

LONDONLINE



New hope
for Old Rope!
See page 6



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON

Attack on the Mac (Pt. 2)

Around 2300 hours on Saturday I came up on deck to begin my shift as navigator with Rick on the helm.

The boat was becoming unstable with the wind speed rising into the 20s, the top end of where we could safely fly the gennaker. Rick confirmed the helm was increasingly difficult to control, so I mustered all hands on deck for a challenging sail change after dark and in a blow.

Each crew member took up a position and clipped on to the boat with a safety tether and harness. At the 'ready' call the gennaker dropped and hauled below then we rolled out the genoa while the mainsail kept us powered up. The change went well and was just in time as the wind quickly accelerated into the high 20s which could easily have blown out the gennaker or

At 0100 a Mayday was issued from 'Night Train'

thrown us into a broach - never a good thing. Now some of the crew could catch a bit of sleep wedged into one of the various bunks below.

But things did not go so well on another boat in the fleet ahead of us. Randy had just relieved me at the helm at 0100 when a Mayday was issued from 'Night Train', a Thomas 35 off Point Aux Barques with a crew of 11 on board. A person was in the water dragging from the bow after an unsuccessful spinnaker takedown.

A crew overboard (COB) is the nightmare of every boat, and all of us listened to the VHF transmissions in near-silence, dreading the outcome under such challenging conditions as time passed.

... continued on Pg. 3



Mackinac Harbour

February
2009

FEBRUARY

1st - Submission deadline for London Line February edition

10th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

MARCH

1st - Western Ontario District Meeting, Sarnia Yacht Club @ 1300.

10th - Squadron Bridge meeting @ 1900, HMCS Prevost, London. New Bridge members invited.

APRIL

1st - Submission deadline for London Line April edition

14th - London AGM (Annual General

Meeting) @ 1900 in Wardroom, HMCS Prevost, London

21st - Squadron Bridge meeting @ 1900, HMCS Prevost, London

24th to 26th - District Annual General Meeting.

MAY

12th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

128th - London Power & Sail Squadron Graduation Dinner.

FOR LOCATION OF HMCS PREVOST SEE MAP ON PAGE 5.

*Coming
Events*





Commander	Mark Hunsberger <u>AP</u>	453-4714
Executive Officer	Deb Hughes	667-0749
Training Officer	Steve Waite <u>AP</u>	473-0517
Bursar/ ATO Boating	John Manvell	455-3627
Secretary	Bev Miatello <u>AP</u>	601-2041
Treasurer	Ralph Smith <u>AP</u>	472-0453
Membership Officer	Bernie Weis	473-7060
ATO Boat Pro	Barbara Billingsley	474-3432
ATO Marine Radio	Guy McLean	434-5491
PR Officer	Bob Secco	473-2022
Immediate Past Commander	Larry Monger	685-4159
London Line Editor/ Prod. Manager	Eric Jones	438-3135
London Line Business Manager	Mark Anderson <u>AP</u>	951-8637
Community Liaison/ Ass't Treasurer	John McKay	666-1605

Appointed Officers

LPSS Web Site	Shawn Billingsley	474-3432
Certificates	P/ CDR Horst Ammann <u>AP</u>	672-5745
Historian	John G. Hamilton, SN	438-9468
Electronic Training Aids	Dave Corke, <u>AP</u>	720-9367
Auditor	Tony Pritchard, <u>SN</u>	432-9446
Regalia Officer	Lorna Jeffrey	471-4834
Port Captain - Port Stanley	Paul Neve	473-0296
Port Captain - Fanshawe	Ralph Smith, <u>AP</u>	472-0453
Events	Alan Sargent, <u>P</u>	433-2736

from the helm



COMMANDER
MARK HUNSBERGER



Greetings to all. The last article this Commander published in February of 2007, I wrote of such a mild winter with very little snow and only one severe storm. What a difference a year can make, with lots of snow and colder than normal temperatures! Well, now that it is mid February, spring is just around the corner and hopefully some signs of a weakening grip by old man winter will give way to some much nicer weather. Hang in there folks, it won't be long now and we will be putting the finishing touches on our boats in preparation for the spring launch. In this edition, I would like you all to take notice of several dates to remember. Notice is given in this edition of the Nomination report for both the London Squadron and the District rosters for next years Bridges. Please note the date for the London Squadron Annual General Meeting and Merit Mark recognition, to be held on Tuesday April 14th at HMCS Prevost and commencing at 1900. The second date to mark on your calendars is the District Annual General Meeting weekend of April 3 – 5. This year, this meeting will be held at the Forest golf and country hotel. Information on this year's rather unique weekend is available

on our District website.

