

THE

FAIRLEAD

FRASER POWER SQUADRON NEWS



Change of Watch

MAY 1983

VOL. 9

NO. 1

FROM THE BRIDGE

Now that my term as Commander has ended, I would like to express my gratitude to all the members who gave so freely of their time to help make the year a success. It has been a real pleasure to serve the Squadron and I plan to remain on the active volunteer list for as long as I am needed.

Again, my sincere thanks for your support during the past year.

Commander (Ret.) Sue Dyck.

May is a very special month for Fraser Power Squadron - it is a month of endings and of beginnings. The term of office for Commander (Retired) Sue Dyck and her bridge has ended and for me and my bridge it is just beginning. For the many instructors, proctors and other members of the training staff, their job has once more come to an end; for the new graduates who have chosen to join Fraser, their job is just beginning, for we look to them to provide new blood for our organization.

And last but not least, for most of us, May is the month we really say farewell to winter and hello to summer as we begin our cruising season in earnest.

May this year's cruising be a safe and happy time for all of you.

Commander Carolyn Hoffman.

Rob

Rob

FRASER POWER SQUADRON

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APRIL SOCIAL AND ANNUAL GENERAL MEETING

Fraser's 19th Annual General Meeting was held at the Town and Country on April 22, 1983. After all the officers' reports were read, Commander Sue Dyck asked that the Bridge be cleared and Past Commander Marg Dash take over the election of the New Bridge. As there were no further nominations, Marg asked Linda Gisborne to cast one vote.

The New Bridge stands as follows:

Commander ----- Carolyn Hoffman
Secretary ----- Linda Gisborne
Administration -- Bert Gisborne

Executive Officer -- George Schurman
Treasurer ----- Jim Allardyce
Training ----- Cliff Cunningham

Business completed and the meeting adjourned, the guest speaker was then introduced. He was Captain Sid Webb of the Canadian Coast Guard. Captain Webb spoke on the new buoyage system that is taking place. He also told a brief history of the buoys in operation throughout the world. Because of the various types of buoys used in waters everywhere, it was decided by the International Association of Lighthouse Authorities at a meeting in Tokyo in 1976 that a worldwide system be enforced.

In Paris, on April 15, 1982 an agreement was signed and the new system that we will be seeing around was created. How we managed to survive before, is anybody's guess!

Captain Webb finished his talk with stories of his experiences aboard ice breakers in the Arctic. He made six trips to the Arctic and spent three months each time. On a whole, it was a very interesting and informative evening.

Flo Delves

EGGS IN THE HOLE

Preheat griddle to medium. Allow two slices of bread per person. Cut a hole in each slice of bread with a $2\frac{1}{4}$ " round cookie cutter. Brush both sides of cutout rounds with melted butter or margarine and fry on griddle until brown. When done, cover and keep warm.

Brush both sides of the holed slices of bread with melted butter and place on griddle. Add some butter to the hole in the centre of the bread. Break an egg into the centre hole of each piece of bread.

When white is set, turn over and cook as desired. Serve immediately with toasted holes.



EASTER CRUISE

Good Friday morning dawned cold, wet, rainy and windy! However away we went, discretion being the better part of valour, we took the South Arm to New West and down the North Arm. By the time we made Pt. Atkinson it was blowing about SE 30. The anchor was down in Snug Cove by 1330. We were not really expecting company in that weather when, about 1600 along came Stornoway with Murdoch McDonald, his son and a friend!

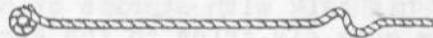
Saturday we woke to sunshine and wound our way to Plumper Cove where Kochana III (George and Lois Schurman, 2 sons and a friend) joined us. The boys all got to know one another and spent much time exploring by dinghy.

