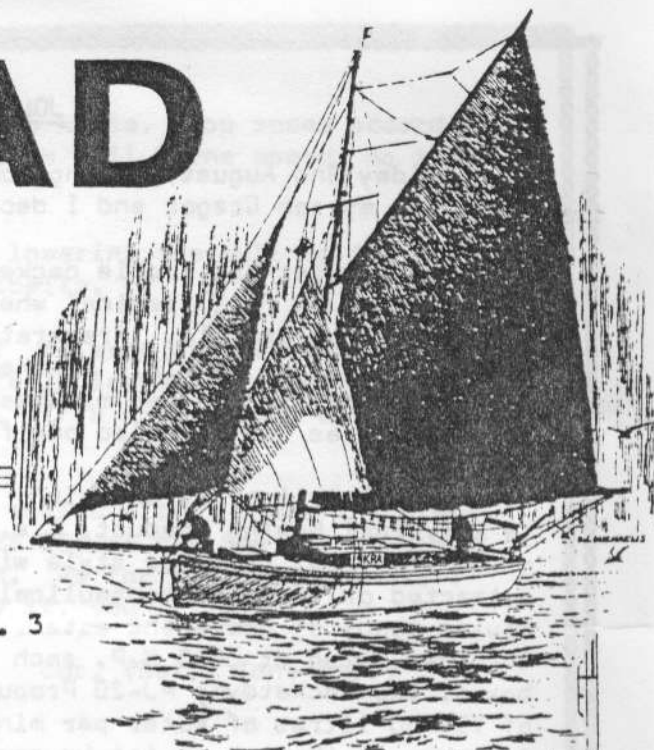


THE FAIRLEAD

FRASER POWER SQUADRON NEWS



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FROM THE BRIDGE

A magnificent summer and a fantastic cruising season are almost at an end. This year, accompanied by the Fairtide II, the Cuna Mara cruised Lasqueti, Hornby and Denman Islands, an area we normally have sailed past. During our cruising we had opportunity to meet members of other Squadrons as well as our own. We also observed maneuvers and antics by the general boating public that brought home the fact that there is still a lot for us to do.

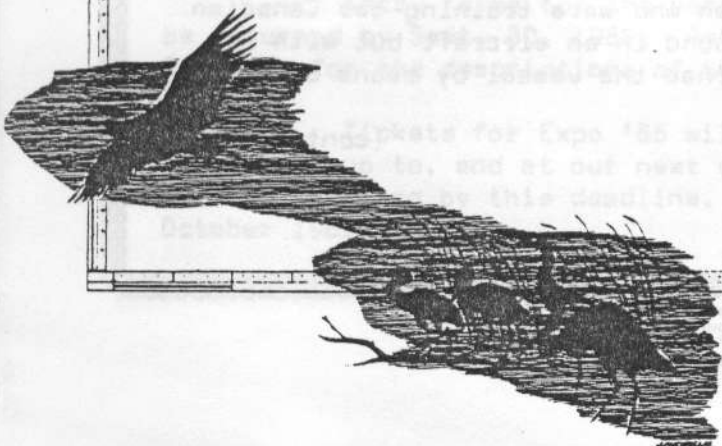
The unfortunate collision and resulting publicity involving a B. C. Ferry and a pleasure craft in Howe Sound early this summer have created a great awareness for safety and knowledge. Along with an excellent Advertising Program, this has resulted in our Training Dept. phones ringing constantly.

I would like to take this opportunity to thank, in advance, all those who have offered their time and talents to the Training Department. Without your help, Fraser Power Squadron could not possibly conduct the many courses.

To those who have recently completed the "Boating" course and have joined our Squadron, I ask you to consider furthering your knowledge through the Advanced and Elective courses that we offer (details inside). In addition, I hope you will attend our monthly socials, our parties and our cruises in order to meet many new boating friends.

Our first monthly social this fall will be at the Town & Country Inn in Delta (details inside). Come and bring your family and friends.

Cdr. Martin Hoffman



JOURNEY BY JETFOIL

Friday 2nd August, having completed a morning business appointment in Victoria, my son Gregor and I decided to return to Vancouver via Island Jet foil.

Ten minutes via double decker from Victoria bus depot and we were at the Ogden Point Jet foil terminal where the "Spirit of Friendship" was loading after a journey from Seattle. Preparation for boarding was made to seem as much like airline travel as possible as the agent announced that, "Flight 5", to Vancouver would be departing in ten minutes, and later the Captain welcomed us aboard "Flight 4", as we travelled one fathom above sea level.

