

THE

# FAIRLEAD

## FRASER POWER SQUADRON NEWS

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Black-footed albatross.

### FROM THE BRIDGE

The hectic days of course registrations are behind us and several chaotic situations resolved. Imagine trying to concentrate on symbols and aids while from the corridor is heard the tinkling of bells interrupted by thirty thousand (at least) youngsters playing soccer. Our Richmond accelerated class underwent an emergency relocation.

Registrations are up from last year and enough instructors have been found to teach the courses. These instructors could, however, use a hand from additional proctors. A plea from our Training Dept. will be shortly forthcoming. If you can spare several evenings, your help will certainly be appreciated. Remember the evenings your proctors gave to you.

Our Sept. social evening was well attended with a great number of new members and students turning out. The next social will have Liv Kennedy as our guest speaker and should provide a very interesting evening. Further details elsewhere in this issue. Bring a "friend", your family; we look forward to meeting you.

Cdr. Martin Hoffman

## EMERGENCY BURN CARE

Injury that results from contact and/or exposure to any thermal, chemical, or electrical agent is termed a burn.

In our boats, we are exposed constantly to all of these agents in a very enclosed space.

### "Think Emergency Burn Care."

In thermal injury, we are dealing with two causes - One is fire and the other is sun.

**FIRE BURNS** - Fire involving a person's clothing requires us to put it out. Roll the person on the floor to smother the flames. Do not remove any clothing from a burn victim except in chemical burns. After the fire is extinguished, soak the hot clothing with cold water. Do not break any skin blisters as they serve as a natural dressing for the burn. Dress the burns with a clean cloth or sterile dressings and cover the victim with a clean blanket to prevent heat loss. In any burn, keep the victim warm, 75°F. or 23.9°C.

When in an enclosed small space like our boats, a person can easily breathe in hot air, smoke, or noxious chemicals from the fire. This causes respiratory problems and/or may cause the victim to become confused or to lose consciousness.

After you have put the fire out, lay the victim down with his/her head and torso up to make breathing easier. Increase the heat in your vessel to keep the victim warm. Cover the limbs or body not burned to keep the body heat in. Start to dress and cover the burns.

Never let two burned surfaces touch each other. Wrap each finger separately. Put moist gauze or dressing between surfaces such as fingers, toes, buttocks and ear-scalp junctions. If the burn involves bone, muscle or tendon don't allow them to dry out.

For pain relief in Emergency burn care, use cold dressings for the first 20 minutes following the burn or immerse the part in ice water for 10 minutes. If pain continues, repeat this procedure three times as it reduces tissue swelling and damage.

Cover the burn with clean, dry dressings as quickly as possible to decrease pain by preventing air from contacting the injured surface. It is possible to place ice bags strategically to reduce pain --- that is outside of dry dressings and blankets as ice bags really chill the victim and are very heavy. Your victim needs good air exchange and chest movement so don't place ice bags on the chest.

If eyes are burned, clean around them and apply moist gauze pads and cover them. Do speak to the victim and tell him/her what you are doing so you continue to keep the victim oriented to time and place and decrease his/her anxiety.

DO NOT APPLY ANY GREASE, OINTMENT, OR ANTISEPTIC TO ANY BURN AS AN EMERGENCY MEASURE. DO NOT GIVE THE VICTIM ANYTHING TO DRINK.

Ask the victim his/her weight, pertinent medical history, and the date of his/her last tetanus booster (good for 5-10 years). Record this information.

Get the victim to a medical facility as soon as possible by ambulance. Don't attempt transport by yourself as burns are serious and complications take months of recovery.

(continued)



## EMERGENCY BURN CARE (continued)

SUNBURN - Prevention is the best care for a sunburn. The signs and symptoms of a burn appear hours later. Follow the same rules as for fire burns. Use cool showers or sponge baths. Use an analgesic such as aspirin, 222's or Tylenol. If mild blisters appear or there is no sensation to the skin, see a physician. The victim should be encouraged to drink plenty of liquid. (non-alcoholic).

CHEMICAL BURNS - Chemical burns should be well irrigated with water for at least 20 minutes. Even dirty water is better than none! Remove the victim's clothing while protecting yourself against getting a burn. If it is a chemical in the eyes, flush with copious amounts of water for 30 to 60 minutes.

ELECTRICAL BURNS - First shut off the source of electricity. In the emergent phase of an electrical burn you need to take the pulse of the victim as electrical burns may cause the victim to go into ventricular fibrillation or cardiac arrest. Knowledge of C.P.R. is an asset, should your victim go into cardiac arrest. Knowledge of radio operation is a necessity. Do not move the victim -- bones may be fractured from falls or spasms caused by electricity. Cover entry and exit wounds with clean dressings. Do not give the victim anything to eat or drink. Get your victim's history of any cardiac problems or circulatory problems. Treat as previous burns, and radio for ambulance transport.

