



The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

March, 2003

Cruising Florida's Suncoast

by Rick Brenneman

One of the best ways I know to brighten the cold, stormy winter days is to reminisce over photo albums about the wonderful boating adventures that have been enjoyed in previous summers. Even better than those warm, tranquil memories of past nautical adventures is the opportunity to enjoy a boating experience in the warm, inviting waterways of southwest Florida. There are many inland waterways in the sunshine state that offer fantastic boating adventures for the sun seeking snowbird.

I have had the fortune of being able to enjoy boating along the waterways of Florida's southwest coast. This is a boating paradise. The weather during the winter months is usually very settled and predictable with warm, sunny skies and light breezes to make a day on the water a perfect way to overcome the winter doldrums.

Several years ago, I trailered a small bowrider to Florida during one of my winter visits. It certainly was worth the effort to make the 2000 kilometer trip with boat in tow. The number of protected navigable waterways makes Florida an ideal place to enjoy nautical pleasures. Accessibility is very easy with numerous boat launches allowing free access to scenic waterways throughout the southeast.

For those who are not up to trailering a vessel south, there are many charter companies that offer a full range of rentals. Although they are quite expensive, the services are excellent and the opportunity to enjoy a relaxing nautical adventure along Florida's pristine waterways makes the charter option worthy of consideration. What could be better than enjoying relaxing days on the water and tranquil evenings in the comfort of a fully equipped cruiser or trawler?

Along the southwest coast is the Intracoastal Waterway which offers a protected route all the way from Tampa to Fort Meyers.

From the Helm

by Cmdr. Adrian Dwyer

Our Winter Classes are well under way, with registration down slightly in the general course area, but up in the Boat Pro and VHF.

The reasons for mailing this issue are first of all the legal requirement of notifying the membership of our AGM and also the District AGM, which you will find enclosed. You will also find a flyer for our Boating Exposition enclosed, as well as a reminder that our web site is up and running.

Please let us know if you would prefer to receive the newsletter by mail and we will do our best to get it out to you.

I hope everyone is enjoying the old fashioned winter we are having.

Although most sections of this waterway have speed restrictions, there are numerous towns and villages along the way that offer interesting stopovers. Famous tourist attractions such as Sanibel Island, Boco Grande, and Pine Island are accessible along the ICW and provide many opportunities for viewing historical attractions and fantastic natural environments teeming with interesting and unusual wildlife. Alligator sightings are a common experience and boaters are cautioned to be on the lookout for manatees. In fact, there are many manatee areas where boating is not allowed in order to protect these massive creatures from danger.

At Fort Meyers, the Intracoastal Waterway connects with the Okeechobee Waterway, an inland passage that connects the west coast of Florida with the east coast via the Caloosahatchee River and Lake Okeechobee. Along the Okeechobee are a series of canals and locks that allow interior passage through Lake Okeechobee, the second largest fresh water lake in the US, to St. Lucie on the east (Atlantic) coast. From here, the Intracoastal Waterway continues southward through Fort Lauderdale, Miami, and on to the Florida Keys.

The Florida Keys offer another boating paradise in southern Florida. Here the ICW extends all the way from Key Largo to Key West through Florida Bay. The fishing in this part of Florida is second to none and numerous marinas offer first class facilities for visiting boaters. There are a

host of marinas that offer full services and dockage although fees are considerably more expensive than here in Ontario. During the peak season from January to March, reservations are necessary in the popular marinas.

During our stay in the Florida Keys we stayed at the KOA Campground on Fiesta Key which is about 50 miles out from Key Largo. A prerequisite for enjoying a day on the water is the use of up-to-date charts. Florida waterways are full of shoals and mud flats and “running out of water” is a very common experience for the careless boater. While we were there, a large 55’ Bayliner Yacht ran aground on a sandy shoal on Christmas Eve. It took two large tugboats working most of Christmas Day and the assistance of a high tide to free the vessel from the shoal. Imagine the cost of the captain’s carelessness! Channels are well marked but accurate charts are a necessity.

Fishing is excellent throughout the area and the purchase of a fishing licence is worth consideration. Even the novice fisherman will enjoy success. However, be sure you have up to date and reliable information on fishing seasons, limits, and what kinds of fish are suitable for consumption if you wish to taste your success. Of course tides are a reality in this area, ranging from about two to three feet, and knowledge of tidal flows and currents is necessary to make your boating and fishing experiences successful and enjoyable.

As I mentioned earlier, there are numerous charter companies that offer a full range of services. However they are expensive. Perhaps a more economical way to enjoy Florida’s waterways is to launch a trailered boat from one of the many campgrounds that offer access to the waterway. The advantage of this option is that the boat can be taken out of the water in the evening, washed down, and protected from the corrosive effects of the salt water.

Whatever your plans, I would highly recommend considering a boating adventure in Florida. The waterways are excellent, the people are friendly, and the natural environment is outstanding. I can’t imagine a better way of passing the long, cold winters of southern Ontario.

