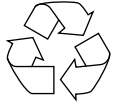


London Line

Squadron answering service 438-6222
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DECEMBER 2006

The newsletter of the London Power and Sail Squadron

www.powerandsail.ca



Check this out! Page 3

January Course Offerings... pg 5

Wakes and Bow Waves

There are many opportunities throughout the upcoming social season for our 606 members to keep in contact with their fellow class mates, graduation alumni and boating buddies. Don't just read in the next London Line about the wakes your fellow members made. Join in and see how much fun it is making the waves.

• *Saturday, November 11, 19:00*

IRISH WHISKEY TASTING EVENT

Savor the flavours of six selected Irish Whiskies and the warmth of a night with friends. Call Alan at 519-433-2736 to leave a message and reserve your glass. Tickets \$35 dollars for drinkers and \$7.50 for non-drinkers. *HMCS Prevost, 19 Becher St.*

• *Sunday, December 3, 13:00-1530*

COMMANDERS' CHRISTMAS LEVEE

Enjoy the food and beverages of the season as you meet and greet your fellow squadron members. Treat your favourite instructor or proctor or captain or first mate to a glass of cheer. *HMCS Prevost, 19 Becher St.*

• *New Year's Day, January 1, 2007, 10:00-1300*

TRADITIONAL HMCS PREVOST NEW YEAR LEVEE

This is the event all the movers and shakers don't miss. Put in an appearance like everyone else; politicians, military brass, community leaders and the regular rank and file. *HMCS Prevost, 19 Becher St.*

• *Saturday January 20, 2007 7:30am*

TORONTO BOAT SHOW

This is a fun, relaxing and safe way to enjoy a day at the famous Toronto Boat Show. Call Sandra McCaw at 519-471-6414 or email smccawe@uwo.ca

to reserve your seat on the heated bus. The price of \$70.00 includes your round trip by motor coach to Exhibition Place Toronto Boat show, snacks, 50/50 draw and bingo game to shorten the trip, Great Prizes, admission to the Boat show, wonderful buffet dinner at the Mandarin Chinese Buffet in Mississauga on the way home, movie on the return trip. A great way to spend a day with new and old squadron friends checking out all the items from charts to trawlers and relaxing on the floating dock at Henrys. *HMCS Prevost, 19 Becher St.*

• *January ? 19:00*

MURDER MYSTERY EVENING DINNER & FUN

This was such a great success last year that the social committee felt that it was worth another body! Call Alan for reservations 519-433-2736. *HMCS Prevost, 19 Becher St.*

• *Saturday February 24, 2007 19:00pm*

MARTINI NIGHT AT HMCS PREVOST

Great social evening. 3 Martinis and fancy foods. Build your own Martini as a finale. Tickets are \$25.00 for drinkers and \$7.50 for non drinkers. Jazz Club dress style recommended. *HMCS Prevost, 19 Becher St.*

• *Saturday March 31, 2007 18:30pm*

BEERS OF THE WORLD

Tickets on sale Jan. 10th. \$25.00 for drinkers, \$7:50 for non drinkers. 7 beers, live band, and a full menu. *HMCS Prevost, 19 Becher St.*

1st Lt. Alan Sargant Events Officer



CALENDAR

All events start or take place at HMCS Prevost, 19 Becher Street, London unless noted otherwise.

December

3rd Commanders' Levee

1300-1530

12th Bridge Meeting – 1845

31st Deadline for Boat Show Tickets

January

9th Bridge Meeting 1845

7th Murder Mystery Evening

Dinner and Fun 1900

15th Submissions Deadline for

February London Line

20th Boat Show Trip

February

9th Submissions Deadline for March
London Line

10th Instructor Development &
Registered Examiner Courses –
time & location TBD

12th Bridge Meeting 1845

24th Instructor Development &
Registered Examiner Courses –
time & location TBD

24th Martini Night

HMCS Prevost 1900

March

12th Bridge Meeting 1845

31st Beers of the World 1830

April

10th London Squadron AGM

1900

17th Bridge Meeting 1645

If undeliverable please return to:

