



The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

November, 2008

Coming Home (Part II – continued from previous issue)

by Bob Cotey

Plans for our next day were to head to Beaver Island Marina on Beaver Island a distance of about 75 miles, again over some open water. Having calculated our total distance to be about 125 miles we did not think fuel would be an issue...WRONG. The boat had not been run in almost two years, so fuel efficiency was definitely NOT at its best. When we came down off plane at the entrance to the bay into Beaver Island Marina we watched the fuel gauge drop to almost empty. When we refueled we had about 40 gallons left in the 2 tanks. That would have taken us about 15 miles. Unfortunately they do not have CAA on the water? After this little scare, we refueled at every stop.

St Ignace, Michigan just past the Mackinac Bridge was our next Port of Call, a distance of 49 miles. This leg was uneventful, and the municipal marina here was an excellent facility. The dock hands moved around the docks on bikes and they were most helpful. The dock facility was on two levels, an upper level for spectators and the lower level for the boaters. All docks were quite large and very solid.

The next leg of the journey was the longest, 90 miles, and would bring us into Canada. During this part of the trip we spent most of our time out of sight of land, with the occasional freighter as our only company. We landed in Meldrum Bay on the west end of Manitoulin Island. Here, I paid the taxes on the boat to the customs people who came in from Gore Bay.

The next day we headed through the North Channel, for Killarney, where our wives were to meet us and accompany us through the 30 000 Islands of Georgian Bay and into the Trent - Severn Waterway. Unfortunately, this was not a sight-seeing trip as the scenery was magnificent. For most of the trip to this point we had the wind behind us, but this changed for awhile on this leg. After turning into the wind we noticed that the two large deck pads were lifting slightly at the front. Slightly would have been OK, but a sudden gust of wind got right under the pads and before we could do anything they came unfastened and flew right over the cockpit area of the boat, landing in the water some forty feet behind us. On their way by, they caught the VHF antenna, snapping it off near the base. Since the deck pads were large pieces of foam, Brian and I hauled in what felt like two 9 x 3 ft sponges full of water. These took a couple of days

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From the Helm

by Ken Amy

We are well under way with our classes for the fall season with the **Boating** course and **Advanced Piloting**. We are looking at running a **Celestial Navigation** course starting in the winter along with our regular courses. For those that are interested in advancing their knowledge of boating, now would be a good time to think of a course that would help you during the up and coming boating season. It will be here sooner than you think. For more information contact Bob Cotey.

We will be having our annual speaker's night on November 12, 2008. Dave and Sue Williams will speak to us regarding their boating experiences on the North Atlantic. The event will be held at the Waterloo Knights of Columbus, starting at 1900 hours.

Our Christmas evening is being held on December 5, 2008. It will be held at Milton's which is directly across from the Charcoal Steak House on King St. in Kitchener. The tickets are \$25.00 per person and there will be a cash bar. I know those coming out to this event will be in for a real treat and I am sure it will be an evening you will not forget. We have room for 60 people, so order your tickets early. Contact either Ken Amy @ 519-241-4430 or Fran Holden @ 519-836-7178.

We will be hosting the rendezvous once again at our home (22 Woodview Crt., Kitchener) prior to the boats hitting the water in the spring. This will be in April of 2009 and the final date will be sent to membership in the future once it is determined.

If you are interested in helping with your squadron in any form please let one of the bridge members know. We would be more than happy to have the extra help on some our projects.

We are looking for individuals who would have information on the past 25 years of the squadron for our 50 anniversary which is coming up. Please contact Bob Cotey or Adrian Dwyer with this information so it can be included in the new 50th anniversary book.

Don't forget that the KWPS is your squadron and you have entrusted it to the bridge members. Please come out to one of the bridge meetings and see what goes on. Bridge meetings are held the second Tuesday of the month, 1900 hours at the Ratz and Bechtel Funeral Home in the Family Centre. We would love to see our members at the meetings.

Have a great couple of months, a great Christmas, and we will talk to you later!

From the Training Desk

by Bob Cotey, Training Officer

The fall sessions have concluded with courses running in Boating and Advanced Piloting. Once again as part of the Boating class we held our Fire Extinguisher training session along with a flare demonstration. The flares were once again provided courtesy of C I L ORION. Participants had the opportunity to set off flares in a non – emergency situation.

For the winter and spring session of courses the following dates are set aside --- all courses subject to sufficient enrolment.

Registration will be held at Resurrection High School in room 217 from 7:00pm to 9:00 pm on Tuesday, December 9 and Thursday, December 11 for the winter session and on Tuesday, March 3 and Thursday, March 5 for the spring session.

Boating 2 – Winter session (13 weeks) at Resurrection High School from 7:00pm - 9:30pm beginning Thursday, January 22 through to April 30th 2009.

