

THE

# FAIRLEAD

## FRASER POWER SQUADRON NEWS



JUNE 1985

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No. 2

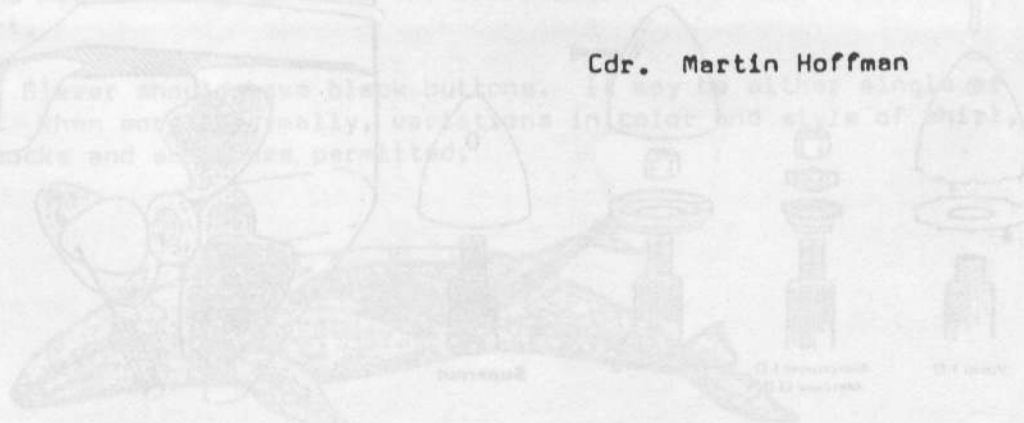
### FROM THE BRIDGE

The 1984-85 training season for Fraser Power Squadron has now come to an end. Exam results from Boating and all but two of the advanced courses are in. Fraser's report was presented at the Pacific Mainland District's Annual General Meeting on May 25th.

This past successful training season would not have been possible without the efforts and dedication of our training staff. Again thanks to the past Training Officer and his assistants and a special thanks to all the instructors and proctors. Plans for the 1985-86 Training Season are already under way and we look forward to the participation of both old and new members.

Summer time is cruising time. Look for the flag with the stag's head and join us.

Cdr. Martin Hoffman



### FOR MERCURISER/VOLVO/CHRYSLER OWNERS

If you own one of the above mentioned inboard - outboards you may have suffered through the frustrations of having to change a propellor in rough seas or murky waters.

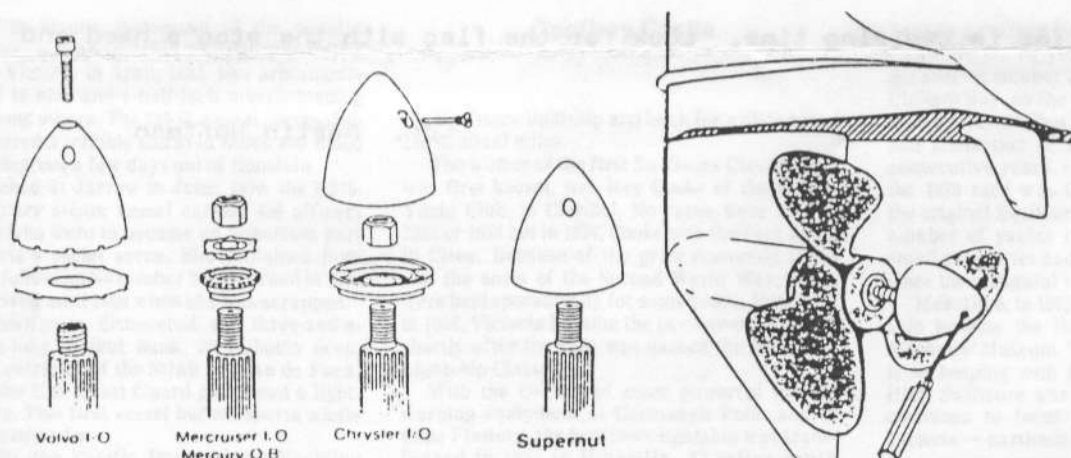
The difficulty usually lies in trying to bend or straighten tabs on tab washers, loosening or tightening stubborn lock nuts or screws, and finally trying not to drop one of the three or four components in the process.