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Lt/C Wayne Shorrock AP 519-633-6993
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1st Lt Craig Pitchell, AP 519-474-7886
- ASSISTANT TRAINING OFFICER-VHF
1st Lt Steve Waite, AP 519-473-0517
- ASSISTANT TRAINING OFFICER
1st Lt Deb Hughes 519-667-0749
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1st Lt Bev Miatello AP 519-670-4123
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P/Cdr Dave Corke 519-317-7583
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Lt Ian Lacey 519-672-5745

WOW, here we are in December. For the majority of us, our boating season has now come to an end. Our vessels have been securely stored away, our winter projects in preparation for next season have been duly noted and you are now either preparing to deal with the winter ahead, or planning your escape to warmer climates.

I would like to extend an invitation to each of you to come and attend the 2006 Commander's social, on Sunday December 03, between 1300 and 1530. This function is held annually, not only to express our thanks to all of our hard working volunteers, but also to allow each of you the opportunity to come meet all of those who have dedicated their efforts and time to ensure the "ship is on course", ask questions or express concerns that you may have to the individuals who are in the know.

Back in late October, I had the distinct pleasure to attend our National Conference, held this year in Vancouver and am very excited over the direction that CPS is headed in the future. From a new web-based managing system to ease the paper trail, allow easy on line membership renewal and allow members to change their personal profiles, including address changes on their own, to exciting improvements to our current course offerings and new courses about to be released to reflect the changing times that we are in. Over the next year, you will see these improvements come to reality.

In this edition of the London Line, you will also see course offerings, for our winter session, commencing in early January. I would once again ask each of you to monitor our web site to gain further information on course offerings, times and locations. Please don't ever forget that we are constantly seeking commitments from our members to assist in our various classes. We are always in need of assistance to lessen the workload of our current volunteers and share the burden of our Squadron Executive. From a couple of hours a week, to whatever you are comfortable donating. We have a position to accommodate your time frame and area of interest. Please contact me should you be in a position to assist or to inquire about what may be involved.

Finally, with Christmas just around the corner, please allow me to extend to each and everyone of you, the very best of the season, for you and yours. May it be a safe and memorable celebration for however you may celebrate and please, leave the keys at home and enjoy the holidays.



