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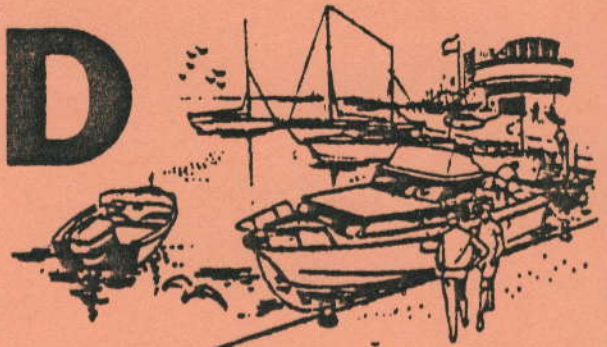
FAIRLEAD

FRASER POWER SQUADRON NEWS

JUNE

VOLUME 4

NUMBER 1



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- GRADUATION DANCE — MAY 12, 1978.
- R.R.O. CERTIFICATES
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CLASSIFIED

- 6' 6" FIBRE GLASS DINGHY \$ 60.00
15' X 19 VOLVO RIGHT HAND PROP \$ 40.00
PHONE 277-7981
- 1975 SEA RAY 22' OVERNIGHTER, WITH 160 HOURS
ON MERCURY 188, GALLEY, DINETTE, HEAD, SOUNDER,
BENNETT TRIM TABS, DUAL BATTERIES WITH SWITCH,
ANCHOR PACK, 5 MONTHS MOORAGE AND MUCH MORE.

ASKING \$12,900. PHONE PAUL KOOP AT 327-3737.
- O.M.C. SAIL DRIVE. SAIL BOAT AUXILIARY. 15 H.P., AS
NEW, 20 HOURS, COMPLETE WITH MORSE CONTROL AND CABLES.

\$1250 O.B.O., PHONE AL GRAY, 943-1212 (1571 BRAID RD., DELTA

NOTE: TALL SHIPS ARRIVE JULY 24.

VICTORIA DAY CRUISE

Fraser Power Squadron's first cruise of the season was to West Bay, Gambier Island, on the Victoria Day long weekend.

A total of 16 boats were present for all or part of the weekend - quite a number were new members.

It was unfortunate that the log booms were not ideal, but a sheet of plywood was found, which served as a deck for a barbeque, where chicken, pork chops, steaks, hamburgers, weiners and marshmallows were enjoyed.

The weather was beautiful, reports indicate that West Bay enjoyed the best in the area that weekend.

Sunday morning saw the "Tiddler Snatching Contest", with a total catch of 46 tiddlers in an hour; one contestant fell in, and there was a lost rod! In first place - Sasha with 12; second - Shawn with 10 and third - Robert with 9. There were 9 contestants aged between about 4 and 12 and the winner was given the privilege of holding the purple and white umbrella in the prize giving ceremony! All contestants received prizes.

Later that day, 4 contestants took part in the dinghy race, and Kevin won.

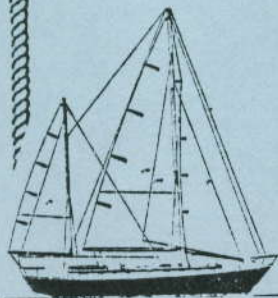
This was followed by the adult dinghy race, which was won by the cruisemaster and in which the assistant cruisemaster brought up the rear.

Don Thompson declined to enter the race - refusing to produce a doctor's certificate, and went off to fly his kite instead!

Some youngsters slept ashore in tents, there were some swimmers, and Wolf Fitzau arrived like a proud father with his new baby!

The first cruise of the season was a success. It shook some bugs out of engines, afforded opportunity for tips and information to pass around, and proved to be a good extension of the classroom for new boaters, where theories are put into practice.

Here's looking forward to the next cruise, details of which are included in this issue of "Fairlead".



Graduation Dance

Friday evening, May 12th 1978 was the date, The Richmond Inn was the place, where the annual Graduation ceremonies and change of watch took place.

176 people attended, in fact extra tables had to be hurriedly set up for a number of extra people who bought tickets at the door.