It was with regret that we had to cancel this year's bus excursion to the Toronto Boat Show. Sandy McCaw had only half the bus booked by our cut off date forcing us to pull the plug. We thank Sandy for her efforts and she has stated that this year's cancellation will not dampen her attempts to once again arrange this trip for next year's show.

Lastly, it was with sadness that we were notified of the passing of long time member and instructor for London Squadron, Jim Hartleib.

It was Jim's dedication to teaching and his instruction style, partnered with Harry Harris and teaching the Boating course, that motivated me to become involved with CPS and class instructing. Jim was my mentor and numerous times over the years, I would let him know this and thank him for his dedication to assist London Squadron as a volunteer instructor. I, and a good number of others who knew him, will miss Jim. Our condolences go out to wife Nancy and family during this time of grief. A donation has been made by London Squadron and in Jim's name, to the Canadian Cancer Society.



Portrait of Christopher Columbus

LONDONLINE

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and Sail Squadrons) to inform and advise members and students.

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LONDON POWER AND SAIL SQUADRON.

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• PRODUCTION MANAGER & EDITOR: Eric Jones
519-438-3135
ejones002@sympatico.ca

• ADVERTISING: Mark Anderson, AP
519 951-8637
mark7anderson@yahoo.ca

'A lot of people go through life like they are rowing a boat. They look at where they have been rather than where they are going. *unaccredited*

continued from Pg. 1 ...The crew member was dragging in the water from some of the spinnaker lines that had probably fouled the boat's propellor as well, as they were unable to start the engine to maneuver.

Adding to the drama was the barely-contained urgency of the voice on the VHF that had to belong to Lisa Marino, the only female listed in 'Night Train's' crew, as she continuously updated the Coast Guard on the situation. She was doing a very professional job. The Coast Guard dispatched a rescue helicopter and motor boat while nearby competitors stood by, unable assistance in the dark with 4-6 foot waves.

Finally and miraculously, the COB was back aboard, conscious but with mild hypothermia. A flood of relief swept through 'Respite's' crew, as I am sure it was for the rest of the fleet. All Mackinac crews are required by the race organizers to practice a COB drill but like everyone else, we hoped we would never never have to put it into practice.

'Night Train' recovered the use of her engine and retired from the race, making for port in Harrisville. The Coast Guard informed them they would be met enroute for medical assistance if needed, and competitors standing by resumed the race, credited for the time they lost.

Daybreak found us approaching the turning mark, a weather buoy 140 miles due North from the start. Randy took over the helm again at 0700 after helping to shake out a reef in the main-sail and soon we were regularly hitting speeds of 9 to 10 knots. I went below to make coffee and reported our rounding time of 0941 to the Race Committee.

'Respite' was a C&C 35 Mk III. The boat calling in immediately ahead of us was 'Bedlam', a C&C 35 Mk I out of Sarnia, which reminded me of her sistership 'Tomahawk', notorious for taking on water and sinking in the 1985 Port Huron to Mackinac race. All hands were rescued by a competitor 'Old Bear'.

By 1430 on Sunday we were pounding into 6-8 foot waves with a occasional 10, doing 5-6 knots with both sails shortened. Thirty miles past the turning mark, we tacked for the first time

in the race as the wind swung around on our bow and we could no longer sail the rhumb line. The fleet spread out, tacking off to the north and south, making headway as best they could into the building wind and seas.

Unlike storms in the open ocean which tend to build long swells between wave peaks, the Great Lakes are notorious for sharp, slab-sided waves with short intervals. The helmsman must work carefully around the breaking ones, but often the boat will launch off the crest of one to become completely airborne and crash into the next trough with a sickening thud. It was tough, wet going and I was concerned whether 'Respite's' fibreglass center-board (a board that swings out from the bottom of the lead keel to improve pointing) could take the punishment. Below deck, the noise was incessant, from the constant creaking of the hull to the whistling of the rigging and the slap and swishing water on the hull. Only for brief moments was it quiet when the boat became airborne.


