



VOICE OF THE LONDON POWER AND SAIL SQUADRON

LONDONLINE



Dreams ... Do Come True Pt 2



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THREATENED?



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Boating With ETHANOL



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PREREGISTRATION



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As we sat on anchor in the lee of Bimini in the Bahamas, we celebrated with fellow cruisers who had also recently crossed the Gulf Stream. Little did we know the joy of the moment would soon be forgotten.

Over the next few days we watched in horror as a 35' Coronado sailboat went aground just a short 1/4 mile across the island from us, broke up and washed ashore in pieces. Luckily the couple on board climbed to safety ashore. The Coronado's captain had no knowledge of the extremely difficult channel he would need to navigate to safely anchor in the lee of Bimini and didn't arrive in daylight. When caught in the dark, he dropped anchor off the coast and went

to bed. Regrettably a storm came up through the night, the Coronado's anchor dragged and she washed up on the shore. Efforts to tow her off resulted in a damaged rudder post. Before repairs could be made a gale passed and she broke completely apart. We left Bimini with 3 other boats and spent the night anchored out together 40 miles from the nearest land on the Great Bahama Bank. As we gathered that evening our conversation was of the ship wreck we had witnessed and the lessons we could take from the tragedy.

We spent several weeks travelling with friends on 2 companion boats through the shallow, turquoise water of the Bahamas. We explored the straw market and Atlantis Resort complex in Nassau, the spectacular pink sand beaches ... *con't on Pg. 3*

COMING EVENTS

AUGUST

- 1st - Submissions for London Line.
- 9th - Squadron Bridge Meeting, 1900, HMCS Prevost Ward room.
- 11th - Fall Boating Registration 1000-2100, Masonville Mall Comm. Booth
- 18th - 1730 to 2000, Info and Pre-registration/ BBQ night for fall courses.

SEPTEMBER

- 8th - Boating, Piloting and Adv. Piloting courses begin.
- 13th - Bridge Meeting, 1900, HMCS Prevost Ward room.
- 13th - GPS Navigation course begins.

14th - District Meeting, 1900, Masonic Lodge, Wardsville.

OCTOBER

- 1st - Submissions for London Line.
- 11th - Squadron Bridge Meeting. 1900 HMCS Prevost Ward Room.
- 11th - Maritime Radio course begins.

NOVEMBER

- 9th - Squadron Bridge Meeting, 1900, HMCS Prevost Ward room.
- 13th - District Meeting 1300, (Dist. training & LTP 1000) HMCS Prevost
- 15th - Electronic Charting & PCOC courses begin.

August 2011

QUESTIONS, COMMENTS, OR INFORMATION?
CALL 519-438-6222

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A tourist remains an outsider throughout his visit; but a sailor is part of the local scene from the moment he arrives.
Anne Davison

from the helm **COMMANDER**
BEV MIATELLO



Welcome to summer! The season finally came! However, as I write this column it's 1830 and London is sitting at 31C. degrees! We haven't had rain in 11 days and the trees, grass and gardens are feeling the pinch. Could there not be a happy medium?

For those of you on holidays this month on your boat up in the North Channel, down in Lake Erie, or wherever you're able get away, to the cottage or out of town, I hope you have enjoyed your time off. Were you making memories with family and friends? Most of us with jobs have 2-3 weeks holidays - allotted to us for good behaviour? Vacations seem few and far between for many of us. Now put a boat into the scenario, and is there ever enough time to really enjoy it? With the season starting out so cold and rainy it was looking pretty grim. Boats weren't being launched on the typical May 24 weekend, or were they? Many boaters seem oblivious to the weather, motivated perhaps by having so much money tied to the dock!

Has anyone had a vacation you would like to share with the Squadron? Maybe not even boat-related but just something on the water; a kind deed or something that just made you shake your head in wonder. Feel free to drop us a line and share it with us.