Lt. Commander of Pacific Mainland District H.T. (Wally) Walters accompanied by his wife Audrey attended. Wally conducted the pledge which was repeated by the new members, and also the installation of the incoming Bridge. He did a magnificent job - his strong, pleasant voice led the students, so all could hear. He conducted the proceedings with the correct degree of seriousness, with clarity and dispatch.

Retiring Commander Chuck Wong thanked his Bridge and Fraser in general for their help and support during his term and wished incoming commander, John Jones, well.

Commander John Jones thanked Fraser for the honour it has given him in electing him, and also for providing him with a strong bridge on which to continue to build. He also thanked Chuck for the help he gave in preparing John for his term as commander.

Merit marks were presented to quite a number of members who have earned them, either in the area of training or serving Fraser as active members. Boyd Ivans received his 5 year merit mark, making him a senior member. There were several with more than five years and 2 with their nineteenth merit marks. They are, Herb Brimble and Al Curran. Next year they will be receiving life memberships.

The Valour Dictorian of this year's students is Hugh Grasswick, and he spoke of the good work Fraser is doing in respect of training, and said he felt that the calibre of instruction given by Fraser members is professional.

The Dr. John Murray Award is presented to the member who has performed an especially good deed or deeds during the preceding year, and this year it was presented by Commander John Jones, to Garnet Jamieson. John said that Garnet was such a shy character that he would not embarrass him by telling what he had done to merit the award, but that he had been nominated by more than one person.

Don Thompson was the M.C. for the evening and what a good job he did! He had a novel method of selecting the order in which people were to go for the excellent buffet. Upon each table was a symbol from charts, and when Don called out the aid, the people from the table bearing the appropriate symbol were next. Don kept things going smoothly, and there were a number of door prizes, some large, such as a ship's horn, and some small like the little ship in a bottle.

Music for dancing rounded off the evening, provided by a disco with a variety of music for all tastes.

An evening of successes all around - for which many thanks are due to all those who made it so.



Members of Fraser Power Squadron and
Richmond Yacht Club

RESTRICTED RADIO OPERATOR'S CERTIFICATES - MARITIME

The growth in popularity of recreational boating on the West Coast in the past few years, has contributed in part to a dramatic increase in radio traffic in the VHF Marine band in particular. More than ever before, this congestion relays the importance of effective and efficient radio procedures. Today, radio operators must exhibit a high degree of skill and proficiency, if the situation is to be prevented from becoming chaotic and dangerous.

This importance is reflected to the extent that under the RADIO ACT of CANADA, Part I, all operators of radio equipment other than C.B., on board vessels, are required to be properly certified.

In the past several months, D.O.C. has been working with a few of the local power squadrons in the lower mainland, in an attempt to certify all possible radio operating members. Briefly, the format has been along these lines:

The power squadron has arranged for uncertified members to be supplied with a study guide in advance of the exam. The candidates are expected to familiarize themselves with the basic radio regulations and procedures outlined.

Representatives from Power Squadron conduct a review of the study guide and answer any questions candidates may have on the evening preceeding the examination.

Representatives from D.O.C. will present an audio-visual program on applicable procedures and regulations, conduct the examinations and issue the R.R.O. Certificates.

Up to 50 or 60 candidates can be accommodated in an evening, depending on the facilities available. (Desks or writing tables are required.)

Previous experience has shown that if sufficient time is given for candidates to review their study guides, the failure rate on examination evening is very small.

To assist members of Fraser Power Squadron, members of the Richmond Yacht Club and D.O.C. in this program the following arrangements have been made:

The study guide "Fraser's Guide to Radio" has been reproduced by Fraser Power Squadron and will be available at cost (50¢) from:

Lt. Martin Hoffman, Supply Officer, Fraser Power Squadron

OR

Don Thompson, Richmond Yacht Club

The Richmond Yacht Club has kindly made available their facilities as follows:

June 26 - 19:30

(1) Review of Study Guide

(2) Question and Answer Period

June 27 - 19:30 D.O.C.

