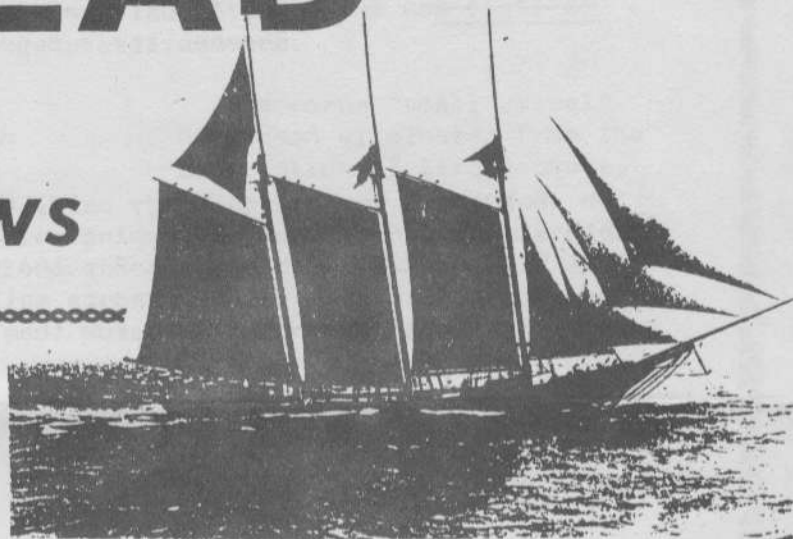


THE

FAIRLEAD

FRASER POWER
SQUADRON NEWS



JANUARY 1983

Vol. 8

No. 7

FROM THE BRIDGE

This is the time of year to remind members to send in their dues if they have not already done so. Since the reinstatement has been raised to \$5.00 from \$2.00, it is easily seen that renewing memberships on time is one way of saving money.

Membership in Canadian Power Squadrons is a bargain at any price when you consider the benefits of belonging to the organization. First, you are privileged to fly the distinctive CPS flag, thus identifying your vessel as one whose skipper is safety conscious and recognizes the "Rules of the Road" on the water. You receive the Squadron Newsletter, the District "Propwash", National "Porthole", as well as a Roster containing names of all Pacific Mainland District Members. You are entitled to take advanced CPS courses to increase your boating knowledge. You are also able to vote on, and suggest changes in, Squadron Policy, as well as being most welcome to participate in all Squadron activities. Our strength lies in our Members - let's continue to be a strong Squadron.

A Safe and Happy 1983 to all.

Commander S. Dyck

PLEASE NOTE

- The Annual Membership dues should be sent in now to our new treasurer - Harry Fane,
3280 Blundell Road,
Richmond, B.C.
V7E 1G3

For those who have already paid, the membership cards will be available at the January social evening on Jan. 28. Advanced class instructors will have the membership cards for their class members. This is a procedure which we hope will reduce mailing charges. As usual cards will be mailed to those who do not pick them up.

TRAINING DEPT. NEWS

The two fall accelerated boating classes had 35 students who wrote the final exam. Congratulations to the 29 students who passed.

The first spring accelerated course has 24 students registered for instructor Gary Russell assisted by Dave Reed and Edward Dubberley.

CHANGES IN THE BRIDGE

Harry Fane has taken over the duties of Treasurer and Judy Alexander has offered to take over as Public Relations Officer.

Del Dash has volunteered to carry on for another term as Cruise Master. Many thanks to those who have offered to jump into the breach.

COMING EVENTS

28 January - Fraser's regular social evening at the Delta Town & Country Inn at 2000 with the bar opening at 1930. The feature will be a slide show on Newfoundland by John Moran. Come and see the other side of Canada.

SAFETY TIP

Always hang wet lifejackets in a cool, well ventilated area.

THE NEW SAFE BOATING GUIDE

Transport Canada (Canadian Coast Guard) has issued the new lists of Safety equipment that must be carried by every vessel.

Vessels up to 5.5m in length
Vessels between 5.5 and 8m in length
Vessels between 8 and 12m in length
Vessels between 12 and 20m in length

The words "small vessel" have been eliminated from the description of life jackets.
- PFD's are now allowed as an alternatives to life jackets. The requirements for fire protection have been changed.

This little book is free and may be obtained from Chart & Marine stores.

Note that the New Canadian Buoyage System goes into effect April 1, 1983. There are many changes including the change from black to green on the buoys with which we are familiar. Fairway buoys however will be red and white with the colours running vertically.

An entirely new (for Canadian waters) concept of marking some dangers will be introduced by the use of cardinal buoys. These will be yellow and black with the colours running horizontally. The arrangement of colours and the light characteristics will indicate on which side of the buoy the deepest (safe) water is located. This is all described in a small booklet "The New Canadian Buoyage System" which again is free and available from Chart & Marine stores.

Please note that the Safe Boating Guide does not cover the buoyage system in much detail and the cardinal system is not even mentioned.

