



London Line



FEBRUARY 2007

The newsletter of the London Power and Sail Squadron

www.powerandsail.ca

Wakes and Bow Waves

WEATHER is always a subject of interest to Canadians and boaters in particular. Regardless if you are lamenting the poor skiing, skating and snowmobiling this season or happy with our new Southwestern Ontario climate that omits winter and goes from a late cold fall to an early cool spring, the longer days and open water are fast approaching.

The seasonal happy social times have been a great success. Over 50 members shared Commander Mark's **Hospitality** at the levee December 3rd.

A full bus load is signed on for the January 20th **Boat Show**. Anyone who has shared Sandy McCaw's hospitality and organization talent on one of these trips knows what a great social time will be had by all.

Unfortunately the January **Murder Mystery Evening** had to be cancelled due to scheduling at HMCS Prevost.

There are several important and popular upcoming events for our members to share the benefits of belonging to the London Power and Sail Squadron.

• *Saturday February 24, 2007 19:00 p.m.*
MARTINI NIGHT AT HMCS PREVOST – Great social evening 3 Martinis and fancy foods. Build your own Martini as a finale. Tickets are \$25.00 for drinkers and \$7.50 for non drinkers. Jazz Club dress style recommended. HMCS Prevost, 19 Becher St.

• *Friday, March 9th, 19:00 HMCS Prevost*
CPR and First Aid Seminar – St. John's Ambulance Training and Sales Coordinator, Linda Barr, will lead us through the basics of C.P.R and Emergency First Aid procedures. This is an informal, non-credit, no cost opportunity to get the basic on these important matters. Over 100 people a day in Canada die from a heart attack. The survival rate for out of hospital cardiac arrest is around 10%. One of the primary reason the survival rate is so low is the fact that most people who witness a heart attack are reluctant to perform CPR. Learn about the newer CCR technique and its 320% increased save rate.

• *Saturday, March 31, 2007, 18:30 p.m.*
BEERS OF THE WORLD – Tickets on sale January 10th, \$25.00 for drinkers, \$7.50 for non-drinkers, 7 beers, live band, and a full menu. HMCS Prevost, 19 Becher St.

• *Tuesday, April 10th, 19:00 p.m. HMCS Prevost*
ANNUAL MEETING, LONDON POWER AND SAIL SQUADRON – It's your squadron and this a great way to find out where we are and where we are going.

• *Friday, April 13th, 19:00 p.m. HMCS Prevost*
WINE AND CHEESE SOCIAL – Laurie Lipton, Customer Liaison for Pelee Island Winery will lead us through the nuances and enjoyment of six selected Pelee Island wines. Pelee Island and Kingsville are great places to go for boaters in our area and once you find out how good their wines are, you will add these destinations to your G.P.S. data base. Call Alan for the \$25.00 per couple tickets. (519) 433-2736.



CALENDAR

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

February

9th Submissions Deadline for March London Line

10th Instructor Development & Registered Examiner Courses Time & Location TBD

12th Bridge Meeting – 1845

24th Instructor Development & Registered Examiner Courses Time & Location TBD

24th **Martini Night** at HMCS Prevost 1900

March

9th **CPR & First Aid Seminar** 1900

12th Bridge Meeting 1845

31st **Beers of the World** 1830

April

10th London Squadron **AGM** 1900

13th **Wine and Cheese Social** 1900

17th Bridge Meeting 1645

If undeliverable please return to:

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Publication Mail Agreement No. 40590575



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WELL, we have made it through the first half of our Canadian winter. The first half has proven to be one well worth remembering with record high temperatures and other than early December, there has been next to no snow. The waters are still open and many of us are wondering why we stored our vessels this year. Hopefully the second half of this winter won't delay getting back out on the water, later on in the spring.

As I write this article, I look forward to my annual trek to the Toronto boat show, with many of you who have booked a seat on the Squadron bus trip. Now would be an excellent time for all of us to review our lists of things that need attending, prior to spring commission. I would suggest pulling out that old boating course textbook and reviewing some of the things that perhaps memory has laid waste with regards to important things to ensure get done.