- (1) INTRODUCTION AND ADMINISTRATION
 - completion of personal information forms
 - signing of certificates
- (2) RADIOTELEPHONE REGULATIONS AND PROCEDURES (ORAL)
 - discussion in any problem areas
 - outline of examination format
- (3) BREAK SLIDES
 - coffee or cramming
 - the D.O.C.
- (4) WRITTEN RRO EXAMINATION
- (5) BREAK FILM
 - coffee or crying
 - the "ELECTRONIC HIGHWAY"
- (6) LICENSING OF SHIP STATION RADIO INSTALLATIONS
 - a general briefing
 - radio licensing and radio operator certification
- (7) REVIEW OF RRO EXAMINATIONS
 - explanation of answers
 - discussion
- (8) RADIOTELEPHONE PROCEDURES (ORAL)
 - discussion of example situations
 - example transactions
- (9) ISSUANCE OF RRO CERTIFICATES
 - to all hopefully

IF INTERESTED

- (1) Submit name to either Norm Dyck or Don Thompson
- (2) Pick up a Study Guide and review it
- (3) Attend review evening of June 26
- (4) Attend exam evening of June 27



SCHEDULE FOR

CANADA DAY CRUISE

FOLLOW THE "PURPLE UMBRELLA" FOR SOME ACTIVITIES WE HAVE PLANNED,
AND WHICH YOU ARE CORDIALLY INVITED TO ENJOY.

PORT BROWNING MARINA

FRIDAY, JUNE 30 ..
at 1400 HRS

RAISING OF "PURPLE UMBRELLA" TO
SIGNIFY THE BEGINNING OF CRUISE

SATURDAY, JULY 1
at approximately 1200 HRS

LEAVE FOR GANGES GOVERNMENT DOCK
SALTSPRING ISLAND

SATURDAY at 1600 HRS

We hope to arrange a visit to the
Ganges Fire Hall for the Youngsters

SATURDAY EVENING
around 2000 and 2100 HRS

SOCIAL GET-TOGETHER WITH SALTSPRING
POWER SQUADRON

SUNDAY, JULY 2
at 1020 HRS

THE CANADIAN COASTGUARD WILL CARRY
OUT COURTESY SAFETY INSPECTION OF
SQUADRON BOATS FOR THOSE WHO WISH IT

MONDAY, JULY 3

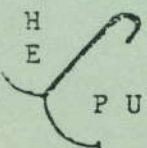
LOWERING OF THE "PURPLE UMBRELLA".

We have no specific plans for this
day, so that you can buddy-up, visit
other places of your choice, before
sailing home. Some members will be
going to Pirates Cove.

-----oOo-----

Don't forget! A trophy is presented each year at the Christmas Party
to the member who catches the biggest fish during during squadron cruises.
(Salmon only). It must be weighed in by Cruisemaster, Asst. Cruisemaster
or a member of the Executive.

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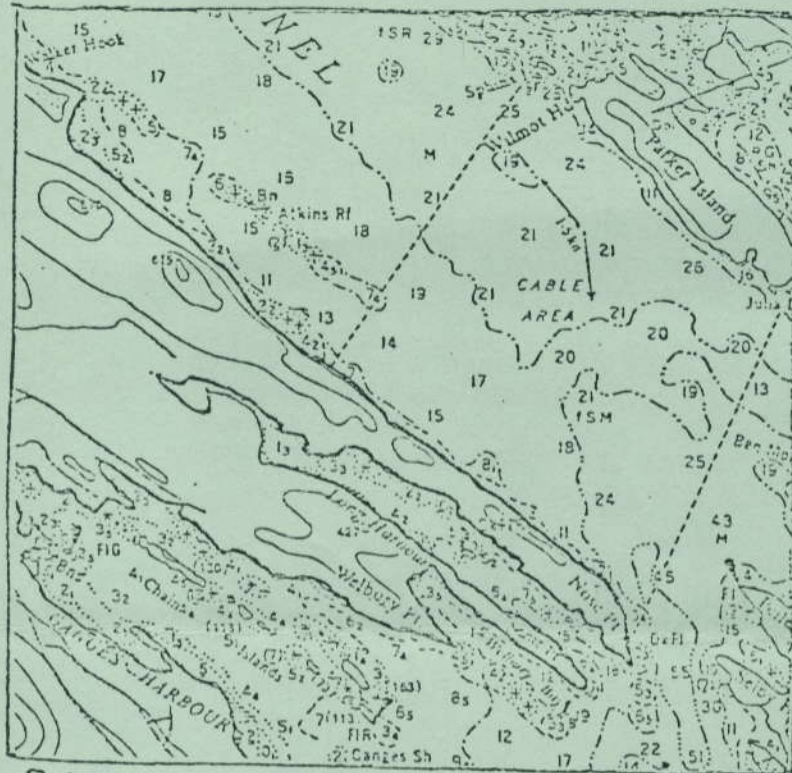


SATURDAY, JULY 1 - SALTSTRING ISLAND

Cruise moves to Ganges government dock at approximately 1200 hours.