A few hours later I was resting in my bunk when Randy sat up from his bunk and said "My elbow's wet. There's water in here!" We were heeling far over to port and everything on that side was wet. As Randy and I scrambled to find the source, Howard, our resident troubleshooter, called down for us to check the sink in the head. Sure enough, there was water pouring in over the front of the sink like Niagara Falls because it was below the water line. Closing it's seacock and changing tack solved the immediate problem, then we proceeded to pump about 30 gallons down the galley sink. Working was no easy task while with the boat heeled so far over and water everywhere - in lockers, under bunks, and in the bilge. We had to forego the beef bourguignon planned for Sunday evening dinner in favour of power bars because the stove would only gimbal over so far. Throughout the night and early into Monday morning we alternated between port and starboard tacks while keeping watch for navigation lights on other boats cross tacking and freighters passing through the fleet.


Finally the wind abated, and we crossed the finish line at Mackinac Island at 0416 Monday morning, 40 hours and 26 minutes after we started the race, one of the fastest 'Macs' on record. 'Respite' placed 6th in our fleet of 14 boats and was the top finishing Canadian boat among the four Cruising classes. We were assigned a berth at the island's historic 'Coal Docks' (under restoration) and daybreak revealed a sea of masts occupying every bit of dockage available.

Later we spoke to a friend, a crew member on 'Bedlam'. With a gleam in his eye, he told us about their 'Chinese broach' at the start, during which they had buried the end of their spinnaker pole 10 feet under water. It was the boat I had briefly glimpsed at the start with it's blue and yellow sail lying flat on the water!

David Bannister



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Meet The Members

... is an occasional column profiling members of the London Power and Sail Squadron. If you'd like to submit a member to be profiled, including yourself, contact the editor by email.

This month we meet **Past Commander Dick DesRosiers AP**

How and when were you introduced to boating?

My boating goes back to the 1940's while living in Lachine Quebec, just west of Montréal on Lake St Louis. My dad, being an enthusiastic fisherman, would take me along in the boat of choice in those days, a Peterborough, and I think at that time a huge ten horse power Johnson. Unfortunately, in those days, there were no training courses available in boating safety, so we all learned by trial and error. At least I had my father there to guide me. My limited training led to being a fishing guide during the summer months at my fathers hunting and fishing camp in Northern Quebec, learning the art of fishing and safe boating for guests that could barely row a boat let alone operate an outboard motor. The boats were all hand built flat bottom boats about 20' in length and we would take three persons out for the day on the surrounding Lakes catching Pickerel and Northern Pike.

How and when did you get involved with the Power and Sail Squadron?

I got involved with CPS in the early 90's when I realized that boating safety was much more important with a family. Although I had been boating all my life I realized that with larger boats and wanting to travel longer distances in the Great Lakes it was time to learn more about navigation and anchoring out. I was so impressed with the Boating course that I continued on with Seamanship and Advanced Piloting along with Marine Maintenance. I learned so much about boating safety from such knowledgeable instructors that I volunteered to serve on the bridge and spent the last ten years in various positions including Executive Officer and Squadron Commander.

What are your present boating activities?

For ten years, my wife Elinor and I spent three months each year anchoring out in the North Channel, and used the Sportsman's Inn, in Killarney as our home base. When the Inn closed we returned to the Sarnia Yacht Club where we've been members for about nine years. For the last few years we've been boating in southern Lake Huron, the St. Clair River and Lake Erie in our 38' Carver, Santego.

What are your future boating plans?

We think that the North Channel is one of the most beautiful boating locations and have every intention of returning to continue anchoring out and spending time fishing.

What are your present non boating activities?

We spend the summers living on 'Fly Buoy' and will live aboard again this summer enjoying the fellowship at the Sarnia Yacht Club along with traveling by car to visit with old friends, playing golf, curling in the winter, going south, and of course I will continue to be involved with the London Squadron as a Past Commander. I still work for Transport Canada as a Pilot Examiner, mostly out of London airport.

