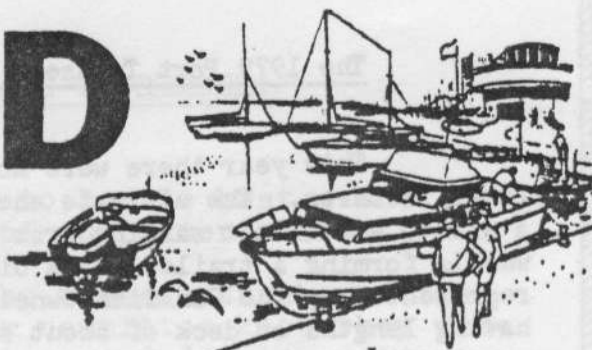


THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



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Attention! Are you one of those fishermen that go fishing and all you come home with is a bad temper and maybe have lost some of your gear? Come to our next meeting and learn how to catch those eluding fish. Ted Peck will be our guest speaker and he will be bringing slides with him. Ted has been around these waters a long time and is an expert. You probably have heard him on T.V. or the radio. I bet there will be lots of questions!

Next Meeting: January 25, 1980 at Delta Town & Country Inn,
6005 Hwy. #17, Delta, B.C.

Time: 1930 hrs.

Admission: \$2.50

Coffee & Sandwiches served

Looking forward to seeing you there.

Just a quick reminder of our Annual General Meeting to be held on April 11th at the Town & Country and also Graduation and Change of Watch on May 2nd at Richmond Inn.

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Our thanks to Vern Lowe for running around and getting all those super prizes for the Xmas Dance and also all those companies that donated the prizes.

Stan Dickinson, our Training Officer would like to thank Sue Dyck and Randy Lutman for all their extra help during the past couple of months.

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The charm of fishing is that it is the pursuit of what is elusive but attainable, a perpetual series of occasions for hope.

The 1979 Port Townsend Wooden Boat Festival

This year there were more people and boats than before, but fewer lectures. The ultimate energy saving cruiser was there! It was a six to seven foot sailing pram fitted with two clamped-on bicycle wheels forming a trailer for a bicycle. The large vessels were well represented by the Canadian owned former Baltic Sea trading schooners having lengths on deck of about seventy to ninety feet. One of these was the three-masted barkentine, "Our Svanen", presently moored in Victoria's Inner Harbour. One young couple had just arrived from Maine with a beautifully built sailing and rowing peapod on a trailer. It was a sixteen foot clinker-built double ender. Peapods were used extensively along the coast of the northern New England States for fishing and lobstering before power became popular. Again this year there was a small open vessel that had been rowed from Seattle to Alaska. The "Glacier Bay" was a banks type dory about nineteen feet long, having two rowing stations, each with a sliding seat. Two young Californians made the voyage but none of the details was available.

I attended a demonstration of sail repairs given by one of the two young women who have operated a sail loft in Port Townsend for about a year. The lecture covered details of construction as well as the sewing of rips, application of patches, and the making of grommets.

Live music was provided out of doors during the noon hour breaks. One session comprised old Irish and Scottish folk dances played on a homemade Irish harp, Celtic harp, and a horizontal stringed instrument struck with small, hand-held hammers. For lunch one could compete with the wasps for the tasty snacks offered by a health food stand. Rowing and sailing races, one of each, provided action and excitement for the crowd.

The Pardeys' "Seraffyn" and John Guzzwell's "Treasure" were looking sparkling new. "Seraffyn" is a twenty-four foot replica of a Bristol Channel pilot cutter and has completed a nine year world cruise with no engine. "Treasure" also has many miles of ocean cruising in her log. Both of these wooden boats were better finished than most glass boats in the showrooms. It was a treat to watch "Seraffyn" beat through the crowded narrow entrance to the marina and make a perfect landing in her berth with no fuss: just plain, good seamanship. "Groote Beer", the late Hermann Goering's yacht, drew such hordes that access to the floats had to be limited. We met a young couple from Nelson, B. C. who arrived at the festival from a three month, five hundred mile cruise around the Gulf of Georgia and Puget Sound. Their home built boat was a seventeen foot Whitehall of a design published in "National Fisherman". Although the boat carried a small auxiliary sail they rowed most of the way and lived, to a great extent, off the land.

After the show we went looking at the Victorian era houses in Port Townsend and visited a boatyard at the south end of the town. A wooden fishing boat having a length in the mid forty foot range was well under construction. The backbone, moulds, stern timbers, stringers, and deck beams were erected but not the frames or planking.

A final sunset row on Lake Whatcom completed our visit.

J. R. Moran.

DECEMBER 14th, 1979, A DATE TO REMEMBER.

Our Christmas party this year had to be the best ever; thanks mainly to the combined efforts of our entertainment committee.

The only slight flaw was created by those unthinkers (is there such a word ?) who didn't let our committee know they were coming and consequently held up proceeding, and dancing space while tables were set up.

We were particularly pleased to see members of our district bridge present and wish to thank them for their interest and support within their busy schedules.

Thanks to the sterling efforts of Verne Lowe who did a superlative job of getting it all together there were prizes galore. Wish we had more active members like Verne.

After a sumptuous dinner of roast beef etc. washed down with red and/or white wine a mermaid with a rather squeaky English accent assisted by Bruce Hood nominated one of our esteemed ex commanders (who shall remain nameless -- his initials are J.J.) for the Bent Prop award. It seems an anchor ran into one of his boat windows, some fog caught up to him and someone messed up his compass and fuel gauge. Seal Rocks weren't supposed to be there either. Anyway J.J. you won the knot prize or was it Genie.

