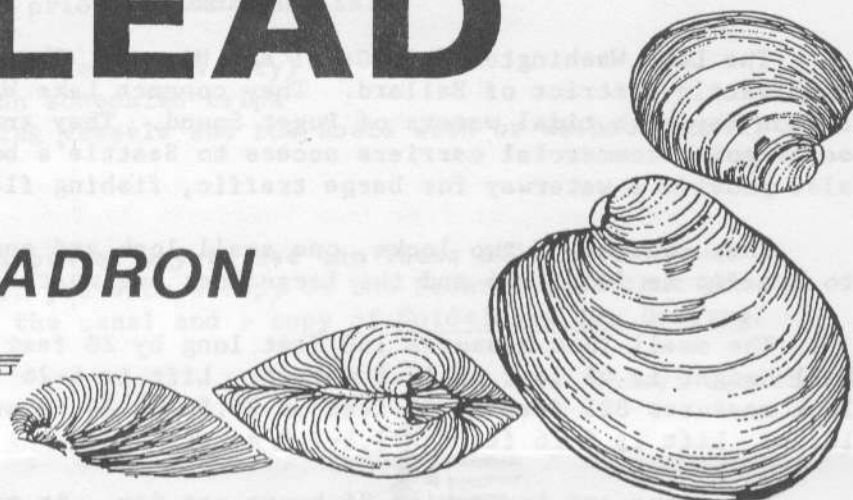


THE

FAIRLEAD

NEWS FROM

FRASER SQUADRON



APRIL 1988

Vol. 13

No.10

FROM THE BRIDGE

During the past month, your executive has been busy planning the Annual General Meeting to be held 22nd April, 1988 and the Graduation Ceremonies to be held 6th May, 1988 (Friday). Details of these meetings are given elsewhere in this Fairlead.

The A.G.M., without doubt, is the most important meeting of the year for Fraser and I would therefore request that all members make a note of this date and plan to attend. It is at this meeting that the reports of the officers are presented and the new bridge is elected.

I would like to wish Karen Lewichew all the best in all her endeavours.

Brian Smith
Commander

THE RAIN IT FALLETH EVERY DAY
UPON THE JUST AND UNJUST FELLA
BUT MORE UPON THE JUST BECAUSE
THE UNJUST HATH THE JUST'S UMBRELLA.

Anonymous

THE LOCKS

The Lake Washington Ship Canal and Hiram M. Chittenden Locks are situated in the Seattle District of Ballard. They connect Lake Washington, Lake Union, and Salmon Bay with tidal waters of Puget Sound. They are 8 miles long and provide ocean-going commercial carriers access to Seattle's busy fresh water harbour. They also provide a waterway for barge traffic, fishing fleets, and pleasure craft.

They consist of two locks, one small lock and one large. The small one opened to traffic in July 1916 and the large lock one month later.

The small lock measures 150 feet long by 28 feet wide or 45.7 meters by 8.5m. Wall height is 42 feet or 12.8 meters. Lift is 6-26 feet or 1.8-7.9m. The large lock measures 825 feet by 80 feet or 25.5m by 24.4m and wall height is 55 feet or 16.8m. Lift is 6-26 feet or 1.8-7.9 meters depending on the tide and lake level.

The locks are in service 24 hours per day. As many as 100 small vessels can travel through the large lock in a single lockage. It takes 25 minutes to go through the large lock and 10 minutes through the small lock. Ocean going vessels and long tows take a half hour.

The Lock Master is stationed in the tower on the middle lock wall. He controls the valves that raise and lower water levels and the salt water barrier; he opens and closes lock gates, as well as controlling spillway gates and he signals boaters by radio and navigation lights. Closed circuit T.V. and lock wall personnel aid the Lock Master to monitor vessel traffic.

Great care, judgement and boating courtesy are good guide-lines for boaters to follow going through the locks.