J. R. Moran

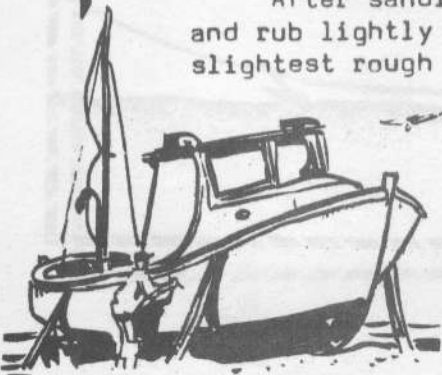
KAYAKING

Those who are interested in kayaking may find useful information in the March 1982 issue of "Backpacker" magazine. In addition to a buyer's guide there is a good summary of sources of information about the southern Queen Charlotte Islands. Surprisingly, there is a warning that fresh water for campers and boaters is not readily available in many places. There are several brief articles on using kayaks for coastal cruising and an interesting amount of a commercially organized tour of several of the remains of Haida villages on the south east of the Charlottes.

HELPFUL HINTS

Sandpaper will last longer, work better, and resist cracking if the paper backing is dampened slightly, then wrapped around a block of wood.

After sanding a surface, pull an old nylon stocking over your hand and rub lightly over the sanded area. You will be able to locate the slightest rough spot.



ANNUAL XMAS DINNER DANCE



Fraser's annual Xmas dinner dance was held on December 11th at the Town and Country Inn. After the dinner the Fishing Trophy was presented. It seems the trophy likes the Fane household. This year it was presented to the skipper Harry Fane, winning with a ten pound salmon!

A jury consisting of Brian & Lindsay Smith and Martin & Carolyn Hoffman brought forth charges against a number of our members. First, Dave Williams for leaving his wife, Daphne, on board Pharos I and heading full steam to a new port of call, also for trying to be a gymnast between Dauntless and Fairtide to rescue another Pleasure Bent Trophy candidate Fred Willet, when Fred's canoe turned over. Fred is also guilty of trying to stretch his gas by adding water to the gas tank! We also have the team of Bruce Hood and Rick Chapman not knowing the difference in a left or right hand prop. Then there is another past commander who entertained his fellow boaters while anchored in Pendrell Sound, by pulling in the anchor rode and finding no anchor!! This seemed to warrant the most points and so the much sought after trophy, the Pleasure Bent Trophy, went to Norm Dyck for not checking to see if the anchor was securely attached to the line.

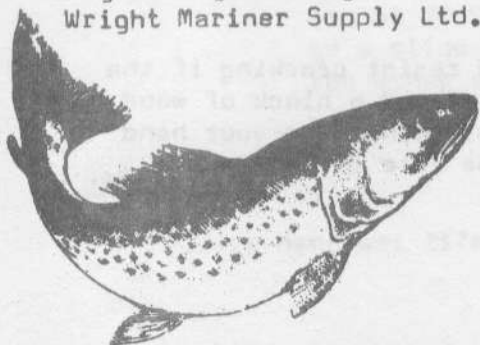
Dancing started and we danced to a good group called "Sweet Macs." Their music did not blast you out of the hall and was also good to dance to. For some unknown reason the affair ended earlier than usual, but I would say a good time was had by all. I know we did.

Flo Delves

The Bridge and membership of Fraser Power Squadron offer sincere thanks to the following companies for donating those fine prizes that added excitement throughout our Christmas Party:

Hy-Seas Marine Electronics
Massey's Machine & Marine Shop Ltd.
Marine Mail Order Supply Inc.
Mustang Sportswear Inc.
The Quarterdeck
Rod's Building Supplies
Skyline Marina
Steveston Marine & Hardware Ltd.
Wagner Engineering
Wright Mariner Supply Ltd.

1601 Granville St. Vancouver
4926 Delta St. Delta
1368 W. Broadway Vancouver
3810 Jacombs Richmond
570 Seymour St. Vancouver
3471 Moncton St. Steveston
8031 River Rd. Richmond
3560 Moncton St. Steveston
40 Gostick Pl. North Vancouver
1790 W. Georgia St. Vancouver





DON'T BABY YOUR DIESEL

Your diesel engine should be worked hard from its first run until it has accumulated at least a hundred hours. This means at least half to three quarters load with intervals at higher load. The purpose of this is to "wear in" the piston rings before a glaze develops on the cylinder walls. If the engine is run at light loads when it is new a very hard glaze will form on the cylinder walls and the rings will not "wear in." The results will be high lube oil consumption, blue smoke and, in severe cases, oil in the exhaust system. Should it be necessary to run the new engine at light load, give it frequent applications of a good load to clear up the smoking exhaust.

Once the engine has been "broken in" light loads are not so serious but again, intervals of good load will help greatly. It is generally considered that a diesel should not be run for long periods at less than 40% load. Two cycle diesels are more adversely affected by light loads than four cycle engines. Poorer quality fuel makes it more essential to maintain a good load.

J. R. Moran

MEET YOUR EXECUTIVE

PROGRAMMES OFFICER

Doug Donnelly, born and educated in Montreal, Quebec, with wife, Helene, moved to beautiful Vancouver in 1979.

