



# The Bitter End

Editor: Bill Reynolds AP



February 2016

**Newmarket Power & Sail Squadron**  
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## From the Bridge...

Happy 2016. Here we are at the mid-winter point with only two months to go before spring launch preparations begin. The weather has been good compared to the last few years. December was wonderful from a boater's perspective. Lake Simcoe was clear of ice until New Year's Eve. Up in cottage country we have had a few dumps of snow but we have much less accumulation than last year.

I hope everyone got to the Boat Show in January. I was disappointed in the small showing of sailboats. I don't know where the Hunters were. With such a small sampling the line-ups to view these boats were long. I did manage to pick up all the supplies that I needed (flares, rescue tape, cleaning supplies, etc.) but was left feeling the show was more about cottages than boats. I know the power boat lovers out there will disagree because there was a sea of large shiny sail-less boats that filled the main hall. But I remember visiting the show in the '70s and seeing many different sailboats from a wide range of manufacturers. Of course, back then they actually made the boats here in Ontario.

We have begun the course offerings again at Dr. Dennison HS. Advanced Piloting is going in one classroom and Beyond Basics will start around the end of February in a second room. Eight NPS members are currently enrolled in an on-line Junior Navigator class taught by P/C/C Tony Gardiner which has been running since October. This class is a pilot which could make it possible for distance learning for advanced level CPS courses.

JN is the first of two CPS programs which focus on celestial navigation. Students in the class have learned the technique of shooting the sun with a sextant to determine lat and long. It may seem odd to learn to use this ancient technology but anyone who hopes (or dreams) of navigating off shore is wise to have a variety of navigational tools that they can use. GPS is great and extremely accurate but relies on electricity and circuitry which can fail. The sextant only needs the sun or the moon or the stars.

Our NPS 40<sup>th</sup> Anniversary dinner is set for Friday, April 8, 2016. A lot of preparation and planning has been put into this affair by the Bridge members. We hope to see many of the Past Commanders and members, past and present, get together to reminisce and celebrate the squadrons activities and achievements. Details of the party and our Key Note Speaker, Chad Buchner, are included in this Bitter End. Until then, keep warm and stay safe.

On behalf of the Bridge,

Bill Reynolds, AP  
Squadron Commander

## The Newmarket Power & Sail Squadron Bridge 2015-16

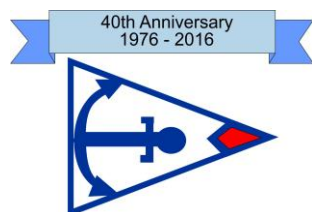
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### Boating Courses 2016

Our Training Officer is organizing courses for this year. If you wish to participate in our programs, check out our website at <https://www.cps-ecp.ca/Newmarket/> and register for the course that meets your needs. Our classes run on Tuesday evenings at Dr John Denison HS in Newmarket.

Beyond Basics:	February 23
Introduction to Navigation:	April 5
Advanced Piloting:	January 19
VHF Radio (Radio Operator's Certificate/Marine):	May 10



### Newmarket Power Squadron 40<sup>th</sup> Anniversary Dinner

Friday, April 8, 2016

York Regional Police Association

600 Stonehaven Blvd

Newmarket, Ontario

6:30 **Cocktails**

7:00 **Dinner Buffet**

Caesar Salad, Garden Salad

Slow Roasted Top Sirloin, Chicken Parmesan

Roasted Red Skinned Potatoes

California Vegetables

Dinner Rolls

Assortment of Cakes, Pastries and Dessert Squares

Fruit Platter

Tea/Coffee

8:00 **Key Note Speaker:**

Chad Buchner, Operations Manager of the Trent-Severn Waterway

Tickets \$40.00 per person, (Order deadline: March 25, 2016)

(Cash/Cheque/Credit Card) contact Janet Heard @ 289 264-4096 or [janheard@sympatico.ca](mailto:janheard@sympatico.ca)

## Key Note Speaker: Chad Buchner



Chad began his career with Parks Canada as a student at the Peterborough Lift Lock on the Trent-Severn Waterway in 1999. The son of a Lockmaster, he followed in the family tradition when he became the youngest Lockmaster on the Trent-Severn Waterway at the age of 25. These days he can be found in the Headquarters of the Ontario Waterways as the Manager of Operations for the Trent-Severn Waterway. Chad balances his career at Parks Canada with an active family life that includes teaching his three young children the art of boating, fishing and in these winter months how to skate while mentoring them in becoming avid Maple Leaf fans. If you are looking to learn more about the Canals in Ontario you should plan to attend our 40<sup>th</sup> Anniversary Dinner.

