

THE FAIRLEAD

FRASER POWER SQUADRON NEWS

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FROM THE BRIDGE

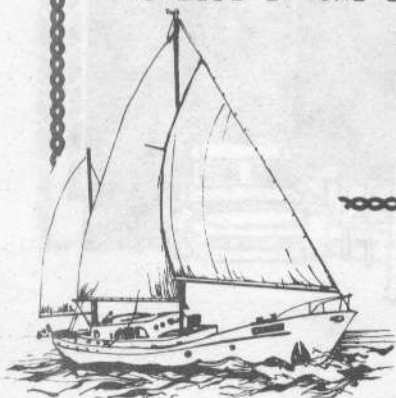
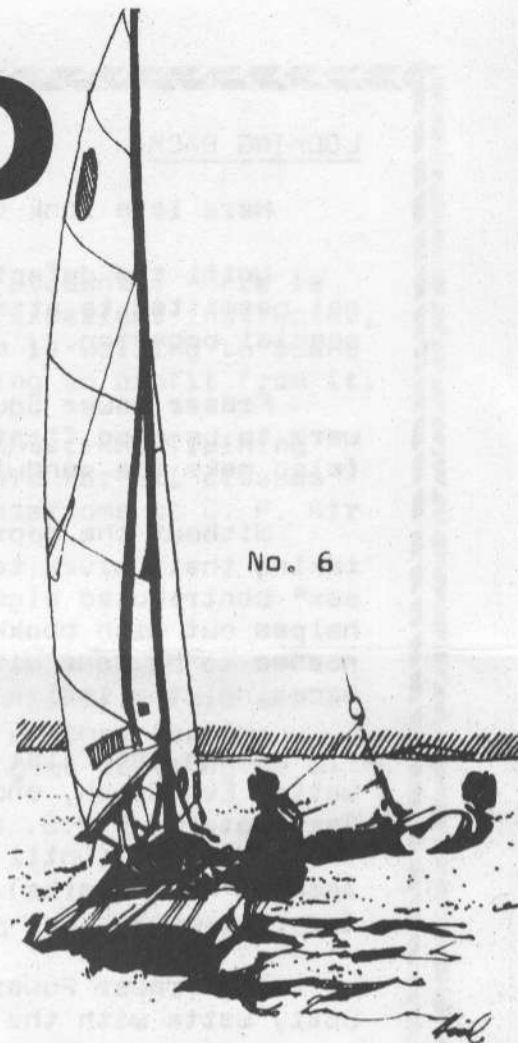
Now that our Indian summer weather has given way to the rainy season, our thoughts turn to year end. I am pleased to report that this year's classes are all going well and it won't be long before our accelerated classes are writing their final exam.

The turnout to the Wine & Cheese party in October was somewhat disappointing compared to last year, but we were happy to have five new members pledged into Fraser, and those members who did attend certainly enjoyed themselves.

I was privileged to attend the National A.G.M. in Banff October 20 to 22 as your representative and pleased to have ten others from Fraser attend as well--Norm and Sue Dyck, Gary and Catherine Russell, Herb and Blanche Brimble, Al and Peggy Curran, Barb Dyck, and Martin Hoffman. At the conference our newsletter, Fairlead, was awarded first place in the Squadrons' publication competition, against some pretty stiff opposition, and I would like to take this opportunity to commend and thank our editor and able crew for all their efforts. I was fortunate to win second prize in the soft nautical handicraft competition--there were a lot of very excellent entries.

Don't forget our annual Christmas dinner and dance on December 10 at the Delta Town & Country Inn. This will be the occasion for presentation of the Pleasure Bent Trophy awarded annually for "Goof of the Year" as well as the Dr. John Murray Good Samaritan Trophy. Contact members of the Executive or instructors for tickets.

Cdr. Carolyn A. Hoffman



LOOKING BACK

by Vic Ramos.

Here is a look back, Fairlead, November, 1976, Volume 1, No. 6.

Until the defectors left Vancouver Squadron, Lady Associates were not permitted to attend meetings with their husbands unless it was a special occasion.

Fraser Power Squadron members felt, however, that if their wives were to be good first mates, they should be allowed to attend meetings (also make the sandwiches and serve the coffee?)