L 48°51.1' N

λ 123°29.7' W



3450

Stores are open in Ganges, all kinds of supplies can be obtained there. There are also two or three restaurants.

As of the date of this writing, confirmation has not been received, but we are expecting to join Saltspring Power Squadron for an annual social get-together in the Hotel or Legion, on Saturday evening. It has been known to be one of the greatest affairs of the cruising season.

Please see schedule for special events over this page.

NOW CONFIRMED!

Saltspring Power Squadron have made arrangements for Fraser to meet them at the "CREST" Cafe from 2000 hours Saturday, July 1.

As mentioned before, a phone call to either Brian or Paul to let us know you are coming is important, not only for moorage at Port Browning, but also as Saltspring would appreciate an idea of how many of us to expect, to assist them in their arrangements.

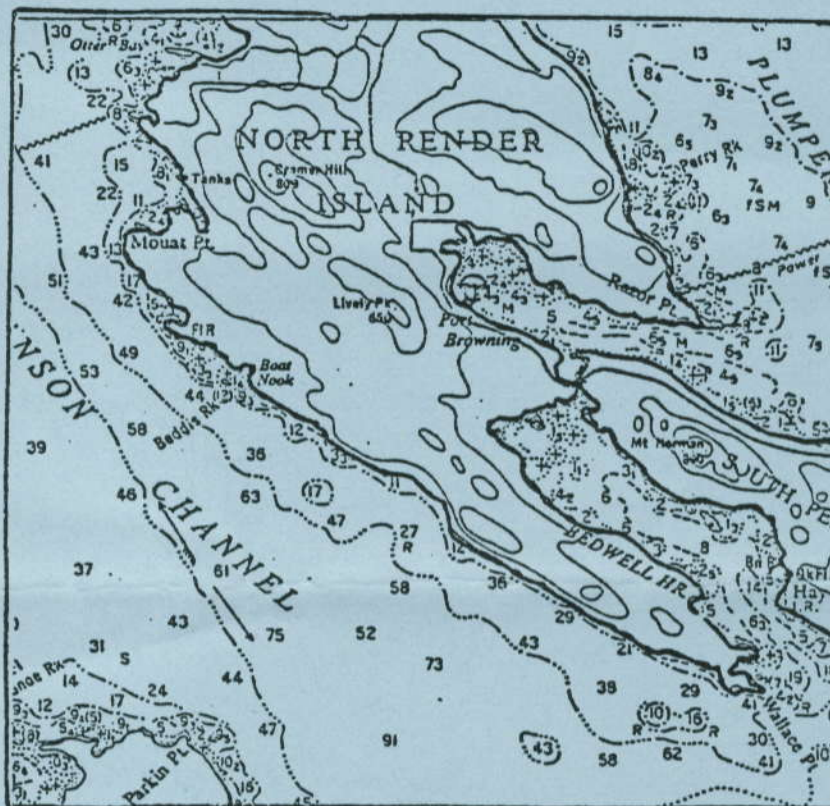
BRING THIS PAGE WITH YOU

CANADA DAY CRUISE

FRIDAY, JUNE 30 - SATURDAY, JULY 1 - SUNDAY, JULY 2 - MONDAY, JULY 3

RENDEZVOUS - PORT BROWNING - NORTH PENDER ISLAND

FROM 1400 HOURS - FRIDAY, JUNE 30 - L 48°46'4 N - λ 123°16'2 W



Moorage has been reserved at Port Browning Marina, and it is therefore important to tell Brian or Paul that you require moorage space for Friday night.

We will do our best to accommodate everyone but the information we must have is:- Length of vessel, boat name and ETA, by Thursday evening June 29. Please phone Brian Smith or Paul Koop at the numbers below.