A relatively new product on the market ends all these problems. Johnson Propellor Company, a company which has been building propellers since 1936, has come up with a one piece propellor nut that replaces all the parts usually associated with a propellor installation. It is called the "SUPERNUT". This nut is made of a strong, self locking, nylon type material. It grips the threads of the drive shaft with a slight swelling action and when properly installed will never back off. It can be removed and reinstalled indefinitely without wearing out. Supernuts have been put on and taken off approximately 100 times without any evidence of wear.

To install, simply thread the Supernut on the shaft until it is hand-tight. Then slip a screwdriver or similar object through the hole in the end of the nut and tighten until snug. That's all there is to it. To remove simply reverse the above procedure.

While these nuts may be available at a number of other dealers, two places where I have come across them are Chimo Marine 278-7185 and Hi Mac Mobile Marine 946-9298. Cost is about \$30.00.

Norm Dyck



## TRAINING DEPT. NEWS

The interest in the Let's Be Boatwise course for children was so low that the program was cancelled. An extra class was held for those who wanted to be better prepared for the Boating Course exam and, of the 13 persons who wrote, 12 passed. The radio operators course was a great success with a registration of 63 persons of whom 55 wrote and 54 passed the government exam. The advanced and elective course results to date are: Advanced Piloting - 4 passed, Weather - 5 passed, Marine Electronics - 1 passed, Seamanship Sail - 4 passed, Jr. Navigation - 3 passed.

The tentative training program for the coming season will be:

	<u>LADNER</u>	<u>RICHMOND</u>
Boating Course	Mon. Tues. & Wed. Sept. 16, 17 & 18	Mon. & Wed. Sept. 16 & 18
Advanced Piloting	-	Wed. Sept. 25
Seamanship Power	-	Tues. Sept. 24
Seamanship Sail	-	Tues. Sept. 24
Jr. Navigation	Tues. Sept. 10	-
Navigation	Mon. Sept. 9	-
Weather	Mon. Oct. 21	-
Marine Maintenance	-	Tues. Sept. 24
Marine Electronics & Let's Be Boatwise for young people 10-13 yrs. will be arranged if enough applicants phone Alan Black (271-6789) at any time before early September.		

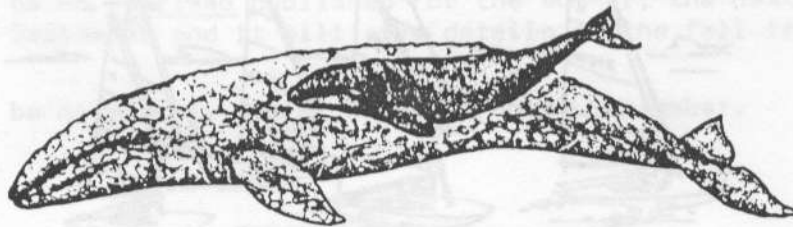
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DID YOU KNOW - The Travelers Canada insurance program for CPS members will now allow a reduction of insurance premiums to those who have passed advanced or elective courses at the rate of 2 1/2% per course to a maximum discount of 10%. They will also give a discount of 2 1/2% per major item of safety equipment over and above that required by law to a maximum of 10%.

## WHERE TO SEW YOUR MERIT MARKS

Merit Marks are worn on the left sleeve of your navy-blue C.P.S. Blazer. They are centered horizontally 3" above the lower edge of the sleeve and are spaced 1/8" apart.

Your C.P.S. Blazer should have black buttons. It may be either single or double breasted. When worn informally, variations in color and style of shirt, tie, trousers, socks and shoes are permitted.





### CANADA DAY CRUISE

The theme for this long weekend event will be "Let's Win the Fishing Trophy".

Friday, June 28, 1985 - Rendezvous at Cowards Cove (Boat Basin) at the mouth of the North Arm of the Fraser River.

Saturday, June 29, 1985 - Travel to Snug Cove, Bowen Is.

Sunday, June 30, 1985 - Move to New Brighton Beach Public Dock on Gambier Is.

Monday, July 1, 1985 - Return Home.

This is your chance to try for Fraser's Fishing Trophy which is awarded to the Fraser member who catches the heaviest fish while participating on a squadron cruise. For this cruise we will be heading into the prime fishing area, so come out and catch your limit. For information please call: Del Dash 685-8820, Dave Williams 274-1089, or George Schurman 271-7439.