This past June at our annual Rendezvous in

Sarnia there was no shortage of boats. Like true boaters, fun was had rain or shine and fortunately this year the weekend weather was smiling our way, beautiful, sunny and warm. True to their reputation, Sarnia put on a good party with Wine patrol and Coney dogs. Saturdays' games kept everyone entertained and feeling like a bunch of kids. Thanks Jo-Anne!

I've been advised our Fall courses will be commencing on track with the main ones beginning Sept. 8. Look on page 8 of this issue for the dates of all the elective courses or online for more details. We'll be setting up shop for pre-registration in the Masonville food court on Aug. 11, and again on Aug. 18 in the HMCS Prevost parking lot for our annual BBQ - rain or shine! Bring along friends and neighbours interested in meeting us or taking a course.

There's a still lot of life left to the summer. I hope that everyone gets to enjoy it safely. The Squadron Bridge still has a few weeks before we commence again. As for myself I won't be out on the water, but enjoying my last week vacation in Sin City. It's just not hot enough here! Maybe I'll take a boat ride on the Colorado River if that qualifies!

If you have any comments or suggestions on the upcoming training year, please feel free to drop me a line or any one of the other bridge members.

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WANTS YOU!



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 London Line welcomes
 submissions
 from all members.**

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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Safe Boating Week *was* May 28th to June 3rd, *but ...*

Practice makes Perfect!

**PRACTICE SAFE BOATING
 WHENEVER YOU'RE ON THE WATER**

from Pg. 1 ... on the island of Eleuthra, the Exumas and Georgetown. We delighted in snorkelling and beach combing.

We headed southeast, hopping along the Bahamas out islands, to the Turks and Caicos all the while honing our "visual piloting" skills. The emerald green and turquoise colour of the water is intoxicating, but after dodging the coral that grows in proliferation throughout the area we became avid fans of the indigo blue, deep water such as we found in the Tongue of the Ocean.

Our travels south brought us to Big Sand Cay which was our jump off point for the 80 mile offshore passage to Luperon in the Dominican Republic. This proved to be our most difficult passage. During this stormy night under sail our friends on a 26' companion boat lost the Walker Bay dinghy they were towing, as it flipped over in the 12' seas and they were unable to "right" her. We endured many splashes in the cock-pit during this long, cold night, however conditions improved by dawn and we found ourselves calmly sailing along the spectacularly lush, mountain coast of the Dominion Republic. We made this passage again in 4 years' time as we travelled back north and unfortunately we had another difficult time before we finally felt we had a better understanding of the weather forces affecting the area.

Our single side band radio was our life-line to the daily weather reports that were so crucial to our decisions regarding travel. During this leg of our journey we picked up Chris Parker's Caribbean Weather Forecast as well as the N.O.A.A. (National Oceanographic and Aeronautical Administration) weather report. When we got further south we picked up Eric out of Trinidad; George, stationed in the Virgin Islands as well as Herb who broadcasts from Burlington, Ont.

While on anchor in Luperon we met Bruce Van Sant, author of "The Gentlemen's Guide to Passages South". As Bruce makes his home there, most evenings he could be



found engaged in discussion in the nearby restaurant/bar.

After 3 months of travelling with 2 companion boats, on May 10th we set out on our own for Grenada. With 950 nautical miles still ahead of us and the hurricane season close at hand, we felt anxious to be on our way. Two days later we headed offshore across the Mona Passage for Puerto Rico. We followed Bruce Van Sant's suggested tacking and course which took us to the north shore of Puerto Rico to ride the island's night lees southward down the coast. We inched our way along Puerto Rico's south coast, heading east against the trade winds. While there, we took advantage of the availability of goods in this U.S. territory to provision and replace equipment, broken and lost.

As we sailed east towards the Virgin Islands, we came upon what would become our favourite location in the Caribbean – the Spanish Virgin Island of Culebra. Located just 14 miles off Puerto Rico's east coast, we visited this tiny island several times during our travels in the Caribbean and dream of it still. Here we found the best beach (one of the top 10 in the world), the best snorkelling, the best provisioning, and the best ambience in the entire Caribbean. This well-kept secret is a cruiser's paradise however charter boats in the nearby U.S. and British Virgin Islands are not allowed to venture there which makes it all the more private; another good reason to love Culebra.

