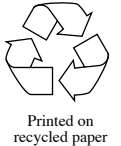




# London Line

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DECEMBER 2007

The newsletter of the London Power and Sail Squadron

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As boaters this name is probably familiar to you either through your Squadron friends and your boating associates, or by watching them on Television on TLC or OLN, filming their adventures as they sail all over the world. As you're reading this article, Paul & Sheryl are picking up their new 42' sail boat in England, and will be sailing it down through the Caribbean over the winter to film another episode.

The Sarnia Squadron has been lucky enough to be in touch with them and arrange for them to do a presentation in Sarnia. This is a great opportunity to hear about their trips and speak with them in an up-close and personal setting. They do an excellent presentation and are not to be missed.

The Sarnia Squadron, however, cannot pinpoint an exact date as of yet, but are saying possibly in February, 2008. If there is enough interest, I will be looking into taking a bus down to Sarnia for this event. I'll take names and keep in touch with you as dates develop.

Call Bev  
519-601-2041

## An evening adventure with Paul & Sheryl Shard

### Toronto Boat Show Bus Trip – see page 7

## CALENDAR

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

### December

**2<sup>nd</sup> Commander's Christmas Levy** 1-3pm, all welcome.

**11<sup>th</sup> Bridge Meeting** 1900

**31<sup>st</sup> Deadline for Toronto Boat Show**

### January

**19<sup>th</sup> Toronto Boat Show Bus Trip.** Details on LPS website.

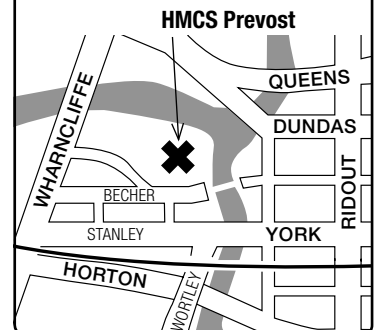
**25<sup>th</sup> Robbie Burns Night/Scotch Tasting**

### February

**TBA An evening adventure with Paul & Sheryl Shard** Sarnia. Lots of insight into passage-making on their site... distantshores.ca

**16<sup>th</sup> Rum Tasting**  
HMCS Prevost Event, Ward room  
Very limited tickets, call Bev (519) 601-2041

**22<sup>nd</sup>-24<sup>th</sup> London Boat & Cottage Show**, Western Fair Grounds. Volunteers needed!  
Call Alice Baratta (519) 453-2172



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**A**S A GLORIOUS autumn slides inevitably into winter, it's time to take stock of the boating season past and temper the biting winds of the coming season by laying out plans for the first cruise of spring, 2008.

I wish to report to you on the CPS-ECP National Conference held October 24 to 28 in Ottawa, ON. London Squadron was represented at this Annual General Meeting by your Commander and Assistant Training Officer Steve Waite. Many opportunities were available to attend seminars designed to update attendees on new directions being taken in CPS course materials and administration processes.

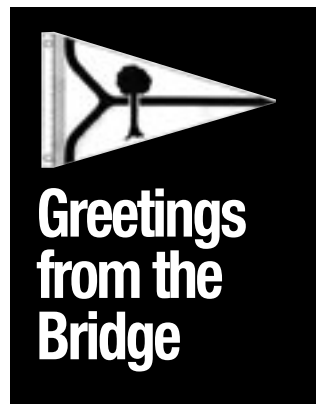
Readers of the London Line will recall that two major questions were to be voted upon at this AGM. The question of raising the annual membership fee by \$3.00 was approved by an overwhelming majority of the delegates present. This decision will help to offset deficits currently being experienced by the National Office of CPS while allowing for necessary improvements in services to members. (Check out the new options available to all on the CPS-ECP website – you are now able to pay your annual membership fee online!) It was reported that CPS-ECP showed a deficit of \$65,000 to June 30 as a consequence of a decline in membership revenues, course sales, etc.

On the question of deciding on a new “brand” for CPS (you will recall the three choices available – CPS-ECP, Nautique Canada and CPS Nautique – as reported in earlier editions), a lively debate among all in attendance resulted in none of the choices being seen as appropriate brands for our organization. As a result, this matter will be sent “back to the drawing board” in hopes that another brand may be found which will more suitably reflect members’ perceptions of CPS and present a point of recognition to the public at large. Stay tuned!