Distress Signaling Devices: Don't Leave Port Without Them

*by Mark King
Reprinted from Boating Canada*

From the smallest sailboard to the largest ship, among the major items of safety equipment required aboard Canadian vessels are distress signaling devices. A quick

Editorial

This is the time of year when it becomes increasingly difficult to patiently wait for spring launch time to finally arrive. With the mounds of snow and ice that need to disappear, it seems like the wait will be a while longer.

I trust that everyone had a great winter. Certainly the weather was wonderful for winter sports like skiing, snowboarding, snowmobiling, etc. Actually it was a great winter with only a few stormy days and many sunny, albeit cold, crisp days. Let’s hope that the coming summer will be equally warm and beautiful.

In this issue we have included an article about boating in the sunny south. Perhaps, as you read this article, you will begin making plans to enjoy a winter boating getaway next year. There are many exciting boating adventures awaiting in the southern states that will provide a welcome relief from the long, cold winter in Ontario.

Also, as you make preparations for spring launch, it is time to reassess the safety equipment that is aboard your vessel. Ensure that you have all the required safety devices as outlined by the Canadian Coast Guard. Check to make sure that all safety equipment is in peak operating condition and be sure to have back-up power supplies available in order to ensure a safe and enjoyable summer on the water this season.

We need to have your feedback on the production of future issues of the ***High and Dry***. We have made the High and Dry available on our web site in an attempt to reduce the printing, production, and mailing costs associated with the newsletter. How is this working out? Is this method providing adequate access to the newsletter or do we need to resume the mailing process as before? Please take time to let us know so that we can make plans that adequately address the needs of our squadron members.

Be sure to check out our squadron website at <http://www.kwpowerandsail.ca/> to find out about the latest events and courses that are available.

Have a great spring launch and a wonderful boating season. May your summer boating adventures be safe and satisfying.

Classifieds

For Sale - 1999 Doral Ibiza 220 C/C Platinum Series powered by a 150 hp Yamaha VMAX (less than 40 hours), Bimini with full weather enclosure, VHF, depth sounder/fish finder, live wells, E-Z load trailer, full winter custom tarp, showroom condition, replacement value \$44,000, asking \$34,000 (no GST), best fish & ski boat on the market. Call Peter at (519) 579-9682 or email pmfitton@rogers.com.

For Sale - 1987 260 Grew Classic cruiser, aft cabin, well maintained, like new, ready for 2003 launch. 5.7 Merc IO, low hours, new AC/DC fridge, roomy stand up head, sleeps 4-6. Canvas includes 2 camper tops, and 1 tonneau. Complete with ropes, fenders, jackets, etc. Includes '95 cradle tandem trailer. Call Tom or Gloria at 519-578-1892 or e-mail bevs.thomas@sympatico.ca or call Ian at 750-549-5418, e-mail iross88@hotmail.com. A great value at \$23,900.

For Sale - Zodiac Cadet 250 Inflatable. 8 1/2' long, can hold up to 4 hp outboard motor 3 years old, used twice. Please contact Bill Allan at ballan@golden.net

Wanted - 5 or 6 hp outboard motor, long shaft, suitable for a sailboat.

Please contact Bill Allan at ballan@golden.net

review of the Small Vessel Regulations, or a peek at the Safe Boating Guide published by the Canadian Coast Guard, will show you what the minimum requirements are for your vessel, no matter what kind or size it is. They range from watertight flashlights to a dozen flares of different types. What the regulations won't tell you is how effective that equipment might or might not be when you need it.

Many boaters still place blind faith in the regulations to provide them with the necessary and adequate amount of protection. And, if you conduct most of your boating in daylight hours and fair weather you may never need, or want more than the minimum equipment. But if you do some serious cruising, cruise at other than peak hours and in poor weather, you may want to take stock of your inventory of distress signals and review what they can and can't do to help you. If you wish to provide maximum protection for yourself and your family, you may want to take a second look at your distress signals.

Pleasure craft operators have a number of different signaling options at their fingertips in an emergency, over and above what the regulations require you to have on board. Let's take a look at these one at a time to determine their value.

One of the stand-by pieces of equipment available and used by most boaters is a VHF radio. They come in fixed and portable models. In order to operate a VHF radio, you must have a permit acquired after writing a test. A station license is no longer needed to have a radio on board your vessel. Decent VHF equipment is good to have on board. With it you can contact other vessels and the Canadian Coast Guard should anything happen out on the water. The permanently mounted type require your boat's batteries be charged in order to use it. If you have a dead battery, or a water infiltration problem, you may end up without a radio. The hand-held, portable models require a charged battery in order to work

and their broadcast time is limited by their battery power. One compelling reason for having a VHF on board is that search and rescue aircraft and boats can home in on the signal from the radio to find you in an emergency. Cell phones on the other hand do not provide that option.

The most inexpensive emergency signal you will ever own is raising and lowering your outstretched arms. This is a good signal providing there are other people close by and they understand the signal. Obviously this signal does not work well in the dark unless you have some way to light yourself up on deck.