With hurricane season closing in on us we kept focused on moving forward. Our next rest point would be in St. Martin, albeit briefly. We slept and set sail again for the island of Nevis, finally in the Leeward Island chain. We did lots of tacking along this passage as the wind was right on our nose, in fact, we "tacked" a full 12 hours on to our travel time but luckily still arrived in daylight. We explored the market in Nevis, rested and set sail south along the Leewards to Montserrat. We were anxious to catch a look at Montserrat's famous volcano as its steam and smoke had been visible for miles. In shock and horror we drifted past the abandoned city of Plymouth, buried deep in ash and mud. A huge fissure lay open in the earth at the city's edge; truly one of the saddest and most moving sights we've ever seen. Montserrat led to Guadeloupe and on June 1st we made Dominica, the south end of the Leeward Island Chain.

The much anticipated day of arrival into the Windward Islands was a difficult one. On route to Martinique in 25 knot S/E winds with 10 foot seas, ... con't on Pg 4



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from Pg. 3 ... our lower starboard shroud broke. We remained on a port tack and beat into the wind and waves as far as possible to make landfall in Martinique for repairs to the rod-rigging. Luckily, if we had to break down, we couldn't have picked a better place to do so. 600 Euros lighter and 3 days later we were underway again for St. Lucia, then onward to St. Vincent and the (breathtaking) Grenadines. In Bequia, we delighted in watching the fine art of hand-crafting boats. Whaling is still underway in Bequia – their season limit is 4 (either humpback or sperm). A crew of 6 men armed with harpoons head out to sea in a 26' open boat. Unbelievably, they are successful.

While travelling we became big fans of the French Islands; Martinique, St. Martin, Guadeloupe and the Saintes. We thoroughly enjoyed going to shore in the morning for espresso and fresh pastries at the sidewalk cafes, not to mention the baguettes, French wine and cheeses. The Customs Office in the French Islands is a very congenial place, the culture is laid back and a good life is enjoyed by not only the locals but also a large portion of the cruising population.

The Tobago Cays Marine Park in the Grenadines is a cruising ground more spectacular than we could possibly have imagined, truly the most beautiful natural environment we've ever seen. The water is a kaleidoscope of blues, greens and endless shades of aquamarine. We snorkelled in the profusion of tropical fish and sea turtles that live on the 5km long horseshoe reef that shelters the anchorage.

One year after we pushed off from the dock in Georgian Bay, and 4500 nautical miles later, we arrived at the lush, spice island of Grenada, West Indies. We spent 6 weeks enjoying and exploring Grenada before the fear of being still in a hurricane area sent us heading another 90 nautical miles south to Trinidad. Regrettably, Venezuelan pirates are now a problem on this passage and many cruisers have chosen to "take their chances" on hurricanes and are staying in Grenada.

We spent 11 months over the next 3 years in Trinidad, touring and making friends with cruisers from around the globe. We made 2 more passes north and then south again along the island chain before our final trip back north to Florida in May 2010.

During our 4 years of living aboard we travelled with boats that were much better equipped than ours and others that were not as well equipped. We learned to be self-sufficient and responsible for our own actions; that if it can break, it will, and the wind will always be on the nose. My advice to those thinking of cruising is, "If I can do it, surely you can too". Just remember what the Pardey's said, "go small, go simple, go now".

Thanks CPS, we couldn't have done it without you.