I sincerely appreciated the opportunity to represent the London Power and Sail Squadron at this conference. Please note that next year’s National Conference will be held in Windsor, ON in recognition of the Windsor Squadron’s place as the first squadron in CPS and also to celebrate the 70<sup>th</sup> anniversary of our organization. Details on this conference will be forthcoming throughout 2008. It is hoped that the relatively short distance to Windsor will encourage many members of LPSS to consider attending for some or all of the activities.

Finally, from reporting upon the effect of the winds of change upon CPS, let me, on behalf of all members of the Bridge of your squadron, wish you and your friends and families, happiness in the forthcoming holiday season and “fair winds and following seas” in 2008.

Larry Monger, *Commander* 



*London Line*

is the official publication of the London Power and Sail Squadron, a unit of Canadian Power and Sail Squadrons. It is published to inform and advise members and students.

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# Heading North? PART ONE

**B**EING my husband and I have never really traveled, we decided to try out the skills we've achieved through the squadron. Our adventure start before we even left the leave dock.

This past winter, we decided we were leaving ... no matter what. When we launched our lovely boat in April, we knew we had, well some problems. It started with our compass; we realized it was completely dry and needed repair. The gasket had tore and the oil appears to have dripped down through the helm. Luckily, I found an amazing store in Hamilton called the Brewers Marine and Supply, (I spent way too much money and am now band from going there, without supervision) and they fixed our compass in no time

Upon further investigation of our boat, we found a large amount of water in our bilge which I empty completely last spring, and added a bit of antifreeze, you know, just in case. Well, for what ever reason, it had frozen, yes frozen, and the antifreeze in it, didn't appear to help. This was very disappointing, as I had spent 4 hours cleaning it and getting the bilge completely dry. Oh well for now, time to launch.

We are gently swung through the air and gently placed into the water. Tada, no leaks. Now we just need to figure out where the water came from? Hum?

Barbara  
Billingsley

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# The evolution of our Squadron Pennant

**T**HE LONDON SQUADRON had its first squadron pennant approved by the Governing Board of Canadian Power Squadrons on 29 September 1977. The pennant had a dark green background and two stripes of blue running from the upper and lower corners of the hoist, intersecting about one quarter along the fly. This design represented "The Forest City" (green background) and the forks of the Thames River (blue striping).

Due to complaints that the pennant was indistinguishable when flown on a vessel underway, consideration was given to revising the pennant when the stock of original pennants was exhausted.

A new pennant was chosen from several submissions in 1986 and was finally approved by the Governing Board of Canadian Power and Sail Squadrons on 7 February 1987.