His business background covered the Aircraft Industry - (F 86 Jet Fighter), Lumber and Building Materials. He is currently General Manager of Rod's Building Materials Ltd. in Steveston. Doug's hobbies include: photography, raising tropical fish, boating, golfing and curling. He served in the Royal Canadian Navy, aboard H.M.C.S. "La Heloise", was the Director of the Building Supply Dealers Association of British Columbia. He is presently looking forward to gaining additional knowledge in the Seamanship Power Course.

Doug and Helene's pride and joy is their 26 foot Campion - "Helene Dee", VHF call letters VG 6909.



HYPOTHERMIA

For survival, the human body must maintain a body temperature between 75° - 112° F. However for proper metabolism $98.6^{\circ} + 1^{\circ} - 2^{\circ}$ is considered proper.

There are several ways body heat can be lost.

- a) Transfer of heat to a cooler object.
- b) Transfer of heat to moving cooler air.
- c) Cool inspired air is warmed by the lungs and the air is exhaled.
- d) Water on the body is evaporated.
- e) The body in performing its functions, produces heat which is radiated.

As the outside temperature drops, the body reacts to protect vital organs by reducing circulation to the surface and extremities of the body. This maintains the correct temperature for these organs. If the body continues to be exposed to this loss of heat the rate of heat loss will be such that the body cannot maintain the desired deep body temperature (hypothermia).

It is interesting to note that the body does not have to be exposed to cold weather for it to shunt warmth from surface to core. Fire Fighters for example are at higher risk to hypothermia due to their exposure to heat and evaporation of perspiration and fatigue.

Recognition of hypothermia is sometimes difficult due in part to the persons activities at the time.

Five stages to keep in mind:

- 1) Shivering, the body's attempt to generate heat.
- 2) Apathy, sleepiness, listlessness, indifference, slurred speech.
- 3) Unconsciousness with a glassy stare.
- 4) Freezing extremities.
- 5) Death.

You can see that alcohol can mask some of the symptoms and in fact can contribute to a speeding up of the hypothermic process.

Treatment: For the patient with mild to moderate hypothermia (rectal temperature 81° - 95° F, patient conscious). Further heat loss is prevented by moving the patient out of the wind, replacing wet clothing with dry, and adding appropriate insulating material. External heat should be provided the patient in any way possible - hot water bottles, electric blankets, campfires, body heat from another person. Remember the patient is unable to generate body heat, therefore merely placing blankets on him is not sufficient. Hot sweet drinks NOT ALCOHOL should be given. If possible immerse the patient's trunk in warm water between 105° - 110° F. Transport patient to an Emergency Department as a priority, taking care not to rough handle and keeping the head lower than the feet.

NOTE:

For frostbite the water temperature should be kept between 100° - 105° F.

Vic Ramos

WATER AND YOUR DIESEL ENGINE



Diesel engines cannot tolerate water in the fuel oil. The high pressure fuel pumps produce pressures of several thousand pounds per square inch to ensure that the fuel will be properly atomized when injected into the combustion space. The pump plungers are fitted with clearances measured in millionths of an inch. This precision machinery is lubricated by only the very minimal content of oily components in the fuel. Even very small amounts of water well mixed with the fuel will cause rust stains on the highly polished steel pump plungers and cylinders. Unfortunately the iron particles expand as they combine with oxygen to form the very hard oxide called rust. The result is that the already minute clearances are further reduced by the presence of an expanding grinding compound. The plungers may stick, wear rapidly or get scored and thereby ruin the pump. Note that the grinding component of jeweller's rouge is rust! Sulphur in the fuel will combine with water to form acid which speeds up the rusting process. Fuel pump repair or replacement can be very expensive - just check with a diesel repair shop.

Do not add alcohol to the fuel unless you have proper (written) approval of your diesel's supplier. This will further dilute the already skimpy lubricating properties of the fuel. On some engines, water in the fuel may cause the ends of the injection nozzles to break off inside the cylinder and of course this is likely to break the head of the piston. Whatever the damage or excessive wear that occurs in the high pressure fuel system the remedies are very expensive.

Use high quality water separator filters in the fuel supply system and take every precaution against getting water in the fuel. Good water separator filters are expensive; the simple paper cartridge types will just not remove a high percentage of the water entering the unit. Don't blame the fuel dealer for water related problems. The Canadian Government Specifications Board standard N; 3GP - 6 M for diesel fuel allows up to 0.05 percent of water in the fuel. This is 5/100 gallon in 100 gallons which is far more than a cheap filter can adequately remove to protect your engine.

Do not be misled by various technical reports showing beneficial effects from mixing water with fuel oil. Special, or modified, fuel system equipment is needed for these experiments. None of this is commercially available now. The risks are too costly for the average person to experiment with fuel dilution.

J. R. Moran

HELPFUL HINTS

No corkscrew for the wine bottle? Run hot water on the neck of the bottle. Heat expands the glass, causing the cork to pop out.