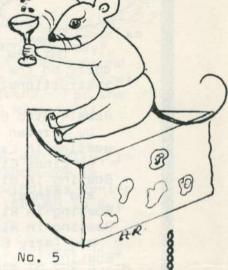
THE

## FAIRLEAD

# FRASER POWER SQUADRON NEWS

October 1981

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## FROM THE BRIDGE

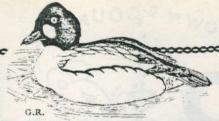
Since our last get together your Executive Officer, Sue Dyck, Commander (ret.) Norm Dyck, Commander (ret.) Barbara Dyck, Nessie and I attended the C.P.S. conference in Ottawa October 1 - 4. I will report more of that on October 23.

By the time you receive this Fairlead we will have attended (we hope) the Thanksgiving cruise to Ganges-more of that next month. Maybe White Rock will bring the corn and guitar again. (Surely some Fraser member can play the accordion, guitar or whatever, or even sing on key).

I would like, once again, to thank all those memoers that gave so much of their time during our September course registrations.

Commander Harry Fane.





## TRAINING DEPARTMENT

Our new Training Officer is Randy Lutman, who volunteered to carry on the program initiated by Estner Dombrowski. The Fraser instructional staff is:

Accelerated Boating in Ladner on Monday--Harry Bergenstin, assisted by Kirsten Rasmussen and Dave Martin

Boating in Ladner on Wednesday--David and Daphne Williams, assisted by Linda Gisborne.

Boating in Richmond on Monday--Brian Smith, assisted by Robert Smith and Gincer Rovers.

Boating in Richmond on Monday--Jack Gibbons, assisted by Ed. Odette. Boating in Richmond on Wednesday--Don Hancock, assisted by Allen Owens and Terry Ezart.

Boating in Richmond on Wednesday--Martin Hoffman, assisted by Cliff Cunningham and Carolyn Hoffman.

Junior Navigator--Boyd Ivens.
Seamanship Sail--Ian Montsarrat.
Seamanship Power--John Jones, assisted by Garnet Jamieson.
Advanced Piloting--John Moran, assisted by Don Strang.
Marine Maintenance--Garnet Jamieson.

Fraser's Bridge wishes to thank those who volunteered to instruct or proctor but were not needed. It is hoped that these people will be available again next year if they are needed. The enrollment in Boating is down this year, with about 46 in Ladner and 104 in Richmond. About 50 persons are taking advanced and elective courses.

## DOCKSIDE BOAT SHOW '81

This year two hundred boats were on display at the Bayshore Marina September 12-20, along with numerous exhibits of accessories and equipment. Thousands enjoyed the event as sunny skies prevailed for most of the show, ensuring a leisurely tour of the beauties on display. The big difference between this show and the indoor event in February is having the chance to explore the big ones as the majority are yachts sized at 30 feet or more. This is definitely not geared for the small boat enthusiast. Also, seeing the boats in their own environment is, of course, an asset. For many the show is a must on their calendar, especially those prone to two-footitis. So keep it in mind next year and bring your deck shoes.

- Linda Nixon.

Safety Tip:

Keep a sharp lookout for floating debris. You could be seeing only the third of a floating object.

#### SUNDAY COMES HOME

It is the 16th of July, 1981, 1130 hours as the yacht "Sunday" motors slowly out of Ala Wai marina, Honolulu, Hawaii, homeward bound once more. Offshore voyaging is nothing new to skipper John and first mate Ruby Friesen and crew Carol Quartermain and Boyd Ivens. For the two other crew members, John's brother Dave Friesen and myself, it will be a new experience.

At 1900 we make our first ham radio contact with my son, Mike, in Vancouver. The plan is to use the radio contact with Vancouver to obtain daily positions of the North Pacific high whose windless centre we are trying to avoid. Mike will also phone patch us through to our families so that they may keep track of our progress.

We also check in with the DDD maritime mobile radio network on a daily basis. We use this contact to talk to other yachts in the north and south Pacific.

At 2115 Carol sees a shadow over the moon. A check of the nautical almanac confirms that the event is an eclipse.