The "Spirit of Friendship", Jet foil, Boeing Marine Systems model No. 929 is a typical Boeing product, i.e. well built. Hull length is 90', with a beam of 30'. Foils, tricycle style with one at the bow and two at the stern can be retracted or extended hydraulically and when fully extended enable the keel to cruise about 6' above the water. It is powered by two Allison 501-KF gas turbines rated at 3750 H.P. each (cruise RPM 13,500), which drive via gear boxes, two Rocketdyne PJ-20 Propulsion Units (read, water pumps) with a capacity of 75,700 litres of water per minute, try that through your marine head. Water is taken in through an intake centrally located on the foil joining the two aft struts; it exhausts through two pipes located at the lower edge of the transom. Two diesel auxiliaries drive two generators for electrical power and hydraulic backup for the automatic control system. Fuel used is diesel No. 2, burning at the rate of 2000 litres per hour during cruise, maximum fuel capacity is 15,900 litres providing a range of 338 nautical miles with a full load.

Greg and I boarded on the main deck, seating capacity 140 arranged 3 seats by the windows, an aisle, 6 seats in the middle, then another aisle and 3 more seats by the opposite windows. We made our way up to the upper deck, seating capacity 100 (for a total of 240) arranged 2 - 4 - 2 and took two seats on the starboard side.

We departed Ogden Point at precisely 14:30, using the bow thruster to assist us from the dock. Our four cabin attendants (2 on each deck) gave a life jacket demonstration and mentioned that no one was allowed outside while underway, by that time we were foil borne.

The ride was very similar to that of a commercial airliner in very light turbulence. There were about 60 passengers on the upper deck and 40 on the lower. Two washrooms were located on each deck. Drinks and sandwiches were served (at additional cost) and passengers were free to move around if they wished. The lower deck gave the best impression of speed as passengers could look directly ahead through large windows. Directly ahead of the upper deck was the wheelhouse (cockpit) which Greg and I occupied just prior to entering Active Pass. There we met two American crewmen who were training two Canadian crewmen. The wheel was exactly the same as found in an aircraft but with no fore and aft movement. Turning the wheel, turned the vessel by means of the forward steerable foil.

(continued)



Journey by Jetfoil (continued)

Speed was indicated digitally and showed 42.6 knots. Top speed according to the captain, would be about 50 knots and minimum foil borne speed, no load, 26 knots.

Stops can be made in less than 500 feet by lowering the hull to the surface, mind you everyone would be up against their seatbelts.

Oh yes, what happens if you hit a deadhead? We were assured that the struts and foils would slice right through any log 10 to 15 inches in diameter, they knew because they'd just hit one the day before. If a foil should be damaged they would descend to hull speed.

After a pleasant and interesting voyage we sailed (flew) under the Lions Gate Bridge for an uneventful landing on time (16:15) at the Sea bus terminal. We then, ho hum, took the bus home to Tsawwassen. As for the Jetfoil, all I can say is, if you don't need to take a car, try it, you'll like it.

Cdr. (Ret.) Tony Merry

MAREP OFFICER'S SUMMARY ON THE "NOTICES TO MARINERS"

----- does not exist in this issue! The summary started on its maiden voyage only two issues ago and may have gone the way of the "Titanic." Like all good intentions and ideas this one perhaps wasn't! The vast number of Notices received during the summer would fill 10 pages in "Fairlead" but with only 10 calls for the details it was decided that a course change was needed. So, whether it be Icebergs, Cold Feet, or the preservation of the Squadron's Cold Cash (you choose) the revised plan will be to have the latest Notices to Mariners for our area available at each Social night edited in a Ring Binder form for those who wish to keep their charts up-to-date (and that's everyone - right). The Notices also contain Chart Patches at times. There were 6 important ones this summer alone. I have obtained a good number of these to hand out at our meetings. Especially important were 4 patches for the Strip Charts of the Gulf Islands and Sunshine Coast (3310 and 3311) which I'm sure most of us carry on board.

So let's see everyone come out to the September Social and support your Squadron - and show your support for this program.

Larry Terrick,
Marep/Safety Officer.

REMINDERS

Entry forms for the various contests at the National Conference must be returned by Sept. 30, 1985. Refer to the last issue of the National magazine, Porthole for the descriptions of the contests and blank entry forms.