Cdr Mark Hunsberger



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EDITOR

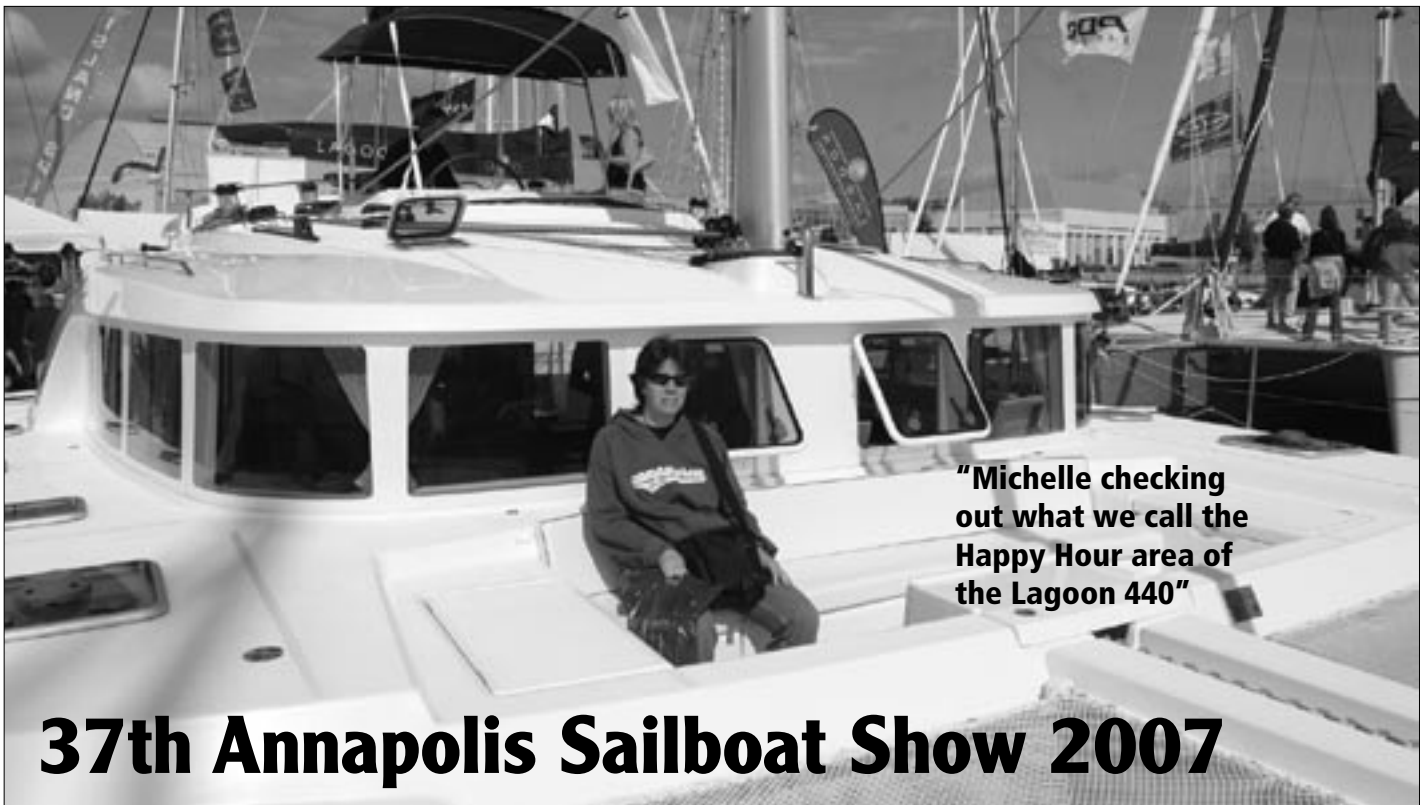
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"Michelle checking out what we call the Happy Hour area of the Lagoon 440"

37th Annapolis Sailboat Show 2007

THE ANNAPOLIS SAILBOAT SHOW runs on the Canadian Thanks Giving Weekend from the Thursday to the Monday. The following weekend is the power boat show. We decided to attend on the Thursday when the crowds would be smaller due to it being Trade/Press/VIP Day (re: it's more expensive that day but the waits to get on boats were at most 3 or 4 people long).

So why would anyone drive to Annapolis Maryland for a boat show when Toronto puts on such a great show? Well my preferred boat to sail is a catamaran. The Toronto show just doesn't have catamarans in the cruising category. On average the Annapolis show has 20 or more cats in the water ranging from 38 feet to 62 feet.

The other reason to go – Annapolis sits on one of the nicest boating areas in the USA, Chesapeake Bay. The word Chesepiooc is an Algonquian word meaning "Great Shellfish Bay." Just about every restaurant had some sort of shellfish on the menu. I tried the crab cakes and was pleasantly surprised. Chesapeake Bay is about 200 miles long and the shoreline including its tidal tributaries is over 11,600 miles (includes all tidal wetlands and islands).

Being an old town the roads are narrow around the docks and parking is scarce. The show has set up shuttle busses that leave the Navy-Marine Corps Memorial Stadium every half hour (they seem to run closer to every 15 minutes). We arrived about a half hour before the show opened so we took a walk over to the drawbridge next to the Annapolis Yacht Club (celebrating its 150 anniversary this year) and watched the boats passing by.

Once the show opened we hopped from catamaran to catamaran. I just wished the day before we hadn't walked for hours in Washington DC.

I'm glad I was only looking and not buying because the choices were many. I suppose if you had a specific purpose in mind you could dwindle the boats down to just a few choices. If you want speed – choose a Gunboat – they are fast but not necessarily comfortable – the company owner did actually fly a hull on one of these and broke off a rudder when he came down. Someone should have told him that's what Hobie cats are for.

If you like lots of wood in the interior the Fountain Pajot had the nicest wood interiors. Keep in mind the wood is not used as abundantly in catamaran interiors as it is in monohulls so it is all relative. If you think kids should not be seen or heard well then maybe

the Voyage 500 is for you. What I thought was a small closet of the saloon was actually a kids cabin – personally I still think it is a closet.