We are in the northeast trades. The wind blows a steady 12 knots from the northeast allowing us to close reach under main, mizzen, and light genoa. The air temperature is 25 plus degrees Celsius and the water is very, very blue. The moon is full and we are charging along at 6 knots. It is hard to imagine a better way to start a voyage!

We all settle easily into the routine of watchkeeping and shipboard life. Ruby does a marvelous job of cooking, taking advantage of our initial stores of fresh food and concocting all manner of culinary delights.

2000, 20th July. Lat 28 03'N, Long 157 02'W. At this precise position in the north Pacific Ocean the head packs up. Quits. Would flush no more.

O600, 21st July. Dave (a retired mechanical engineer) and skipper Dr. John begin operating. The patient is cut open. The problem is located—a torn pump diaphragm. We have no spare rubber diaphragm.

1000, head is back together again. Good as new. One crew member now has a 4" hole in the side of a sea boot. The other boot is donated as a spare.

2000, 22nd July. We talk to a New Zealand yacht, the "Cloah Sark," who gives us a DR position within 60 miles of our own. Their signal is very strong.

O200. The night watch has been observing Jupiter setting. It is bright in the western sky. Wait. What is this? Jupiter appears to be rising again. Impossible! (continued next page)

Sunday Comes Home (continued)

Incredible as it seems, the rising star turns out to be none other than the "Cloah Sark." I am told that a chance mid ocean encounter between two cruising yachts is very rare indeed. It is an experience to remember.

Skipper John keeps a daily radio schedule with skipper Johnny Clougher. It seems Johnny built "Cloah Sark" of New Zealand kauri wood, a hard and expensive wood which is now protected and cannot be bought. He took 13 years to build the 15 metre ketch and has written a book on his trials and tribulations.

Johnny sailed from New Zealand with an all-women crew of seven. When we met him there were eight on board, five women and three men. (We had a daylight reunion with Johnny and his crew in Victoria.)

The good weather and trade wind type sailing lasts for 14 days up to latitude 46N. At this point the sky becomes overcast and the barometer begins to fall. This brings winds of 15 to 20 knots and more exhilarating sailing. We cover 2400 miles in the first 20 days for an average of 120 miles per day. We have only one day of strong winds of about 30 knots and we make good 175 miles that day. Our poorest day's run is 88 miles.

We drag a fish line all the way from Hawaii to Victoria and hook four fish, three mahi-mahi and one skipjack tuna. We lose the tuna and one mahi right at the boat, but the two we get are delicious.

We sight numerous Japanese fishing floats and pick up three that are in our path. We are treated to several snows put on by porpoises. One morning two frolic in front of our bow for about twenty minutes. We also see flying fish and numerous albatross and storm petrels.

At 0300 on the 30th of July our log records the passage close by of the container ship the "President Truman." She has to alter course to pass astern of us. Her radio operator is very friendly and chats with us for several minutes on vhf. He gives us a Sat Nav position which agrees closely with our Loran C.

My personal diary for the 7th of August reads: "Winds 25-30 kt. Seas 10-12 feet all night. Nobody sleeps. Noon to noon run 150 miles. We have picked up the continental shelf at 200 fathoms. We are amongst the offshore fishing fleet. Should sight land today."

1955. Landfall! The land is the mountain range to the northwest of Barkley Sounc. Although we have four Power Squadron navigators and one junior navigator on board, the time of landfall pool is won by Ruby, our cook.

Our passage from Diamond Head to Victoria takes 23 days. Not bad for a summer time passage. (continued next page)

Sunday Comes Home (continued)

True to her name, "Sunday" arrives back at Captain's Cove Marina on Sunday, the 9th of August. She ties up at the same float from which she had departed in June, 1980.

- Steve Gertsman.

### LAYING UP

Whether storage is in the water or on land, the first phase of the job is to remove all perishables, i.e. that which would suffer from heat, damp, or cold. Remove electronic gear and store in a dry, warm place. Outboard motors must be stored in a warm, dry place.

Next, clean boat both inside and out. If time permits, waxing boat will do a world of good. Wipe on all fittings a fine film of petroleum jelly to stop corrosion.

Next, the engine should be warmed fully, the oil and filter changed, and run so that a pint of automatic fluid poured slowly down carburetor until engine stalls. This will protect all internal parts.

Then drain all raw water cooled parts, including lines and pumps--drain bilges.

