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The newsletter of the London Power and Sail Squadron

www.powerandsail.ca



Squadron AGM: Pledging the new Bridge

Left: District Commander Karen Connor pledges the new Bridge. L-R: Barbara Billingsley, Bev Miatello, Wayne Shorrock (hidden), Brian Jeffrey, John Manvell, Ralph Smith, Lorna Jeffrey, Mark Anderson, Merritt Ede, Tom MacRae (partly hidden), John McKay.

Wakes and Bow Waves

I AM SURE most of you would agree that it would be great if in reality at this wonderful time of the year that the days were truly getting longer. With so many projects to do, we all could use an extra 4 or 6 hours in a day at this time. There have been many squadron activities to report...

The **St. John's Ambulance CPR and First Aid seminar** on March 9 was a very informative evening. We learned a great deal about St. John's Ambulance programs from Linda Barr. I hope that the low turn-out means most of our members are already proficient in C.P.R.

The **annual Squadron meeting** on April 10 was well attended and started our new Bridge officers on a solid base.

The **Wine and Cheese** event on April 13 received very positive comments. Our master of ceremonies, George Stout, tried to keep everyone on course with a tasting wheel format but it seemed most everyone drank and enjoyed.

The class event of the year is our annual **Graduation banquet**. This year's event on May 31 already has 80 on the paid up list. This event shows what our Squadron is all about as we honour our graduates and instructors.

The annual **firework and ice cream evening** on Canada Day at HMCS Prevost is a good way to keep up to date with fellow alumni and members. The festivities start at dusk. Bring a chair and blanket.

Finally, the **District Rendezvous** organized this year by London Squadron and being held June 22, 23 and 24 at Sarnia Bay Marina promises to be the most social packed event you could find and all for a total registration fee of forty-five dollars. See the squadron web page for registration form and event details including wine patrol, Bailey's bonfire, dragon boat races, seminars, etc. etc.

Have a great summer. See why we need longer days?
Alan Sargant

CALENDAR

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

May

26-27th Fanshawe Yacht Club Open House 1100-1600
See notice page 4

31st Graduation Dinner
Social Hour 1800
Dinner & Ceremonies 1900
See notice page 3

June

12th Bridge Meeting 1645
22nd-24th 2007 Rendezvous & District Meeting
Sarnia Bay Marina

July

1st Fireworks and Ice Cream evening at the Forks of the Thames. Starts at dusk, bring a chair and blanket.
9th Deadline for August London Line

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FOR BOATERS, the anticipation of spring and a new season of being on the water makes this time of year an exciting one. We look forward to launching our vessels, freshly cleaned and shined; and embarking upon that trip carefully planned over the long, cold winter months.

In a similar fashion, the newly-elected Bridge of the London Power and Sail Squadron is looking ahead to 2007-08 with equal anticipation as our organization strives to meet the challenges ahead.

Readers may recall from an earlier newsletter that we reported some of the initiatives being considered by the Governing Board of Canadian Power and Sail Squadrons:

- Changing the name of the organization
- Changing the dress code
- Changing the use of military-styled ranks
- Changing the "elitist" membership requirements
- Rewarding volunteers

During the course of the past year, decisions have been made at the national level of CPS to implement the following changes:

- Reduce the number of official uniforms from nine to one – that "one" being the blazer ensemble
- Phase out the use of military-styled ranks (note that current officers have not been assigned ranks)
- Conduct a "branding" contest in an effort to arrive at an attention-grabbing logo or acronym to present to the public

These are but some of the organizational changes anticipated in an effort to freshen up our look, attract new members and students for our courses while continuing to respect the history and legacy of our organization.

As the newly-elected Commander of the London Power and Sail Squadron, it will be my pleasure to work with your new Bridge (see list at left) during the coming year to carry on the London tradition of providing excellent instruction in our varied programs to London area boaters. Encouraging safe boating continues to be our mission, carefully planned and presented courses our method. All members can assist in this mission through ensuring that they are properly prepared for the coming boating season. (Have you taken a course lately? Have you reviewed those BoatPro or Boating course notes recently?).

Please do not hesitate to call upon any of the officers of the squadron should you need information or assistance with any CPS-related matter. Remember, too, that our squadron and our mission of Boating Safety are strengthened by your participation. If you have volunteer time to give, call an officer and offer your assistance. You, your squadron and public safety on the water will benefit.