This is the time of the year when your current Bridge seeks new volunteers to assist with the workload for our next Squadron year. We are actively seeking either new (or not so new) Boating graduates who are able to donate some time each month to assist in the operations of the Squadron. We have a variety of positions open, with an equal variety of time commitments that are involved. We would appreciate each of you to consider your ability to donate as little as five hours a month to assist our volunteers to maintain London's pristine ship. For information on helping out, please contact either myself, or P/Cdr Paul Neve. We both would like to hear from you and are more than willing fully explain areas that we require assistance with.

As the current Squadron year rapidly approaches its end, in early April, I wish to convey my most sincere THANKS to our current Bridge for their diligence, support and ease with which you all made my year as your Commander. It has proven to be a very memorable and enjoyable one. I will always cherish my memories working with each of you and hope that you all had as much fun as I did. But, with two months still to go, I will continue to assist in guiding London Squadron in the direction that will ensure we maintain course over the next number of years.

Please do not forget that my line is always open to hear your comments and suggestions. I am also, always available each and every Thursday evening during our training year at HMCS Prevost, between 1800 and 2130.

Lastly, don't forget to check with John Manvell on our upcoming Marine Radio course and our GPS course.



Keep Smiling, Cdr Mark Hunsberger



London Line

is the official publication of the London Power and Sail Squadron, a unit of Canadian Power and Sail Squadrons. It is published to inform and advise members and students.

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ATTENTION ALL SQUADRON MEMBERS

Your Squadron is seeking to fill several vacant positions for next years Bridge. Our Squadron year runs from April to March. The following are positions and brief descriptions of what is involved. We would appreciate you taking the time to review these positions and consider assisting us to "Stay the Course", for 2007.

1. Training Department Assistant

This position would involve assisting with course registrations, marking of tests, reviewing tests with students, supervising exams and generally assisting the Training Officer to cope with his workload. This is a great position to gain experience with the overall Training Department. Time involved would be up to 5 hours per month.

2. Public Relations Officer

This position involves seeking exposure of the CPS organization to the general public. Organizing advertising for our fall and winter courses through various means and taking advantage of opportunities to get our name and mission into the boating community. Time involved with this Office may average 8 hours a month.

3. Events Officer

Our Events Officer organizes events for our Squadron. This is an ongoing position that would be best suited to an individual who enjoys organizing and having a good time. Guest speakers, member socials just to mention a couple. The road is wide open for this position. Time involved with this position may average up to 10 hours a month.

4. Community Liaison Officer

This position requires the monitoring of our Squadron phone line. Directing inquiries to the appropriate contact, relaying information to the correct person and answering questions where required. We have our own phone line and access is through a PIN to respond to Squadron messages. This position is not time consuming but is important to respond appropriately to Squadron inquiries.

5. Squadron Web Master

Anyone with some web experience is required to maintain our Squadron website. Position requires monthly site updates to maintain a current and fresh view for all Squadron events, courses and meetings. Time involved for this would be an average of 5 hours per month.

Anyone interested in assisting us, please contact the following to gain more information or ask any questions about these positions.

P/Cdr Paul Neve 519-473-0296 Cdr Mark Hunsberger 519-453-4714

— In Memory of Frank Pogue —

It is with great sadness that I announce the passing of long time London Squadron member and supporter, Frank Pogue

Frank, who passed away on November 24th 2006, will be missed by a great number of CPS and London Squadron members, for his strong support of the Squadron mission of Safe Boating through Education. As your current Commander, it was continuing the position of Business Manager for the London Line, held by Frank up to 1999, that introduced me to the London Squadron Bridge. As was his normal high calibre commitment to the Squadron, Frank passed on to me an Office as organized and well maintained that was second to none.

Frank took the Boating course in 1987 and became a Squadron member at his graduation in the spring of 1988. He continued on to take the Instructor Development course in 1988, both Marine Maintenance and Piloting in 1989 and Marine Electronics in 1990.

He served as an Officer on our Bridge as an Assistant Training Officer in 1989, our Squadron Safety Officer in 1990, the London Line Editor in 1994 and held the position of London Line Business Manager from 1995 through 1999.