B. C. DAY - There will be NO cruise scheduled for this holiday as many people are away for their annual vacations!

### LABOUR DAY ANNIVERSARY CRUISE

Are you celebrating an anniversary during August or September? If so, join other members of Fraser for an anniversary dinner party ashore at Cowichan Bay. Details of the enroute stops may be obtained by phoning Del, Dave or George before August 30, 1985.

### FISH APPETIZER

#### TAHITIAN RAW FISH

Original and delicious. Perfect for preparing on board.

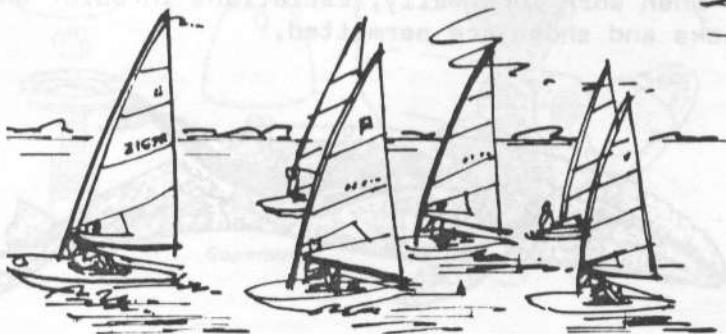
1 - 2 days ahead

Cut raw cod into thin strips

Marinate in lime juice several hours or overnite

Pour off marinade. Add onion juice or chopped green onions, green pepper, celery, salt and sour cream.

Let stand 1 hour before using. Keeps well.



## VICTORIA DAY CRUISE

The Otter Bay Fish Fry, hosted by Royal City Power Squadron was a sell-out this year. Members of Sur-Del and White Rock also attended. Docking the boats Saturday was an event in itself, as every inch of space was used. Fraser was amply represented by: Dauntless, Fairtide II, Kochana III, Bonne Sante, Cunamara, Stray Cats, Hanalei II, Cheena, Swiss Miss, Kokua, Tikiti, Pennywhistle, Khenipsen, The Fraser Four, Ern Ncher It, The Sloop John B, Prairie Wind, Meri Loma, Larry Poole & family and the Meggy family.

The upper deck on "Dauntless" was perfect for sunbathing and socializing Saturday afternoon. Happy Hour was "enhanced" by Del's stereo providing music to the entire Marina. A smorgasbord of munchies was provided by the mates.

Guests arriving by B.C. Ferry Sunday morning were surprised by an unexpected detour. Royal City had arranged with the ferry to announce that any passengers going to the fish fry were to transfer at Sturdies Bay for private transport by Royal City boats to Otter Bay. They expected 35 passengers but taxied 80! This gesture was much appreciated as the ferry was 1½ hours behind schedule in arriving at Otter Bay. Joining us for the day were Fraser's - Bev Lutman with Jay & Lisa; John & Freda Moran and Vic & Alare Ramos.

The days activities started with races for all ages (the three year olds stole the show), tug-of-war competitions and our own Vic Ramos and John Moran winning the horseshoe pitch.

Royal City cooked 250 lbs. of cod (fresh caught that morning) and 200 lbs. of potatoes. 350 people were served with many enjoying second helpings.

The kids versus adults softball game was won by the under-agers -- again!

The day ended with a party aboard "Dauntless" to celebrate Del's son-in-law's birthday.

There were no problems going home as the good weather held thru Monday. Hope to be back next year for the ninth annual fish fry! See you on the next cruise?

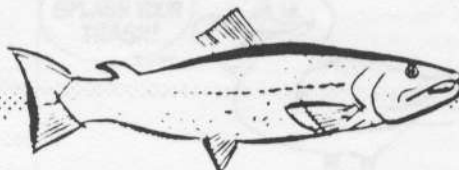
Linda Nixon

### REMINDERS

- If you are cruising into unfamiliar territory, we suggest that you contact the CPS Port-Captain in that area for local knowledge. The names and phone numbers of Port-Captains for localities from Seattle to Prince Rupert including the major lakes are listed in the PMD Roster (Propwash).

There will be no Fairlead published for the summer; the next issue will be mailed in early September and it will give details of the fall training program.

There will be no monthly social evenings until September.



