiday at Deep Bay, V.I. We refer you to the May 1989 issue of Fairlead (FREE FISH) for the text but please make the following changes:

This year, our daughter and son-in-law, Angela and Darryl, brought our trailer up to Deep Bay and stayed with us, which brought our count up to 75 Coho salmon in two weeks.

Marg went on strike at a count of 20 dozen jars of canned salmon, so we went on to feast on clams and oysters as well.

The trip home differed in that although we listened to the weather forecast faithfully for several days, and were promised light to moderate northwest winds, we were slammed with southeast winds 25-30 knots all the way home!



ANSWER TO RIDDLE

The answer to the riddle in the June issue of Fairlead is:
The boat's name and/or licence numbers.

FOR SALE

Fraser's 25th anniversary lapel pin. Price \$ 3.00. Order from Supply Officer John Grabher.

HELP WANTED - From any Squadron

Several proctors are needed for correspondence students generally for Boating but occasionally for other courses. This is a convenient way to earn a merit mark without having to adhere to a schedule or work in front of a group. The task comprises marking homework and, if necessary, explaining to the student how or why a concept has been misunderstood. As there is no instructor, you are the only contact that the student has. CPS will supply course notes, homework questions and answers and will reimburse you for postage, envelopes, etc. Try it; it's fun! I have done it a number of times for AP and Sea Sail. Please contact John Moran at 943-3416.

IF IT AIN'T BROKE, DON'T FIX IT

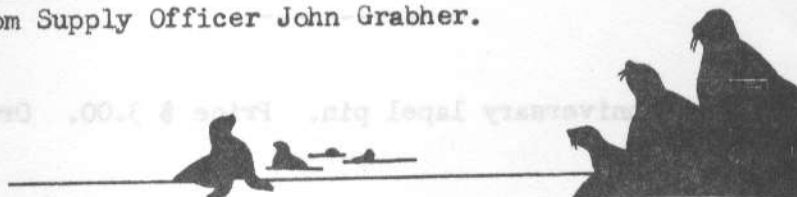
This popular statement may not apply to some items on your boat because the author overlooked corrosion. When repair or replacement becomes necessary, a defective part may be impossible to remove from its neighbour because of corrosion. Fasteners get so corroded that they break or must be cut out, often to the detriment of the major part into which they have been threaded. Periodic removal, lubrication and replacement will help to ensure that fasteners can be removed when necessary. Be careful of metallic additives, especially graphite, in some lubricants sold commercially to promote easy disassembly. These additives may actually increase corrosion between some metals wetted by salt water. The reason for this is the wide separation in the electromotive (galvanic) series between the metals of the additive and the fastener or base part. Graphite is probably the most noble, i.e. the least likely to deteriorate of all metals commonly found on boats. Mild steel, cast iron and aluminum alloys are very close to the least noble end of the series and are thus widely separated from graphite, a condition which promotes rapid corrosion. Lithium or molybdenum disulphite-based grease is a satisfactory lubricant for fastenings.

ADMINISTRATION OFFICER

Cheryl Gaudet, Fraser's Administration Officer, has found it necessary to take a leave of absence from her office. We wish her well and hope to see her back in action as soon as possible. Would someone like to relieve her on the Fairlead Committee for one evening per month? Please call editor John Moran 943-3416.

PREPUBLICATION OFFER

New CPS Operations Manual - Cost \$ 10.00 before October 13, 1989
\$ 17.00 after.
Order from Supply Officer John Grabher.