WE WILL BE MONITORING: VHF CHAN 16 AND CB CHAN 9

WEATHER OFFICE: 273-2373

BRIAN SMITH (Lt. Cruisemaster): Res: 277-7981

Bus: 228-2797

PAUL KOOP (Asst. Lt. Cruisemaster) 327-3737

PORT BROWNING HAS A DINING LOUNGE AND BAR

Bruce Hood has offered to buddy any fast boats from the North Arm to Port Browning - Phone Bruce at 277-9216.

PURPLEUMBRELLAFOLLOWTHEPURPLEUMBRELLA

SATURDAY, JULY 1 - SALTSPRING ISLAND

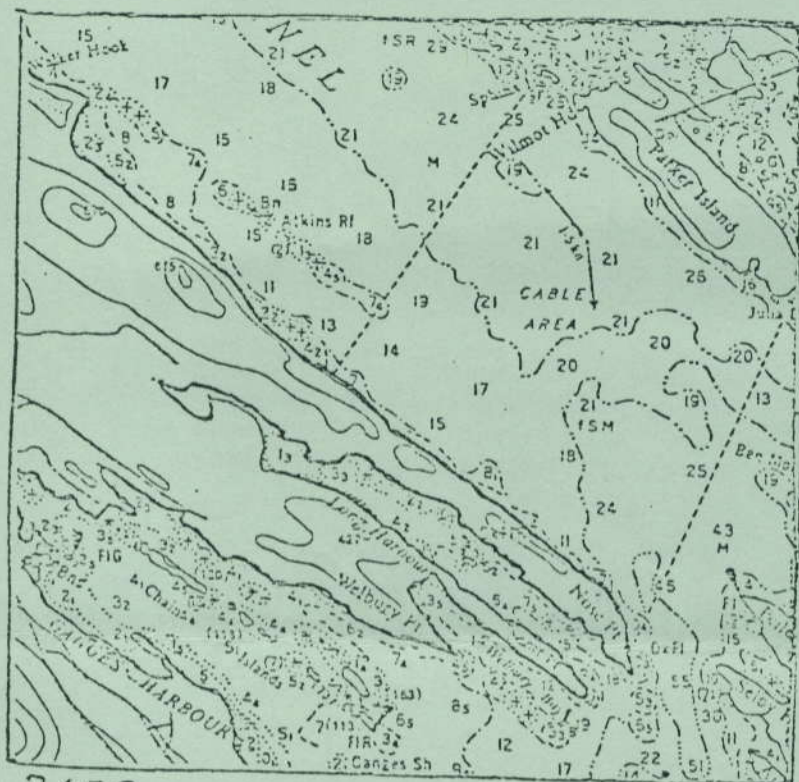