Think "EMERGENCY BURN CARE" and be prepared, make your boat a safer place, eliminate those hazardous agents and be fire conscious.

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Cheryl Gaudet.

## "NOTICES TO MARINERS" - REVISED PLAN WELL RECEIVED!

Response to the revised plan from members who attended the September social night was indeed encouraging. Many left the evening with chart patches tucked safely under arm and many more had lots of excellent questions about Notices to Mariners and the changes reported in it. The one-on-one contact aided by the notices, small craft guides and other books, plus the chart patches, provided the opportunity for members to discuss their own concerns and curiosities about correcting charts etc. Many were surprised at how much stuff is contained in each weekly issue. As a matter of fact, I was kept so busy with members I missed out on the tuna fish sandwich buffet and had to settle for shrimp and cheese! If each member now digs into his pile of charts and records the chart number and edition date on a small card (keep same in wallet or purse), then bring it to each social night he will be able to update his charts quickly and accurately. I will be at each social early (7 pm) to help you before the meeting, during bar break, or after our guest speaker has performed.

## MARINE ACTIVITY DURING EXPO 86 - N/M #39 - Sept 27/85

A number of procedures and special operating by-laws will be in force during Expo 86 in the vicinity of Vancouver Harbour. A Special Notices to Mariners will be issued in the spring of 1986 to explain the Expo related procedures and regulations as they may affect all mariners. I will attempt to secure a large number of copies to hand out at our social nights as I did for the chart patches.

Larry Terrick  
Marep/Safety Officer.





## TRAINING DEPT. NEWS

Fraser won first place among the squadrons of the Pacific Mainland District for training performance in 1984-85 and was awarded the Gordon Lea Trophy. The best performance means the highest percentage of passes for exams written in all courses.

\* Enrollment in our courses for the 1985-86 season now comprises :

187			students in the Boating Course
13	"	"	Seamanship Power
14	"	"	Seamanship Sail
4	"	"	Advanced Piloting
7	"	"	Marine Maintenance
6	"	"	Junior Navigation
9	"	"	Navigators

\* The Weather course will be registered on Oct. 21, 1985 and consequently could not be included.

Last month we published a list of our instructors and proctors and now there are several new names to be added to the front line troops:

Instructor - Bob Conconi (SP)

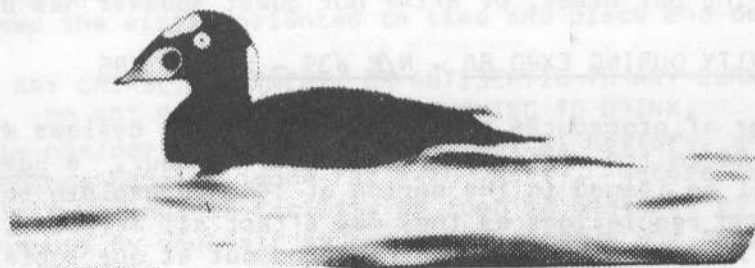
Proctors - Garnet Jamieson (SP), Terry McBratney (Btg), John McMurdo (Btg),  
Gerry O'Neil (Btg), Verna Payne (Btg), Don Strang (SP).

## BOTULISM

The news lately has been full of talk about botulism. How many of us know that commercially preserved foods seldom cause botulism, but home canning of meat, fish and vegetables such as green beans and corn is a dangerous business unless a pressure canner is used. Even the use of a pressure canner is no guarantee of safety. Freezing is easy and perfectly safe.

All reputable authorities recommend that all home-canned meats, fish and non acid vegetables should be cooked for 15 minutes in boiling liquid, uncovered, stirring frequently before serving. By this means, high heat in the presence of air, the botulinus toxin is positively destroyed.

Don't take chances with your family's lives - use a pressure canner if you are canning meats, fish or non acid vegetables, or better still, freeze them.



**Surf scoter.**

## MEET YOUR EXECUTIVE

### TRAINING OFFICER - ALAN BLACK

Alan Black, married to Adelaide in 1940 - two daughters, one son, eight grandchildren and retired.

Our boat is a 39 foot diesel cruiser named "Canobolas." This is a name of a small mountain in Australia and the aboriginal meaning is "twin peaks which can help each other."

We began building "Canobolas" when I assisted with making the shell hull, then in 1970 the shell was swung into our garden together with a ton of engine in a crate.

Our first cruise with our new boat was in September 1976 and obviously boating was going to be more fun than working so I stopped working as soon as possible.

There had been many jobs with a navy interruption of 4½ years. Most jobs were advertising and sales oriented across Canada and this lead to newspapers in B.C. A family business developed and now I have been promoted to the man 'who need not be involved in daily decisions!'

Adelaide and I love the water and our incredibly beautiful coastline. In bits and pieces, during the year, we log about 2000 miles which isn't that impressive - but we try to enjoy every mile of it. Our wood-burning stove is a joy forever in cold weather and besides, we prefer our morning toast done over open coals. Well done that is, if you are inviting us out.