# MAREP OFFICER'S SUMMARY FROM "NOTICES TO MARINERS"

The response from our members to this new feature in "FAIRLEAD" was very encouraging. I hope to hear from many more members with this issue. I would like to comment on one observation, that being no call came in respect of Charts #3310 and #3311 which of course are the Strip Charts" of the Gulf Islands and the Sunshine Coast cruising areas. I would have assumed that most members have these and would be keeping them up to date. In particular I'll repeat that Notice #512 reports Chart 3310 has been updated by a stick on patch for all of Tsehum Harbour at Sidney. To get this patch means acquiring the weekly notice. I'll attempt to get a quantity of this issue so please call me and let me know you want one. Your Marep Officer is Larry Terrick - 277-9919.

## \*\*\* CHART CORRECTIONS \*\*\*

Notice #	Charts affected	Area affected	Changes reported	Comments
566	3671 & 3672	V.I. West coast Barkley Sound - Robbers Passage	Chart amend patch	N.B.
561	3310 (sheet 4)	Nanaimo Harbour-Departure Bay	Chart amend patch	
559	3540 continuation "A"	V.I. Discovery Passage - S of Middle Point	Chart amend patch	N.B.
564	3572 (Inset)	Port Hardy	Spar Buoys Estab.	
565	3797, 3551, 3597	Queen Charlotte Strait - Allison Hbr, City Pt & Eno Is.	Daybeacons changed	moor buoy
560	3806	Queen Charlotte Is - Kayan Bay	Chart amend patch	
568	3955	Prince Rupert Hbr - Venn Pass.	Chart amendment	
584	L/C3461, L/C3462	U.S. Juan de Fuca -Salmon Bnk	Light & Bell change	
586	3061	Harrison Lake - Inkman & Sheer Island, Harr. Hot Springs.	Revisory survey & 8 chart amendments	

## \*\*\* SAILING DIRECTIONS \*\*\*

Volume 2, 9th Edition, 1983      Weekly edition 20 - pages 178, 184, 185, 186, 192, 193, 194.  
Volume 1, 13th edition, 1984      21 - page 415  
Volume 2, 9th edition, 1983      21 - page 192.  
22 - pages 293, para 552 and page 339.

## \*\*\* SMALL CRAFT GUIDE \*\*\*

Volume 2, 5th edition, 1984      Weekly edition 22 - page 41, paragraph 37.

## \*\*\* LIST OF LIGHTS \*\*\*

Weekly edition 21 - #50.5 - Copper Island Direction.  
21 - #51 - Reedman Point.  
22 - #182/G4760 - Neah Bay (U.S.)  
22 - #221/G5124 - Cattle Point (U.S.)  
22 - #229/G5338 - Kellett Bluff (U.S.)  
22 - #298.8/G5149 - Blaine Small Boat Harbour light 2 (U.S.)  
22 - #301/G5152 - Point Roberts (U.S.)  
22 - #756/G5882 - Reef Island (U.S.)  
22 - #758/G5892 - Cliff Point (U.S.)  
22 - #763/G5988 - Barren Island (U.S.)

## \*\*\* NEW CHARTS ISSUED \*\*\*

Chart #	Title & Contents	Scale	Dated
3457	Nanaimo Harbour & Departure bay	1:8000	March 29/85
3773	Grenville Channel, Baker Inlet to Ogden Channel	1:36 517	April 26/85
3927	Bonilla Island to Edey Passage	1:77 800	April 26/85



## FRASER POWER SQUADRON'S 1985-86 EXECUTIVE

COMMANDER  
LT./c EXECUTIVE OFFICER  
LT./c TRAINING OFFICER  
1st LT. TREASURER  
1st LT. SECRETARY  
1st LT. ADMINISTRATION  
LT. SUPPLY  
LT. PROGRAMS  
LT. SOCIAL  
LT. MEMBERSHIP  
LT. PUBLIC RELATIONS  
LT. CRUISEMASTER  
LT. TRAINING AIDS  
LT. EDITOR  
LT. MAREP  
LT. HISTORIAN  
LT. ASSISTANT TRAINING (LADNER)  
LT. ASSISTANT TRAINING (RICHMOND)  
LT. ASSISTANT TRAINING (ADVANCED)  
LT. ASSISTANT EDITOR  
LT. ASSISTANT CRUISEMASTER (SAIL)  
LT. ASSISTANT CRUISEMASTER (POWER)  
AUDITOR  
COMMANDER (RETIRED)

