

THE

# FAIRLEAD

## NEWS FROM FRASER SQUADRON

No. 1

MAY 1986

Vol. 12

### FROM THE BRIDGE

It is the beginning and the end at the same time. It is the beginning of my term as Commander and with a competent and committed Bridge, I am looking forward to a very active and fulfilling year for the Squadron.

At the same time, it is the end of one very successful training year and the beginning of the next. Success in our Fall and Winter classes depends upon being organized and ready to go well in advance of the September start. Organized means obtaining a commitment now. The real work of the Squadron, Training, is not done by the elected and appointed officers alone. It requires the effort of a large number of people. The immediate thought of many people is the same, I don't know anything about training and I've never taught before. Neither did most of us and you don't have to be a professional teacher. You already know the material, you had to in order to pass the Basic Boating exam. I invite you, no, I challenge you to live dangerously and volunteer your services either as a proctor (assistant) or instructor. The challenge goes out to all members, old and new alike. We need to hear from you now. Give me a call at 274-2153 or Linda Gisborne at 946-2749.

I wish you all a safe and enjoyable summer on the water!

Jack Hunter  
Commander.



Common murre.



## APRIL SOCIAL

The evening started off with the Annual General Meeting and the election of the new bridge. A quorum was present and all went smoothly. After a bar break the guest speaker, Peter Chettleburgh, author of a book on Marine Parks in British Columbia gave an informative talk and slide presentation.

The Marine Park system was inaugurated in 1958 with the first one being Montague Harbour which opened in 1959. There are now a total of 28 Marine Parks, several of which are accessible by non-boaters.

His book describes each of the Marine Parks, giving tips of best approaches and anchoring sites, along with a short history of the previous owners and usages prior to becoming parks. There were autographed copies of the book made available for sale and three were drawn as door prizes. My husband, John, was one of the lucky winners and I'm sure he and anyone who has this book will find it very useful.

Diane Grabher.

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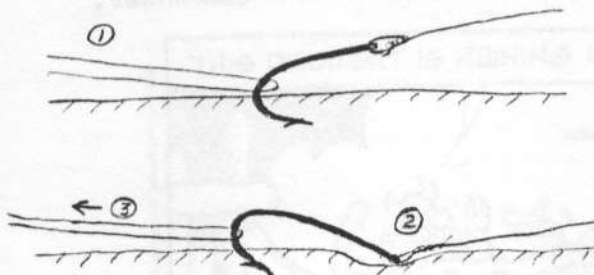
## THE GRADUATION PARTY

The Graduation Party attracted about 114 persons on May 10 to: welcome new members, recognize members service, congratulate advanced and elective course graduates and witness the swearing-in of our new commander, Jack Hunter, and his bridge. The Inn provided a good dinner of chicken cordon bleu, expeditiously served to start off the evening. District Lt/c Tom Symons, PMD's Training Officer, pledged our recent Boating graduates into CPS membership. Sixty-three members received Merit Marks and twenty-four Cdr's Citations were awarded for service to CPS. District Cdr. Bob Thorndyke of USPS District 16 and his wife, an officer of the Bellingham Squadron, were guests of Fraser Squadron. Retiring Cdr. Martin Hoffman presented to Linda Gisborne the Stuart Church Memorial Trophy for outstanding service to Fraser's training program. Linda was an assistant Training Officer for the 1985-86 season and has been elected to be the T.O. for the coming season. Well done, Linda. Verna Payne's table decorations and Brian Smith's prize presentations provided visible and audible punctuation to the program. The evening concluded with dancing to taped music.

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## FISH HOOK REMOVAL

This method was described on the April 19, 1986 T.V. program Doctor Doctor.



1. Put line around hook
2. Push shank down to skin
3. Jerk the line to pull out the hook, keeping line close to the skin.

Some "KIBBLES & BITS" from your Marep/Safety Officer.

Each year the Squadrons in PMD are called upon by the Coast Guard to assist in stuffing "Safe Boating Kits" that are then handed out during boat shows, around marinas, and at other boating events. Eleven members from Fraser gave their time on May 7th. With the help of Capilano we stuffed over 6000 kits. A sincere thanks to all who participated.

Our MAREP cruise on the Thanksgiving week-end '85 produced over 30 reports, but was mainly rained out. On short notice we again assembled a cruise for May 4th. With only 1 boat, Martin Hoffman's "Cunamara", and a crew of 4, we were able to identify and submit more than 80 new Marep reports. This again puts us in first place. If every member turns in only two reports this summer, and the executive six each, we should be able to win away the CHS TROPHY from Seymour Squadron who has had it too many years in a row. So please, folks - MAKE MY DAY - submit 2 each. Let's do it to Seymour this year!!

