

THE

# FAIRLEAD

FRASER POWER  
SQUADRON NEWS



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## FROM THE BRIDGE

During the past month your Executive has been busy planning the annual general meeting, to be held April 23, and the graduation ceremonies, to be held May 7.

We have also been doing a little towards Pacific Mainland District's annual general meeting, to be held May 29. As usual, we attended the P.M.D. monthly meeting and manned (personned?) the Power Squadron booth on February 6 at the Boat Show.

Potential registrations for the Accelerated Boating Course, to begin February 15, have been going extremely well. Remember, someone introduced you to safe boating; now you could return some of the favour and gain considerable satisfaction by volunteering to instruct or proctor for these classes, which are only nine weeks in duration.

For the 1982-83 season, your nominating committee is in need of a Training Officer nomination. Anyone wanting to take on this most important position please give John Jones a call at 277-3035.

Harry Fane, Cdr.

## THE CANADIAN CHALLENGE FOR THE AMERICA'S CUP

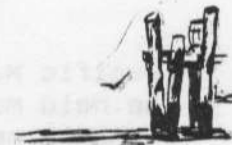
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I recently chatted with a young acquaintance who is leaving shortly for Florida to join the crews of the Canadian team preparing a challenge for the America's Cup. The team has bought the former American defender "Intrepid" from her French owners and has "Clipper" on charter. A few sailors from B. C. will be going to join team mates from Ontario so that on-the-water training can start very shortly. Although most of the crew members are top rate dinghy sailors, a great deal of sailing will be needed to develop the finer points of big boat handling and equipment evaluation.

The crews will work in Florida until the weather warms, then operations will be moved to Newport for the summer and back to Florida for the winter. Crew members receive board and lodging, pocket money, and a trip home every few weeks, and in return work five days per week. While at Newport they will be living in one of the old summer mansions formerly occupied during the season by the wealthy.

The challenging yacht is being designed by Bruce Kirby, whose best known vessels are the Laser, the San Juan 24's and larger sisters, and a number of custom IOR racing yachts. The design has progressed to the tank testing stage and it is expected that construction of the aluminum hull will be started this summer, probably in Ontario.

- J. R. Moran



### ----- STRAIT SHIPPING SCHEME COMPULSORY MEASURE

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The vessel traffic separation scheme in the Strait of Juan de Fuca is now compulsory.

The scheme, adopted by the Intergovernmental Maritime Consultative Organization, replaces the voluntary Canada-United States traffic routing system used in the strait for the past seven years.

The separation scheme also includes traffic routing lanes for vessels in the approaches to the strait, a precautionary area two nautical miles in radius in the entrance to the strait, a precautionary zone at the eastern end, a northern traffic separation scheme leading to Victoria, Haro Strait and Rosario Strait, and a southern separation scheme leading to Puget Sound.

The Canadian Hydrographic Service has produced a new chart--

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## Strait Shipping Scheme (continued)

L/C 3603--showing the new separation scheme, new editions of charts 3448 and L/C 3602, as well as chart amendment patches for charts 3440 and 3449.

Power-driven vessels of more than 20 metres must use the separation scheme. Fishing vessels are not to impede the passage of any vessel following a traffic lane and sailing vessels less than 20 metres in length must not impede the safe passage of a power-driven vessel following the traffic lane.



### BOAT FEVER



I must down to the yard again  
to the boat shed and the office  
And all I ask is a fair bill  
and sea-greens in my coffers  
And the bronze screws and the seams caulked  
and the clear bright varnish  
And the white paint on the hull's curve  
and a winch untarnish't.

I must down to the yard again  
with a sheaf of bills in my hand  
To the fork lift and the high crane  
at the tender edge of the land  
And all I ask is a bilge pumped  
and a dry cabin flooring  
And some spark plugs and an oil fill  
And an old engine purring.

I must down to the yard again  
to the call of the itemed slips  
To the in-voice with the thin voice  
that speaks of summer trips  
And all it asks for the ship's wheel  
and me at hand to spin it  
Is a ball pen and a check book  
and a fat balance in it.

Rosella Howe.

- From the magazine "Sail" April 1977.

## THE 1982 LONDON BOAT SHOW

"This is the BBC. Appalling weather conditions have all but paralyzed England." Reputedly the worst winter in 300 years played host to London's 28th annual boat show.