Tickets for Expo '86 will be available at group rates from Marg Dash (685-8820) up to, and at our next social evening on Sept. 27, 1985. Payment will be required by this deadline. All group prices will go up after early October 1985.



LABOUR DAY CRUISE

The cruise began on Friday with 4 boats rafting up at the Secretary Islands. Saturday afternoon, 10 boats arrived at Glenthorne Passage on Prevost. They were Cunamara, Canobolas, Eirene, Fairtime II, Fraser Four, Khenipsen, Kochana III, Maria J, Meri Loma and Skylark. Happy hour was enjoyed on Kochana III.

Sunday we moved to Bedwell, where we were joined by Hanalei II and Robarine. Docking the boats at Bedwell was an event in itself due to the strong winds and a shortage of space. Happy hour took place on the dock in front of the Maria J. Later on all 26 of us enjoyed a lovely dinner at the restaurant. Martin proposed a toast to all those who just had, or were having an Anniversary and these events were appropriately recognized by the pianist.

A very enjoyable cruise was had by all - even though the water was a bit rough enroute home Monday.

Jean Owen

THE BOAT SHOW AT CAPTAIN'S COVE

Many volunteers assisted with the manning and construction of the CPS Information booth at the show. Jack Hunter and Larry Terrick provided design and supervision of the structure that was the only one to withstand the violent gusts without damage. The public interest in CPS was very rewarding as a great many came to ask questions.

THANKSGIVING CRUISE

Meet the other Fraser members' boats at the east end of Annacis Island at 1200 hours on Saturday, October 12, 1985 for the trip to Pitt Lake. A pot luck dinner will be the featured event for Saturday evening. The return trips will be left to each boat to suit other holiday activities. Further information may be obtained from Del Dash (685-8820), George Schurman (271-7439) or Dave Williams (274-1085. This will be the last warm weather cruise of the year!

HELP!

A committee of Fraser members has been formed by National to discover:

1. How we can encourage more Boating class graduates to join C.P.S.
2. Once students have joined how can we inspire them to maintain their memberships for the long term.

We have a few ideas, but we'd like your thoughts. If you have a good suggestion, write it down and bring it to the next social; or mail it or phone it to Tony Merry 943-2895 or Dave Williams 274-1085. Please try and contact us prior to 14th October 1985. Thank you for your interest.



FRASER MEMBERS GUIDE THE 10th RICHMOND SEAFARER VENTURE COMPANY

Fraser members David Scheifele and Gary Nix serve as the adult advisors to the Seafarer Company of 14 to 17 year old boys who are members of the Boy Scouts of Canada.

The 10th Richmond Seafarer Venture Company has received the national Amory Adventure Award. The Lord Amory Award is given annually by the Boy Scouts of Canada to the Venturer Company undertaking the most outstanding trek planned and executed by the boys themselves.

The Richmond Sea Venturers planned and carried out a nine day cruise of the Gulf Islands in two small (14 ft.) open sailboats. In preparation for the trip, the boys had to sharpen their sailing and navigation skills. Each boy took his turn at being the Cruisemaster for the day. All of the boys earned their marine radio operator's licence and used hand held VHF radios throughout the voyage.

The cruise began and ended at Pt. Roberts and extended through Boat Passage north to Wallace Island and return with numerous adventures along the way. The Amory Review Board in Ottawa commended the boys on the amount of preparation for the cruise and the manner in which they handled the unexpected during the cruise.

This is the first time in the 25 year history of the Amory Award that it has been given for an ocean-based activity. The Seafarer Company had earlier received the B.C. Provincial Commissioner's Adventure Award.

This is a fine example of the spirit of CPS, passing along the knowledge of safe boating to others. Congratulations to all of those who contributed to the success of this expedition.

THE CPS NATIONAL CONFERENCE IN VANCOUVER

Many people may feel that attendance at the National Conference is rather expensive for what they may get from it. However, some of the activities are available at no cost to CPS members. These include the contests, the Annual General Meeting and the display booths advertising our advanced and elective courses as well as the new public information courses. The booths will be on view from 0900 to 1200 on Friday, October 18, 1985. Some will be offering raffles.

SOCIAL EVENINGS

The social evenings this fall, winter and next spring will be held on Sept. 27, Oct. 25, Nov. 22, Christmas Party Dec. 7, Jan. 31, 1986, Feb. 28, March 21*, April 25, Graduation Party May 10.

* This was moved from the normal 4th Friday of each month to avoid the Easter weekend. There will be no regular social evenings in Dec. 1985 and May 1986 because of the Christmas and Graduation Parties.