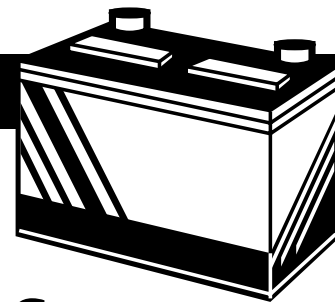
In addition to this, Frank also spent six years as both a Proctor and Instructor with involvement in the Piloting course, Marine Electronics and Maritime Radio.

Frank received his 5th Merit Mark in 1994 to become a Senior Member and went on to collect a total of 11 Merit Marks in total.

London Squadron offers our sincere sympathies to widow, Joan and son Greg, who joined London Squadron in 1988.

Franks name will be inscribed on the Memorial Log in connection with the CPS Foundation to ensure his contributions to London Squadron will be remembered for eternity.

Cdr Mark Hunsberger, AP Commander



Part 3 of 4

Battery Charging Systems by Arild Jensen

LEAD ACID BATTERIES require careful recharging to ensure a long and trouble free service life. The charger must be matched to the specific type of battery construction and capacity for best results. Too large and the battery will suffer from over heating which can result in buckled plates, boiled electrolyte and in extreme cases, loss of capacity. Too small a charger and the battery is more likely to choke up from sulfation, which in turn also reduces capacity.

Recharging can come from a variety of sources. The most common are shore power driven chargers and engine driven alternators. Other more esoteric and less cost effective sources include wind and solar powered chargers. These latter two are well suited for remote locations where access to utility power or an ample supply of fuel for an engine is limited or very costly. Solar and wind are also very useful for topping up a nearly charged battery that has been charged from an engine driven source. The engine alternator will bulk charge and do most of the absorption charge, while the wind generator or solar panel provides the final float charge on a long term basis.

The traditional charging method consisted of having a constant voltage source. The charge current is a function of the difference between charging source and battery terminal voltage. This type of charger takes a very long time to completely top up a battery while at the same time produces a very high initial current for a completely discharged battery.

Smart charging sources have a three-stage process. The initial bulk rate is current limited to protect the battery from excessive current and resultant heat creation. The absorption stage kicks in after the battery is about three quarters full. During the absorption stage, the voltage is controlled to minimize gassing and evaporation of electrolyte. The final stage is called the float stage during which the battery is maintained at its full potential but the charger voltage is dropped below the gassing point of the battery. This drastically reduces loss of electrolyte when the float stage is maintained for lengthy periods of time.

A fourth stage is included in some of the better chargers. Since the normal recharging never completely removed all of the sulfation, a special over charge condition is needed to eliminate the last remainder of sulfate. This stage is called equalization and should only be done with care while maintaining a constant watch plus frequent measurement of the specific gravity of each cell in the battery. Please note that a gel or AGM battery cannot be equalized.

In recent years, high output alternators have become available on the market. These have external regulators incorporating smart technology and microprocessor

controlled regulation. Whereas a normal automotive alternator is a constant voltage taper charge; the smart regulators have the same 3 stage features described for chargers. In addition the alternator is specifically designed to give a much higher output at a lower RPM than conventional alternators. This means that you will get a charge into your battery even at idle RPM.

For sailboats, it also means you can recharge your battery bank in about a third the time it would take with a traditional taper charge alternator. The better regulators even include remote temperature sensing of the battery and remote sensing of the battery terminals for when you have a battery isolator for multi-bank charging.

That reduced recharge time means less fuel burned for charging. Unlike power boats that have the engine running whenever the boat is moving, sailboats normally only run their engines for short periods of time when leaving or entering harbour and approaching an anchorage. If they need more run time for recharging, this is done with the engine running out of gear. That results in lots of unwanted noise and vibration, not to mention discomfort to the crew and expensive fuel burned for a very inefficient process. On the plus side, it is very easy to get alternators with 100 – 200 amps output for a reasonable price. There are very few chargers with such high outputs and cost in the thousands of dollars.