Boating 3 – Spring session (13 weeks) at Bluevale Collegiate Institute from 7:00pm - 9:30pm beginning Wednesday, March 25 through to June 17th 2009.

Piloting - Winter session (13 weeks) at Resurrection High School in room 219 from 7:00pm - 9:30pm beginning Thursday, January 22 through to April 30th 2009.

Weather - Spring session (10 weeks) at Resurrection High School in room 211 from 7:00pm - 9:30pm beginning Tuesday April 7 through to June 9th 2009.

The following two- night courses and are held at the Waterloo Region Police Building, Detachment III, Erb St. W., at King St. in the upstairs boardroom. All courses run from 7:00pm to 9:30pm

Boat Pro 3	Wednesday, February 4 & 11
Boat Pro 4	Thursday, March 26 & April 2
Boat Pro 5	Wednesday, May 6 & 13
Boat Pro 6	Monday, June 8 & 15
V H F Radio 2	Wednesday, February 25 & Mar. 4
V H F Radio 3	Thursday, May 7 & 14
G P S	Wednesday, April 22 & 29
Distress Signalling	Tuesday, March 24 & 31
Radar for Pleasurecraft	Thursday, June 4 & 11

Christmas Party

You're invited to join us for our annual Christmas Dinner
 on December 5, 2008
 at Milton's Restaurant,
 2979 King St., E., Kitchener
 at 1830
 There will be a cash bar, door prizes, and a 50/50 draw. Please RSVP Ken Amy at 519-241-4430

Boating Green

by Rick Brenneman, Environmental Officer

Living green on your boat is easy! It is also a responsibility which all of us must take seriously. Considering the negative impact that society has had on the environment reinforces the fact that we all need to work diligently to reduce the damaging influence that our daily living has had on the environment. By adopting more environmentally friendly practices, we all can reduce the amount of damaging pollution resulting from our boating lifestyle. Here are some suggestions that can be considered:

- Use energy efficient light bulbs, fluorescent or LED.
- Choose cleaning products that are non-toxic and biodegradable. Look for the *Enviro Globe* label on all products.
- Replace old two-stroke engines with four-stroke engines which are much more efficient.
- Recycle all shrink wrap and containers.
- Catch your antifreeze when summerizing your engine and outdrive.
- Keep your bilge clean; use bilge booms to absorb the oil.
- Tank and pump grey water at the marina. Some boats can be retro-fitted with a grey water tank.
- If using antifouling paint, select a hard antifouling point which is more environmentally friendly.
- While cruising, shower and shampoo at the marina, well away from the shore. Use baby shampoo which is PH balanced and phosphate free.
- When doing dishes, wipe grease off plates and pans with a paper towel before you wash dishes.
- Clean your screen and shower pump often; this will extend the life of the pump and improve the quality of the grey water.
- Cut the plastic rings which hold six packs together before discarding the plastic. If any advertently end up in the water or in a landfill site, birds are tempted by the shiny plastic and have been known to get their necks caught in the rings.
- Dispose of monofilament fishing line at a marina or fish and tackle recycling bins.
- If you are trailering your boat, remove any aquatic plants, mussels, and other organisms and dispose of them in your present location before moving on to a new waterway.
- Use trim tabs or hydrofoils on power boats. This will reduce fuel consumption required to push through the water.
- Be sure your engines are tuned regularly to reduce emissions and improve fuel economy.
- Return your lead acid batteries for recycling.
- To prevent fuel spillage, use a vent spill catcher and ease up on the filler nozzle when nearing the top of the tank. Consider not filling the tank to the very top.
- Crank or shake flashlights require not batteries. Use rechargeable batteries wherever possible.
- Augment your power supply with solar or wind generation where feasible.
- Recycle used marine equipment at www.boatersliveauction.com

Coming Home (continued from page 1)

hanging over the deck rails to let the water drain out (they may not be dry yet). In Killarney I was able to get another antenna and install it. We stayed here for a couple of days to let our wives get settled and get things put away to their satisfaction.

Our next Port of Call was to be Byng Inlet. We thought of going through Collins Inlet, but decided to make the run straight down the Bay since the water was fairly calm. Here, at St. Amand Marina, we had wireless internet on the dock.

Leaving Byng Inlet we headed into the Georgian Bay Pleasure Craft Channel bound for Parry Sound. Going through this area was like travelling through a surreal landscape of granite rock. There were shoals everywhere, and being in 70 feet of water was no consolation when there was a rock shoal or island less than 50 feet away. The scenery was beautiful, and we enjoyed it immensely. We arrived in Parry Sound and after tying up walked uptown to do some shopping.