Points to ponder when "locking thru" --

1. Have in good condition 2 - 50 foot mooring lines, each with an eye at least 12 inches in diameter. (An eye not made with a slip knot.)
2. Fire extinguisher equipment, Coast Guard approved.
3. Personal flotation devices. Children and non-swimmers should wear them as they pass through the locks.
4. Fenders for port and starboard moorage in the locks.
5. Your vessel should be in good condition to insure against engine and reverse gear failure, fire, explosion and sinking.
6. Speed limit in the ship canal is 7 knots. When entering or exiting, slow down to 2½ knots or less.
7. Pay close attention to lines when entering and leaving the lock. In-rushing currents can swing your bow around into the vessels astern.
8. Be ready to pay out or take up lines should floating guide walls hang up.
9. In the large lock, if you draw more than 16 feet of water, signal the Lock Master so that the saltwater barrier can be lowered. Signal with one long blast and two short blasts. When the flashing yellow light goes out, the saltwater barrier will be in the lowered position.
10. Show the attendant and throw the end of the heaving line, secure it to the eye of your mooring line with a slip knot. Keep your hands away from cleats.

(continued)

LOCKS (continued)

WHO GOES FIRST? Established priority for boats is:

- 1st - Government vessels (Federal & City)
- 2nd - Passenger boats on scheduled trips
- 3rd - Freighters, fishing vessels and tow boats with or without scows.
- 4th - Pleasure craft
- 5th - Log rafts

This describes the safest and proper way to use the locks and canal. Lock attendants will be happy to furnish you with a copy of the Federal Code that governs lock operations and navigation of the canal and a copy of Guidelines for Boaters.

Cheryl Gaudet



GEMS FROM THE AUCTION

Fraser Squadron's annual auction has come and gone. This great event, hosted by Brian Smith, our auctioneer, drew the usual full house. More items for sale than in previous years kept the evening moving rapidly. Guess who was desperately looking for the other boot to match the one he bought last year? Instead of finding it, he bid on the same person's loot from the garage that produced the one boot. Guess who else bought the authentic bathtub boat that raced in the Nanaimo to Vancouver Bathtub Race? He intends to get it up to a plane while cruising down the mighty Fraser River, flying the Fraser burgee. Want a race? How about on one of Fraser's cruises?

Cheryl Gaudet

BRIAN'S FUN NIGHT - March 25, 1988

Brian's Fun Night produced a few new faces as well as the regulars. Missing this social meant missing out on prizes. Three prizes were given out for Brian's fun quizzes. Two of those prizes were claimed by the husbands of the Fairlead reporters. Try to attend our socials - we would like to share the wealth.

Cheryl Gaudet



NEXT SEASON'S DATES

Our monthly meeting dates for the next fall and winter will be:

SEPT. 23, OCT. 21, NOV. 26 (the Saturday evening Christmas Party),
JAN. 27, FEB. 24, MARCH 24, APRIL 21, MAY 13 (Saturday Grad Party).

OUR HOLIDAY IN CABO SAN LUCAS, MEXICO

Cabo San Lucas, which lies at the most southern tip of the Baja California Peninsula, is a very special place. It's a fishing village with approx. 16,000 population, lots of good restaurants, good drinking water and beautiful resorts. The average temperature in January (coldest month of the year) is between 80° to 90°F, with an ocean water temperature of 74°F.

To get there, we flew from Vancouver to L.A., changed planes and continued with Aero Mexico. Flying over the Sea of Cortez coastline we saw miles and miles of beautiful beaches, blue water and a sparsely settled arid landscape. On arrival at the San Jose Del Cabo Airport (30 km away from Cabo San Lucas) we were met by our friends from White Rock, who had left B.C. with their van and trailer in early December. Their 31 ft. trailer became our home for the next two weeks. It did not take us long to acclimatize, 10 hours sunshine, blue sky and 85°F, and every afternoon happy hour with a lot of our new found friends at the El Arco trailer park. The fishing stories and the daily catches that were brought in, inspired us to try our luck in fishing.

Our first trip out was in our friends 12' Zodiac. The three of us must have looked strange, as we always wore our bright red U VIC life jackets in 85°F, and very calm seas, comparing it to our local B. C. waters. Our fishing gear and lures were set to catch dorados 12 to 15 lb. (very good eating fish) when suddenly a marlin hit our bait. The reel started screaming and so did my wife as the marlin was on her line and she was unable to slow down and control the rod and reel. In all the excitement and commotion our friend Werner took over the rod and tried to brake and slow down the line with his thumb, which only left him with a burned thumb. After several jumps out of the water the marlin finally snapped the line and everyone was relieved as we were not too anxious to see the striped marlin's spear close to the Zodiac.

This got us hooked on marlin fishing and other fishermen invited us to come along on their 16 ft. aluminum boats. Their gear and lines were much stronger i.e. 50 lb. main line and 150 lb. leader. We would go out one hour before sunrise to jig for our own live bait, herring and mackerels.