On the cruise, Martin served up a mean lumpy canned tomato soup for lunch, and we believe we overheard him say he was looking for some assistance in that department. If you can help him get the lumps out, give him a call.

For those planning a Desolation cruise this summer, Chart #3565, Discovery Passage is now cancelled and replaced by Chart #3539. Also, Chart #3538 is a new chart just issued for Desolation Sound and Channel including a Seymour Narrows insert (1:20 000) replacing the old.

The first of the new "Cruising Atlas" style of charts in booklet form is now on the book-shelf. Chart #3312 is a series of Chartlets covering Jervis Inlet and Desolation Sound and covers everything from Sechelt to Start Island. It also includes aerial photos of the entrances and channels, sailing directions, fuel, weather information and other goodies of much value. For the pleasure boater, this convenient book of charts seems to be the answer for our cramped quarters, and much more useful than the strip charts (#3310 & #3311) more available.

If you are thinking of a quick spin into False Creek and the Expo site, switch on VHF Channel 81A and listen to the recorded message. Might just save you a lot of time and fuel!

Remember the days when you occupied your youngsters on long car rides by having them count Volkswagens? Well, the boating solution equivalent is to have them count dead-heads and logs. That for sure will keep your younger crew well occupied.

Larry Terrick,  
Marep/Safety Officer.

WANTED - Diesel powered 28 + power boat in good shape.  
Call Reg Johanson 271-7750.



## TRAINING DEPT. NEWS

The 1985-86 training season resulted in a total of 190 Boating students writing their exams of which 182 were graded as passes. The results are not yet complete because of rewrites. The other courses produced the following preliminary results:

Seamanship Sail	8 wrote, 7 passed
Seamanship Power	13 wrote, 13 passed
Advanced Piloting	4 wrote, 2 passed
Weather	11 wrote, 11 passed
Marine Maintenance	6 wrote, 4 passed
JN & N	- results not yet received
Instructor Training Course	- 2 passed

The Spring Seminar on Coastal Cruising was surprisingly poorly attended with only 13 persons taking advantage of much useful information. The part of this course leading to the Restricted Radio Operator's Certificate was taken by 23 persons who all passed and received their certificates.

Fraser Squadron wishes to thank those who assisted in the classes but were not previously mentioned in Fairlead: Norman Dyck, Ernie Gaudet and Gary Russell.

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### NOTICE -

Anyone planning to take the JN or N courses this coming fall should be aware of the latest course requirements for altitude sights of heavenly bodies. Sights must be submitted before an exam will be issued and our weather makes sighting difficult in winter and early spring. Help with the sights will be available from now until classes begin. You will need the use of a sextant and a watch. We will offer hands-on instruction for the sights. Please contact Fraser's new Training Officer, Linda Gisborne at 946-2749 if you wish to take JN or N. DO IT NOW, September is too late!

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### ATTENTION BOAT OWNERS - Get Your Free Safety Inspection!

Fraser Squadron members Norm Dyck and George Schurman are offering their services to conduct a preliminary safety inspection of any member's boat moored in Richmond or Delta. This procedure takes about 1/2 hour and will prepare you to pass an official Coast Guard inspection. Call Norm at 274-4887 or George at 271-7439 to arrange a suitable time and place.

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### FOR SALE

AMF FORCE 5 in excellent condition. Like a Laser (cat rig) but faster, slightly bigger, and with better equipment (Harken blocks, North sail, and ball-bearing traveller). Used only 3 summers. \$1600.  
Phone 271-7439 Steve Schurman.

## BOAT STABILITY

Boat stability cannot be taken for granted. Even professionals get into serious trouble by not paying sufficient attention to this basic requirement for the safe operation of a boat. Remember the two large crab fishing vessels, the Americus and the Altair from Anacortes that were lost with many lives in Alaskan waters in February 1983? The Coast Guard investigation revealed that a lack of stability caused the tragedy.

Like most disasters, this was the culmination of a number of factors. The two 38m (125 ft.) vessels were part of a series built by a reputable yard from the same basic design from a qualified naval architect. The boats had been provided with stability books prepared and updated by the designer. These gave recommendations for placing fuel and cargo in the various tanks to suit a number of loading conditions. The inquiry brought out several factors adversely affecting the vessels' stability. The boats were estimated (after the tragedy) to have been built about 19% too heavy. The updating of the stability books was based on data and estimated weights provided by the yard when trawling gear was added. No inclining tests or deadweight surveys were actually performed on the boats after the completion of the modifications. The skippers did not follow the recommendations for placing fuel and cargo - the major cause of the accidents. The conclusion was that the vessels' ability to right themselves from even a small angle of heel was very little to nil. Note that it was neither abnormally rough seas nor overloading with the catch that caused the problems.