COMING EVENTS

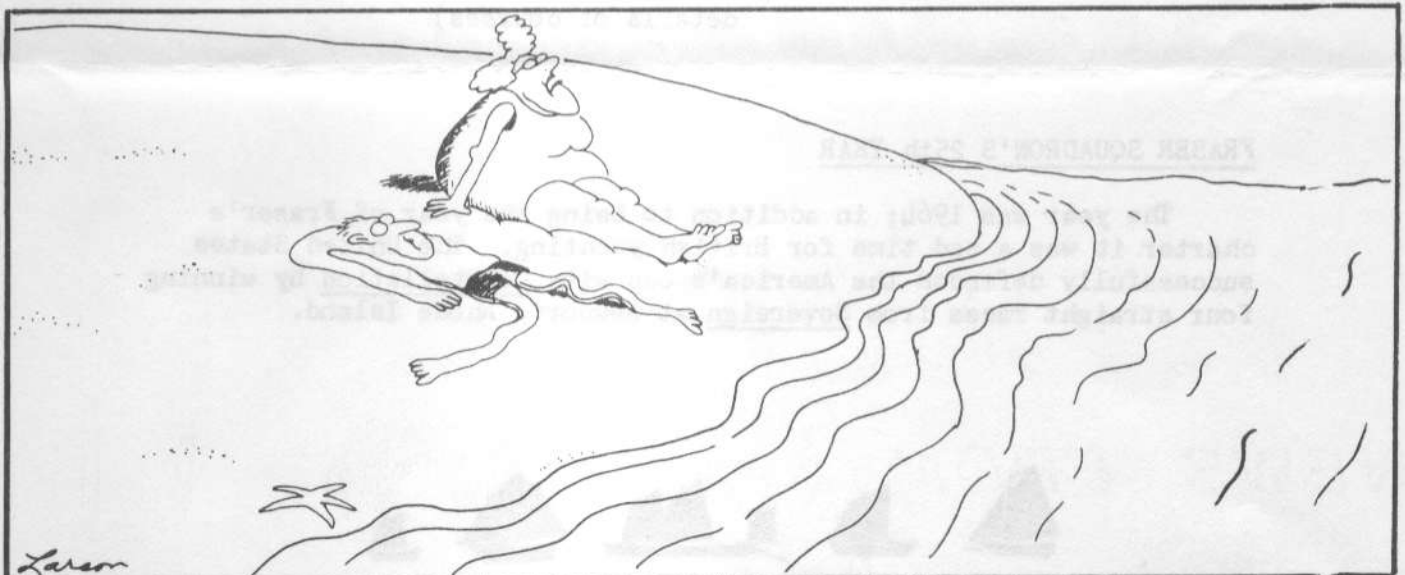
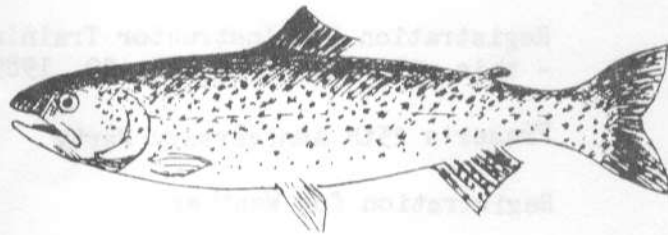
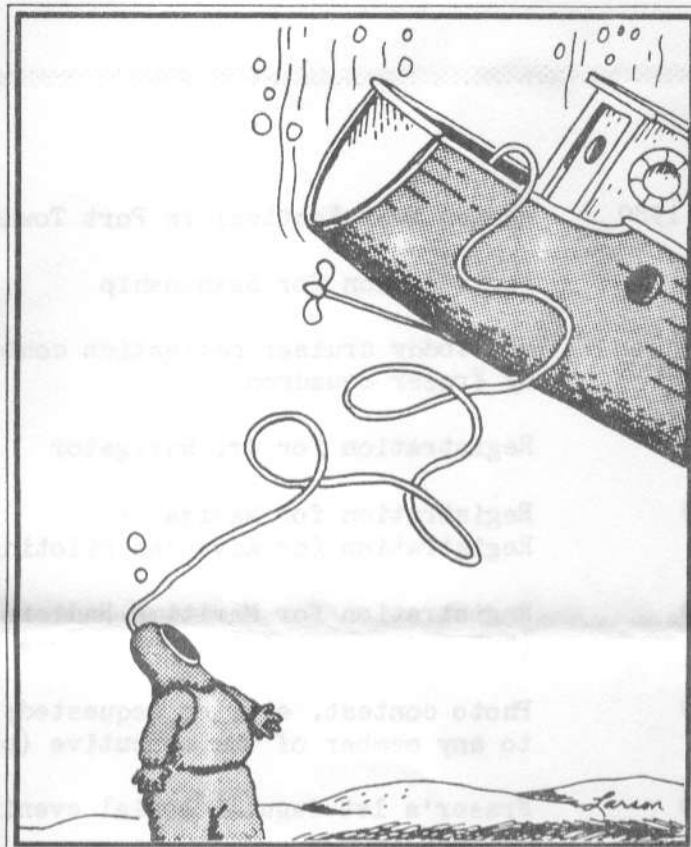
Sept. 8 - 10, 1989	Wooden Boat Festival in Port Townsend.
Sept. 12, 1989	Registration for Seamanship
Sept. 17, 1989	Hot Toddy cruiser navigation contest sponsored by Fraser Squadron
Sept. 19, 1989	Registration for Jr. Navigator
Sept. 20, 1989	Registration for Navigator Registration for Advanced Piloting
Sept. 21, 1989	Registration for Maritime Radiotelephone Seminar (VHF radio restricted operator's certificate)
Sept. 22, 1989	Photo contest, entries requested; turn them in to any member of the executive (bridge)
Sept. 29, 1989	Fraser's 1st regular social evening and photo contest
Oct. 11 - 15, 1989	CPS National Conference in Victoria
Oct. 16, 1989	Registration for Instructor Training Course - this will run until Nov. 20, 1989
Oct. 20, 1989	Fraser's 25th Anniversary Party
Oct. 30, 1989	Registration for Weather
Dec. 2, 1989	Fraser's Annual Christmas Party.

(See Training Report for
details of courses)

FRASER SQUADRON'S 25th YEAR

The year was 1964; in addition to being the year of Fraser's charter it was a sad time for British yachting. The United States successfully defended the America's Cup with Constellation by winning four straight races from Sovereign at Newport, Rhode Island.





"My goodness, Harold . . . Now there goes one big mosquito."