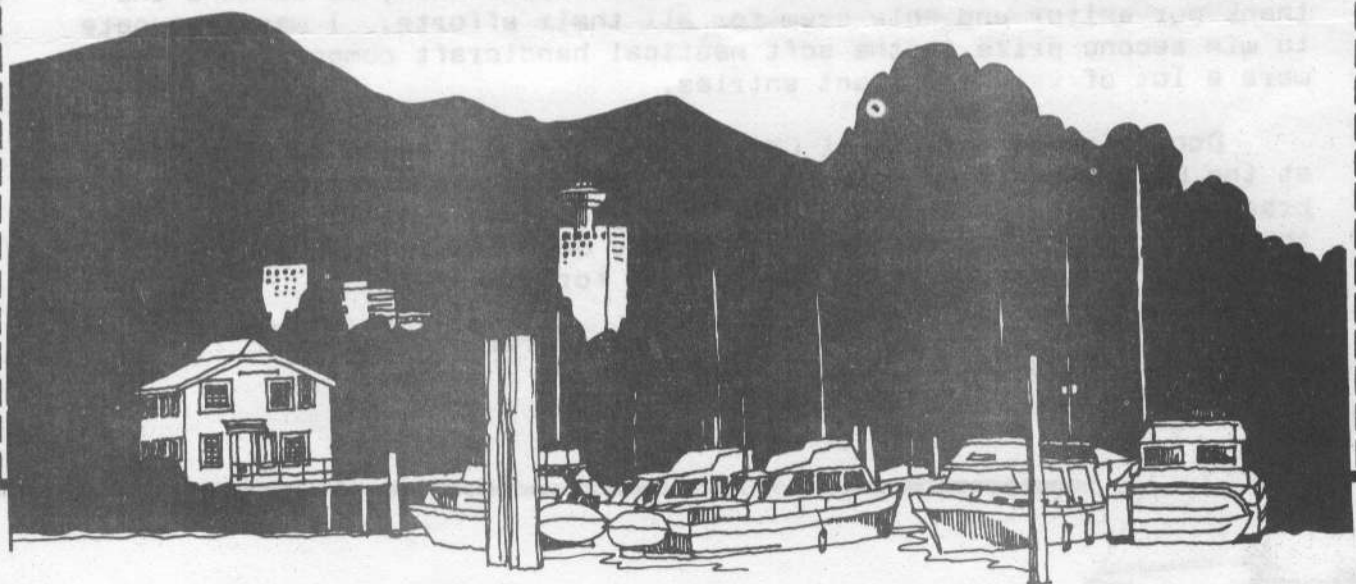
Without the approval of National Headquarters, this group started taking their wives to meetings and soon discovered that the "weaker sex" contributed significantly to the success of the Squadron. They helped out with bookkeeping, banking, and all the other jobs that needed to be done within the Squadron. Funds were limited and, on one occasion, the ladies organized a raffle to help out.

Among the first Lady Associates in Fraser were Marie Dodd, Betty Watts, Eva Couch, and Jean Norton. Marie Dodd was the first Lady Associate in F.P.S. to receive a merit mark after teaching Piloting for three years. (Until then, members had assumed that ladies didn't receive merit marks). Marie and her husband, Bob, taught this course for nine years.

The Fraser Power Squadron flag we see at meetings was made by Betty Watts with the help of a friend.

Today Marie and Robert Dodd live in Vancouver and are still good members of F.P.S. Their boat is called Meri Loma. Eva and William Couch are also still good members of Fraser. They live in Richmond and have a boat named Eva G. We don't know the whereabouts of Betty Watts and Jean Norton so if anyone has any information please call Vic Ramos (946-2543).

Thank you, ladies, for a job well done.



TRAINING DEPARTMENT NEWS

The Weather course is underway with only three students. Here is a good example of wasting talent. Tony Merry is an excellent instructor, with a solid practical knowledge of the subject, who is willing to spend his valuable time, but only three students are willing to profit from it.

Because of the present government/labour confrontation, Training Officer Cliff Cunningham arranged alternative quarters for all classes that were being held in the public schools. The classrooms at C. P. Air headquarters have proved to be very satisfactory.

C.P.S. Annual General Meeting and Conference

Eleven members of Fraser attended this event in Banff. This was a very good turnout that should help to keep down the we/they feeling that occasionally arises when national does something we don't agree with.

DID YOU KNOW?

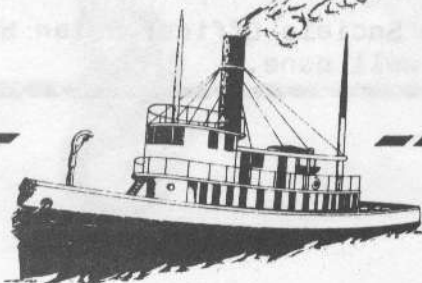
The first four positions in last summer's world championships for Thunderbird class yachts were won by wooden boats.