From Parry Sound we continued our trip through the 30000 Islands to Honey Harbour and stayed at South Bay Cove Marina. This place was probably the highlight of the trip in terms of the marinas. Dock attendants moved about on the docks using golf carts and were only too happy to take you to and from your boat. In the morning we found a newspaper on the dock outside the boat. Garbage was picked up at your boat and pump out was available on Mondays at your slip. This was undoubtedly the nicest of all the marinas at which we stayed, yet not the most expensive. At this Marina, there were more cruisers with fly bridges than I have ever seen anywhere else.

We headed out from Honey Harbour to Port Severn where we entered the Trent Severn Waterway and started the process of locking. For the first ten locks from Port Severn to the Kirkfield lift lock we were going up. One of the highlights of the system is the Marine Railway, near Coldwater. Other highlights are the lift locks at Kirkfield and Peterborough. Our first stop in the system was at Hot Knots Landing in Atherly between Lake Couchiching and Lake Simcoe.

We entered Lake Simcoe the next morning under cloudy skies and found we would be travelling in 4 to 6 foot seas for the first part of the journey. Our new boat handled very well cruising at just over 20mph (35kph) through the waves giving us a very comfortable ride. Upon exiting Lake Simcoe back into the Trent Canal we got caught in a rainstorm coming out of one of the locks. Not being able to get all the canvas up in time the back part of the deck received a good soaking and cleaning. We found out later that evening that we missed a very violent storm that hit southern Lake Simcoe doing considerable damage. We had a few anxious moments in a very narrow section of the canal when a couple of rental houseboats entered the canal before we were able to exit and we had to hold our position at a widening in the canal until they passed. We stopped at Rosedale and went into Fenelon Falls for supper and to replenish some of our supplies. Upon our return to the boat later in the evening we got soaked for the second time that day.

Leaving Rosedale we headed for Bobcageon where we once again spent some time visiting the town and doing some shopping. This area of the trip provided some very nice scenery.

After Bobcageon we decided to stay at Viamede resort, which looked very nice. Unfortunately, we found a camp with teaching and competition in Irish music and step dancing. It was hard to use the boaters' showers and washrooms, when rehearsals were in the visitors lounge right outside the door.

Our next day, we headed for Peterborough where my daughter and granddaughter were to meet us and our wives would disembark. Grandpa's first mate enjoyed the trip and did very well helping Grandpa through the locks.

Our next stop was Campbellford where gas is available for the boats at street prices. This day of travel was very slow with about 8 or 9 locks taking all day.

We left Campbellford early the next day planning to make Trenton that evening. At our first lock of the day I talked to the lockmaster and asked if he would call ahead to notify the lockmasters ahead that we were in transit. This was done and on this day all the locks were open and ready for us and we made it through the 12 locks by the late afternoon. Once in Trenton, I went to a Service Canada office and registered our boat and received the new numbers. After a brief visit with friends and family, the next day we headed for Kingston and Treasure Island Marina. Travelling through familiar waters en route to Kingston, I made the only wrong turn of the whole trip, while not paying attention, and ended up exploring a dead end bay for a mile or so. Eventually we made it to Kingston and headed on to Treasure Island Marina, about 8 kilometers east at the start of the Bateaux Channel. Finally home, we faced our last challenge --- would our new boat fit into the slip we had reserved for her? We slowly brought her up to the main dock and after some careful maneuvering we were finally home. It was going to be tight getting in and out, but it could be done.

After 1400 kilometers of travel we made some interesting observations.

- Price for dockage did not necessarily determine the conditions we found at any given marina.
- The condition of the washrooms was a very good indicator of the care given to the Marina as a whole.
- Apparently, **NO WAKE** zones and signs only apply to larger vessels, since pretty much everything under 18 - 20 ft didn't obey or pay any attention to these signs. **PWC's** are by far the worst offenders.
- We would like to go back and visit many of these places again since our prime goal of this trip was to get our new boat home. The scenery was beautiful and most definitely is worth another visit.
- There are a great number of people out there boating who should NOT be and who most definitely could benefit greatly from at least our Boating Course.
- The system this year was quiet with little traffic in either direction. This situation often created a shortage of available transient slips since fewer people were travelling, especially with the price of gas hovering around \$1.50 a litre.

If anyone is interested in details, pictures, or any other information about this trip feel free to contact me at cotey@rogers.com

Our Trip Aboard Resolute – Part II

by Bill and Diane Allan (continued from the previous issue)

We stayed at Berthier-du-mer Wednesday night and ate supper at the restaurant beside the marina. Then we met Denis, a solo sailor heading for Quebec City on his Challenger 24, *Blanc de Mer*. We also met Anton who was in the slip next to us. After breakfast the next morning, Jean Henry introduced himself to us. He moors his Alberg 30 at Berthier for the whole season. Our four boats departed an hour or so after low tide at 1345 and headed for Quebec. This would be one of the tricky passages because of the 20' + tides and the currents generated by them. It rained for about the first two hours of this leg. Once more the wind was on the nose and we had to use the outboard motor. We had a following sea of about one metre and the ride was somewhat uncomfortable. *Resolute* decided to let water over her bows quite a few times on this leg of the trip. The rain finally stopped about 1545 but the following seas increased to about one and a half metres. This is because the river had narrowed from fifteen miles to about two miles wide. At 1730 we arrived at Marina de Port de Quebec in Bassin Louise, which is right downtown.

