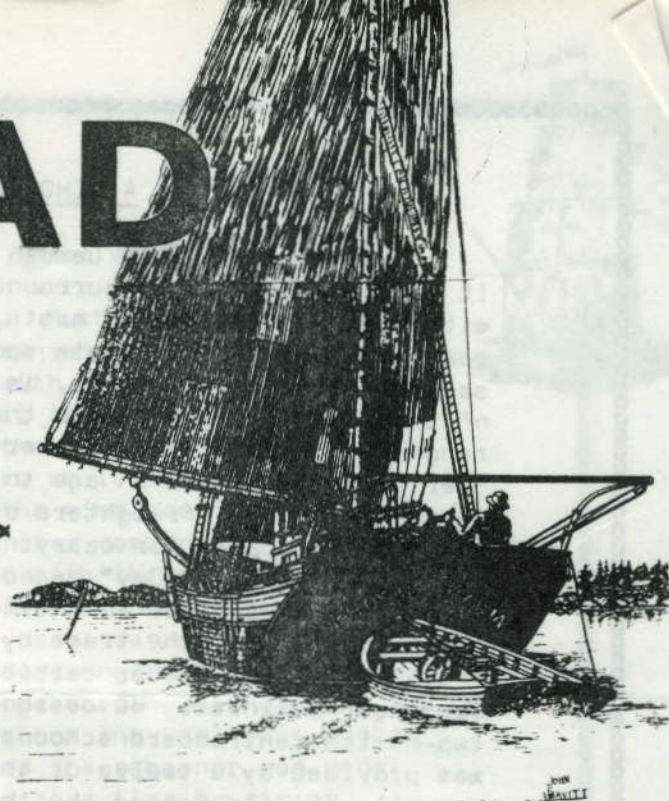


THE

# FAIRLEAD

## FRASER POWER SQUADRON NEWS



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### FROM THE BRIDGE

During the winter months, Fraser organizes, for the benefit of its members, monthly social meetings. There is usually a short meeting for elected officers to report what they are doing to promote training, and to account for Squadron funds, etc. We have Wine and Cheese parties so that members may socialize, not only with old friends, but also to get acquainted with new members. We have a Christmas party in December, and Graduation and Change of Watch in May.

At our regular meetings, or social evenings, we have guest speakers to entertain us after the official business is over. Our Programs Officer does his best to provide speakers who will add to our boating interests, whether they be sail or power. A lot of work goes into organizing these functions, and it can be rather disappointing to have only 30 or 40 persons show up to hear the speaker. After all, we have a membership of over 300! It would be most rewarding if more members made the effort to join us at these functions, and guests are always welcome.

At our Wine & Cheese party on October 22, we hope to have a short Graduation Ceremony for new members, so please mark the date on your calendar and plan to be there - we were all new members once, and appreciated being welcomed into the Squadron. Won't you come and help welcome the new members?

Sue Dyck, Commander.



## A SCHOONER CRUISE DOWN EAST

The first sight of Camden Harbour took one back about 60 years. It was a small harbour surrounded by the small town and it was filled with masts, real, wooden masts, many with topmasts. No marinas with rows of plastic power boats spoiled the illusion. Camden, like several other nearby ports, is home to about nine of Maine's fleet of schooners; dude ships to the old Down Easters. These schooners range from about forty to over a hundred feet in length and from over a hundred years in age to the youngsters of about twenty. Some were once coastal freighters or fishing vessels while others were built specifically for carrying passengers on short cruises. We chose to join "Mary Day" because she appeared to be the best sailer among those described some time ago in "Wooden Boat." We were right. She was built for the trade by a captain who had previously owned a smaller former lumber carrier that had been converted for the passenger business. He designed "Mary Day" an eighty-three foot, two-masted centreboard schooner without an engine. Auxiliary power was provided by a twelve or thirteen foot diesel yawl boat that was normally hoisted across the top of the transom. A crew of five and twenty-eight passengers were to live aboard for a six day cruise.