Multiple Battery Banks

A word about multi-bank charging. This concept dates back many decades when there was no means of really measuring battery usage or capacity. The concept only works well if the batteries are all the same type, size and have very similar duty cycles. The concept is not applicable when you have batteries that differ in size and degree of charge state when the charger is on. Invariably, one battery gets over charged or undercharged relative to the other. Both conditions lead to premature battery failure. The boat owner blames a faulty charger but in reality the fault lies with improper applications. Boats having a large house bank that is regularly deep cycled and other batteries that are only lightly cycled at less frequent intervals (such as starting batteries) should have a dedicated charger for each separate bank. For example, a battery charger intended for the starting batteries should not be used for the house bank and vice versa. House banks feeding large inverters should have a dedicated charger, quite often incorporated into the inverter itself as a combination unit. By the same token, this house bank charger should not have provisions for tapping off part of the charging current to starting batteries.

Many boats do not have enough room to install sufficient battery capacity to drive various loads and compromise must be made.

Twin engine boats have traditionally had two starter banks and a house bank. A better approach is to have one start bank that serves both engines and use the extra space for more house bank capacity. You do not actually install more batteries; you simply reallocate one start bank area for house bank use. Please note that house bank batteries have different construction makeup from starting batteries. Thin plate starting batteries do not last long as a house bank. In recent years OPTIMA spiral wound batteries have come down in price so as to make them affordable in smaller boats. These OPTIMA brand batteries make excellent starting batteries because they can deliver a high start current from a physically small battery. That leaves more room to install deep cycle house batteries.

When the house and starting bank have different chemistries or construction technologies, it is not a good idea to use a single charge source. It is better to have an independent charger for each bank. If the starting and house bank has the same technology, be it flooded, AGM or Gel, then you can use a combiner when charging. A combiner is a switch controlled by a voltage sensitive circuit. When the sensed battery voltage is above 12.6 V, the combiner closes its contacts placing two or three banks in parallel. Now the single charger source feeds all the paralleled batteries with the same charge current. A diode battery isolator allow charging current to flow to two or more batteries but the diodes create a voltage drop not to mention wasting a lot of current to heat.

The next edition will have the last of four segments on Battery Maintenance, called Appliances and Energy Efficiency

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The Importance of Charts

In the short article I wrote for the October issue, I recounted some of the statements made by P/Cdr Des Rosiers, all relevant to safe boating. The one that I thought was very appropriate was the statement that though electronics have about taken over navigation, a chart is still a most important part of our equipment.

Each year, we go to our time share in St Maarten and each year I gaze at one of the most notable examples of the need to refer to charts as a GPS will not show the big rock just ahead. Back in 1801, a British ship "discovered" the rock now named after the destroyed vessel, "Proselyte Reef". The captain of this wooden hulled ship could not be faulted as the rocky reef, at that time was unknown, the highest point of the obstruction being some 15 feet below the surface. However, strike it they did! From the high promontory known as Fort Amsterdam, the locals witnessed the disaster and rowed out the couple of miles to save as many sailors as they could. Now, and for the more than 15 years I have been visiting the area, the "reef" is marked with a very visible buoy with a light flashing a group of nine every 6 seconds - very visible both in darkness and in daylight!.

Only a few years ago, on a cruise ship in the area, most certainly equipped with the ultimate in electronic navigation equipment, a passenger suffered a serious heart attack. The Captain chose to put the person ashore in Phillipsburg on St. Maarten for medical care and for the eventual evacuation to the U.S. Having jettisoned this "problem", the ship then took off and ran smack dab over Proselyte Reef. The cruise ship was damaged to the extent that the Captain immediately came about to ground the ship on St. Maarten before it sank to the bottom.

Now, as a result of not checking a chart of the area, the cost of this carelessness was the following -

- transfer by air back to the U.S., the passengers and crew from the liner, numbering over 2,000.
- the repairing of the hull to the extent that the liner could be towed back to the U.S. for major repairs
- the cancellation and the refunding of the reservations already the bank and the loss of this valuable ship for an indefinite period.

One has to wonder where the Captain and senior officers are working now!