This marina is unique because you pass through a lock to get to Bassin Louise, which is kept at a constant height, while the tides in the river outside the lock change the river height by twenty-one or twenty-two feet high. We stayed at this marina for Thursday and Friday nights, giving us a chance to explore the Old French District of Quebec City. We also saw the Image Mill Projection from the cockpit of our boat. This projection was displayed on the side of a huge grain elevator and told the story of the 400 year history of Quebec City. It lasted for almost an hour and was magnificent!

According to the tide and current tables, we had to leave Port de Quebec three hours before high tide, 0430 Sunday morning, or the currents wouldn't let us go up the river. With the lock not operating until 0700, we decided to move *Resolute* outside Bassin Louise to another marina the night before. Parc Nautique Levy had a slip for us, so we motored over to that marina on the other side of the river at 1845 Saturday.

The river currents were so strong that *Resolute* entered the harbour pointing on a forty-five degree angle to her intended track with the motor under full throttle to stay on course. The marina staff estimated this high tide at twenty-two feet.

Parc Nautique Levy has a person on duty twenty-four hours a day, seven days a week, and the person who met us gave us a warm welcome and excellent service. However, rain and strong winds prevented us from leaving the marina the next day.

We left Levy at 0510 on Monday morning and arrived in Portneuf at 0930. Portneuf is a pleasant little town of about 1500 people and the marina is used as a stopover point while waiting for the right time of day to "shoot" the Richelieu Rapids. Tide tables and helpful information about that stretch of the river is posted outside the marina office.

It was too late to go through the Richelieu Rapids that day so we chatted with some of the local people and other visitors and then charted the next day's course. Andre was very helpful, sharing his knowledge of local conditions with us. We would have to leave two and one-half hours after the low tide to traverse the rapids. The ebb tide has currents against us at five and one-half to eight knots and lasts for about ten hours,

Insurance Q and A's

by Pat Pearl, Cowan Insurance

What coverage is provided by "Uninsured Boater Coverage"?

We will pay damages you and other persons protected under this agreement are legally entitled to collect from an uninsured owner or operator of a boat other than a covered boat is: The damages result from an accident that causes bodily injury to a protected person aboard your boat; and The coverage is indicated on the declarations page.

"An uninsured owner or operator" is a person:
Who is legally responsible for an accident; and
To whom no liability insurance policy applies at the time of accident; or
Who can't be identified -- For example, a hit and run operator.

Always check with your own insurance company as coverages vary from one insurance company to another.

leaving about two and one-half hours of flood tide for us to travel through the area This gives a weak current to help people out who are unbound on the river. Our departure would have to be 0930. So we walked into the town and had some breakfast early the next morning before departing for Trois Rivieres, some forty miles distant, stopping at a local bakery to stock up on some fresh baked goods.

We arrived in Trois Rivieres at 1730 Tuesday. After supper, we began preparing to take the mast down. Both sails were removed, as well as flag halyards and a radar reflector. Our reservation for the mast crane was at 1100 Wednesday morning. After breakfast, we removed the boom, etc and then the rain started to pour down. I moved our reservation back to 1400 and we waited out the storm. The appointed time came and we moved the boat to the dock where the crane is. Jean, a marina employee came over to work the crane. After twenty minutes into the job, it started to pour really hard again, making the work disagreeable. However, we tied the mast onto wooden blocks and planks on the boat so we would be ready as soon as the weather was good again.

We were unable to leave Trois Rivieres until the next morning. So Thursday morning we departed at 0750 for Sorel. We had following seas all day starting out about one-half meters. As we got deeper into Lac St Pierre they increased to one to one and one-half meters, flattening out to calm seas as we entered the busy port of Sorel. Navigation is no big deal in the lake. Just follow the markers and stay out of the freighters' path. The bottom of Lac St Pierre is an archipelago with multiple islands and channels, ready for exploration by dinghy or canoe.

We chose to stay overnight at Parc Nautique Federal, right next to the entrance to the canal. There is also a mast crane to step or unstep your mast. After finding limited facilities and no laundry area, we moved to their sister marina on Friday morning to do laundry and have breakfast. At 0850 we departed for the Richelieu Canal that would take us to Lake Champlain and eventually Albany, New York.