Sunday was a day for local celebrations and so all of the schooners were open for visitors. We inspected most of them and came away happy with our choice. In the evening we moved aboard in time to watch a parade of boats and fireworks. Our double cabin beside the foremast had upper and lower bunks partly offset by the flare of the hull. The exposed cabin sole was bunk length by about a foot and a half wide. Luggage went under the lower berth or between the bunks and the ceiling of the hull. A small curtained opening window in the side of the deck house provided light and ventilation. An escape hatch opening onto the top of the deck house was fitted with a loose screen and a removable cover. One carried down a hand basin of water dipped from a cask on deck before turning in to provide for the morning wash. Most brushed teeth from a glass of water by leaning over the main rail. Small compartments accessible only from the main deck contained the two house-type flushing water closets. A canvas canopy temporarily slung under the foresail boom and a night lantern gave a little comfort to night ramblers.

Breakfast was served from 0830 to 0900 after the crew had finished. There was a little choice but plenty for all. Those who wished to could help the galley girl with washing and drying dishes. The galley stove was wood fired and it heated the water for the two sinks which had hot and cold running water. Persons wishing to go ashore for a morning walk would be taken in by yawl boat. Two peapods were carried in davits over the schooners sides and these were available to those few who preferred to exercise with oars as I did. Peapods are traditional New England work boats having the double ended and round bottomed form of a miniature whale boat.





## A SCHOONER CRUISE DOWN EAST (continued)



When all passengers were back aboard there would be a call to man the main halyards. About six or seven were assigned to the throat halyard and about five to the peak. Much grunting and heaving, usually uncoordinated, got the mainsail hoisted. A crew member snubbed each halyard fall in turn with a short stopper and then belayed it ready for the dudes to coil it down. The foresail would be hoisted in a similar manner and then the pump action anchor windlass would be manned by four volunteers while another guided the chain into neat rows in a box beside the windlass. When the kedge anchor broke clear of the surface a crew member would set up a fish tackle to haul it up to the cathead with three volunteers to man the tackle fall. Another short hoist put one fluke over the main rail where it was secured while the vessel was under way. Two jibs were hoisted and sheeted home by passengers while the crew set the topsails and lowered the centreboard. If there was no wind or it was blowing into a confined harbour the yawl boat pushed the schooner to the harbour entrance. Once the schooner was under way the yawl boat would be hoisted one end at a time by six or seven people running down the deck with the davit tackle fall.

The day's sailing had commenced and the passengers went about their chosen activities such as bird watching, sketching, reading, conversation and photography. Some helped with the preparation of lunch by peeling, shelling and husking. Lunch was usually served buffet style so that it could be eaten either below or on deck. During the early afternoon there was usually a slight increase in the breeze and if the course was to windward, passengers could help by sheeting home the jibs after each tack. By late afternoon the skipper had selected a protected anchorage. On one occasion he sailed right to the head of Boothbay Harbour through hoards of boats both at anchor and under way. The main boom had to be sheeted in several times to clear other vessels. A very well executed reduction of sail and rounding-up placed "Mary Day" in an excellent position to drop anchor. This vessel is an excellent performer under sail and the skipper knows how to get the best from her. Some passengers had "foursies" from their own stock kept in an ice chest on the foredeck. Suppertime was arranged a comfortable interval after anchoring. The yawl boat and peapods were available after supper until dark. The remainder of the evening was passed in games, conversation and some singing around the ship's organ or the mate's guitar. Most turned in shortly after ten.

The cruise ended back in Camden just before lunch on Saturday after a very relaxing week of good scenery, sailing and eating. The ample suppers of very good but simple fare comprised such main courses as roast turkey, roast beef, and roast lamb. While at Matinicus Island we had a feed of boiled lobster and blueberry pie