Alternative energy your thing? The Lagoon 420 uses electric motors. Now that is a boat with an interesting setup. At 100% charge you can travel about 2 hours on the batteries. Down to 80% the generator comes on. When sailing the propellers turn freely and charge the batteries (read this as meaning extra drag while sailing).

Our two favorite boats of the show were the Lagoon 440 and the Leopard 460. Both boats had the winches and lines close at hand in the cockpit for a small crew of one or two to handle the boat. Some of the other boats control layouts pretty much demand that two crew be on deck while doing tacking or jibing – the winches and cleats are quite far from the cockpit (you have to remember these boats run beams from 24 feet to 30 feet). It's not fun when a sudden gust comes up and you have to run 15 to 20 feet to easy a sheet.

Would we go back? Yes! Probably we would take in both weekends. For details on the show check out the shows web site www.usboat.com
Lt. Steve Baldock, Squadron Web Master

Toronto Boat Show

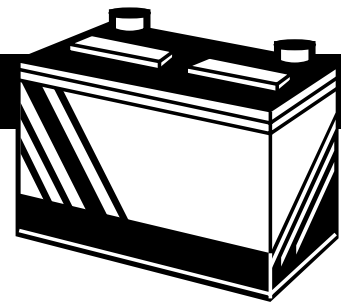
"ANOTHER FUN DAY TO RID THOSE WINTER BLUES"

The London Squadron is again sending buses to Toronto on **Saturday January 20, 2007**. Bus leaves HMCS Prevost 19 Becher Street at 0800 (8:00am) sharp! Boarding starts at 0730 (7:30am). Bus returns to London approximately 2030 -2130, depending on weather conditions

Price of \$70.00 will include • return trip to Toronto Boat Show • snacks, 50/50 draw and bingo games to shorten the trip (great prizes too) • admission to the Boat Show • wonderful dinner at the Mandarin Chinese Buffet in Mississauga.

Movie will be shown on the return home trip. Most of all, a time to enjoy seeing old friends, make new ones and meet new Squadron graduates. Visit our web site for more information or call Sandy McCaw to reserve a seat at 519-471-6414 email smccaw@uwo.ca

Deadline is December 31!



Part 2 of 4

Loading and Life Cycle by Arild Jensen

PROPER LOADING OF A BATTERY is key to prolonging its life. Unfortunately most people do not understand what constitutes proper loading. To compound the problem, most boaters are not equipped with the necessary instruments so that the owner can measure and monitor how the battery is used and loaded.

Smart loads have built in protection circuits that shut down if the battery voltage drops below a certain threshold. Unfortunately, many loads such as lamps, blowers and bilge pumps simply keep draining the battery right down until the terminal voltage reads zero. Such excessive discharge creates permanent damage inside the battery. Flooded wet cells are especially prone but even gel and AGM batteries can be damaged. Once sulfation is allowed to crystallize, plate damage begins and physical damage like microfracturea results in shedding of material. Once lost to shedding this material is not recoverable.

Sometimes, it is more important to keep the load running than to disconnect the battery. If the boat is flooding, it is more important to keep the pumps going than worrying about the long-term damage to the battery. However, more often it is a case of a forgotten light somewhere that is left on and totally drains the battery while the boat is unattended. Having a charger connected while docked prevents this, but at the risk of over charging the battery, if the charger is not a "smart" charger. There is a second method of damaging a battery even with a smart charge. If the connected load is large enough, the charger does not see the trickle charge current dropping to the low value which signals the end of float charge and initiates the transition to storage mode. When the trickle charge voltage remains at 14.1 or higher, the continual current flow will cause positive post corrosion, internal heating of the battery and electrolyte boil off.