The boat show itself is a plaudit to Earls Court, which is an exhibition hall of immense proportions. Earls Court resembles an ice arena, but one that could hold 10 to 12 sheets of ice. Consider a centre pool that holds 21 boats, some nearing 52 feet, and still allows room for water ski jumping and displays of wind surfing and sailing punts. The actual figures were 800 boats of all kinds and 460 exhibitors of products. The show is on at the same time each year, usually the 2nd week in January. The first floor of Earls Court is about 40 feet above the ground floor and is missing an entire centre section somewhat larger than the pool below and through which some of the masts from the ground floor displays are sticking up. The first floor contains everything and anything you might need on or for a boat. Here it was nice to see Wagner Engineering from Canada displaying their wares as they have in previous years. I would say this first floor is where the Earls Court Boat Show excels, for the salesmen are thoroughly knowledgeable, polite, and willing to display their wares to one and all.

A good place to rendezvous would be in front of the Camper & Nicholson display. As I watched the Camper & Nicholson receptionist make appointments for viewing the individual yachts, I noted she was chosen for her harmony of design much like the yachts behind her. What can I say? Unashamedly British, they make poverty a crime and mediocrity a slur.

Next to the Camper & Nicholson display was a Fisher 34 motorsailer. Fisher reputedly went under (forgive the pun) several years ago and I remember their absence from the 1980 and 1981 boat shows. Most enthusiasts may remember the beautiful Fisher motorsailers in many international yachting publications, boats capable of traversing any ocean and one whose anemometer scale starts modestly at force "5". Rumour has it that the stove was gimballed to 360 degree rotation. I later learned that someone purchased one mould, the 34 footer, and is trying to make a comeback with that. The price was indeed attractive and less than the cost of a 1979 Fisher, taking inflation into account.

Many visitors believed that the two pounds thirty pence entry fee was to view the boats, not so. The entry fee was only to allow you the opportunity to make an appointment. All the boat displays were individually roped off, forcing everyone to come through a gate entrance allowing the receptionists to book a viewing appointment. The logic of this is fine if you have narrowed your search down to several boats, but many people were discouraged from seeing or perhaps purchasing boats, as appointment times were hours in advance. Imagine making an appointment to see if you want to buy an article!



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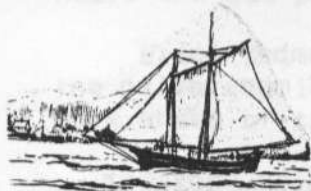
## London Boat Show 1982 (continued)

Sweden, Denmark, Italy, France, Finland, United States, Taiwan, and U.K. were the countries of origin for most boat displays. I didn't see any from Canada. To avoid the how much? how big? how high? how heavy? etc. etc., many displays had large, printed cardboard signs set out with the information. This made a quick walk by more productive and allowed you to be more selective in your requests for appointments for a real look. I personally avoided all boats with smoked plastic portholes held on by obtrusive rivets. Unfortunately, this eliminated many boats from France and England. Swedish boats tended to use the pop in windows similar to auto windshields. Much to everyone's surprise, the finest craftsmanship by far and without dispute was on the boats from Taiwan. Their traditional design and use of brass and teak brought on a lot of admiring "ohs" and "ahs". Portholes were of gleaming brass, large and of the opening variety. Abundant solid teak joinery work throughout with tight fitting mitres made other boats with thin veneer seem second rate. Appointments to view these boats were almost impossible to obtain. The Taiwanese will be formidable competition in the market place very soon. Unlike the local boat shows, this one had few Taiwanese trawlers. The core of the exhibition consisted wholly of sailboats. Large masts with flags on all stays made the displays colourful and very tall.

There were many catchword phrases to describe the boats shown, but one I applied was "utility in design" and this is best portrayed by an incident at the 1976 show. A man with his wife and four children literally crawled into a 23 foot sailboat. I overheard them say, "Isn't this spacious!" Since then, designs have improved a great deal. Cabins now come farther forward in the European designs allowing more light and standup room in the forward V berths. As expected, the English, German, and Swedish boats were designed for the Channel and North Sea, with a soft riding displacement hull, whereas the French and Italian boats had the sunny south in mind. Aft cabins are in this year in power and sail down to 26 feet. I guess the theme this year must be more boat for your money.

If you happen to be in London or plan to be there during the boat show you will need at least two days to satisfy your whims. Come during the week rather than on the weekend and bring soft-soled shoes, a plastic bag for all the informative pamphlets, and an umbrella.