NEW YEAR'S CRUISE

Several members have expressed interest in a cruise on New Year's weekend. There are several marinas that have the desired facilities, mainly shore power for heating and a good restaurant within a reasonable distance. The choice of destination will be determined later. Please call Del Dash (685-8820) if you are interested.

WIND AND WOOD ARE STILL A GOOD COMBINATION

The Hawaiian Electric Company has awarded a contract to the General Electric Company to manufacture and install a 7300 Kw. wind turbine generator on the north shore of Oahu. The 73 m high tower will support a two bladed rotor having an operating diameter of 122 m. The blades will be made from a wood epoxy laminate. The outer 15 m of each blade will swivel to provide speed and torque control. The wind speed range is from 22.5 km/h at which the machine will start to generate power to 96 km/h which will be the high speed cut-out. Power production on a commercial basis is planned for early 1985.



WINE AND CHEESE SOCIAL

by Linda Nixon.

Despite a rather small attendance, the Wine and Cheese Social on October 28 was a fun evening, providing plenty of opportunity to meet new and old friends. A bountiful array of imported wines complemented the assortment of cheeses, fruit, and breads.

The Smith family, Brian and Lindsay, provided the entertainment. A game of "Who am I" started the evening. A famous person's name was taped to each guest's back, requiring them to find out who they are: Examples: Margaret Thatcher, Marco Polo, Bo Derek, Jack Webster. This provided plenty of opportunity for mixing and getting acquainted.

A series of cartoon quizzes posted around the room proved mind-boggling to many. Scholar of the evening and first prize winner of this one was Andy Conley.

A most welcome guest to Fraser's socials, Dist. Commander Wally Kiss (accompanied by wife Eleanor) pledged five new members in a mini-graduation ceremony. Participants were: Edward Warner, R. M. Wiley, John Roberts, William Endicott, and Patricia Sestan.

A team effort questionnaire again proved 6 heads are not always better than one. Some of the questions and answers are printed below:

1. Who wrote, "East is Least--west is best, and never the twain shall meet?" - Trudeau, Bennett, Garth Griffiths, Peter Lougheed, Allan Fotheringham.
2. Complete the "famous last words"
George Washington: "It is well I die hard..
- rather than soft
- boiled
- because I've had it soft all my life
- for I'll last a lot longer that way.
3. Name the first steamship built in Canada
- Canada I
- Beaver
- Canada II
- Eh
4. What is a legless bovine called?
- coffee mate
- a milk carton
- low cow



Now for the right answers:

- | | |
|---------------------------------|------------------|
| 1. Rudyard Kipling | 3. Accommodation |
| 2. "but I am not afraid to go." | 4. Ground beef. |

Special thanks to Socials Officer Brian Smith and Programs Officer Jack Hunter for a job well done.

ROWING IN BARKLEY SOUND

J. R. Moran

My companion, Trenor Tilley, and I arrived in Ucluelet on the Saturday morning of Labour Day weekend after trailering my 16 foot, two-place wooden rowing boat from Victoria. Our plan was to spend the following week camping in the Broken Islands part of the Pacific Rim National Park. These islands lie on the north side in the entrance to Barkley Sound.

The usual departure point for visitors who do not travel on the Lady Rose from Alberni is Toquart Bay, at the end of a side road from the Alberni-Ucluelet highway. The R.C.M.P. officer at Ucluelet told us that there was a likelihood of vandalism to vehicles left at Toquart Bay, so we decided to start from Ucluelet and leave the vehicle at a motel. While we were loading the boat on Sunday morning a young woman from a boat in the marina stopped to ask about our plans. She replied to our explanations by saying, "With no motor, just those things!" which she described by making circles in front of her body with her hands.

The pull out of the inlet was our test run for reserve buoyancy as there were the wakes of many fishing boats on our beam, but none of these caused any problem in spite of our heavy load. Near the mouth of the inlet, the ocean swells started to be felt but they were too long and gentle to affect our rowing. As everything was satisfactory, we made the turn to 090° True, the heading for the Broken Islands. This put the 10 to 15 knot wind and 2 - 3 foot waves dead astern. We took 15 minute turns rowing but did not need to change places because of the two rowing stations. Three and a quarter hours after leaving Ucluelet we had covered the 9 miles to a designated campsite on Willis Island and found it unoccupied.

