

THE

FAIRLEAD

FRASER POWER SQUADRON NEWS

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Vol. 11

FROM THE BRIDGE

The start of a new year invites the participation of new blood in the organization. During the next months our nominating committee will be lining up next year's executives. We can use your skills in such activities as administration, course presentations, cruise organizations, social evening and planning, news letter publications, phone committees etc. Please consider and say yes when you are asked to help.

A last reminder that membership renewal deadline is Jan. 31. Renew now and avoid the \$5.00 reinstatement fee.

High lights from our monthly District Bridge meetings point to exciting things being planned at our District level. Our district is growing and is the largest in CPS. A proposal to split Pacific Mainland District is being considered. Propwash, published by PMD has been discussed several times with some changes being made. A suggestion that Propwash be further modified and used as a news media replacing squadron newsletters has been made.

If you have comments concerning these or any other items, please drop me a line.

Cdr. Martin Hoffman

NOTICES TO MARINERS - There being nothing sensational to report this month there will be no report. Instead, it's a good time for me to: a) take a holiday; or b) write my long overdue "Meet your Executive" story. Without funds for "a" - here's "b"!!

I got off to a cold start in life. Born in Winnipeg, I believe near a frost heave, it was January - the 13th, a Friday. I went to school there. MacIntyre, an Irish school, I guess it was. My teacher was Jewish, the principal a friendly Italian. He had a nickname - "Snowball" - hair like Haley's comet. My dad spoke Ukrainian, my mother Polish. My marks were good. I passed out with an "X" in English.

I bought my first real estate when I was 15. \$25.00 for a crown grant at Falcon Lake, to get title I had to build on it within 3 years - Government rules. To get to my land I had to build a boat. To get the lumber across for the house I had to float it. So my first boat was built. Eight feet (that's how long the plywood was). She had a flat bottom and home made oars. The plans were from the only marine outlet in town - Winnipeg Free Press. My boat was painted red, the paint a gift from my uncle. He had a farm at Bird's Hill. She sported a brass name plate - "C.C.M.". Built and painted, I stood there - proud as punch. Launching had its moments too! Slipping from the top of the bank, I launched first, followed by the boat. Soaking wet, I found my bottle bought specially for the christening. Cracking open the 'Canada Dry', I drank it straight up, saving the empty for my nickel refund.

Into the water went the 2 x 4's and 2 x 10's, all lashed carefully together with binder twine. My very first log boom! On top went the plywood, tar paper, nails and tools. All loaded, I cast off - destination, the East Bank, 2 miles across. Rowing like hell, the water flying, whitecaps formed all around the boat. Ten minutes later, my distance made good was 15 feet. Exhausted, I walked to shore, back tied the boom and headed for home, my first boating experience a disaster. Next weekend, my school friend borrowed his Dad's 25 h.p. Johnson. That boom moved. Falcon Lake had seen it's first tug boat and rescue. C.C.M. sank on the way back.

Go West young man, Go West - (or pay for the Johnson). Vancouver needed a prairie boat builder! I had a choice. Either via rail or T.C.A. The talk around Winnipeg was no sane person would drive through the rocks. I came by North Star. My days for the next twelve years were occupied selling stocks and bonds. That reads - selling moose pasture to the masses, if you haven't had the pleasure. Soon after arrival came my second boat. Lavishly dining and drinking at the Seven Seas, outside, tied to the dock was a red sailboat. Sunk to the gunwales, green stuff growing around it and doing well, the sign said For Sale - Cheap. That winter was spent you know how. Summer came. "Lightning 824" was ready for the sea. I wasn't! Needing some knowledge, I found just the right book. "How to Sail - an Illustrated course on Sailing Technique". Woodward got full price, \$1.49, and I got my first boating course. My friends were always busy when I suggested sailing. Do have to admit though, the hole in the centre of the floor with a big steel blade shoved down and through was something never seen on the farm. The book and I mastered the art of sailing.

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NOTICE TO MARINERS - (and meet your executive, continued)

Then came number three. A "Star". Sleek and beautiful. First yellow boat. One ride was enough. Sold! My family came. My boats were now dreams. The opposition came to power! I left stocks, and spent the next four years covering my tracks - selling paint. It was time to get serious with real estate again. Selling houses on moose pasture at a fancy price seemed like a promising way to survive the family years. And so it was.

The children are grown up now; even did better in school, getting "C's". We have a modern power boat, factory built in the U.S.A., a Japanese car, a closet full of Korean clothes, a Canadian mortgage, a little condo in Richmond, a case of Kokanee in the fridge and a great bunch of friends in the Power Squadron. Life hasn't been too bad for a Winnipegger who started with X.

Larry Terrick
Marep/Safety Officer

WHAT TO DO, WHAT TO DO, WHAT TO DO?