- Zeke Zabolotniuk.



### FOR SALE

Boat House for 30 ft. boat; aluminum, including doors, styro flotation, secure moorage in the Fraser Middle Arm; can be moved.  
\$ 4,000.00. H. Fane, 277-8732.

## DOC RADIO CALL SIGNS/ B.C. TEL. IDENTITY NUMBER

By this time, those of you who have your VHF radio listed with B. C. Tel. for telephone service will have received a letter advising you to use both your "Radio Call Sign" and your B. C. Tel. "Identity Number" when placing a radio telephone call through B. C. Tel. facilities.

I have been asked to explain why this is necessary.

To put things in perspective, I will provide a little history.

Several years ago, B. C. Tel. decided to implement a new billing program, and over the objections of boaters and DOC, to introduce a B. C. Tel. "Identity Number" which would consist of the N and a number of digits. Until this time, they had used the DOC "Radio Call Sign" which was issued at the time the radio was licensed (CY \_ \_ \_ or CZ \_ \_ \_), together with the owners' phone number for billing.

As was expected, users frequently used the N \_ \_ \_ identity number in place of the DOC assigned radio call sign. This is not only contrary to Radio Regulations Number 743, but they were thereby identifying themselves in a manner that could be mistaken for a U.S.A. registered aircraft call sign. In addition, some B. C. Tel. operators were referring to the "N" number as the vessel call sign.

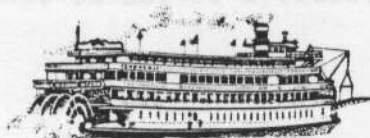
DOC advised B. C. Tel. that they were to inform B.C. Tel. operators that the "N" number was not a "Radio Call Sign," and to inform their subscribers to use their D O C "Radio Call Sign" when using the VHF radio. This direction from DOC precipitated the letter you received from B. C. Tel.

In summary then:

1. Vessels are required to identify themselves using the DOC assigned Radio Call Sign (CZ \_ \_ \_ or CY \_ \_ \_ ) at all times when using the VHF radio. This is a legal requirement of DOC.
2. In addition, to facilitate the B. C. Telephone billing system, vessels will also be required to provide their "N" identity number before B. C. Tel. will process the radio telephone call through their system.
3. Use of the "N" number in place of the "CZ" or "CY" number is illegal and could result in a violation report by DOC monitoring stations.

If you feel this situation is ludicrous you may wish to consider one or both of the following actions:

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## DOC Radio Call Signs (continued)

1. Write B. C. Tel. and express your displeasure with the use of "N" numbers, and suggest they change their billing system to be consistent with the DOC Radio Call Sign.
2. If you cruise primarily in the Gulf Islands, use Vancouver Coast Guard Radio Channel 26 or 84 to place your telephone calls. It is not only cheaper, but you don't need to provide the "N" number, only your radio call sign.

N. Dyck.

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## VANCOUVER BOAT SHOW

Once again the boat show has come and gone and Fraser did their bit to promote Safe Boating and the Power Squadron by helping at the booth in the Show. The booth was smaller than other years but still seemed to draw the people to inquire about the classes. While I was there we had a number of inquiries for the Richmond and Delta classes coming up so hope all those asking turn up.

Many thanks go out to Harry Fane, John Jones, Tony Merry, Barbara Dyck, Marg Halliday, Del Dash, Lindsay and Brian Smith, Norm and Sue Dyck, Flo and Don Delves, Martin and Carolyn Hoffman, Judy Alexander, Ken Sykes, George and Lois Schurman, and Ben Berends from Yukon Squadron who came to help out.

It has become a Fraser tradition that after the stint on the booth we gather at the Newcastle Restaurant for Chinese dinner and hash over the show and the boats we'd like to own. It makes for a fun day and evening, too.

Flo Delves.

## COMING EVENTS

Remember Fraser's Annual Auction on February 26, 1982 at the Delta Town & Country Inn. Please bring the items for sale by 1900 hours and get prepared for the start of the auction at 2000 hours.

Brian Smith (phone 277-7981) would like prior information about the items you intend to bring so that he can do his preparatory work ahead of the show.

March 26, 1982. The March social will feature G. McNutt, who will show some of his aerial photos that were taken for the books prepared by Bill Wolferstan. These unpublished photos are of the same quality as those in the books but may not have the best portrayal of the points emphasized in the books.

April 23, 1982. Fraser's Annual General Meeting. This one will be different!