



The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

November, 2006

Safe Harbour

I was about halfway through a trip from Jonesport, ME, to Cape Breton, NS, on Resolute, my Pearson 26. I had crossed the Bay of Fundy without incident (unfortunately, also without seeing any whales, though I did see a few puffins), and managed to get around Cape Sable after being pinned down for several days by 30 knot winds.

I was using Peter Loveridge's *Cruising Guide to Nova Scotia*, and was most grateful for having been able to find a second-hand copy of this long out of print but still very useful book. In fact, I was so grateful for Peter's entertaining descriptions, detailed harbour descriptions, and sketch charts that when I obtained his telephone number in Yarmouth, NS, I promptly telephoned and, upon inquiry, was pleased to learn that an update is in the works.

I subsequently met Peter and his wife Heather aboard Radical Jack two weeks later in Lockport, where we stayed for several days waiting for high winds to abate. We'd said good-bye there, and I didn't expect to see them again when I headed for Port Mouton. I spent the night there, and then upped anchor for Lunenburg.

The wind was nonexistent in the morning, and light and

fluky all afternoon; I unfurled and furled the genoa three times. At one point, when I stopped the outboard motor to refill the gas tank, the wind kept Resolute moving along at 3.3 knots, but unfortunately, that didn't last. Thus it was that I approached Lunenburg with no sails flying. Sailors know, however, that the one time that the wind can be counted upon to pick up is when it can manage to make life difficult, and this was no exception.

As I neared the point to come up into Lunenburg Harbour, the wind increased markedly. I thought about rolling out a bit of sail, but figured the wind would be on the nose when I made the turn into the harbour. As it turned out, it shifted so that it was on the beam, but it also increased so that Resolute was heeled over under bare poles, and I was glad of my reluctance. The angle meant that I was getting drenched with spray, but Resolute moved along well.

I followed the narrow channel into the inner harbour, hoping things would be a bit quieter in there, but the difference was small. Peter's book advises against anchoring, because of the bottom mud, "a foul, sulphurous slime that only a high-pressure hose will move from your anchor chain," and advises that substantial rental moorings may be found due south of the museum. Unfortunately for a newcomer, the museum isn't evident until one gets well into the harbor, and even then, the

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From the Helm

By Janice Fleischmann

I would like to apologize to our members for the lateness of the last High and Dry. We had some problems but we have worked them out as you can see from this issue. Like any volunteer organization today, we do have difficulty getting people to volunteer what precious time they have. We are desperate for more help on the Bridge so if you can help out in any capacity, please contact any other Bridge member or me. We can especially use help in Regalia, Special Events and Public Relations.

I hope everyone had a great boating season this summer. Jamie and I spent 3 ½ weeks puttering around Georgian Bay up to Parry Sound, Pointe Au Baril, Britt and a few anchorages in between. A "Loopers" Rendezvous was held in Penetanguishene this summer and we met many American boaters spending the summer traveling all or part of the Great Circle Loop, something I plan to do some day.

Well, you know the summer is over when the boat is finally on the hard and you have walked in the Oktoberfest Parade. Kitchener-Waterloo Squadron was represented with the Howard Peck Promo Boat and our large banner. Thanks to Diane and Bill Allan (and grandchildren), Ken Amy and Jamie Miller for their help with the parade.

With the winter fast approaching, I would like to take this opportunity to wish everyone a safe and happy Holiday Season and all the best in the 2007.

Winter Training Courses

Don't miss our registration nights Dec 7th and 14th 7 pm – 8:30 pm at Resurrection High, University Ave., in Kitchener. Classes begin on January 11, 2007.

Expected course offerings are *Boating, Piloting, Advanced Piloting, Fundamentals of Weather, Marine Electronics, Extended Cruising, Boat Pro* and *VHF Radio* with the Digital Selective Calling endorsement.

Each of these courses will run if there are enough registrations. So don't be disappointed! Pre-book a space in any of these courses by filling out the form on our website at www.kwboating.ca. You still need to register for the course on registration night, but we'll have an idea about how much training material that we will need to have on hand for you.