## Carbon Monoxide Dangers

By Bill Reynolds

BoatUS has been advising its members that carbon monoxide (CO) has been responsible for more deaths in the US than previously considered. For years many runabout boaters have been considered drowning victims as a result of from falling overboard. Recent investigations have revealed, however, that the root cause of many of these boating deaths is carbon monoxide poisoning. Studies have revealed that CO can affect boaters in open boats. The fumes from outboard engines can blow back into the boat and be inhaled by the boat operator. Once the boater loses co-ordination from the gas, he/she will fall overboard and drown.

Sail Magazine recently ran a story of a boater whose boat filled with the invisible, odorless killer when an on-board diesel heater malfunctioned and produced CO gas.

Now the Royal Yachting Association has issued warnings about gasoline generators used by many to recharge battery banks while cruising. The Association has stated that gas generators should not be used on deck, in cockpits or even on the dock beside the boat. They state that if you can smell exhaust fumes, even faintly, the chances of CO gas being present is too great to dismiss.

At my Lake Simcoe yacht club, the use of diesel heaters in the harbour has been banned because of the potential for CO poisoning. There is significant evidence to show that even in a good breeze, fumes can enter boat cabins through hatches or companionways with deadly effect.

Carbon monoxide is a by-product of combustion. Carbon Monoxide detectors are required in homes in most Ontario communities where the most likely source is the furnace. Detectors are a relatively cheap and effective means for alerting residents of the presence of CO gas. This same technology can be used in boats to ensure that cruisers are warned when CO levels are increasing. The potential sources of carbon monoxide in boats are far greater than in a home. It is produced by inboard and outboard engines (both gas and diesel), fuel powered heaters, cooking stoves, generators, barbecues, and oil lamps. We equip our boats with a lot of safety equipment - life jackets; bailers, throw lines; whistles; flares; flashlights; etc., etc. Perhaps this year you should consider the addition of carbon monoxide alarms.

## Are Paper Charts Obsolete?

By Bill Reynolds

A recent discussion on the boating forum website SailboatOwners.com dealt with the need for paper charts now that GPS technology is common. The discussion peaked my interest because similar debates have taken place in CPS with some members advocating the teaching of GPS rather than charting.



The use of GPS has revolutionized navigation with chart plotters providing the skipper/helmsman with continuous, accurate latitude and longitude positions and a graphical picture of the area in which the boat is cruising. For those who delve into their Chart plotter's potential, it is possible to plan a cruise and plot way points to mark course change locations. Once the course is properly entered, a well-equipped boat can be put on auto pilot and the boat can follow the course set out by the skipper.

That's the theory anyway.

In reality, working on the small screen of a chart plotter, or even using the laptop download of the chart plotter software is far from easy. A paper chart can be unfolded to provide a large view of the cruising ground but to see the same area on an electronic screen requires the user to zoom out and lose much of the detail visible on the small area view. Many of the pro-paper chart boaters stated that they would plan on paper and transfer data to the chart plotter for use during the trip.

The next issue raised is the unreliability of electronic devices. I have had my GPS fail twice in the six years I've owned it. The failure was caused by contacts within the device which either became unaligned or developed resistance. The fix each time involved a 3 hour disassembly and cleaning. Both times the device failed it was inconvenient but not dangerous since I knew the waters.

Back-up devices solve the problem say the anti-paper boaters. Smart phones, iPads, hand-held GPS devices – we have it all! Pro-paper folks say paper charts don't need a back-up – they are the back-up.

Personally, I use my GPS all the time. However, when travelling in new locations and in unfamiliar water, I check out the paper charts in advance to look for possible hazards. While sailing on longer cruises, I will have the paper chart close at hand so I can see the big picture in detail. My GPS is set to dual screen view so I can see in close-up a 1.5 mile range and in big picture a 4 mile range. When the screen covers more than 6 miles there isn't enough detail available to help follow a safe course. With the paper chart I can see the whole cruise from start to finish (20 + miles) and determine, quickly, where I am and approximately how long it will be before I get where I'm going. And the details never diminish.

By law, we don't need charts to navigate familiar waters. It can be argued that with multiple electronic chart devices aboard you are good to go in new territory. I would not like to do that however. Paper charts are reliable and easy to access. You can make notes on them, stick post-its on them, carry them to shore and review them and not have to worry about dropping them on the dock or worse, overboard. They don't sink like a stone in water.

The debate will continue as new technology comes out making boating easier. I like some of the old technology though. I can use a sextant, if necessary; I have a hand bearing compass to take bearings; I can tie knots and splice lines; I can row my dinghy if I run out of gas; and I still read books made with paper. I can read paper charts and plot a safe course to follow on the paper chart. Let's not become complacent because technology makes boating easier. The prudent navigator will not rely on only one form of navigation. What do you think?



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