What is really needed is some sort of battery monitoring system that tracks all usage and stores that historical data for latter analysis. You can buy such a device that is marketed under a variety of names. E-meter, battery gauge, link and such. These are really small micro processors that accurately measure how much energy is drawn from or fed into the battery bank, how deeply the battery was discharged and how often the battery was cycled. Until recently, there wasn't anything on the market that would notice a forgotten light and turn it off in your absence. The new adaptive chargers have a time out function associated with the e-float stage. After so many hours the float stage is terminated and the charger reverts to storage mode. In storage mode, the charger regulator allows the battery voltage to drop to some predetermined value and once that value is

reached, the charger goes back into bulk charge mode. This predetermined value is usually more than the fully discharged level.

The length of service life a battery has is directly related to how deeply it is discharged. If you only deplete a battery by 30% before completely recharging it, you will see much more than a tripling of expected service life.

The rate of discharge will also affect how well the battery stands up. If you have very large peak loads that are used frequently, you need a larger capacity battery than if the loading is light and steady at a much lower rate. This is still valid even if the total amount of energy (amp-hours) consumed is the same.

With the proliferation of inverters on board, this effect is becoming more noticeable, than in the past. Bow thrusters and anchor winches also represent large peak current loads that alter the service life of a battery bank.

Inverters are perhaps the most common device being brought on board boats. These devices allow you to use household appliances on board even when you do not have a generator or are connected to shore power. Unfortunately, they place huge strains on a battery. The ratio of 12 volts to 120 volts is mirrored in the current. If you use 10 amps at 120 volts, then you will need 100 amps at 12 volts. That means a microwave oven, toaster oven or hair dryer places a load of anywhere from 80 to 150 amps load on the battery for as long as it is turned on. Only large deep cycle batteries can stand up to that sort of service. Ordinary starting batteries will turn to mush after a short period of time.

From the above, it should now be obvious that to prolong the life of your battery, you need to keep track of how much energy you draw from the battery, how fast you draw that energy and finally, how and when you replenish that energy by recharging. If you only have a simple system on board with perhaps a single Group 29 or Group 31 battery, then all you really need is a voltmeter and amp meter in the electrical panel. You need to keep manual track in your mind of how much power you use and for how long. If you have flooded cells, then you need to check the fluid level monthly and measure the specific gravity to guard against sulfation building up. If you opt for the "maintenance free", sealed types, you then need more sophisticated means for measuring what is going on. Such devices will provide you with the necessary information needed to plan your charging strategy.



Next edition, part three – Battery Charging Systems

Course Offerings to commence in January 2007

All courses will be instructed out of HMCS Prevost, unless otherwise notified. Please be aware that courses will only be held if there are sufficient numbers registering. Registration, information and times contact: 1st Lt. John Manvell at 455-3627.

Boating Course

Our signature course. Weather you are interested in power, sail or canoe, this course is for you. It contains expanded, detailed boating safety information. As well, the challenge of plotting and navigation skills. The following subjects are covered in detail. Boat handling – power and sail – under normal and adverse conditions. Docking and anchoring. Aids to navigation and rules of the road. Government regulations and required safety equipment. Compass and chart familiarization and an Introduction to piloting. Successful completion of this course gains you the government mandated Pleasure Craft Operators Certificate, along with regular membership with CPS and all of its associated benefits

Start Date: Thursday, January 4, 2007

Time: 1900 – 2130

Course Length: 15 weeks

Cost: \$195.00 / \$185.00 for second family member

Piloting

The prerequisite for this course is the Boating Course. This course builds on the knowledge that the student acquired in the Boating Course. It discusses the three aspects of piloting.

1. Navigational and plotting skills: interpretation of charts and chart symbols, the DR plot, bearings, fixes and running fixes, determination of course to steer in a current and the determination of distance off.
2. Seamanship skills; understanding the hazards of weather, wind, waves, currents, tides and the tidal current and how to deal with them.
3. Boat capabilities and performance; hull speed, stability, propellers and rudders.

Start Date: Thursday, January 4, 2007

Time: 1900 – 2130

Course Length: 17 weeks

Cost: \$140.00

ELECTIVE COURSES

The following courses are available to both members and non-members, however, members will enjoy a reduced fee to enrol.