Empty head or heads and put in ethylene glycol antifreeze.

Drain domestic water supply and install special, non-toxic antifreeze.

Holding tanks should be drained, flushed, and antifreeze installed.

Batteries must be fully charged and if operating bilge pumps they must be kept fully charged to prevent freezing.

Fuel tanks should be kept full.

For dry storage, propeller shaft should be disconnected to avoid damage.

The hull should be well blocked for more support.

Tarps can be used for both wet and dry storage if fastened tightly—padded at pressure points and openings for air to pass through for ventilation.

Lamps and Driesair are recommended to keep condensation down.

- Garnet Jamieson.





## SPECIAL DUTIES OF DUR SQUADRON SECRETARY

First Lieutenant Linda Gisborne's duties include 3 major areas of responsibility:

- She is responsible for issuing notices calling for meetings of the Executive as directed by the Commander, and for keeping minutes of both the executive and general meetings. She also looks after writing letters as required by the Squadron Executive.
- 2. She is the custodian of such correspondence as is given by the other officers, the charter of the Squadron, the National and District bylaws and regulations, and other material that may be specified. She is to regularly clear the Squadron's P.O. Box and distribute the mail.
- 3. She is responsible for requesting B. C. Ferries cruises for students.

Further duties of our Squadron Secretary include:

- obtain nominating Committee's report
- prepare notice of annual General Meeting
- maintain sufficient supplies of stationery and other miscellaneous materials to meet the requirements of Squadron officers.

#### FOR SALE

The MONSOON II, 26 ft. Campian, 233 Mercruiser, boat house kept, Decca radar, Wagner autopilot, Espar furnace, Bendix ADF, stereo tape deck, sounders, radios, intercom, hydraulic steering, sniffer, Halon fire ext., anchor winch, trim tabs, refrigerator, plus numerous other extras. Replacement cost over \$ 50,000.00. Will consider offers. Phone 274-4887.

## HELPFUL HINTS FOR THE GALLEY GOURMET

## Tenderizing meat:

- Boiled meat: add a tablespoon of vinegar to the cooking water.
- Tough meat or game: make a marinade of equal parts cooking vinegar and heated bouillon. Marinate for two hours.
- Steak: simply rub in a mixture of cooking vinegar and oil.
  Allow to stand for 2 hours.

- And if you want to stew an old hen, soak it in vinegar for several hours before cooking. It will taste like a spring chicken!

## USPS CPS Meeting in Bellingham

USPS District 16 will be holding their fall training seminar October 24. This year the seminar will be in Bellingham and members of Pacific Mainland District are invited to attend.

The seminar is intended to take the form of a training information exchange between CPS and USPS. The tentative schedule follows:

Evening Friday Oct. 23 - Cocktail Party and dinner.

A.M. Sat. Oct. 24 - USPS business meeting followed by luncheon

P.M. Sat. Oct. 24 - USPS/CPS Seminar

Evening Sat. Oct. 24 - Cocktail party and dinner.

Location - Leopold Hotel, Bellingham.

As Fraser's Wine & Cheese party is also scheduled for Friday the 23rd, we would suggest you consider getting a group together and driving to Bellingham Saturday morning. Plan on attending the Training Seminar in the afternoon and dinner in the evening. You may wish to stay in the Leopold overnight and travel home on Sunday morning.

This is a great opportunity to meet members of USPS so let's see a good turnout from Fraser.

Oct. 24 - BELLINGHAM.

YOUN + COUNTRY
INN

## COMING EVENTS

October 23, 1981 - Fraser's Wine & Cheese Party.

This social evening will be a real social—just you and the wine and the cheese. The fee of \$ 5.00 per person, to be paid at the door, will cover all of the cheese you can eat and all of the wine you can drink, plus a contest and door prizes. A poll of the membership last winter showed that this type of evening was what the majority wanted so come along to prove the point. Guests, neighbours, members of other Squadrons, lovers, drinkers and companions are all welcome to come to the Delta Town and Country Inn at 1930 to 2000 hours.

November 27, 1981 - Fraser's Christmas Party.

Details will be given in the next issue of Fairlead. The party is early this year to avoid conflicts with the many social events of December. There will not be a meeting/social evening in December. The next one will be on January 22, 1982.