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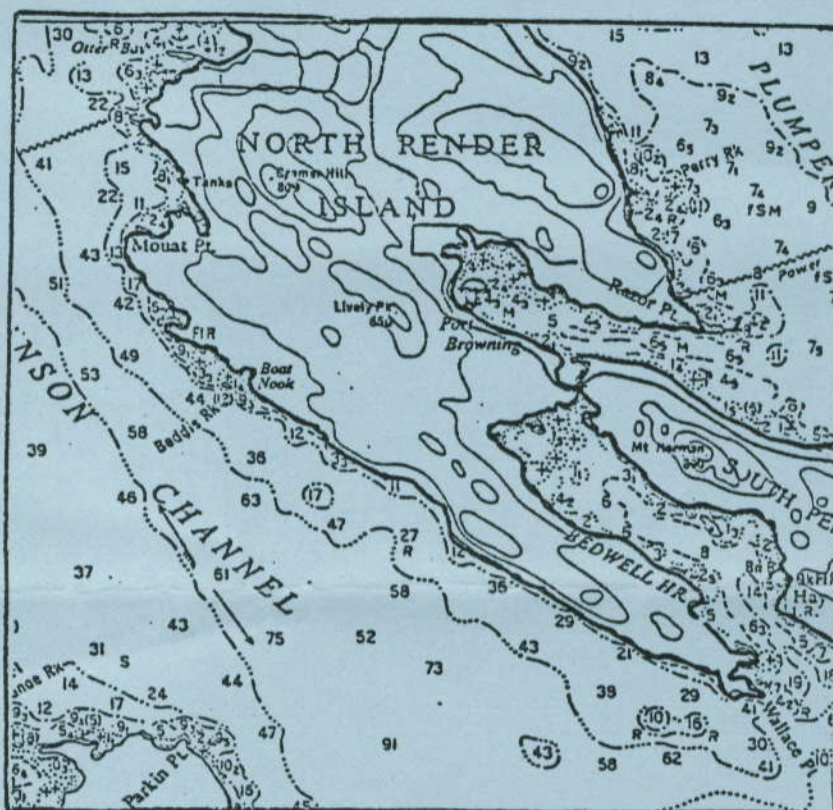
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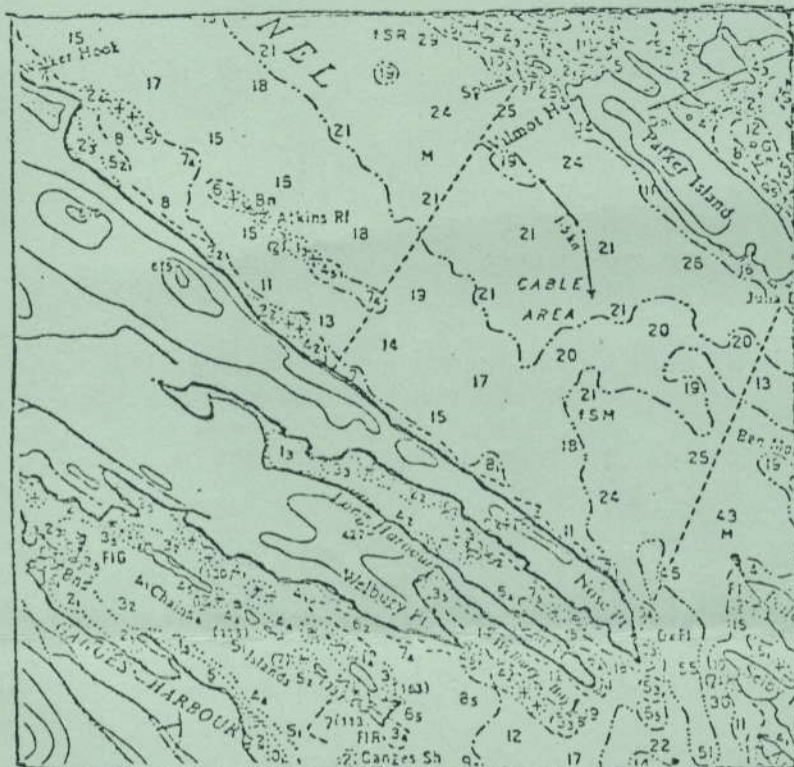
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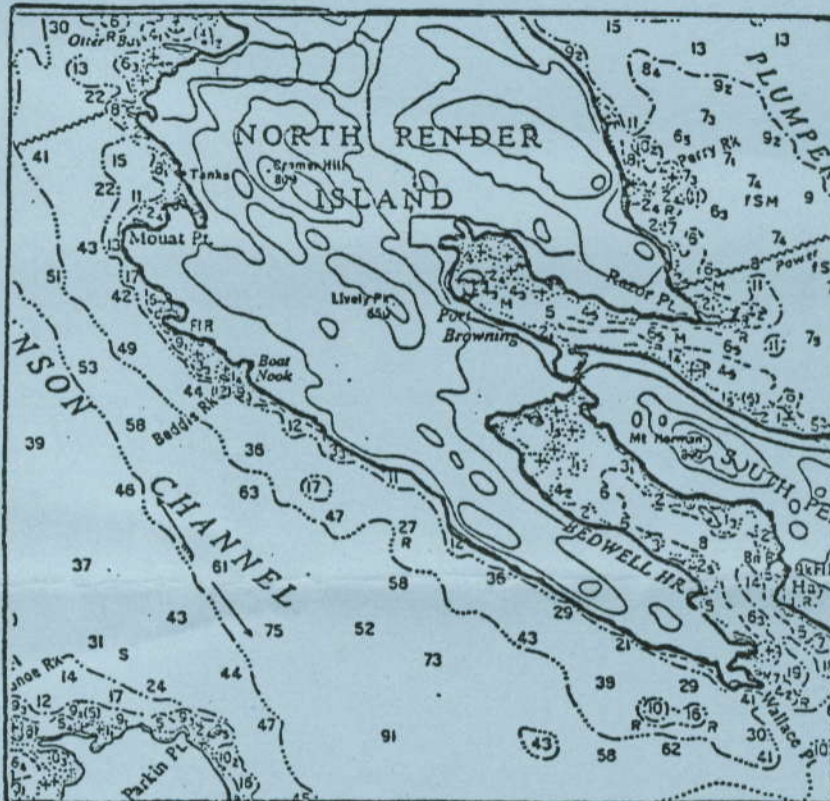
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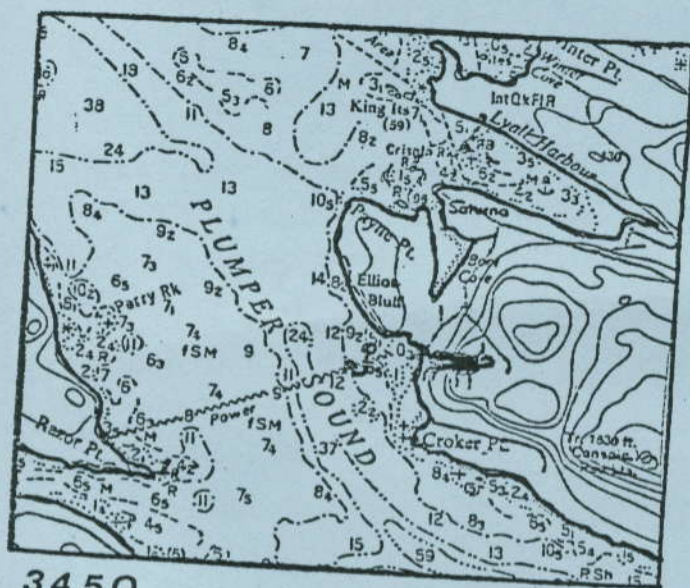
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