The holidays are over, and the new year is here. January can be a month of mixed feelings, warm thoughts of all that has passed, cooled by the chill of winter weather and the long days ahead - days most of us spend longing for the time when we can get out on our boat.

Just about now would be a good time to start an EMERGENCY PROCEDURES MANUAL for your own boat. This manual would be just for your boat, personalized with information such as person to contact in case of an emergency.

How much information you put into this manual is up to you, but be sure to include the information in an orderly, step by step manner. For example the section on fire procedures; one step to follow would be to radio a Mayday and your position. However, there should be near the front of your manual, a section on how to use the radio.

You should make up your manual in a loose leaf binder so that as changes occur it would be easy to update the information. The temptation may be to include in your binder such things as your owner's manual or next due date for oil change. DON'T DO IT. This manual is for what to do in case of, and paper's not related to an emergency will only clutter.

By the way, it would do no good if, after you prepare your manual, you put it away. It should be made available to all your guests and kept readily accessible.

Soon warm trade winds will blow our way and we will once again be partaking of our favorite way of life. In the mean time, work on your EMERGENCY PROCEDURES MANUAL and if you should like some help, write or call -

VIC RAMOS (946-2543)



FIRST AID (WHAT TO LOOK FOR)

This article is intended as an inducement to the reader to take courses in first aid, so you would be better prepared to alleviate suffering or perhaps save a life.

To most effectively carry out emergency first aid, a plan of action must first be formulated. Aboard your boat, away from land, you are on your own. If you have a radio, you may ask for help but still you have to get the injured or ill person to a doctor. It is up to you as the skipper to be ready.

Your first action in planning for an emergency is to let all on board know the location of emergency equipment. This includes not only the location of the life jackets and how to put them on, but also how to operate the radio and the location of the first aid kit.

Now what do you do in case of injury? Well, if you follow your plan, your first step is to make sure no one else gets hurt, most importantly yourself. Each situation calls for unique action, so here is where your planning starts to pay off. If you have a plan, you will not add to the problem, but will act quickly and effectively.

Before any injury or disease can correctly be treated, a total check (examination) of the person must first be carried out. This is a quick assessment for the presence of vital signs. This together with a history of what happened will form the basis for treatment. There are eight signs that are very important as an indication of the extent of injury or illness. A change or absence of any one of these signs should be reported to a doctor and dealt with as an emergency.

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| 1) PULSE | 5) PUPILS |
| 2) RESPIRATION | 6) CONSCIOUSNESS |
| 3) BODY TEMPERATURE | 7) ABILITY TO MOVE |
| 4) CONDITION OF SKIN | 8) PAIN |

Although each and every one is of importance to the maintenance of good health, in an emergency situation, a priority procedure must be followed.

- 1) As you approach the person, call out to, or shake, the person to check for consciousness, as soon as you determine that an emergency exists. Radio the Coast Guard or use flares to initiate help.
- 2) Do not move the person unless a greater danger exists if not moved.
- 3) Quickly check the whole body for other injuries, not just the obvious.
- 4) Close to the person, call out again. This time, also check for reaction to pain, such as pinching.
- 5) FEEL, LOOK, LISTEN for Breathing. START ARTIFICIAL RESPIRATION, if none.
- 6) Check for PULSE and BLEEDING. Control heavy bleeding by applying direct pressure over the wound and elevate the wound.
If no pulse, begin EXTERNAL CARDIAC COMPRESSIONS in combination with ARTIFICIAL RESPIRATION.

Keep the person warm and comfortable and continue your efforts until medical aid takes over the responsibility.

VIC RAMOS

FRASER'S ANNUAL XMAS DINNER DANCE

There was a good crowd that turned out for the Xmas party Dec. 7th at the Delta Town & Country Inn. The meal was most enjoyable and the table centre pieces created by Virginia Walker and assembled by Verna Payne were most feastive!

After dinner the Smith's had a mock T.V. game show. Show host Brian Smith (in a Dior creation) asked questions that were intertwined with hints of Pleasure Bent candidates. Some of those mentioned were Flo Delves, Alan Black, Dave Williams and Hank Van Montfoort. The last contestant appeared to be a new female member (Robert Smith in drag) who gave out the name of the Pleasure Bent Trophy winner who was Ron Hay of Pennywhistle. Ron could not attend, so Norm Dyck accepted the trophy on his behalf and told us the crab-trap-anchor story!

The fishing trophy was not awarded this year, as there were no fish of any size reported caught on any of our cruises. The rest of the evening was spent socializing and dancing to the live band "Limerick".

Diane Grabher

DID YOU KNOW

It is illegal to request a radio check from the U.S. Coast Guard over channel 16 on the VHF/FM band. Make contact with another vessel on channel 16 then switch to a designated working frequency for the check.