MARTIN HOFFMAN	277-4924
JACK HUNTER	274-2153
ALAN BLACK	271-6789
CAROLYN HOFFMAN	277-4924
LINDSAY SMITH	277-7981
VERNA PAYNE	946-9692
RON McBRYAN	273-4282
SUE DYCK	274-4887
BRIAN SMITH	277-7981
HARRY FANE	277-8732
VIRGINIA WALKER	277-4360
DEL DASH	685-8820
ROBERT SMITH	277-7981
JOHN MORAN	943-3416
LARRY TERRICK	277-9919
MARG DASH	685-8820
LINDA GISBORNE	946-2749
DAPHNE WILLIAMS	274-1085
VIC RAMOS	946-2543
GEORGE SCHURMAN	271-7439
DAVE WILLIAMS	274-1085
VIC FORSTER	274-3267
GEORGE SCHURMAN	271-7439

EXPO 86 TICKETS - We are making arrangements for group rates for season tickets as well as the seniors and three-day tickets. Please contact Marg Dash in the near future if you wish to obtain tickets at reduced rates. Her phone number is 685-8820 out of office hours. Cheques, made out to Fraser Power Squadron, must accompany all ticket orders.

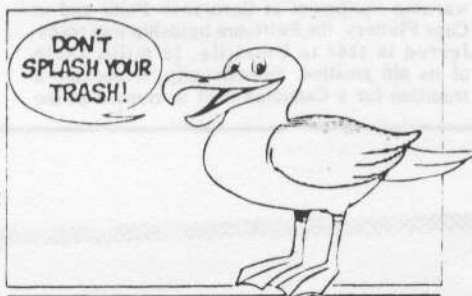
### COMING EVENTS

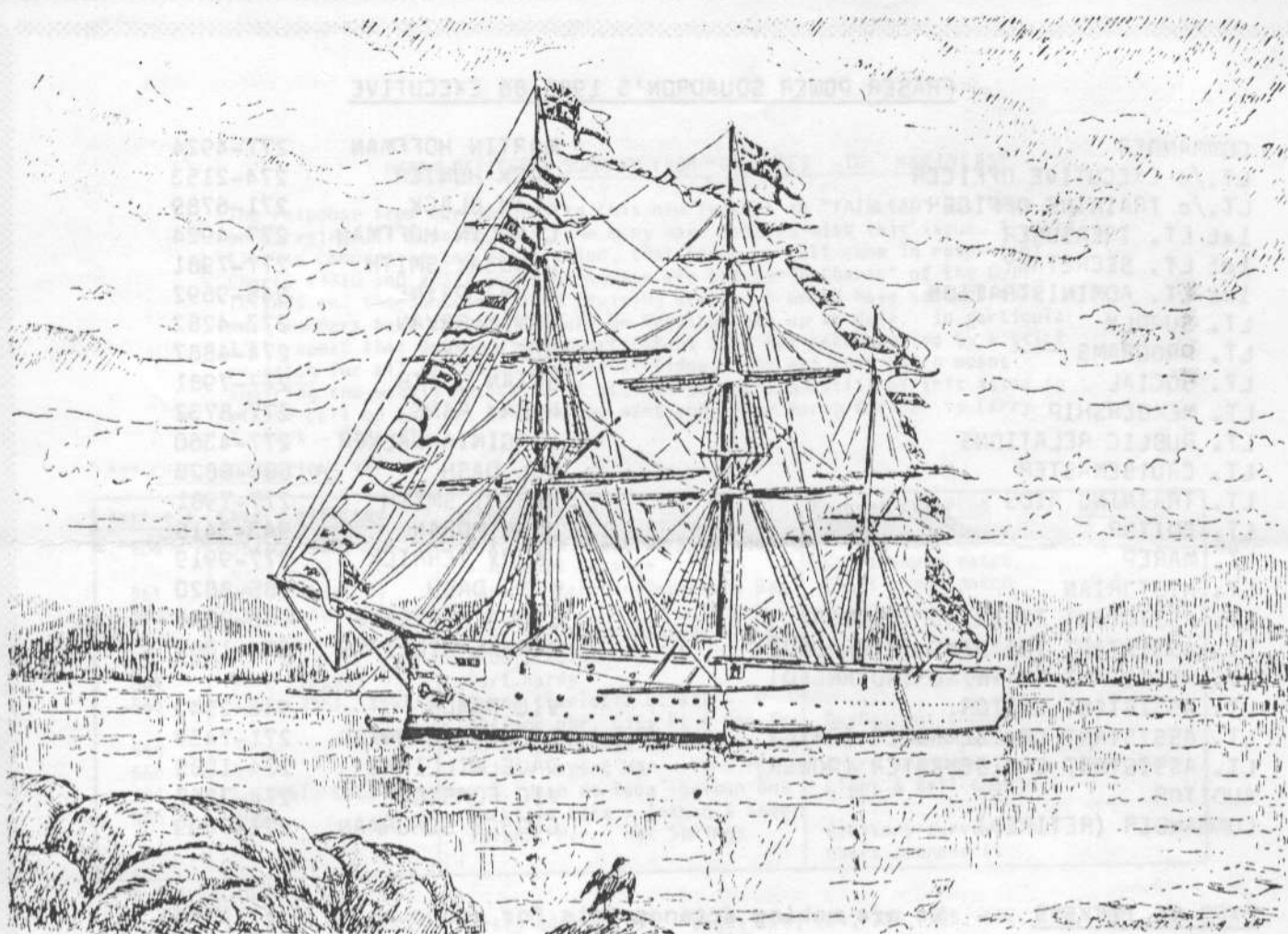
June 28 - July 1, 1985 Canada Day Cruise - details are given elsewhere in issue.