Larry Monger, Commander

London Line

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SET A COURSE FOR RENDEZVOUS 2007

WHERE FUN, FOOD AND FRIENDSHIP ABOUND

WHERE: SARNIA BAY MARINA
WHEN: JUNE 22ND, 23RD, 24TH
WHO: WESTERN ONTARIO POWER AND SAIL SQUADRON
HOSTED BY: LONDON POWER AND SAIL SQUADRON

Friday evening start the night off right enjoying the Hospitality of the Sarnia Squadron
At 1900 hours London will be serving up a lasagna dinner.
As the darkness rolls in we will have our "Baileys" Bon fire. Bring A Musical Instrument!
You provide the Baileys we will supply the Marshmallows!

Saturday morning we will start the day with a continental breakfast from 0730 to 0900
Then it is on to the District meeting from 1000 to 1200 – Everyone is Invited

Bring your favourite dish to share for the infamous "Dock Lunch" at Noon

Afternoon Activities include:

Mike Purdy will speak on Great Lakes Fishing today
And... Sea and Ski to demonstrate Marine electronics

Silent Auction / Family Fun



Test your skill in a Dragon Boat race – only 6 teams will race so sign up now!!!

For an additional cost of \$25.00 you can enjoy a Saturday Evening Dinner
of Stokes Bay Award Winning Ribs and Chicken Dinner.
Entertainment will be provided from 2000 to 2400
Dance to the music of the Tim Tyler Duo – Door Prizes – Cash Bar

Sunday morning includes a full breakfast!
Then it is on to the Commander's Challenge at 1000



FLOAT, DRIVE OR WALK IN –EVERYONE IS INVITED



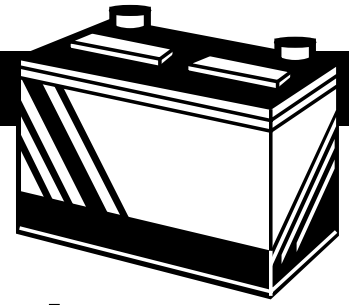
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THE 12 VOLT BATTERY

by Arild Jensen



Part 4 of 4

Appliances & energy efficiency

12 VOLT APPLIANCES usually cost more than comparable 120V AC appliances. Many times they are not as efficient, nor do they seem to last as long. This is largely due to economies of scale. Household appliances are produced in the tens of thousands, far more than RV and marine DC appliances. There is also much more pressure on the makers of 120V appliances to be energy efficient. Finally, there is a much greater variety of choices in 120V AC appliances available.

This has led to increased demand for AC power onboard boats of all sizes. The traditional genset takes up a lot of room, costs a fortune to install and maintain and simply isn't feasible in many of today's pocket cruisers and sailboat sizes favoured by the majority of boaters.

The solution is an inverter. This solid-state device produces

AC power from a DC source like your battery. In many cases, all you need is a few hundred watts for devices like computers, coffee makers and entertainment equipment. Sometimes you need more oomph for a short period of time, like when you want to run a microwave oven for a few minutes, or a toaster oven. You can buy inverters ranging in size from 75 watts for a notebook computer, to a whopping 300 watts that is the equal to a small genset. To fuel such a solid-state power source, you need a fuel tank, more commonly referred to as a battery. The bigger the fuel tank (battery), the longer you can run before having to refill it.

Traditional DC refrigerators, like Norcold, have a reputation for eating batteries or being power hungry. Many people who have retrofitted their boats have discovered that they can get longer run times by buying

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a household fridge and driving it with an inverter. Today's modern appliances are very energy efficient due to better insulation and more efficient compressor designs. Combine this with a suitably sized inverter and they will provide you with a very cost competitive alternative to a "marine" refrigerator. The only changes you need to make is to install a door lock to keep it shut when the boat rolls around in a seaway.

Should you consider making such an installation, be sure to provide enough battery capacity and recharging capacity to make the system run trouble free. Consult an expert in marine electrical design and installation for this sort of job.

There is a caveat to the above. Some AC appliances are not compatible with the non sine wave output, produced by most inverters. Low cost TV's may show a lot of snow and lines across the screen when driven by an inverter. Variable speed tools will only run at full speed and devices utilizing timers that are clocked by the line frequency sine wave may run fast. The latest generation of bread makers is a case in point. These definitely do need a sine wave inverter, which unfortunately costs more. Microwave ovens with a simple mechanical twist knob time adjustment run just fine, but unless the timer is quartz driven, the newer digital clock model microwave oven will run fast.