There was a cleared area under the trees that would accommodate about four tents a few steps inland from the seasonally permanent logs at the top of a shell beach. One short path led to a standard parks outhouse and another to a small stream trickling slowly to the beach. As the water was quite clear we used it for washing even though we had taken plenty of water with us. The camp was in shade almost all day, whereas the beach was sunny for most of the afternoon. The curvature of the island gave good shelter from the prevailing westerlies and the seas. The view was towards the northwest where the Vancouver Island mountains generated spectacular piles of cumulus clouds. Exploring on foot was possible only up to about half tide because the extremely dense underbrush grew down almost to the high water line, or else steep rocks and gullies made progress impossible. The intertidal areas, again, were formed of steep rocks or fields of sharp, broken boulders, some of which were very slippery. Shellfish were plentiful but



harvesting of all bivalves was banned for fear of paralytic shellfish poisoning. Although we did not try fishing, neighbours who arrived a few days later brought in a half dozen rock fish which were made into a huge pot of fish soup. They had also caught a few crabs near another campsite.

Monday morning appeared to have good conditions for visiting the reef that claimed the Vanleen when she was attempting to enter Juan de Fuca Strait with a cargo of Japanese cars. There was no trace of her remains even though we were very close to the rocks that were just showing above water. On two previous visits to this reef I had seen almost the whole stern, first with superstructure and funnel, and later only the hull. We went out farther to watch the ocean swells breaking over a more exposed reef but soon turned back to more sheltered waters when Trenor's stomach started to complain. We stopped for lunch at the Gilbert Island campsite which was the best of all we saw.

Tuesday's trip was a short row around the islands to the north of our campsite. A strong breeze funnelling between islands gave us a good, hard pull home. This was the only time that we used all two manpower even though progress was reasonable with one rowing.

Conditions were ideal again on Wednesday morning, so we set out for the southwest corner of the islands where a colony of about 200 sea lions had taken up summer residence. The wind was almost calm but the seas were running about 4 to 5 feet, such that distant islands disappeared when we were in the troughs. A couple of off-lying rocks that were just awash caused some spectacular breaking seas on one side while the surf was climbing the sea lion rocks on the other. Large banks of cumulus clouds to the east complemented the spray and foam on the rocks. Trenor's stomach was behaving so there was time to wait for the biggest waves for our pictures. Although the lions made plenty of noise they did not seem to be disturbed by our close proximity. A few occasional pulls kept us out of the worst of the backwash and we both felt comfortable with the situation. While we were on the way back, the park ranger went by in the opposite direction with his inflatable throwing much spray. We visited him the next day. The Clarke Island campsite was the location chosen for a lunch break on a fine sandy beach. A group of kayakers occupied a small cabin that was once privately owned. Our route back to Willis Island took us to the west of most of the intervening islands. However, we had quite a lot of fun picking our way among many boulders in a channel that dries at low water.



(continued next issue)

COULD YOU DEVISE A DESIGN FOR A FRASER TEE SHIRT?

Here's a chance to try for a prize. The contest rules are simple:

1. Only two colours in total may be used, one for the background, i.e. the whole of the shirt, and the other for the design to be on the front.
2. The design must be suitable for silkscreening.
3. Entries will be judged on originality, being appropriate, and being reasonable in cost to reproduce.
4. Contest closes at 2359 January 31, 1984.
5. The entries can be turned in to Brian or Lindsay Smith, 5620 Garrison Road, Richmond, B. C. V7C 2M2, phone 277-7981.
6. A prize will be awarded for the chosen design.

The intent is to have available a stock of tee shirts bearing, on the fronts, a design that would cleverly, humourously, and economically identify the wearer as being a Fraser member. Our Fraser burgee lapel pin and the C.P.S. emblem are rather small and perhaps a little formal for the casual clothes appropriate to boating, so here is a chance to become informal!

COMING EVENTS

November 25, 1983 The November Social Evening will feature one of our own members, Bruce Owen. Bruce and his wife spent two years in Lusaka, Zambia, on a Canadian International Development Assoc. (CIDA) project to establish a Faculty of Agriculture at their university. Bruce will talk and show slides about life in this third world, inland country. Here is an opportunity for those who have interests in non-boating subjects--a peek into darkest Africa.

December 10, 1983 This is Fraser's annual Christmas Party. Come and enjoy a turkey dinner, entertainment (the awarding of the Pleasurebent Trophy) and dancing, all for \$ 17.50 per person, the same price as last year. Remember, this is a Saturday night party at the Delta Town & Country Inn. Tickets are available from members of the bridge and all instructors.

There will NOT be any other Fraser social evening in December.

December 31, 1983 There might be a New Year's weekend cruise if enough interest is developed--refer to the write-up in this issue of Fairlead.