Check the website frequently for updated information on any of our courses or email our Training Officer Bob Cotey at training@kwpowerandsail.ca

Your Help is Needed

Volunteer for a position on the Squadron Bridge, or join the Telephone Committee. We also need Course Instructors and Proctors!

We'll show you how with training on Instructor Techniques and even Squadron Management Seminars. If any of these volunteer positions interest you, email Janice at commander@kwpowerandsail.ca

BUS TRIP TO THE TORONTO BOAT SHOW

Leave the Driving to Us !

Saturday, January 20, 2007. Tickets are \$25.00 per person and include admission to the show. Coach leaves 0900hrs from Tim Horton's, Weber & Bridgeport, 0930hrs from Lulu's Parking Lot, Kitchener and 0950hrs from Knob Hill, Cambridge and returning at 1700hrs from Toronto.

Tickets to the Boat Show would make a great Christmas gift or stocking stuffer !

Contact Fred Hicks at 519-579-2367 or electronicsofficer@kwpowerandsail.ca to purchase tickets or visit our website at www.kwboating.ca and reserve your tickets on- line now.

Editorial

Another great boating season is winding down and thoughts are turning to preparing boats for winter storage. It has been a magnificent summer; the weather has been awesome, but all too quickly, the season is coming to an end.

With the coming of fall it's time to make plans to enroll in one of the many training courses being offered by our squadron. Take time to carefully look over the list of courses being offered and plan on attending one of the registration evenings in September.

In this issue there is also a very important article by Pat Wells on the negative impacts of marine debris. All of you, I am sure, have experienced some of the devastating and unsightly results associated with litter in our environment. We all need to take more seriously the need to reduce litter, and dispose of debris appropriately and safely. I would welcome feedback on ways that you are reducing marine debris so that we can feature these creative solutions in a future issue of the High and Dry.

Please note the coming events that have been planned by our bridge members. Mark them on your calendar and make plans to participate and enjoy these events. Also, there are many opportunities for you to volunteer your services. Your contributions are always welcomed.

I hope that you will find this issue informative and look forward to receiving reports about some of your boating adventures this season. Please e-mail all contributions to rbren@golden.net or send them to Rick Brenneman, 68 Riverside Dr., New Hamburg, ON N3A 2H6.

National Conference Report

By Bill Allan

Diane and I attended the 2006 National Conference in Vancouver as delegates from KW Squadron. We attended all of the various seminars and presentations that we could squeeze in! There was lots of information on a new Marep Program, possibility of an online database for people to update their membership profile, Squadron Commander's meeting and the Public Relations presentation.

Our squadron submitted details for our PR events we ran last year, to the Public Relations Top 20 Contest. These were for the entry in the Oktoberfest Parade in 2005, the 1st Annual Virtual Outdoors Show in February 2006 and the KW Boating Show last April in St Jacobs. and we walked away with 3 awards! Our events were posted at the Vancouver Conference and we were invited to speak about the events at the Public Relations Seminar.

All in all, it was a great week and we gained insight into a number of different projects on the horizon for CPS. We would encourage anyone interested to attend the next Squadron and District AGM to see how our group is run. We would also encourage as many as possible to attend the National Conference & AGM in Ottawa to be held in October 2007.

How To Look After Marine Internal Gasoline and Diesel Fuel Tanks

Submitted by Ken Baker *AP, Midland Power & Sail Squadron*

If everyone kept their diesel fuel and gas tanks as full as possible half of the problems would not occur. Contamination such as bad fuel, condensation, bacteria and molds can give you a bad day.

You say: how can bacteria and molds live in diesel fuel? Well, you may not know but diesel and water don't mix. The layer between the fuel and water is where the bacteria and molds grow. The bypass to the injectors returns heated fuel to the tank and this heat helps these contaminants grow quicker.

On a rough day of sailing, the fuel tank gets stirred up and the engine will suck this residue up which plugs the water separator filter and it can also plug the high-pressure pump filter. It usually happens at the worst time and the engine quits.