PCOC:



NOT ALL CARDS ARE CREATED EQUAL

If your PCOC card was provided by any other supplier than CPS, check to see if it is NASBLA (National Association of State Boating Law Administrators) (USA) approved. On the back of our PCOC cards there is the NASBLA symbol (like a ship's wheel - see below) indicating that it has been approved by this organization. Many suppliers out there are still giving an older version, a 36 question test that is not NASBLA approved. It is only the newer 50 question test, as administered by CPS, that will hold this approval.

WHAT DOES THIS MEAN?

Should any boaters cross into US territorial waters, all certifications that are not NASBLA approved, will not be honored as being acceptable in the USA. As the initials indicate, this approval is given by the US authorities and will give Canadian boaters in US waters accreditation for being considered as competent boaters within US jurisdiction. There are many boaters out there who assume that simply holding a PCOC card will grant them legal access within US waters and this is not the case. Only cards bearing the NASBLA approved symbol will be honored in US waters.

Now this may have no bearing on many Canadian boaters who have no intentions of visiting a US port and if this is the case, they are fine to continue boating in Canadian waters. The problem, however, is that as boaters gain confidence with their navigational skills and in seas their vessels can withstand, many will decide to expand their cruising range and visit US ports only to run into trouble when and if they are stopped and checked.



2009 Winter & Spring LPSS Courses In 2009

HMCS Prevost - Thursdays

Boating - starts January 8, 2009 for 16 evenings
Seamanship (replaces Piloting) - starts January 8, 2009 for 17 evenings

Catholic Central High School - Tuesdays

Fundamentals of Weather - starts January 6, 2009 for 6 evenings
Marine Radio - starts January 6, 2009 for 4 evenings
Extended Cruising - starts January 27, 2009 for 10 evenings
RADAR - starts February 17, 2009 for 4 evenings
PCOC - starts February 17, 2009 for 4 evenings
Marine Radio - starts March 24, 2009 for 4 evenings
PCOC - starts March 24, 2009 for 4 evenings
Distress Signalling - starts April 21, 2009 for 1 evening

Important Information



Go to this website for more details and on-line registration:
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'Only the guy who isn't rowing has time to rock the boat.' Jean-Paul Sartre

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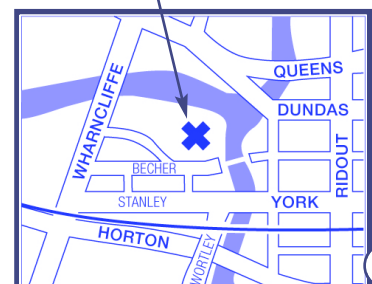
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SAVING ON FUEL

With rising gas prices and the environment top of mind for today's consumer, boaters are using their boats in different ways than in years past. Boaters are considering ways to reduce fuel consumption while on the water, including reducing cruising speed, tuning the engine and taking shorter trips. Unlike driving a car, a boat's engine is often idle or turned off while anchoring, floating or at the dock (all three of which are some of boaters' favourite on-the-water activities). An average size powerboat uses about 20 gallons (75.7 litres) of gas over an entire weekend. A \$1 increase in gas translates to spending just \$20 more for a weekend of boating. Boaters are beginning to buy engines that better match their boats. If engines have to be run at near or open throttle most of the time, it's too small for the boat and its load and fuel consumption and emissions will exceed normal standards.

TIPS FOR REDUCING FUEL USAGE

- Slower speeds on the water will reduce fuel usage.
- Proper use of trim tabs reduce drag, especially while accelerating up to planing speeds.
- Minimize the amount of time that you idle at the dock
- Minimize the use of onboard generators.
- Use dock-side electrical power in lieu of generators.
- Have a float plan so you know exactly where you're going.
- Make sure the hull is clean.
- Don't under-power your boat. It's important you have enough motor to handle the load.
- Check your propeller. If your boat is slow "out of the hole"



and lacks top-end speed, you might have the wrong propeller.

- A well-tuned engine uses less fuel.
- Use the grade of gasoline specified by the engine manufacturer.
- Visit DiscoverBoating.com for more helpful information on reducing fuel usage.

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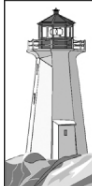
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To Members of Western Ontario District:

CANADIAN POWER AND SAIL SQUADRONS WESTERN ONTARIO DISTRICT

Report of the District Nominating Committee January 2009.