LPSS Secretary Donna Kay

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OF INTEREST FROM SOUTH OF THE BORDER
Boaters Stand to Lose Critical GPS Navigational Aid
 ALEXANDRIA, Va., July 13, 2011 - As a result of a proposal by a private company to use radio frequency bandwidth right next to the existing GPS radio bandwidth, the future reliability of the GPS system across the United States is now in question. The nation's largest recreational boaters group, BoatUS, says boaters could have a hard time avoiding treacherous shoals or simply finding their way home if GPS signals are interfered with, and is urging boaters to speak out during a 30-day comment period (ed. note - closed July 30th) "This is a remarkably short comment period for an issue that has such dire consequences for America's boaters and every other GPS user in the country," said BoatUS Vice President of Government Affairs Margaret Podlich.
 More Info: <http://www.saveourgps.org/>

Meet The Members

If you'd like to submit a member or yourself to be profiled, respond to the same questions you see below (or be creative!) with a suitable photo and send them to the editor by email. This month's candidate is London Squadron member, **Barry Kay**.

How and when were you introduced to boating?

As a child I enjoyed rides on a relative's power boat and dreamt of owning my own one day. A high school teacher and later a co-worker opened my eyes to the merits of sailing. In 1976 I purchased my first boat - an 18' Y-flyer sailing dinghy.

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

My wife and I started taking CPS courses in 2002 in preparation to go cruising when we retired. I found the Piloting course to be so informative I decided to continue on and take the Advanced course. Even though I have my PCOC card and considerable sailing experience I found the knowledge I gained from the courses to be invaluable when we went cruising.

What motivated you to go cruising?

My wife and I enjoy travelling especially to locations with beaches and water. Over the years we visited several Caribbean islands on week-long hotel packages. We were always amazed at how

different one island was from the other and desired to explore further. We also wanted to experience island life from a perspective other than that of a tourist. A boat, along with a good sense for adventure, seemed like an affordable way to travel.

4. What was the biggest boating challenge you faced while cruising in the Caribbean?

As in any adventure, we faced and had to overcome many situations that were new to us. Manoeuvring the boat, whether it be through locks, sandbars, reefs, tides and currents was a challenge. Maintaining the boat to overcome the damaging effects of the increased exposure to sun, salt and weather stresses was a great challenge. But without question the greatest boating challenge was the weather. Constant vigilance monitoring weather conditions as well as the ability to access the situation is crucial in establishing weather windows for safe passages.





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A Few Things About Ethanol In Marine Fuels

E10 is a gasoline blended with up to 10% ethanol alcohol and is now in widespread use. Ethanol, ethyl alcohol, is made from corn, sugar and other grains. Alcohol is an excellent cleaner, solvent, anti-freeze and most important ethanol is hygroscopic, meaning it will absorb large amounts of water. The most serious boat engine problems, resulting from ethanol E10 use, have mainly occurred due to illegal amounts of ethanol (over 10%) being incorrectly added at the gas station pumps by the delivery truck drivers. Since using over 10% alcohol gas is dangerous, it will invalidate all marine company engine warranties. Many boat engine breakdowns in recent years are directly related to the mismanagement of E10 gas. Your marine mechanic may not even suspect or test the fuel as a possible cause of breakdowns. Many marine engine repair businesses have flourished as a result of ethanol gas engine damage. Several older engines can not use any fuels that contain alcohol; fiberglass tanks, mostly manufactured prior to 1992, will decompose from alcohol. Newer engines (past 5 years) have been designed to be compatible with alcohol fuels. *Mark Hunsberger*

Reasons For Problems

Boaters, often store gas in tanks longer than recommended for E10 (90 days). Cars, unlike boats, usually replace fuel every week or two, which will successfully prevent the possibility of water-contamination/phase separation.

Boat engines live in a water environment and alcohol loves to absorb water. Ethanol E10 gas can absorb large amounts of water into the fuel tank, where conventional fuel did not.

Boat engines usually last longer than cars. Still owning and using a marine engine from the 1970's or 1980's is not uncommon. These older engine parts and tanks were not usually designed or tested to withstand the damaging effects of alcohol gas. Several older marine engines made prior to 1992 have plastic and rubber parts and fiberglass tanks that are not compatible with E10 alcohol fuel.