1st Lt Ralph Smith, AP
Treasurer



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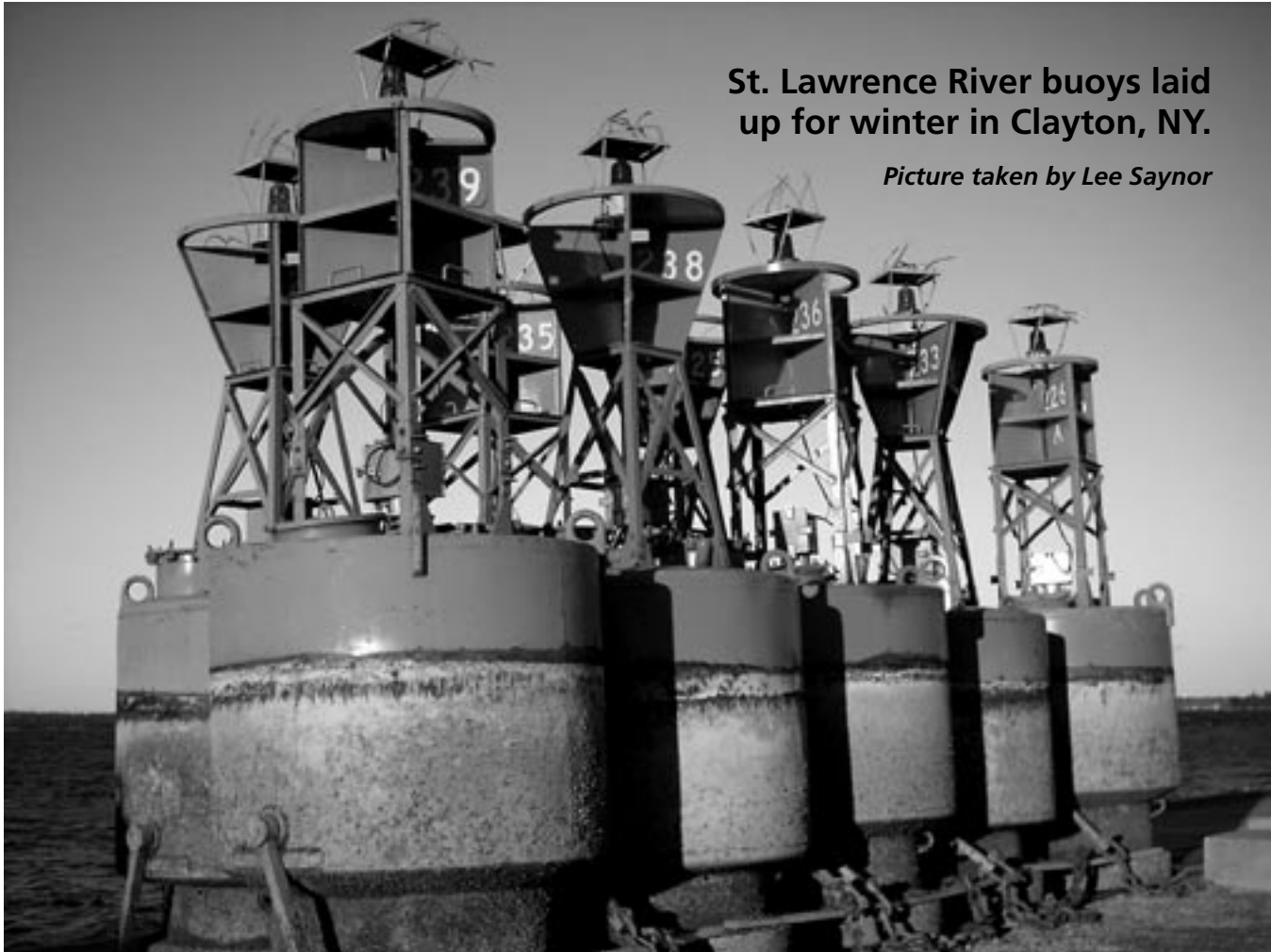
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St. Lawrence River buoys laid up for winter in Clayton, NY.

Picture taken by Lee Saynor

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