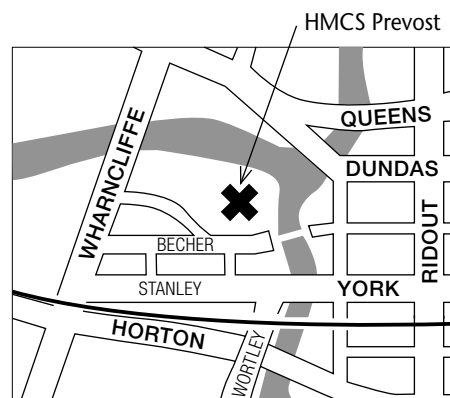
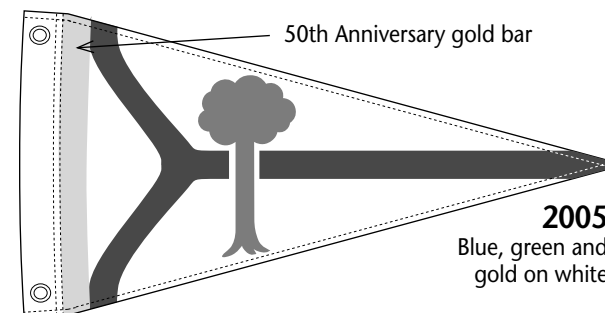
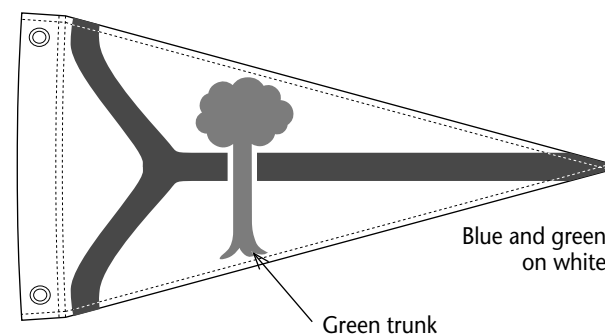
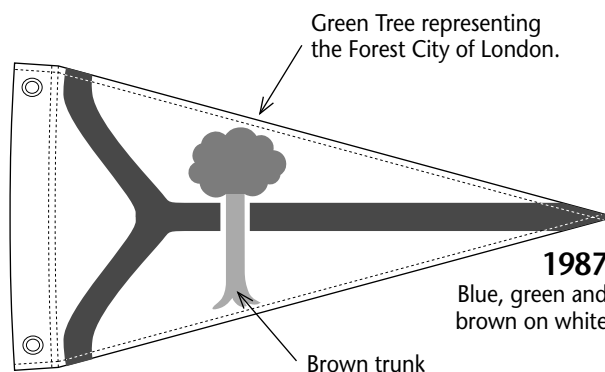
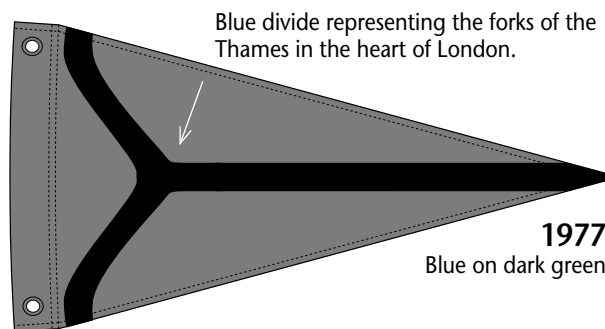
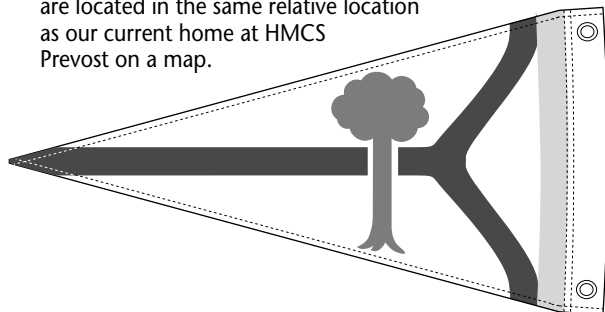
This pennant, designed by Shirley Parke-Rye, was made available to the squadron membership in early 1988.

The revised pennant consisted of a white background with two blue stripes running from the upper and lower corners of the hoist, intersecting about one quarter of the distance along the fly, with a stylized green tree superimposed upon the centre of the pennant. This design represents the squadron of CPS (white background to tie to the white background of CPS squadron officer flags), the forks of the Thames River (blue striping - similar to the preceding pennant) and the green tree denoting "The Forest City". Initially the trunk of the tree was brown; it was later changed to green to reduce production costs.

On 12 February 2005, the Governing Board approved the addition of a vertical gold bar to the pennant. The gold bar represents the traditional identification for a Squadron that has celebrated its 50<sup>th</sup> anniversary.

*John Hamilton, N*

Interesting: the roots of our tree on our pennant are located in the same relative location as our current home at HMCS Prevost on a map.



# Lightly through the dark glass

**B**E THEY PLEXIGLAS, Lexan, Perspex or other, the windows on most of our boats are usually made of some type of acrylic compound. Over time and repeated exposure to the elements, esp. UV, these plastic components can develop a foggy appearance, commonly referred to as "hazing". Depending on where the window (or port) is located and it's function this can become either an annoyance or even a safety issue. The windows on my CS22 sailboat were so hazy when I purchased it that I thought; "Well at least I won't have to put up curtains!".

- For most boats there are 3 solutions:
1. Replacement (costly and time consuming).
  2. Sell the Boat (check with your partner first!)
  3. Buff them out!

Being frugal, I opted for option #3. As with anything to do with boats, there are many costly choices of lotions and potions available: from which may or may not work as claimed. One solution that I discovered on the Web has worked very well for me. It involves nothing more than a little old-fashioned elbow grease, a moist, soft cloth and, .....Toothpaste!