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PURPLEUMBRELLAFOLLOWTHEPURPLEUMBRELLA

JULY 1 - CANADA'S BIRTHDAY



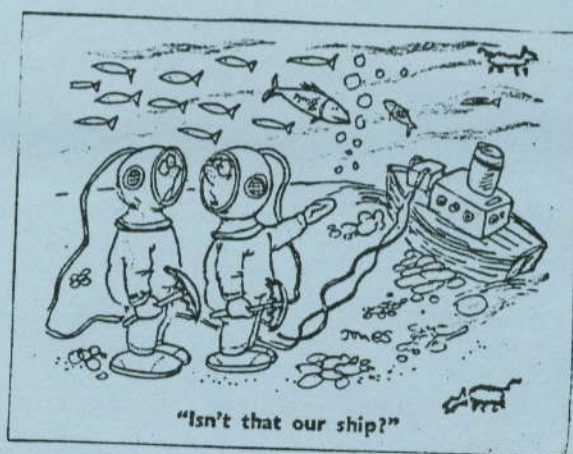
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Legend:  Anchorage for small vessels
 Lamb

Usually, on July 1, at Breezy Bay on Saturna Island L 48°46'8 N λ 123°12'2 W a lamb barbecue is held.

Some squadron members like to go to this.

It is best to arrive at Breezy Bay fairly early in the day, as it is generally well attended.



"Isn't that our ship?"

COURTESY INSPECTION

At an informal meeting held in the home of Commander John Jones on June 4, 1978, boat inspection was brought up for discussion by Stan Dickinson who owns Admirals Choice.

During the discussion the writer offered his services as an ex-marine surveyor with the Canadian Coast Guard to investigate the inspections carried out and to comment on some for the benefit of members.

Accordingly a get together was held on Admirals Choice and the following were some of the interesting facts that were brought to light.

First of all it is interesting to note that the inspection is made on a voluntary basis being unofficial and made only with the owners consent.

Inspection starts with all particulars of the vessel being noted principally, name of vessel, Registered tonnage, and owner, Fuel: gasoline - diesel, fuel tanks: Portable or fixed.