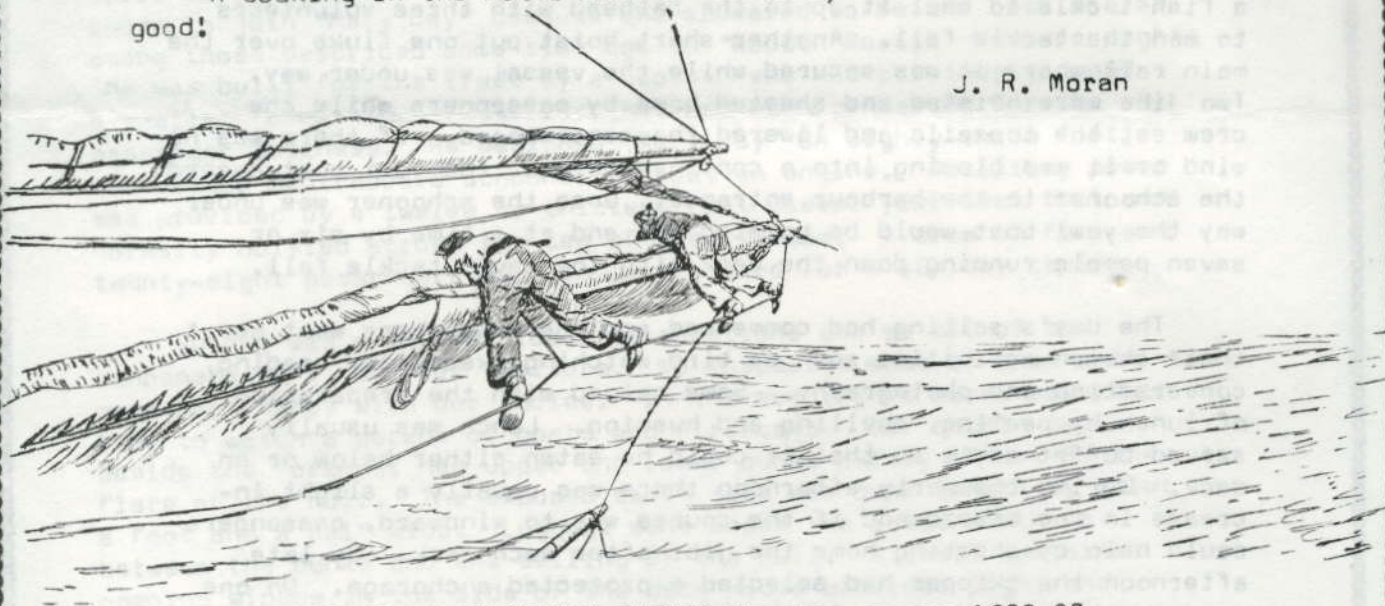


## A SCHOONER CRUISE DOWN EAST (continued)

while ashore on a rocky point watching a beautiful sunset in one direction and the glassy smooth Atlantic in the other. The passengers varied in age from the mid twenties to the seventies with most being in the forties. All were very friendly and contributed to the general good humour that prevailed on the ship. A few had gone on a similar cruise before and some were planning to go again. We would certainly like to try another cruise of this type as it is very interesting to live and sail in a comfortable semblance of "the old way" in an area so steeped in maritime history.

A soaking in the motel bath on Saturday afternoon sure felt good!

J. R. Moran



### SCHEDULE OF SOCIAL EVENTS for the season 1982-83

- 22 October - Wine & Cheese Party with Graduation ceremonies.
- 26 November
- 11 December - The Annual Christmas Party on Saturday night.
- 28 January
- 25 February
- 25 March
- 22 April
- 7 May - Graduation Party on Saturday night.

Social co-ordinator Brian Smith and family have moved to 5620 Garrison Road, Richmond, B.C. V7C2M2 but the phone number remains 277-7981.

### FLASH -----

Nov. 26 - Bill Wolferstan will introduce Volume III of the Cruising Guide Series; several copies will be given out as door prizes. Further details next month!



Well, it's that time of year again. Lay-up time is upon us and whether storage is on land or water is the first consideration. Wooden boats should be stored in the water if possible.

The first step is to remove all perishable articles; that is anything that could be damaged by damp, cold or thieves. Obvious removables are: books, dishes, food, clothing, bedding, tools, fenders, life preservers, dinghies, oars, boat hooks, lines, sails, outboard motors, tanks of cooking gas, radios, compasses and electronic equipment. Outboard motors should be stored upright and dry.

The next step is to clean the boat inside and out by vacuuming and washing. Petroleum jelly wiped on all fittings will stop corrosion. Now is the time to wax the boat if time permits.

Prepare the engine for winter. Run it until it is fully warmed then drain the oil. Replace the oil filter and fill the system with new oil. Run the engine again to circulate the new oil and to warm it thoroughly. Slowly pour a pint of automatic transmission fluid down the carburetor until the engine stalls. This will protect the internal parts. Drain all raw water from pumps, pipes, strainers, manifolds and the engine itself if it is so cooled.