August 30 - Sept 2, 1985 Labour Day Cruise - details are given elsewhere in this issue.

Sept. 27, 1985 - This will be the first regular social evening of the new season. Details will appear in the Sept. Fairlead.

### HAVE A SAFE SUMMER AFLOAT





Ironclad warship HMS Swiftsure

Barry F. King

## LANDMARKS

# Yachting classic named after an old ironsides

HMS Swiftsure, namesake of the popular yacht race, was an ironclad warship which first came to Victoria in April, 1883. Her armaments included 10 nine-and-a-half-inch muzzle-loading guns among others. The 280-ft. vessel successfully weathered a terrible storm in which she listed up to 36 degrees a few days out of Honolulu.

Launched at Jarrow in June, 1870, the 6,910-ton auxiliary steam vessel carried 450 officers and men who were to become an important part of Victoria's social scene. She remained here until the following November but returned in 1889 and survived until 1908 when she was scrapped.

The Swiftsure discovered the three-and-a-half-mile-long halibut bank, 20 fathoms deep, near the entrance of the Strait of Juan de Fuca. In 1909, the U.S. Coast Guard positioned a lightship there. This first vessel burned sperm whale oil for illumination.

In 1930, the Pacific International Yachting Association met in Victoria to plan a race which would become famous, running from Victoria to

## Geoffrey Castle

the Swiftsure lightship and back for a distance of 136 nautical miles.

The winner of the first Swiftsure Classic, as it was first known, was Ray Cooke of the Seattle Yacht Club, in Claribel. No races were held in 1932 or 1933 but in 1934, Cooke won the race again in Circe. Because of the grim economic times and the onset of the Second World War, races were held sporadically for some years. However, in 1950, Victoria became the permanent host and shortly after the race was named the Swiftsure Lightship Classic.

With the coming of more powerful marine warning equipment at Carmanah Point and at Cape Flattery, the Swiftsure lightship was transferred in 1961 to Umatilla, 22 miles south of its old position. Subsequently, it became a tradition for a Canadian boat to remain at the

bank as a marker for the duration of each race.

The following year, a 122-km race was inaugurated for smaller boats. The turnaround was in Clallam Bay, on the Olympic Peninsula. Yachtsmen will recall Ches Rickard achieving the honor and distinction of winning the race for three consecutive years. One of the starting yachts in the 1979 race was Cresset, which competed in the original Swiftsure race. By 1981, the 450 total number of yachts competing in the large and small categories had increased a hundred times since the inaugural race.

Meantime, in 1972, the former Swiftsure lightship became the flagship of the Puget Sound Mariners' Museum. The festive spirit of the race is in keeping with that which prevailed when HMS Swiftsure was here 100 years ago and it continues to focus international attention on Victoria — particularly as a sailing centre.

Geoffrey Castle is a council member of the Victoria section of the B.C. Historical Federation and a trustee of CFB Esquimalt Museum.