Treatment of nickel cadmium batteries in hand held VHF radios. DO NOT deliberately completely discharge these batteries as the polarity may become reversed preventing a recharging without first shocking them back to the correct polarity. Do not leave the set plugged in to a small wall charger for a long time as it may cause battery overheating. A charger that automatically shuts off when the batteries are fully charged is a safer unit. Before storing the VHF set, use it for at least 8 hours then recharge its batteries.

both from Motor Boating & Sailing Jan. '85.

TRAINING DEPT. NEWS

Thirty-three accelerated Boating class students wrote their final exams in December and twenty-seven passed; many with very high marks. Extra help was available for those who wanted to try for a pass the second time around.



GALLEY HINTS

Galley equipment purchased with care will last for many years. To fully utilize storage and preparation space at times requires wit, imagination and clever substitutions. Here are a few items that work for me -

- 1) Dishes, pots, pans and utensils that fit my racks, drawers and burners. I don't buy any item unless it does.
- 2) Anything that does double duty - examples:
Heat-safe bowls and bakeware - storage, serve, bake, cook (pyrex, corning)
Dishpan - extra sink, dish drainer, container - (handy for on shore picnic)
Pizza pan - lid for fry pan, cookie sheet, tray, broiler.
Breadboard - sized to fit over sink - extra counter space, tray, trivet.
- 3) Stackable glassware, mugs, bowls, preferably with heavy bottoms for stability.
- 4) Whistling Kettle - someone will hear it from elsewhere on board, if you're not in the galley.
- 5) Wire whisk - best hand operated mix-master there is.
- 6) Teflon coated cookware - easy clean up, no rust.
- 7) A readily available fire extinguisher - know how to use it effectively.

Basic fire safety knowledge:

Put out alcohol fires with a water spray.

Put out gas fires with a fire extinguisher.

Put out kerosene fires with a fire extinguisher.

Put out small fat fires with baking soda or a fire extinguisher.

Put out large fat fires with a fire extinguisher.

Note: the best type of fire extinguisher for the galley is a dry chemical type. Remember to invert these and shake well about twice a year to prevent the powder from caking as a result of vibration.

Linda Nixon

POINT ROBERTS MARINA

Point Roberts Yacht Basin Marina has provided another facility. A Marine brokerage company is available. The brokers can show any U.S. registered vessel or any boat built in the U.S. (for example the Tollycraft). If they show a Canadian boat the Canadian owners must pay the U.S. duty.

The firm has established an agreement with a Canadian, Sidney firm, to list their strictly Canadian boats and therefore avoiding this problem. They are open 7 days a week from 8-5 pm. If you wish to list your boat or look at their listings a broker will be pleased to help you, call 945-2628.

Cheryl Gaudet

HOT TODDY CONTEST - Saturday, Feb. 15th. Race will start in Vancouver Harbour and finish up in Howe Sound. Stay overnite at Snug Cove.



Contest sponsored by Fraser, so we would like to see as many boaters enter as possible. If you would like moorage in Vanc. Harbour Friday nite, or any other information call Marg or Del Dash (685-8820).

COMING EVENTS

- Jan. 31, 1986 - The first social evening of 1986. Please note that the date is not the 4th Friday of the month. The guest speaker will be Bill Vandeborn who was the subject of a spectacular T.V. news film about the Coast Guard rescue of a man overboard from a yacht, the Harderwick. We have heard about procedures for handling boats to save a man overboard but this is a chance to hear the victim's story. There is an excellent lesson here!
The Place: The Delta Town & Country Inn 6305 #17 Hwy. Delta, B.C.
The Time: The door and bar open at 1930 and the short meeting starts at 2000.
The Cost: The attendance fee of \$2.50 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.
- Feb. 1-9, 1986 - The Vancouver Boat Show
- Feb. 28, 1986 - Fraser's Annual Auction
- March 21, 1986 - A regular social evening having the normal date changed to avoid Good Friday. The guest speaker will be Capt. John Armstrong, a Seaspun towboat skipper.
- April 25, 1986 - Fraser's Annual General Meeting with guest speaker - Peter Chettleburg, the author of An Explorer's Guide: Marine Parks of British Columbia.
- May 10, 1986 - The Graduation Party

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- FRASER'S AUCTION - This is a real auction where our auctioneer/comedian, Brian Smith will try to get the best price for boating related items that you no longer need. Fraser takes 10% of the selling price and you get the remainder. You may place a lower limit on the selling price or you may donate items so that Fraser gets the entire selling price. We do not allow credit or charge cards; it's cash only. Now is the time to start thinking about what you wish to sell or hope to buy. There are many real bargains and plenty of laughs!