Drain all heads and pump ethylene glycol antifreeze into the system. This also protects the rubber valves in the head. Drain the domestic water system but if all of the water cannot be removed a special non-toxic antifreeze is available. Holding tanks must be drained and flushed before adding antifreeze. Drain the bilges. Batteries must be kept fully charged to protect them from freezing and to keep electric bilge pumps operable. Fuel tanks should be kept full to stop condensation.

All of this applies to wet storage. All boats are best supported in their natural element.

For dry storage support the boat well and firmly and carry out most of the foregoing items.

Open all seacocks. Remove each battery, store it in a warm dry place and trickle charge once a month to maintain a full charge. Tarps can be used for both wet and dry storage but they must be well supported by strong frames and securely fastened. Air must be allowed to flow through for ventilation. Electric lamps are useful for controlling condensation in both wet and dry storage. Trailers that are supporting boats should be solidly blocked.

Please visit your boat frequently - it could get lonely.



### SOMETHING DIFFERENT

If you are looking for something different to show your out of town guests<sup>30</sup> at the same time be able to take them out fishing without all the road driving, have them stay at a boatel.

What is a boatel? It's just like a hotel but instead of taking your car, you take your boat. You don't have to plot a course to San Francisco because now there will be one right here on Granville Island at the east end.

Besides the normal hotel amenities this boatel will provide stereo equipment and tapes to guests in all rooms and a ferry service to the new stadium.

The Granville Island Hotel is to open this fall and, by the way, you don't have to wait for out of town guests, you can enjoy the view and restaurant facilities.

Vic Ramos

### BOARD SAILING

Mike Cotter and Rex Lansdown of Tsawwassen Windsurfing Ltd. were our guests at the September evening social and everyone was impressed by the two young entrepreneurs. They explained to us some of the finer points of board sailing and supplemented this with a video tape and slide presentation of board sailing in Mexico, Hawaii and California.

There may come a time when every boat afloat will have a wind surfboard instead of a dinghy or maybe not. But think about it, exploring the coves and enjoying the summer without the old nine horse power outboard.

Can anyone learn, you may well ask? "Yes," said Mike, and to prove it they will guarantee it.

And, by the way, Board Sailing is the sport not Wind Surfing which is now a trade name.

Vic Ramos







### NOTICE TO LADY ASSOCIATES

Lady Associates should have received their invoice from National; if not call your Squadron Secretary Linda Gisborne (946-2749). This invoice for \$10.00 is the only membership payment for the rest of your life unless you choose to become a full member. It must be paid by December 31, 1982 as there will be no reinstatement of those who miss this deadline. Members who do not now have the status of Lady Associate can never become one as this category of membership is being phased out. There will be annual billing if the lifetime Lady Associate wishes to take the magazine Port Hole but it is only for the magazine. Please pass this information to Lady Associates because they do not all receive "Fairlead."

### TRAINING

Anchors Aweigh, the 1982-83 training season is now underway. The Ladner registration was below expectations and as a result the Monday class will be cancelled, Randy Lutman, Lt. Asst. Training, said. It wouldn't be practical to have a class with only six students. Martin Hoffman, Lt/C Training agreed and added that the people who requested Monday will be offered a class on Wednesday in Ladner or Monday or Wednesday in Richmond.

Richmond, on the other hand, had a good turn out although still below what was expected. One possible reason for the low turn out was that the Basic Boating Courses were held during the spring and the most recent right after the Boat Show. Another reason is the economy. Nevertheless F.P.S. is fulfilling its mandate, ..... "promote and perpetuate high standards of navigation and seamanship"..... Thanks to the many volunteers. Next month Fairlead will have a list of Instructors and Proctors.

Vic Ramos

### COMING EVENTS

October 22, 1982 - This is Fraser's annual Wine & Cheese social with the pledging ceremony for graduates of last spring's accelerated Boating Course. Brian Smith will once again devise humorous contests to keep things moving. The price will be \$7.00 per person. Delta Town & Country Inn at 1930 hours.

November 26, 1982 - Bill Wolferstan will speak again.