Symptoms, Dangers & Damage

Ethanol's adverse effects to boat motors involve all types of performance issues and disintegration, deterioration, drying and clogging of engine parts. Here are signs and symptoms of ethanol problems and damage:

- Stalling, prematurely worn engine parts, rusting, clogging of fuel filters and carburetor jets, release of gunk and sludge throughout the engine, frequent water- contamination/ phase separation of fuel and eventually engine breakdowns.
- Ethanol can cause a motor to run lean on fuel, due to water that will not burn, which will take the place of fuel. Vapor lock (fuel starvation) is common when using ethanol fuels.
- Alcohol fuels are very prone to phase separation, where the weight of the ethanol and water will sink to the bottom of the fuel tank and get picked up by the motors fuel system. Even small amounts of water can harm the fuel system.
- The initial symptoms of using a higher than acceptable concentration of alcohol in fuel, is usually engine stalling when you demand acceleration. Other performance issues such as increased stalling, misfire, hesitation and difficulty maintaining boat speed during trolling may occur.
- The long term dangers of ethanol fuels are many, including deterioration of parts (rubber, aluminum, fiberglass etc.), rusting, fuel system clogging and other varied damage to engine parts and components. Older engines are more prone to ethanol alcohol damage.
- The most reported and troublesome issue with marine engines and ethanol fuel has been regarding the decomposition of certain fiberglass gas tanks. There really is no solution to this issue, other than to replace the tank.
- Ethanol will cleanse the fuel tank of varnish, rust and corrosive matter, which will travel to the engine and clog fuel filters, carburetor jets and injectors. Ethanol tends to dissolve certain resins, which can also travel through the engine intake and coat intake valves, causing sticking and bent pushrods or worse.

Precautions

- Make sure you only run your engine on clean, new, fresh fuel. It is recommended to re-fill fuel tank every 1-3 weeks when using ethanol blend fuels, to avoid excess water absorption. In 100 days or less, under ideal conditions (low humidity, sealed fuel system) the alcohol composition of gasoline will absorb enough water to cause gas contamination. In reality, marine engines will experience contaminated fuels much sooner.
- Maintain a sealed fuel tank, and avoid gas tank and fuel lines from unnecessarily coming in contact with water.
 - Keep engine parts well lubricated to decrease the drying effects on engine parts, especially plastic and rubber parts.
 - Frequently check gasoline for water contamination.
 - Properly discard any fuel that appears to have gone bad. Resist the temptation to use bad gas in other gas-powered equipment.
 - Keep your engine tuned and follow the manufacturers recommended maintenance schedule.
 - For extra protection, buy gasoline with a higher octane level to be certain that you will always be running your engine on the minimum octane necessary for good performance.

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**CONGRATULATIONS TO PHILLIP SZALICH
FROM THE LONDON SQUADRON**

For recently receiving his Navigator (Offshore) designation! Phil laboured away, mostly on his own, since September of 2010, extending the knowledge he learned in the Advanced Piloting and Junior Navigator courses to use the sextant, and sights of the sun, stars, moon and planets to determine his position anywhere on the earth.

If you'd like to learn more about this traditional "satellite location system", contact instructor Steve Waite at 519.473.0517, or e-mail dagwaite@rogers.com




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Our Fall Course Lineup includes:

- BOATING – Sept. 08 (Instr. Mark Hunsberger)
- PILOTING – Sept. 08 (Instr. Ian Lacey)
- ADV. PILOTING – Sept. 08 (Instr. Merrit Ede)
- GPS NAVIGATION - Sept. 13 (Instr. John Kabel)
- MARITIME RADIO CERTIFICATION – Oct. 11 (Instr. Steve Waite)
- ELECTRONIC CHARTING - Nov. 15 (Instr. John Kabel)
- PLEASURE CRAFT OPERATOR CERTIFICATION (PCOC) – Nov. 15 (Instr. Harry Harris)

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