Sunday was bright and sunny, with only a few clouds to remind us this was Easter and not July. The boys participated in an Easter Egg Hunt on board the Dauntless with the prizes going to Steve and Paul Schurman. Then it was hoist anchor for a leisurely trip to Centre Bay where we all moored to a log boom on the East side to take advantage of the evening sun. The boys tried their hands (and rods) at fishing with a small dogfish being taken. Stornoway had to head home, much to the boys' disgust. A quiet evening was spent trying out the Schurman's new game, "Trivia" which lasted well into the night as everyone had problems answering those \$64,000 questions.

Monday was bright and clear when Kochana III and Dauntless regretfully got underway for a lovely and calm trip home.

After the terrible weather Friday, we ended up having a glorious weekend. Don't miss fun on the next Cruise - May 21 - 23.

by Marg Dash.



A VISIT TO THE NELSON POWER SQUADRON'S

GRADUATION PARTY AND CHANGE OF WATCH

My wife Freda and I received an invitation to stay with friends and attend their squadron's big event. It was held in the Elk's Hall which my friend Don and I helped to decorate on the Saturday morning. The room was set up for about seventy persons without crowding the tables. Supper was a pot luck affair but it had been planned so that there was a nice selection of dishes. Pathfinders (older Girl Guides) kept the serving table well supplied and they cleared tables after supper. David Worrall, the Inland District Cdr., gave an interesting talk on Power Squadron ideals emphasizing that there is no "them" and "us" when considering either District or National. Eight recent Boating graduates plus two from last year's class were sworn in as members. The formal part of the meeting went very smoothly and quickly as the small squadron does not have many awards to present. The broken prop award went to a fellow who forgot that when the lake level was down the gravel bars came up to remove essential pieces of propellers and legs. Recorded music persuaded people to move tables to the walls and take to dancing. The people were very friendly and went out of their way to make us welcome. It was a very enjoyable evening.

J. R. Moran

Recently I had an opportunity to visit the B.C. Research Council's ship model testing facility near U.B.C. The indoor towing tank is the only one on the west coast north of California. The eight foot deep channel appeared to be about eighteen feet wide by about one hundred and fifty feet long. The instrumentation on the towing carriage will provide a print-out of speed, resistance, angle of fore and aft trim and rise or fall of the model on test. Underwater viewing ports, dye injection, and wave making equipment all aid in the assessment of the performance of the model. The data are scaled up to give the performance of the full size ship. The engineer in charge showed a model of a large, high speed fire boat that had been tested for a naval architect. Many runs had been made to determine the effects of slight changes to the underwater shape of the stern. A glass walled chamber at the end of the main tank permitted visual verification of the ballasting and trim of the model prior to the test runs. A little used towing tank was available for testing shallow water performance and another large, square pond was used for sea-keeping tests. Unfortunately, the visit was so rushed that these and other facilities received little more than casual mention.

Resistance tests were run on the engineer's own new rowing boat which he had designed somewhat on the lines of an Adirondack Guide Boat. This boat was about the largest that could be tested without incurring significant errors from the return flow of water displaced by the vessel under test. The double ended boat was 16 ft. 8 inches long overall by 3 ft. 8 inches beam by 4 inches draft with a prismatic coefficient of 0.51. The displacement of about 300 lb. was made up of 90 lb. of boat plus ballast and the weight of the towing attachment. This loading compensated for the rower and his personal effects. At 3 knots the resistance was 2.5 lb and at 4 knots it had risen to 4.5 lb. Although these are very low values, they represent about the equivalent effort to a brisk walk and an easy jogging pace respectively. The resistances recorded in the tank corresponded very well to the results of a series of tests made by a group of rowers in Seattle. They tested rowing boats mostly in the 16 to 18 ft. size including a canoe, a kayak and a single sculler trainer. At 3 knots the resistances of all were very similar but as the speed was increased to 5 knots the resistances of the fine-lined craft were only about half of those of the more burdensome rowing boats.

The test boat was towed from the midship thwart by an attachment that allowed the boat to change draft and fore-and-aft trim. The run at 3 knots showed a draft increase of 1/2 inch and a change of trim to 1/2 degree down by the head. At 5 knots the trim changed to a stern down attitude, typical of all displacement hulls. As expected, this fine-lined boat made little wake or disturbance in the water.