The Captain of the Yahtzee lll (who shall remain nameless- his initials are H.F.) cried again this year because his Admiral Nessie won the fishing trophy for the second year running and his son-in-law John Ruschke won the non-member award for the biggest fish caught on the Easter cruise to Pender Harbour.

After much dancing, visiting, prize giving and general fun we reluctantly went to our home berths at approximately 0100 hrs.

by Harry Fane

A whale and a herring were inseparable friends and spent each day swimming happily side by side. Then one morning a fish spotted the herring swimming alone and, fearing the worst, asked the herring the whereabouts of his friend the whale. "How should I know?" the herring replied angrily. "I'm not my blubber's kipper."



Semper Pigeon

U. S. Coast Guard has placed three pigeons on active duty and one in reserve status as lookouts in this day of high technology and advances in search radar. From a research and development program, managed from USCG headquarters here, the service has found that pigeons can be trained to spot the international orange color used in lifejackets and lifevests. Three hungry pigeons are placed in a plastic bubble divided into three sections and located below the cockpit of a helicopter. The pigeons, once spotting a target, peck at a switch that releases food and illuminates a section light in the cockpit. Once the aircraft is turned toward the target, both the forward port and starboard pigeons should be pecking away.

During recent flight tests, the pigeons spotted the target on the first pass 96% of the time, while humans could achieve only 35%. In 66% of the passes, the pigeon was the first to spot the target in the water. As one Coast Guard pilot said: "The pigeons are easy to train and they are too stupid to get bored. I don't care if they use turtles below the aircraft, if they work." The Coast Guard is developing a simulator to train the pigeons at less cost.

— Washington Staff



Sea Lore at Centennial

Undaunted by winter winds, the people at the Centennial Museum have declared January as Maritime Month. Talks on long-distance cruising, navigation instruction, a tour of an antique schooner and a boatbuilding workshop are all part of the plans.

Matters Maritime (Centennial Museum) January is dedicated to things watery, with courses on a maritime theme.

Bluewater Cruising (Jan. 14 to 31) This Thursday and Sunday evening series, presented by boat owners who have sailed the high seas ranges from a solo Atlantic crossing to cruising with four children and a tutor. 8 p.m. \$3 a session; tickets from 10 a.m. the day of the talk. **B.C.'s 100-Year-Old Sailing Ship (Jan. 20)** Anthony Carter conducts a tour of the *Thomas F. Bayard*, the 86-foot two-masted schooner being restored at the museum. 1 to 3 p.m. \$6; members \$5. **Introduction to Model Boat Building (Jan. 27)** Instructor Tuck Caldwell covers the basics of constructing a solid model hull. 1 to 2:30 p.m. \$6; members \$5. **Celestial Navigation (Jan. 28 to Feb. 25)** Astronomer and yachtsman Tom Tothill deals with the use of a sextant, dead reckoning, star recognition and great circle routes. 8 p.m. \$20; members \$17. Preregistration. 736-4431.

Balloon marks the man overboard

The last word in man-overboard markers is the British Hi-Buoy. It's an orange, self-inflating, lighter-than-air balloon. Attached to a 100-ft line, it flies high over



the man whose spot overboard it is marking. The balloon, 20-in. in diameter, is said to be visible for about two miles with the naked eye. In winds it bounces around becoming more visible. In Force 4 winds, it flies at about 30-ft up. From Mijenti Enterprises Ltd., Toronto, Ont.



Due to membership being done through National this year we are asking you to fill out the form below to assist us in planning for next years classes and also to ensure that the roster is correct. Please be sure to let us know of any changes in address, boat name etc. Thanks for the co-operation.

Bring to next meeting or mail to: Andy Conley,
9100 No. 2 Rd.,
Richmond, B.C. V7E 2C7

FRASER POWER SQUADRON MEMBERSHIP RENEWAL QUESTIONNAIRE

1 SURNAME

GIVEN NAMES

STREET ADDRESS

TOWN

POSTAL CODE

FIRST MATE'S NAME

CERTIFICATE NO.

FULL MEMBER

☐ FEE PER SECT. 6

LADY ASSOCIATE

☐ NO FEE OPTIONS

JUNIOR ASSOCIATE

☐ PER SECT. 7

HOME PHONE

BUSINESS PHONE

2 BOAT NAME

TYPE

SAIL

☐

POWER

☐

LENGTH

LICENCE #

RADIO TYPE

CB

☐

ID

RT

☐

ID

VHF

☐

ID

CRUISING SPEED

RANGE

VESSEL MOORAGE LOCATION

3 ARE YOU PROFESSIONALLY INVOLVED IN BOATING YES ☐ NO ☐

IF YES WHAT CAPACITY

4 ARE YOU INTERESTED IN SQUADRON CRUISES

WEEKENDS

☐

1-2 WEEKS

☐

5 I WISH TO TAKE AN ACTIVE PART IN

SQUADRON TRAINING DEPT

YES

☐

NO

☐

SQUADRON EXECUTIVE

YES

☐

NO

☐

8 TRAINING COURSES

COMPLETED

DESIRED

SEAMANSHIP POWER

☐
☐

SEAMANSHIP SAIL

☐
☐

ADVANCED PILOTING

☐
☐

JUNIOR NAVIGATION

☐
☐

NAVIGATION

☐
☐

MARINE MAINTENANCE

☐
☐

WEATHER

☐
☐

MARINE ELECTRONICS

☐
☐

LOCAL KNOWLEDGE

☐
☐

INSTRUCTORS TRAINING

☐
☐