VHF Radio Certification

With the new DSC format due to be up and operational for the Great Lakes area, by April of 2006, we are anticipating that many of you will wish to upgrade your present VHF certificate, to include the new DSC portion of the mandatory certification, to allow you the benefits that this new technology will enable you to enjoy. Just imagine, sending a pre-determined fixed, call for assistance, at the push of a button and allowing you the freedom to deal with the emergency at hand. You may choose to take the whole course again, as a refresher, or choose only to upgrade your current certification to include the DSC portion only.

Course Dates: TBA

Cost: **Full course** - \$45.00 (members) \$50.00 (non-members)

DSC upgrade portion only (to take this portion only, you must show proof of current VHF certification)
\$35.00 (members) \$40.00 (non-members)

Navigating with GPS (to follow "Fundamentals of Weather")

Five nights, plus one weekend afternoon scheduled by the students, plus exam. Description of the NAVSTAR Global Positioning System; other similar systems

- GPS as a part of navigation techniques
- how GPS works, including benefits and limitations
- what information you can get from a GPS receiver
- waypoints, routes and rudimentary route navigation
- picking a GPS receiver
- a practical GPS exercise - walking a pre-planned route

Electronic Charting

(to follow "Navigating with GPS") Five nights maximum plus exam.

- review of the basics of the GPS
- chartplotter technology
- the electronic chart as derived from paper chart(s)
- electronic charting in practice
- the hardware chartplotter
- chartplotter and navigation programs
- equipment issues, including selection of a chartplotter
- practical exercises to the extent allowed by technology available

Both courses have examinations with certificate stickers provided to current Members who are successful.

Fundamentals of Weather

Six nights maximum plus exam.

- weather versus climate (the thunderstorm vs. global warming), and the implications of weather for the boater
 - water content of the atmosphere, wind, temperature
 - weather systems and their analysis (how the pros do it)
 - predictions from incoming weather systems
 - forecasting for yourself (data sources, what to do when you don't have access to a computer, etc.)
 - a practical weather-watching exercise to help predict future weather
- The course has an examination with certificate stickers provided to current Members who are successful.

Course Dates: January 9, 2007 at Catholic Central High School

Cost: \$50.00 (members) \$60.00 (non-members)

Boat Pro Seminar

Boat Pro offers the basics of safe boating rules and practices. It is well worth while for hunters, anglers and cottagers who use their boat primarily for transportation. This course is a good introduction into the Boating Course. Boat Pro has been accredited by the Canadian Coast Guard. Successful completion of this course will gain you the Canadian Coast Guard's Pleasure Craft Operator's Certificate (PCOC).

Course Dates: TBA

Course Length: Variable

Cost: Full course - \$60.00

Challenge the test, with manual - \$40.00

Challenge the test, without manual - \$30.00

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How Does That Work?

To: askus@ctv.ca
Subject: Satellites

My GPS get signals from satellites to give me my position on this earth. Since the Space ship or capsule, is also a satellite when in space, how is it's location determined? They have to know where it is and figure in time and distance to the landing area when they decide to terminate the flight. What do you think?

Ralph Smith, London, Ontario

In order to know where a ship is, NASA needs to know two things: how far it is from Earth and its location in space. Generally, NASA uses the down-link, or radio signal from a spacecraft to a radio telescope in the DSN -- an international network of huge antennas that allows people on the ground to communicate with satellites and other spacecraft missions, as well as providing radio and radar astronomy observations for the exploration of the solar system and the universe.

The distance between Earth and the ship is measured by sending up a radio signal from Earth with a time code on it. The spacecraft "bounces" back the signal, and people on the ground can see how long it took to travel from Earth to the ship and back. Since all radio waves travel at the speed of light, scientists can look at how long it took for the signal to make it to the ship and back and figure out the distance it traveled. The angle that the radio telescope is pointing when it receives the signal tells the direction of the ship.

A more precise way of measuring uses two radio telescopes. When a ship is in space, it sends a signal back to Earth. Three times a day, this signal can be received by two different DSN radio telescopes at once. They can compare how far the ship is from each signal. They then get the distance to a known

object in space that doesn't change its location, like a pulsar, (pulsing star), and from the three locations, (two telescopes and a pulsar) they can use a technique called triangulation to get the ship's location.

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