Resistive loads like lamps, heaters, coffee makers and hair dryers are fine. Most motors will also run fine at constant speed.

A small 300 watt inverter will run an electric blanket all night on a regular Group 29 battery for those cool spring and fall weekends when the cruising is great with no crowds in the way. But don't try to run a big 1500 watt wall heater to warm the entire boat and similarly don't expect to power your 1500 watt hot water tank, or an air conditioner. Such an installation is possible, but only when all the components of the system are carefully selected and matched for compatibility and sizing.

With restrictions on when and where you can run gensets increasing, this may be an option you may wish to explore. 

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Commander Mark Hunsberger cordially invites:
The Graduates of All Classes, All Squadron Members, Associates, Their Families and Guests

London Power and Sail Squadron GRADUATION DINNER

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Please join me at this event to celebrate the accomplishments of this year's graduates and congratulate them all on their achievements.

Please RSVP your attendance by May 1st to Cdr Mark Hunsberger 519-453-4714 hunsy@rogers.com

Why boats sink underway

IN ADDITION to studying why boats sink at the dock, BoatU.S. Marine Insurance examined 50 claim files for boats that sank underway, ranging from a tiny personal watercraft to a 54' ocean going sailboat. None of the 50 sinking claims involved fatalities, although that is always a possibility when a boat sinks with passengers aboard. One thing that became clear after reading the various claims: wearing life jackets or at least keeping them handy, should be a priority on any boat.

Any boat has the potential to sink underway for the same reasons that it could sink at the dock--a hose slips off, a packing gland leaks, etc. While Thirty four percent of the boats in the study sank because of leaks at thru-hulls, outdrive boots, or the raw water cooling system, all of which are routinely implicated when boats sink at the dock. There are many other reasons that boats sink underway, however, which have nothing to do with loose hose clamps or broken fittings. Boats underway can strike floating debris or stray onto a rocky shoal ("Navigation error"). There were claims for careless skippers who forgot to install drain plugs. Six percent of the boats sank after coming down hard off of waves and splitting open.

Once a boat starts to sink, it will gain momentum as it settles into the water. If a boat has a two-inch hole that is a foot below the waterline, for example, over 78 gallons of water will pour into the boat per minute. When the same hole is three feet below the surface, the flow of water increases to 136 gallons per minute. Keep in mind, also, that other thru-hulls that had been above the waterline will be underwater. If any of these fittings are cracked or missing, the flow of water into the boat will accelerate further.

A few important words about pumps and bilge alarms

Two BoatU.S. Members, Cliff and Sandy Steele, tell a harrowing story about a log that almost sank their boat just before nightfall. After hearing a loud "thump," Cliff checked the bilge and continued on. Sometime later the boat seemed to be losing power and felt sluggish, so he opened the hatch and discovered water was almost over his engine. Although Cliff had checked the bilge earlier, the damaged hull didn't fail until it had pounded over some waves. Thanks to some nearby boaters who responded to Cliff's "Mayday" by putting extra pumps aboard, the boat was saved.

The sooner a skipper discovers a leak down below, the more likely he or she will find and correct the problem before it's too late. High capacity bilge pumps and even extra pumps can help in an emergency. So too can using the engine's raw water intake hose (close the seacock first) for extra pumping capacity in an emergency.

While more and better pumps may be able to keep up with the flow of water, it is critical that you discover the leak quickly, before the electrical system, the engine, and the leak itself are underwater. A bilge alarm is a simple device that warns you when water begins rising in the bilge. This early warning gives you more time to find the leak, get passengers into life vests, deploy extra pumps, and put out a distress call. Bilge alarms are available from most marine chandleries, including BoatU.S.



32% of boats that sank at the dock did so due to rain or snow accumulations



This boat filled with water and sank because the scuppers were clogged with leaves.

Why boats sink on open water

Reason	Percentage
Taking water over the gunwales	30%
Leaks at thru-hulls.....	18%
Leaks at raw water cooling system/exhaust.....	12%
Drain plug missing	12%
Navigation error (grounding)	10%
Boat construction (hull split open)	6%
Leaks at outdrive boots	4%
Struck floating debris	4%
Other	4%

Courtesy of Seaworthy Magazine & Boat US



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