After washing the areas with a mild detergent, simply scrub the window with the toothpaste as you would when using a polishing compound on your hull or car. Then buff the surface with a clean, dry cloth. You'll be amazed at how effective this is. After the "glass" is dry, you could apply one of the commercially available acrylic sealers, but I've found this to be unnecessary, as the result should last about a season. I've done this for 2 seasons now and can report that it works pretty well. Oh, and no new cavities!

- TIPS
- Professional window washers often use Sunlight dish soap.
  - NEVER use Windex or other cleaners that contain ammonia – it's bad for plastics.
  - Don't use whitening toothpastes as they may contain peroxide, also bad for plastics.
  - Hand rub only – mechanical polishers can generate a lot of heat which can do more harm than good.

Mark Anderson, P



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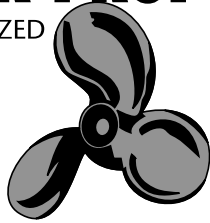
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Last issue, Mark described the loss of his outboard.

I DROVE BACK to London. My appointment concluded, I called my old friend Otto. He had recently given me an anchor he no longer needed and I remembered him speaking of an outboard motor stored in his basement. Lucky for me he was at home and soon I was back on the road again with a 4.5 Johnson to finish off my holiday. A temporary mounting board was fashioned to get the short shaft motor far enough down to draw the cooling water. As per Otto's request, I then dutifully attached a Safety Chain from the motor to the vessel's aluminum toe rail. After playing about with the choke a bit, and numerous pulls on the starting cord, the wee beast sprang to life and began spitting water back into the lake. Success!

My vacation was officially back on.

It was a beautiful afternoon and I had a nice sail for a couple of hours before it was time to head back in for some supper. Sails furled and motor lowered, I set about starting the motor to cruise back into Bayfield. The choke was different from what I was used to, so I tried several settings to no avail. Pull after pull on the starter cord was getting me nowhere and I was becoming frustrated. Mr. Johnson almost sputtered a couple of times so I gave a good hearty pull.....

Have you ever seen those cartoons of hapless looking fishermen with a cord dangling from their white-knuckled hands? Yes, I also thought that those were funny. Oh well, I thought, at least I will have a longer story to tell.

Up with the sails again and back to the harbor. I managed to sail up the river a tad before tying off to the steel wall. Soon another sailor came in and said he'd be back soon with some help. Remember I said it was a nice day? Well there seemed to be a lot of people strolling along the pier and for some reason I became a curiosity for many of them. "Are you broken down?", "What kind of boat is that?", "Why don't you use your motor?", "Can you paddle it?", "Are you broken down?", "What's your favorite colour?". AARRGHH!

An inflatable with 2 people came down the river toward me. As they got closer I recognized the sailor as one of my classmates from the Boating Course and the chap at the tiller as one of the Power Squadron instructors. Oh the humility!

After many more thanks, I was back in my slip. Marina man Bill was kind enough to lend me a service manual and I tried to make the repair. Mechanical inclination is not one of my attributes so it wasn't long before I gave up and took the motor over the bridge to Bayfield Marine. Lucky again, the motor man was in the next morning and had it ready to go in short order. He even took the cover off and showed me the notches in the flywheel where you can wrap a knotted cord to make an emergency start. So that was what Bill was hinting at when he showed me that section in the manual. Had I been more knowledgeable, I should have been able to start it up at any time. DOH!

My vacation was finally and truly back on.

So what did I learn from my Tale of Two Two Strokes? Well in no particular order;

- Don't put off maintenance and improvements, i.e. spongy motor mounts.
- Always follow recommendations for security to the point of redundancy, i.e. safety chains on outboard motors.
- Learn the features and capabilities of your equipment, i.e. emergency start procedures for outboard motors.
- I hope you enjoyed reading this more than I did living it. After all, the only thing better than learning from your own mistakes is to learn from the mistakes of others.

Mark Anderson, P

# A tale of two two-strokes



## Part 2



This article is dedicated to the memory of Otto Biskaborn.

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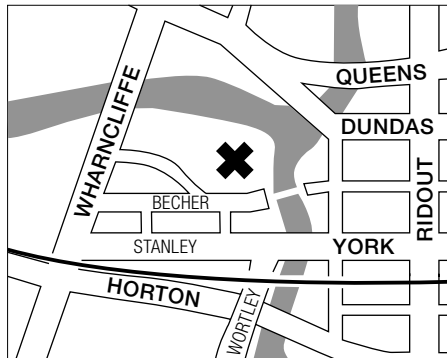
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