TRAINING DEPT. NEWS

The regular boating courses at J. N. Burnett School and Delta Secondary School started Sept. 16 & 18 and the accelerated boating started Sept. 10 at R. C. Palmer and Sept. 17 in Delta.

Advanced and Elective Courses are being held as follows:

- Advanced Piloting - Registration Sept. 25 at J. N. Burnett School in Richmond
Cost \$60.00 per person
- Junior Navigation - Registration Sept. 17 in Ladner, Delta Secondary School
Cost \$60.00 per person
- Marine Electronics - To be held only if sufficient requests are received.
Cost \$55.00 per person
- Marine Maintenance - Registration Sept. 24 at R. C. Palmer School in Richmond
Cost \$35.00 per person
- Navigation - Registration Sept. 9 at Tsawwassen Yacht Club
Cost \$67.75 per person
- Seamanship Power - Registration Sept. 24 at R. C. Palmer School in Richmond
Cost \$50.00 per person
- Seamanship Sail - Registration Sept. 24 at R. C. Palmer School in Richmond
Cost \$50.00 per person
- Weather - Registration Oct. 21 in Ladner, Delta Secondary School
Cost \$40.00 per person

Registrations in Richmond will be held at the J. N. Burnett Jr. Secondary School, 5011 Grenville Ave. (at Railway Ave.) at 1930 hours; and at the R. C. Palmer Jr. Secondary School, 8160 St. Albans at 1930 hours.

The Tuesday classes have been moved from J. N. Burnett to R. C. Palmer School because of parking problems and noise from adjacent classrooms.

Registration in Ladner will be held at the Delta Secondary School, 4615 51st St. (at 45th Ave.), at 1930 hours.

NOTE: - Those who took the courses last season but did not write the exam will be charged \$5.00 if they wish to take the course again and write the exam.
Those who wrote and failed will be charged \$13.00 to repeat the course and take the exam again.

No course materials will be provided for either category.

Although JN and N will have started by the time this reaches you, there should be no difficulty in catching up.

The children's course, Let's Be Boatwise, will be held next spring. Details will be announced later.

TRAINING DEPT. NEWS (CONT'D.)

The following members have volunteered to help with the training program in the classrooms:

Instructors for Boating -

Peter Graham, Dave Gunn, Rand Lutman, Dave Reed, Brian Smith and Dave Williams.

Proctors for Boating -

Andy Conley, Allan Eldred, John Grabher, Bill Hawryluk, To Hin Lau, Garry and Karen Lewichew, Jo-Ann Llewellyn, Art Mee, Vic Ramos and Lindsay Smith.

Instructors for Advanced and Elective Courses -

Cliff Cunningham (AP), Boyd Ivens (N), Tony Merry (W), John Moran (JN), George Schurman (SS) and Hank van Montfoort (MM).

Proctors for Advanced and Elective Courses -

Bert Gisborne (AP), Fred Schoepper (JN), Tom Walker (AP) and Bob Orcutt of Sur-Del (N).

COMING EVENTS

Sept. 24, 1985 - Registration for Seamanship Power, Seamanship Sail and Marine Maintenance in Richmond.

Sept. 25, 1985 - Registration for Advanced Piloting in Richmond.
Please refer to Training Dept. News elsewhere in this issue.

Sept. 27, 1985 - Our first social evening of the new season. A brief business meeting lasting about 15 minutes will be followed by a guest speaker, Capt. Richard Oliphant, Harbourmaster, Port of Vancouver or a representative from his office whose subject will be "The Port of Vancouver". The place: The Delta Town and Country Inn, 6005 #17 Highway, Delta, B.C. After passing southbound through the Massey Tunnel bear right on the second exit from Hwy. 99 to River Road. After crossing over Hwy. 99 turn into the common entrance to the Inn and the Shell Gas station. There is no direct entry to the Inn from either Hwy. 99 or Hwy. 17 in spite of the official address.

The time: door and the bar open at 1930 and the meeting starts at 2000.

The cost: the attendance fee of \$2.50 per person covers the cost of sandwiches and tea or coffee served after the guest speaker's presentation.

Who may come: All members of any CPS squadron, their family and friends as well as Boating Class students are welcome. We hope that all Boating Class students will come to get acquainted and find out about the concern of port authorities for the safe use of congested waters.

October 12, 13, 14 - Thanksgiving Cruise.

October 21 - Registration for Weather in Ladner.