The District Nominating Committee nominates the following members for election as District Officers for 2009/2010.

OFFICE	NAME	ADDRESS	SQUADRON	PHONE
Commander	Chris Schooley, P	1041 Michigan Avenue, Sarnia N7S 2B3	Sarnia	542-4555
Training Officer	Michael Smith, P	7010 Matchette Rd., La Salle, N9J 2R9	Windsor	734-7031
Administrative Officer	James Jeffery, JN	1801-380 King Street, London N6B 3L6	London	438-0400
DISTRICT LIEUTENANTS:				
Secretary	David Corke, AP	47 Forsythe Ave., Brantford N3R 3L6	London	720-9367
Treasurer	Bill Jerry	R.R. #1, Woodstock N4S 7V6	Tillsonburg	456-5550
Assistant Training Officer	Mark Hunsberger, AP	272 Short Ave., London N5W 1W2	London	453-4714
Membership Officer	Harry Harris, S	29 Silverdale Crescent, London N5Z 4A5	London	681-8259
Communications Officer	Peter Fuhry, N	10 Riverbank Dr., St. Thomas N5P 4M5	London	282-1870
Youth Officer	Tracie Berekoff, P	313 Martin Lane, LaSalle, N9J 2M4	Windsor	978-3071
USPS Liaison Officer	Nick Baratta, JN	1629 Mardell Street, London N5V 1X3	London	453-2172
Environment Officer	Mark Beacom	66 Wilkinson Dr., Leamington N9H 1A3	Windsor	325-1261

The District Nominating Committee also nominates the following for appointment by the members as the Internal Audit Review Committee of the District.

Tony Pritchard, N	11 Ravenglass Crescent, London N6G 4K1	London	432-9446
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The following member will serve on the District Executive Committee and the District Council by virtue of her position as Immediate Past District Commander

Joan Hicks, AP	R.R. #3, Tillsonburg N4G 4G8	Tillsonburg	842-5618
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Pursuant to District Regulation 9.15.1, the following members will serve on the District Nominating Committee for 2009/2010 by virtue of their positions, and do not require election or appointment:

Chair	P/D/C Joan Hicks, AP	R.R. #3, Tillsonburg N4G 4G8	Tillsonburg	842-5618
	P/D/C Karen Connor, AP	46304 Ron McNeil Line, RR #8, St. Thomas N5P 3T3	St. Thomas	631-7652
	D/C Chris Schooley, P	1041 Michigan Avenue, Sarnia N7S 2B3	Sarnia	542-4555

All in accordance with District Regulation 9.15 and 11.6 and the Guidelines to Nominations in the Guidebook for CPS Officers

Respectfully Submitted Chair: P/D/C Karen Connor, AP, P/D/CAI Hinge, AP, D/C Joan Hicks, AP

NOTICE OF THE DISTRICT ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Conference of Western Ontario District of the Canadian Power and Sail Squadrons/Escadrilles canadienne de plaisance will be held at:

Forest Golf & Country Hotel
102 Main Street South, Forest, Ontario
Saturday, April 04, 2009 at 1400

For the purpose of

1. Considering and, if thought fit, approving the Resolutions set forth in Schedule "A" & "B" of this Notice.
2. Receiving a report from the Officers and Committees of this District.
3. Receiving the Report of the District Treasurer on the financial position of this District.
4. Electing to office those members whose names and addresses appear in the report of the District Nominating Committee annexed to and forming part of this Notice of Meeting.
5. Appointing an Internal Audit Review Committee for the District Year 2009-2010.
6. Considering such other business as may be properly brought before the Annual District Conference

Dave Corke, AP
Secretary, Western Ontario District.

Schedule "A"

BE IT RESOLVED THAT Article 9.15.4 (d) of the Western Ontario District Regulations be repealed: "submit its report of such nominees to the District Secretary at least 13 weeks before the Annual District Conference at which such elections will be held."

And the following is to be enacted: "submit its report of such nominees to the District Secretary at least 4 weeks before the Annual District Conference at which such elections will be held."

Rationale: While it is the current practice of the District Nominating Committee to publish nominations early in the calendar year for inclusion in Squadron publications, this change removes the requirement to submit the report of nominees to District Secretary so far in advance of the Annual District Conference. This will also bring our Regulations in line with the Model District Regulations.