We joined Vancouver Squadron about 1966 but my teaching involvement was negligible until the last year or so with Fraser. By then I had hit the odd rock here and there and honed my ability to instruct. How can you tell students how not to hit rocks if you never hit rocks!

While rocks provide a momentary degree of excitement, the long lasting enjoyment is the salt water and the curious things we see along the shore and the wild life all about us - may we always be so blessed!

### DIRECTIONS FOR SAILING TO HAWAII

After leaving Juan de Fuca, hang a left and sail on until the butter melts then turn right.

### FOR SALE

1977 27 ft. Calglass command bridge with twin 165 Merc. I.O.'s fully equipped with lots of extras. Willing to trade for a larger boat or sell. Phone 943-7966

## SEPTEMBER SOCIAL

Our first social of the season brought out about 65 members and students. Our guest speaker was Captain G.B. Drewery who is the Assistant Harbour Master of Vancouver Port. Capt. Drewery has served 26 years at sea, 8 years as master and he also served on the ship Empress of Canada.

We saw a brand new film presentation on the Port of Vancouver which covers 140 miles of shoreline and creates some 50,000 jobs. After the film there was a question and answer period which was both informative and amusing!

Incidentally boaters - - he did not see the licensing of pleasure craft feasible for Vancouver area in the future.

Diane Grabher

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HELP WANTED - Proctors are needed especially for the Ladner Boating Classes. Anyone who would like to be an instructor should leave his or her name on file with the training department; Training Officer, Alan Black (271-6789) or Ass't. Training Officers Linda Gisborne (946-2749) and Daphne Williams (274-1085).

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## CHOCOLATE CHIP TOFFEE BARS

- Joan Hunter

### BASE

1 cup flour

1/2 cup butter or margarine

1/4 cup white sugar

Mix these together and pat into a 9 x 13 pan.

Put in oven for 15 minutes at 350 degrees.

If glass is used then heat should be 325 degrees.

### TOPPING

1/2 cup margarine or butter

3/4 cup brown sugar

Place in Microwave for 1 minute (approx.) or bring to a boil in a sauce pan.

Pour mixture over base while hot, then sprinkle with a cup of nuts. Almonds or Walnuts. Put back in oven for another 15 minutes. Take out of oven and sprinkle 1 cup Chocolate Chips. They will self melt. Cut into squares while still hot.

(Approved by Fraser Squadron Executive)





## COMING EVENTS

October 25, 1985 - A brief business meeting will be followed by "Crusing to Alaska", a talk and slide presentation by Liv Kennedy, Offshore People Editor of Pacific Yachting.

The Place: The Delta Town and Country Inn

The Time: door and 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.

Welcome: to all CPS members and especially the Boating Class students.

## CANADA I'S HYDRAULIC AIDS

Hydraulic systems have replaced good old Norwegian steam for many operations aboard Canada I. The main shrouds are steel rods that are tensioned initially by wrench action and, when they are very tight, the mast is hydraulically jacked up to a load of about twenty-four tons and shimmed into position. This places the shrouds under the correct tension and sets the mast height exactly as required to comply with the measurement rule. Mast bend, for shape control of the mainsail, is achieved by hydraulic jacks placed in the ends of the jumper struts, at the mast partners and in the foot of mast where they control the tension in the lower backstays. Jibstay tension is also developed hydraulically but the permanent backstay is adjusted manually by a tackle. The main backstays, or runners, are led to winches as they have to be set up on the windward side and cast off on the leeward side of the boat to clear the boom. The main part of each opposes the pull of the jibstay high on the mast and the secondary parts limit the forward bend of the central part of the mast by being led into the mast and down to the jacks at its foot.

When Canada I is running downwind, the mast is allowed to rake forward up to about eight feet at the top to improve steering control. The foot of the mast rests in a curved cradle to allow for this change of rake. Heavy stops prevent excessive movement that would otherwise result from the tremendous compressive load jacked into the mast.

The boom too, is mainly controlled by hydraulics. The clew of the mainsail is attached to a fixed fitting and the foot is tensioned by pushing the whole boom aft by means of a jack built into the boom at the gooseneck. The boom vang is a hydraulic cylinder between a slider on the bottom of the boom and a car rolling along a horseshoe-shaped track across the deck. This is used when reaching and running to prevent the boom from rising and allowing the mainsail to twist excessively.

These boats have to be very strong to withstand the forces developed by 1800 to 1900 square feet of working sail area in winds of up to thirty or so knots without the benefit of mainsail reefing. The rule governing all features of 12 metre yachts limits the crew to eleven persons in contrast to the sixteen to eighteen carried aboard a typical IOR yacht of the same length of about sixty-four feet. There is just not enough manpower aboard to operate the vessel effectively without all of these hydraulic aids.

J. R. Moran