On these trips we encountered all sorts of sea life; whales, dolphins and turtles, 5' to 6' in diameter. The highlight of the fishing trip was to see a marlin come to the surface, swim past the lure, then to hit the lure with his tail fin and then return to strike. It took me 50 minutes to bring the marlin to the boat, and at that point we were able to take the hook out and release the marlin unharmed.

Two days later we went again and this time our friend Werner got a marlin and his fight was recorded on a video camera. To say the least, we had a very good time and we are definitely planning to return.

Gerhard & Angie Meuter



TRAINING DEPT. REPORT

Our Training Officer, Karen Lewichew, and her assistant, Gary Lewichew, have resigned from their positions.

Commander Brian, Randy Lutman and myself will be filling in to complete the Training season.

Things seem to be well under way and by the time you receive this report all classes will be completed and exams written. Hopefully we will have some results by the next issue. With this year's Training season nearing completion, I would like to sum up the year's program in order that you may be aware of just how many members do get involved and the amount of volunteer time given to help promote safe boating in our area:

In total we conducted 9 Boating classes throughout the year. We also offered all advanced and elective courses to those interested and conducted classes in everything except Navigation: Sea Power, Sea Sail, Advanced Piloting, Jr. Navigation, Weather, Marine Maintenance, Marine Electronics, Let's Be Boatwise, Instructor Training and 2 VHF Radio Courses.

Thank you to the Instructors and Proctors who made this all possible:

Martin Bauer	Gary Russell	John Moran	Grace Lau
Dave Bauer	Reg Chase	Tom Walker	Peter Lau
Vic Ramos	Alan Black	Randy Lutman	Boyd Ivens
Ted Dubberley	Howard McLennan	Walter Dakers	Greg Gater
Carsten Nachtigahl	John Simpson	Alan Eldred	Carol Quartermain
Eric Stewart	Dave Williams	Dave Gunn	Charles Shargool
Lindsay Smith	Roy Yates	Dianne Vidulich	Fred Schoepper
Gavin Strang	George Schurman	Art Wagner	Don Strang
To Hin Lau	Norm Allan	Bill Low	Trevor Sproson
Bill Hawryluk	Garnet Jamieson	Carole Stewart	Alan Meggy
Patti Meggy	Don Morrison	Andy Conley	Audrey McLeod
Manfred Chan	Daphne Williams	Tony Merry	Peter Graham
Garry McLean	Leif Sorensen	Jack Magnusson	Adolf Potomak
Herta Potomak	Bob Conconi	John Elsoff	Verna Payne
Patricia Sestan	Gene Foss	Lorna Foss	Kate Smith
Jeffrey De Crewe			

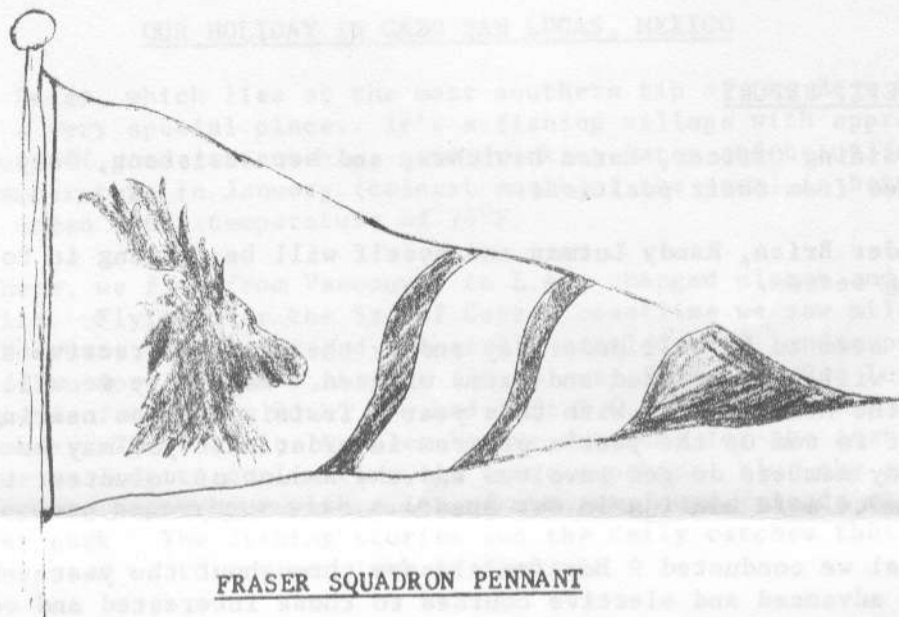
District Officers who helped with our special courses: John McKenzie (IT), Alex Smith (VHF Radio), and Gerry Berg (Training Aids).