The boat was built of two 1/10 inch layers of red cedar held by the "WEST" system epoxy and all trim was done conventionally. The white exterior nicely set off the natural finish of the interior and trim. It was a very good example of competent design and workmanship. This type of boat was developed by professional fishing and hunting guides for the lakes and rivers of New York State. The original Guide Boat was exceptionally lightly built so that it could be easily rowed all day long and portaged when necessary.

COMING EVENTS

MAY 21, 22, 23, 1983. Victoria Day Cruise. See details elsewhere in this issue.

NOTE - There will not be a social evening this month. The Graduation Party took its place.

MAY 28, 1983. All Fraser members are welcome to attend the PMD Annual General Meeting at the Surrey Inn. The meeting and the seminars are free; only the meals and the party are charged for. Many prizes will be given out at the party. The training seminar, in particular, will be of interest to instructors and other members of the training staff.

JUNE 25, 1983. This will be the probable date of a day long Marep Cruise to search for chart errors in Vancouver Harbour. Contact the Cruisemaster or his assistants for details.

SAIL AND OAR, by John Leather.
Conway Maritime Press, 1982.

Many people talk and dream about owning a boat, or maybe even building one. In these tough economic times many feel all they can do is talk and dream. Perhaps the answer lies in the size of the boat. This book takes an in-depth look at about two dozen examples of small 11 ft. - 20 ft. craft from Britain and North America. These include recent or contemporary boats as well as noteworthy older designs which, in the author's opinion, remain practical or, in some cases, have proved superior to modern craft. In most cases these do not belong to classes intended for racing, but represent the recent upsurge of interest in highly individualistic small pleasure boats. A short description of each design is accompanied by photographs and a complete set of plans, while general chapters cover some aspects of handling and maintenance of these craft. All are versatile dinghies or canoes, capable of being rowed, paddled or sailed and none is expensive to purchase or operate. The emphasis throughout is on cheap ways of getting afloat, proving that even in hard times 'messaging about in boats' need not be a prerogative of the wealthy.

The size of most pleasure craft will continue to decrease as building and maintenance costs and personal taxation reduce the amounts owners can afford to spend on their boats. Some people have never ventured beyond the small boat, others may find they have to seek more modest craft and both groups will find inspiration in this selection of small boats for SAIL AND OAR.

review by Carolyn Hoffman.



VICTORIA DAY CRUISE

FRIDAY, MAY 21st: Three rendezvous points have been selected, so no one will have to travel more than necessary.

- Degnan Bay - Gabriola Island - look for "Dauntless."
- Whaler's Bay - Galiano Island - look for "Kochana III."
- Retreat Cove - Galiano Island - look for "Fairtide II."

1200 hours.

SATURDAY, MAY 22nd:

1400 - Esso dock Marina - Ganges Hbr. Ganges is an old and interesting village on Saltspring Island. There is an interesting little shopping mall and many craft stores. Also, one or two good restaurants should you wish to dine out.

SUNDAY, MAY 23rd:

1400 - Montague Harbour Marine Park. One of the many Marine Parks in the Gulf Islands available for boaters use.

During the weekend there will be games and contests for everyone, and don't forget to try for the "big one" and weigh it in for Fraser's Fishing Trophy.

This cruise has been laid out without great distances and with a view to letting the newer boater and students see some of the more popular spots. There are hotels available at Ganges and tenting areas at Montague. Launching for small boats is available at Ganges Public Dock, Montague Harbour and Village Bay (Mayne Is.)

We would like to see many new faces along with the familiar ones.

So you haven't been "across the Gulf" and would like another boat to travel with, arrangements can be made.

Please call and let us know you will be joining the cruise.

Del Dash 685-8820

George Schurman 271-7439

Dave Williams 274-1085

Bob Barnes 277-6493