Here's what you can do. Install a vacuum gauge inline after the water separator. The vacuum increases as the water separator filter starts to get plugged. The first thing to do is check the fuel tank pick up tube. Be careful with this because the filter on the end is very fragile and fine. If there is any gunk on this it can be washed off with varsol or diesel fuel. If there is a stringy black mess it is time to clean out your tank. This is not an easy job. If you think this is too much to remove the tank and clean it then you should hire someone. You will have to do it and the problem is not going away. The professional job entails a steam cleaning as well as checking all the fuel lines. The problem will return over time, however, there are a few things you can do. Keep your tank full. Buy fuel from a dealer you know. It is recommended that you use a product such as *Biofor* every spring and every fuel up to kill the bugs.

Gasoline Tanks

Gasoline is much more volatile than diesel fuel. Care must be taken when working on gasoline tanks that there is plenty of ventilation and no chance of a spark. Gas tanks suffer the same problems of condensation. Filters and water separators can become plugged with anti-knock products that come out of solution when the boat sits.

The use of methanol regularly will get rid of the water. Fuel injected engines may not be able to use methanol. For those fuel injected outboards it is recommended to use isopropyl alcohol with each fuel addition. During winter layover it is recommended to use a fuel stabilizer. Make sure the tanks are all full and you won't have any problems in the spring.

For Sale

Red Mustang Floater coats in almost new condition. 1 large size, 1 x-large size. Cost \$175 each new. Asking \$110 each.

Davis Mark 15 Sextant, good condition. Asking \$140
Email Bill at Sailorbill@gto.net

Needed!

Someone to volunteer to help with our Squadron history project. Our 50th Anniversary is coming up and we need to document our history from 1982 to the present. If you're good at finding information and documenting things, we can use your help!

Email Janice at commander@kwpowerandsail.ca
or Bill at pastcomm@kwpowerandsail.ca

Wanted!

2 used metal sextants to replace 2 of our older ones for students to use in the Celestial Navigation Course.

Email our training department at training@kwpowerandsail.ca

Getting a Start in Offshore Sailing

By S/C Don Cruickshank, JN (Reprinted with permission from *Promote*, Fall 2006, Vol. 15)

"Only those with experience need apply!" thus read so many of the job advertisements, which are the bane of the existence of new graduates from schools, colleges, and universities. How in the heck are you supposed to acquire experience in a new field if you have to possess it already before you can launch yourself into a new career?

Well, the very same conundrum faces the sailor who is anxious to acquire experience in offshore passage making but who happens not to have done any yet. Few of us have the means to go out and acquire a vessel suitable for such exploits in order to see if we might enjoy it. Similarly, few charter operators look with particular favour on leasing their expensive and much prized equipment to those with neither appropriate training nor adequate and relevant experience afloat.

Happily there now exists an organization which responds to the very need we are addressing, enabling those wishing to "wet their feet offshore" and build up sufficient experience to know if this sport is for them or not. They also seek to acquire a good understanding of what is involved should they wish to get into it more seriously. As you can probably imagine, the service the company is providing marries yacht owners intending to undertake passages and needing suitable crew with those wanting just that kind of experience.

The organization, located in Newmarket, Ontario, is called *Sail Offshore* (and has an affiliate named *Grassroots Sailing*). To quote directly from their literature...they offer..."programs and

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Volunteers Needed!

You are invited to participate in a telephone committee to assist in calling members about special events and squadron activities. If you are able to assist the squadron in this way, please call Janice at 886 8625 or Diane at 576 0749 or e-mail specialevents@kwpowerandsail.ca

Holiday Shopping Suggestions

Kitchener-Waterloo Power & Sail Squadron Gift

Certificates for one of our training courses is always a great gift for any boater in your family, both young and old. CPS items (clothing, flags, hats & fun stuff) are available through our Regalia officer.

Gift certificates are available in any amount and can be used towards CPS courses, CPS clothing and regalia. Purchase a Squadron Burgee for \$15.00 (makes a great stocking stuffer) and get a CPS tote bag free!

Contact Janice Fleischmann – 519-886-8625 or jfleischmann@rogers.com for more information or to order a gift certificate or CPS item.