Any ball and square shape hoisted up a mast or anywhere else, is also an emergency signal. Either object can be on top. The beauty of this signal is that any ball, like a beach ball, and any square shape, like a half-folded towel, can be used. Again, you have to rely on people being close by who recognize the signals for what they are.

One signal that you will seldom see in inland waters is the international code flag N over top of the code flag C. A good daytime signal, most boaters will not likely recognize this signal.

Any square shape flown for attention is also considered a distress signal. Flags are generally rectangular in shape while burgees and pennants tend to be triangular or very elongated rectangles. A square shape, especially if it is orange in color, is bound to be noticed, in the daytime, if people are looking and they understand what they see.

If you ever have to abandon ship and you end up in a small dinghy, a dye marker that turns the water orange in the vicinity of the vessel, is an excellent daytime signal for search and rescue and other aircraft. It doesn't work as well at night.

Most chandleries have, or can order, distress cloths. They are large orange cloths with a black ball and square shape on them. Flown from a mast, or draped across the boat, they are excellent attention getting devices in the daytime.

Sound signaling devices are another form of distress signal. Continually sounding your horn or other device will eventually get someone's attention if anyone is around. It can be used by day and by night.

Used day and night, but most effective at night, is a high intensity white light flashing at 50 to 70 times a minute. Some boaters unknowingly use these for attention getting lights at night and in the evening. In fact, you could be charged for this as it is illegal under the Criminal Code of Canada to send a false emergency message, whether you mean to or not. These types of lights are only effective if you have a power source.

A waterproof flashlight is the next possible item. Flashed in the familiar SOS pattern, three short, three long, three short, they can be effective day or night, providing someone sees it and understands the signal.

An item that most boaters won't carry because of the expense, is an Emergency Position Indicating Radio Beacon, or EPIRB. The newest ones send a signal as soon as they come in contact with the water and the signal is picked up by Search and Rescue and Emergency monitors. They are excellent devices to have to ensure the search is started immediately and to ensure you are found. For as well as sending out a signal, they tell searchers where they are located.

Then there is the old stand-by, flares. They remain the most popular emergency signaling devices, as they can be effective day and night. When you purchase flares, make sure you understand what kind you are buying. There are parachute flares, buoyant and held-held flares that produce intense light or thick smoke, and rockets or shells. Ensure you have the required kind for your vessel. Before you use flares make sure you read and understand the manufacturer's directions. Be aware that flares are only good for four years from date of manufacture; not when you bought them. While using flares make sure you hold them on the downwind side of the boat, do not point them at anyone and point them away from your body.

They must be kept in an easily accessible location preferably in a watertight container. Like other emergency devices, they must only be used for distress purposes. Currently there is a debate under way about the value of flares versus some other, safer bright light emergency signaling device. Flares are a pyrotechnic device and are dangerous and deadly in the wrong, or very young hands. There really is a wide choice when you look at Emergency Signaling Devices. Make sure you have enough variety on board to cover all the possibilities for where and when you cruise

Galley Gourmet

When this time of year arrives, I can't wait until I can fire up the barbecue and enjoy some of the mouthwatering, succulent boating recipes that bring back fond memories of great summer food with family and friends. One special barbecue that we enjoyed last year with our boating friends was a barbecued leg of lamb. It was absolutely delicious and so I decided to share it with you. Perhaps it will become one of your favourite entertaining entries too.

Spiced Leg of Lamb

3 lb. leg of lamb, boned
2/3 cup plain yogurt
1 medium onion, chopped
1 teaspoon ginger
1 teaspoon ground cumin
1 teaspoon ground coriander
1 teaspoon poppy seeds
1 teaspoon ground turmeric
½ teaspoon garam masala
¼ teaspoon ground nutmeg

Note: Garam masala can be purchased in supermarkets and Indian food stores.

1. Trim the meat of excess fat and sinew. Flatten out the leg.
2. Combine the yogurt, onion, ginger, cumin, coriander, poppy seeds, turmeric, garam masalla and nutmeg in a food processor and process for about 10 seconds or until smooth.
3. Place meat in a large dish. Spread the yogurt mixture over the meat and turn the lamb until well coated. Store in the refrigerator, covered with plastic wrap, for 2 hours or overnight. Bring to room temperature before cooking.
4. Place the meat on a preheated lightly greased grill. Cook for 30 minutes over medium coals, turning once. Cook another 5 minutes for a medium result and another 10 minutes for well done. Serve sliced with your favourite salad.

Coming Events

March 20 and 27 – Boat Pro Course at Resurrection High School

March 30– third Annual Boating Exposition and Flea Market at Knights of Columbus, 110 Manitou Drive, Kitchener from 1300-1700 hrs.

April 2 and 9 – Spring Boating Course Registration Nights at Resurrection High School at 1900 hrs.

April 23 – K-W Squadron Annual General Meeting at the Granite Club. Bar opens at 1830 hrs and the AGM begins at 1900 hrs.

April 26 – Niagara District Annual General Meeting at Resurrection High School. Registration begins at 1000 hrs, lunch at 1200 hrs, and the AGM at 1330 hrs.

May, 2003 – Graduation. Specific date to be announced. Please check the website for details.