Any previous inspection is noted and by what authority.

The inspection sheet is well laid out and covers all items mentioned in "Boating Safety Guide."

Federal Requirements (x) (no) Type/Description Aboard (yes) (no)

First of all the boat is opened up as far as possible to allow the inspector to gain a general opinion as to safety requirements. This would entail an examination of the hull, seacocks, shaft and rudder stock glands, in short all through hull fittings as being of a seaworthy type and having been installed in accordance with correct marine practise. Any advice the inspector has to give on these or in fact on all items is expressed.

Next the engine compartment is checked and in this regard the following was pointed out; drip pans under the entire engine and drained in such a manner that any oil or gasoline leakage can be collected and mopped up. This will prevent gasoline from running all over the bilges which is critical on a wooden vessel in particular. Also the oil leaks are collected and are not pumped overboard causing pollution. Drip trays are also required under the carburetor for similar reasons. Spark arrestors are also examined and checked for being efficient and capable of doing their job.

Actually, this inspection may take some time and would cover a myriad of conditions which are beyond the scope of this short "spiel." Should the vessel be in very good condition like the vessel under discussion, the inspection would not take too long.

Other items that were covered are as follows:

Fire extinguishers: correct type such as a B1 which is covered by 1 imperial gallon foam or a 5lb. co₂ gas or a 2 lb. dry chemical. Also under inspection, where these are located, the proper place i.e. near the entrance to the space covered or adjacent to the exit, they are not placed above the stove where a fire would cut them off etc.

Fire pumps; most small boats don't have one but they are manual on boats 40 feet to 65 feet in length. Powered on boats over 65 feet.

Fire buckets; in my opinion should be carried on any boat that they can be stowed away in, down to 18 feet even. They should be of metal or non combustible material and can be used as sea anchor substitutes. The regulations are not severe enough, two should be carried if possible.

I would comment here that the regulations that are legally laid down are minimum for pleasure boating and in some cases should be exceeded where there is a practical need, this is just good common sense.

Fire axes: most small axes would suffice.

Life Preservers: On inspection have to be of an approved type and in good condition suitable for the purpose stated on them. Life jackets of the floaten type (vest type) are not acceptable on vessels over 26 feet in length. Double check whether the P.F.D. personal floatation device is fully approved for the purpose, check the label carefully as there are a number of substitutes on the market.

Other items are I think quite self explanatory. Buoyant heaving line 50 feet, throwing device-a floating rubber ball well tied up to the ropes end.

Engine space vents, large enough in area to be of useful purpose and screens cleaned regularly.

Fuel tank vents should be led out through the hull-run through a vertical bend 180 degrees and have a fine copper wire mesh, silver soldered over the end.

Oars/oarlocks/paddles; good wood required, ash or the equivalent.

Anchor with 50 feet of line is on the questionnaire, which is minimum legally; however, the "Guide" mentions on page 10, "Carry an anchor and sufficient length of sound cable, rope or chain - at least five times the average anchorage depth. Be sure that the inboard end of the line is securely fastened to the boat." Put into practise what the Power Squadron has taught you.

Bailer/Bilge Pump was discoursed at some length and the inspection asked for both however on a mild criticism the regulations asked for, one bailer or one manual pump. Again: one bailer and one manual or power driven pump. The point here is both are not required and it would depend on the the type of vessel, i.e. open or closed.

Distress signals: Do not at this time have to be up dated if more than four years old, but required to be on board at this time per the "Guide." However, this will be changed in the near future as old flares etc. should be disposed of because of their inherent dangers.

Radar Reflection; was discussed in detail and it would appear that due to the danger of small craft running in fog and being run down by large ships, what is recommended by the inspector is that the correct type is obtained. After some debate on this item it was agreed that the correct type should be obtained as this is what is required to show a good blip on the ships radar screen. The price would be quite reasonable and may save the entire craft. We were advised that this item will shortly become a regulation requirement.

The entire Courtesy Inspection was throughly and efficiently carried out and if due to their efforts some lives are saved we as your ad hoc committee have no hesitation in recommending that all members or boaters should have this carried out.

Contact: Charlie Page
c/o Kitsilano Base 732-4272

Read and apply Boating Safety Guide.

Jim McCowatt, N.