Again, many thanks and after an enjoyable summer of boating and recreation we hope to be able to call on you once again next year.

Don't forget, the Grad Banquet and Awards night is May 6th at the Delta Town & Country Inn. We look forward to seeing you all there. Tickets are now available from any Bridge Member or myself.



Linda Gisborne (946-2749)
Executive Officer



FRASER SQUADRON PENNANT

The Fraser Squadron pennant depicts and symbolizes the rich heritage of the squadron.

Fraser Squadron encompasses both Richmond and Delta. The azure flowing diagonals on the fly of the burgee depicts the Fraser River which joins these two areas.

The destroyer, H.M.C.S. Fraser, was stationed in west coast waters at the beginning of World War Two. Charter members of this squadron chose the name "Fraser" not only for its geographic significance but to honour the brave men who served the two vessels of that name, both of which ships were lost on active service. The ship's badge of H.M.C.S. Fraser features and depicts a red deer, or a red hart. A replica of this badge is featured on the ship's bell stand presented to the Squadron shortly after its Charter.

Important to the early history of our locale is the name of Simon Fraser, whose feats of exploration by land and river do not require repetition. Again, the badge of the clan Fraser features a red deer or hart. It is of interest to note, in view of Canada's bicultural heritage, that the clan Fraser is of Norman descent, and the clan motto "Je suis pret" meaning "I am prepared" or "I am ready" well fits Fraser Squadron.

The squadron burgee displays at the hoist a crimson deer's head to symbolize its association with the ship, the river and the explorer, as do the three blue waves at the fly.

The white background of the burgee adopts the third colour of the Canadian Power Squadron's burgee.

As a note of interest, in heraldic usage governing the design of flags and coats of arms, crimson and azure are classed as non-metallic colours, while "white" in the language of heraldry was termed "argent" or "silver". By custom of heraldic design, metallic colours must touch or border only on non-metallic colours and vice versa. The design of the Fraser Squadron burgee observes this convention.

COMING EVENTS

- APRIL 22, 1988 - Fraser's Annual General Meeting and Change of Watch. The guest speaker will be Dick Wagner from Seattle, an enthusiast of traditional wooden boats.
- MAY 6, 1988 - Graduation Party
- MAY 27, 1988 - Pacific Mainland District's AGM - refer to the March Fairlead.
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FRASER'S AGM

The program for the evening will include the short procedures for the AGM; the administering of the oaths of office to the newly elected officers and the presentation of our guest speaker. Dick Wagner, the director of the Center for Wooden Boats in Seattle will tell us his experiences in a single-handed trip in an 8m (25 ft.) leeboard yawl from Alaska to Seattle. The boat was built to the "Black Skimmer" design of Phil Bolger and was donated to the CWB as is and where is. Dick seized this opportunity to sail yet another type of the many traditional craft with which he has become familiar.

THE GRADUATION PARTY

The Graduation Party is the time that we: welcome to membership the students who have passed the Boating course and joined CPS; recognize our members who have passed advanced and elective courses and reward those members who have made a significant contribution to Squadron, District or National activities of CPS.

The menu for the sit-down dinner will be dinner rolls, Caesar Salad, Prime Rib of Beef with Potatoes and a Vegetable, Chocolate Cake, and tea or coffee. A vegetarian meal will be available if arrangements are made before May 3, 1988 with Reg Johanson (536-3721) White Rock. Wine will be available by the bottle from the bar. There will be dancing later in the evening.

Tickets, priced at \$17.50 per person, will be available from most members of the bridge. Notification (by ticket purchase) of your intention to attend must be made by May 3, 1988.

The Place - The Delta Town & Country Inn, 6005 #17 Highway, Delta. The entrance is shared with the Shell Service Station off River Road immediately east of the overpass.

The Time - The bar will open at 1830 and dinner will be served at 1930, Friday May 6, 1988.

The Cost - The cost is \$17.50 per person.

Who May Come - All members of any CPS squadron, their families and friends as well as invited new members and their families are welcome.

Dress - Semi-formal.