Schedule "B"

BE IT RESOLVED THAT Article 9.8.1 (c) of the Western Ontario District Regulations be repealed: "keep minutes of each District Conference and each District Council meeting, providing the National Executive Officer with copies of such minutes, to be mailed within four weeks of the date of such Conference or meeting, with the Minutes of the March District Council Meeting to be mailed to members of the District Council no later than March 24th of the same year".

And the following is to be enacted: "keep minutes of each District Conference and each District Council meeting, providing the National Executive Officer with copies of such minutes, to be mailed within four weeks of the date of such Conference or meeting."

Rationale: With the use of electronic communications, it is no longer necessary to specify earlier distribution of the March minutes. This will also bring our Regulations in line with the Model District Regulations.

Note: Members eligible for election as District Officers are set out in Article 12 of the District Regulations, Section 12.1 which reads as follows:

"No member of this District shall be eligible for election as provided in Section 11.6.1 of these Regulations at any Annual District Conference unless nominated by the District Nominating Committee or by a petition in writing signed by not less than five members of this District who shall confirm the consent of their nominee to such nomination. All such nominations:

- a) by the District Nominating Committee shall be filed with the District Secretary at least four weeks prior to the date of the meeting at which such election shall take place:
- b) by petition shall be filed with the District Secretary not less than two days prior to the date of the meeting at which such election shall take place."

Clean Safe Boat Boat

'Cleanliness is next to Godliness.' is our culture's way of teaching us that neat and clean is a

healthy way to live. By third grade the message hadn't apparently sunk in when the teacher sent me to the desk in the back of the room for being a slob! Nevertheless, as with so many old sayings there's a fundamental truth hidden within, and there's no better place to demonstrate this truth than on your boat. A sloppy boat is a disaster waiting to happen.

What is a sloppy boat? A sloppy boat has lines and equipment lying around the deck. It has a bilge containing foreign objects. A sloppy boat has chafed and/or exposed electrical systems, and leaky or poorly supported fuel systems. A sloppy boat has a galley full of dirty dishes, with unsecured pots and pans. A sloppy boat has heating and air conditioner ducts clogged or blocked. A sloppy boat is a very dangerous place to be.

A USCG Auxiliary Vessel Safety Examiner will, during the course of a free Vessel Safety Check (VSC), check your boat and note when and where these and other conditions exist. Failure to keep a tidy boat is just one of the reasons for failing a VSC and if not corrected could cause the Coast Guard to issue a voyage termination order.

Let's examine why a sloppy boat is a dangerous place to be.

You, your crew, or guests can be seriously injured by tripping on equipment or lines that are just lying around the cockpit, the galley, the sole, or even the walkways. It's entirely possible to fall overboard by tripping over something. In addition, gear not stowed properly can cause weight distribution problems that can reduce freeboard and make the vessel unstable and increase the chances of a broaching or swamping.

Foreign articles in the bilge can cause the pump to fail, thereby preventing water from finding its way out of the boat. Excess water in the bilge can cause stability problems by having a freely shifting weight moving counter to the righting arm of the vessel. The righting arm is the term used in determining the amount of heel a vessel can withstand before it capsizes. Many 'vectors' are involved, including height and beam of the vessel and buoyancy. Free moving water changes the relationship of these vectors and the equation of the righting arm. Simply put, when the bilge pump isn't working, your vessel isn't safe!

Electrical systems and fuel systems in need of repair can be the cause of the one element you never want; to lose control of a fire in a boat. Fire has always been one of the most frightening things to happen on a boat, with no where to go but overboard. As in your house, frayed wires can cause a fire. Improperly maintained fuel systems can cause gas fumes that can ignite. In either case, un-safe electrical and fuel systems are a dangerous condition.

Vermin, insects, food poisoning and flying debris are all hazards from a sloppy galley. Broken glass, crockery, knives, forks and spoons can be dislodged during a bouncy ride and cause injury. Dirty and clogged heating or air conditioner vents prevents these systems from working efficiently and can cause overheating of the air conditioning or heating systems. And who wants to sleep in an overly cold or hot cabin inhabited by uninvited guests (not the in-laws - vermin and insects!).

A clean galley is a safe galley is a safer boat. Think about it!



Toronto Boat Show January, 2009

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