Offshore Sailing (continued from page 3)

opportunities for the entry level individual who wants to learn to sail in local waters, all the way up to the true adventurers who want to challenge themselves with a transatlantic passage or qualify themselves to the CYA Offshore Standard.” The services they provide to their members include a monthly “Notice to OPO Mariners” with news from the company and also an up to date listing of future “passage opportunities”. These notices list the types of boats concerned, where they are going and what arrangements the captain is seeking. The captain’s phone number is listed so you can call right away if you are interested.

We won’t try to provide detailed information here, but if this sounds as though it might be of interest to you, go to the company’s web site at www.sailoffshore.ca or call them at Sail Offshore, 1-866-905-8254 or 905-895-8254.

A Brockville Squadron member who has sailed on several passages with the Offshore folk, speaks very highly of the experiences he has enjoyed and of the organization itself. With his feet now thoroughly wet he and his wife poised to “sign on” with the CPS trained owner of a steel hulled Roberts 65 ketch (currently in Wilmington, South Carolina) as sailing partners, with ambitions to explore extensively the perimeter and islands of the Pacific Ocean.

Do You Have a Favourite “Boat” Recipe to Share?

Send in a recipe that you like to prepare “on-board” and be entered into a draw for a Power & Sail Squadron denim shirt. We will randomly draw two names from entries received and the winner’s recipes will be published in the next High and Dry. Send your recipes to Janice Fleischmann (commander@kwpowerandsail.ca) or mail to K-W Power & Sail Squadron, PO Box 32023, Forest Glen Postal Outlet, Kitchener, Ontario N2E 2M0

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moorings aren’t marked, and are scattered in among private moorings.

My first thought was to ask someone on one of the many boats where the rental moorings were, so as I passed a well-populated boat, I called out my question. Unfortunately, it appeared that I’d asked a visiting boat, whose numerous crew had scant local knowledge. Since things were still rather lively, I wanted to get settled sooner rather than later, and I was casting about for another boat to ask when I spied a familiar boat with a familiar wooden dinghy—Radical Jack!

As I cruised past her stern, and yelled for Peter, two heads popped up immediately in the companionway. I asked how to identify the rental moorings, and Peter invited me to raft up with them. The invitation was most welcome, but posed a new challenge—learning something new under adverse conditions (is there any other way?). I’ve had plenty of experience docking Resolute singlehanded, and I’ve tied up alongside many fishing boats, but I’d never tried to raft up with a boat on a mooring. The near gale force winds meant trying to hit a moving target, and hit Radical Jack I nearly did when the wind bounced her around, but luckily Heather caught Resolute’s pulpit before any harm was done.

Once we had the two boats tied securely together, with fenders in between, the wind, deprived of the opportunity for mischief, died down, and we were able to share drinks and snacks in Radical Jack’s cockpit while looking at the stern of Bluenose, a short distance away at her wharf, and the historic Lunenburg landscape. I learned then that they had thought I might turn up that afternoon, and had been watching for me and worrying when the wind picked up.

Nautical Hero

Long ago there lived a brave seafarer named Captain Bravo. He was a courageous man who showed no fear in facing his enemies. One day, while sailing the seven seas, a look-out spotted a pirate ship, and the crew became frantic. Captain Bravo bellowed, “Bring me my red shirt.” The First Mate quickly retrieved the captain’s red shirt, and, after donning the shirt, the captain led his crew into battle and defeated the pirates.

Later on, the look-out spotted not one, but two pirate ships. The captain again howled for his red shirt and once again vanquished the pirates. That evening, all the men sat around on the deck recounting the day’s triumphs, and one of them asked the captain: “Sir, why did you call for your red shirt before each battle?” The captain replied: “If I am wounded in the attack, my crew won’t notice my bleeding and will continue to fight, unafraid.” All of the men sat in silence and marveled at the courage of their captain.

As dawn came the next morning, the look-out spotted not one, not two, but TEN pirate ships approaching. The rank and file all stared at the captain and waited for his usual request. Captain Bravo calmly shouted: “Bring me my brown pants!”