The book, Typhoon: the Other Enemy by Capt. C. R. Calhoun describes the addition of considerable equipment during a major refit of several of a class of the U.S. Navy's W.W. II destroyers. As a newly assigned master of one of the ships, he officially questioned the stability of his vessel but the bureaucracy pronounced it to be satisfactory without having carried out any tests. A group of these destroyers, while accompanying a task force in the South Western Pacific, was caught at sea by a typhoon. Capt. Calhoun's ship survived despite being rolled down to 80° but three ships of the class foundered. Capt. Calhoun claimed that the lack of stability was one of the major factors in the loss of these ships. The book also gives an excellent description of the effects of a survival type storm on a relatively small ship.

Sad and interesting, but you may be wondering how this affects your "Pleasure 7.5." Stability calculations and tests are not cheap, so it is unlikely that the original design was ever checked out, if done, it was probably very cursory. Normally, the original model gets modified and "improved" by larger engines, tanks and other amenities without having any further stability checks. An even worse situation occurs when some unscrupulous business man "pops a hull" from some popular boat and drastically alters his product to escape detection. This type of individual probably knows next to nothing about boat design and will have no interest in spending money for stability checks as his objective is only to make a fast buck. Buyer beware!

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## BOAT STABILITY (continued)

Now it is the new owner's turn to foul things up. He wants to add to his boat all the features that he sees on larger boats! Many of these items will add mass high in the boat. It may be only a few kilograms here and a few more there, but these masses are usually well above the centre of buoyancy and, especially on a small boat, they can add up to a considerable reduction of stability.

Think very carefully before undertaking that winter project which will add mass to your boat; the effects can go undetected. The professional crews of the Americus and the Altair didn't notice the loss of stability from their improper management of loading and they paid for the errors with their lives.

J. R. Moran

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### NOTICE TO MARINERS:

These reports are issued weekly to any boater who wants to keep his Charts, Small Craft Guides, Sailing Directions, Radio Aids, Light Lists and Tide Tables up to date. They are, believe it or not, free. They come to you 1st Class mail in a plain brown wrapper to keep your neighbours guessing.



### FAREWELL MESSAGE FROM OUR PAST COMMANDER

My year as Commander has come to a close, and I would like to take this opportunity to thank the members of Fraser for their confidence in electing me to this office. I wish to thank the members of the Bridge and Executive who worked at my side this past year and helped make this such a rewarding year for me. Thanks also go to the Training department and the excellent job they performed, for without them we are nothing. In particular, I would like to thank my wife, Carolyn, for her support and help throughout these past months.

I wish to congratulate our new Commander, Jack Hunter, and the new Bridge, and Executive members, and wish them every success this year. I'm sure they will enjoy your support as I have done.

Cdr. Martin Hoffman (retired)

## COMING EVENTS

- May 31st, 1986 - Pacific Mainland District's AGM and change of watch at the Jericho station of the Royal Van. Yacht Club. The free events are 0900-1045 AGM and 1100-1230 seminars to help new squadron officers to understand how to carry out their duties. The lunch and cruise are available at \$10.00 and the dinner dance at \$32.50 per person. Call Martin Hoffman 277-4924 or Norm Dyck 274-4887 for further details.
- June 7th and 8th, 1986 - Burrard Squadron's Women's Cruise call Marion Monk, 299-2383 or Dianne Kent, 942-7624.
- June 27th to July 1st, 1986 - Fraser's Canada Day Cruise to Rosario.
- July 4th - 6th, 1986 - Lake Union Wooden Boat Festival. The location is at the U.S. Naval Reserve Center, the big white building at the extreme south end of Lake Union in Seattle. Take exit 167 (Mercer St.) from I5 and head for this highly visible building. Admission is free.
- July 26, 1986 - Sur-Del Squadron's Cruise to Desolation Sound. Call Sur-Del's Cruisemaster Roger Cullum 590-3983 for details.

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## SOMETHING NEW!

I would like to introduce to you, a new and exciting product. As a Canadian Power and Sail Squadron member, I am offering a Barbecue Apron.

The design is exclusive to CPS members, and offers the colors of the dress uniform. The navy blue bib with grey bottom, on the bib represents a white shirt with bow tie, a blazer pocket, 2 gold toned buttons (or snaps). The CPS crest may be affixed to the bib in the appropriate place. This is an option to the purchaser, and must be supplied or affixed by the purchaser. (Windbreaker size is recommended).

An oven mitt representing the CPS Flag is worn on the grey bottom for convenience at hand. For the personal touch your squadron pennant also adorns the bib.

Due to the complexity and color coordination of the different pennants, it may be difficult to copy the pennant. Therefore an acceptable replica will be used.

I am offering this barbecue apron to all CPS members and feel assured it will be enjoyed by all.

Karen Leah Lewichew  
Fraser Squadron

