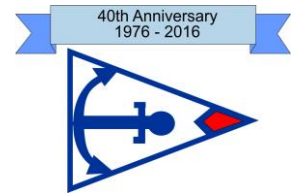




# The Bitter End

Editor: Bill Reynolds JN



September 2016

**Newmarket Power & Sail Squadron**  
P.O. Box 93090 1111 Davis Drive  
Newmarket, Ontario L3Y 8K3

**Web Site:** [www.cps-ecp.ca/newmarket](http://www.cps-ecp.ca/newmarket)  
**E-mail:** [npsinfo@mailonly.ca](mailto:npsinfo@mailonly.ca)

## From the Bridge...

Although summer is not officially over, for many Labour Day marks the end of the holidays. Gale and I spent the September long weekend anchored in a sunny bay enjoying the warm water and visits from friends who were also anchored nearby. The lake was flat so we had quiet nights for sleeping. Despite a minor panic caused by a leaky propane hose (see more in this edition) we ate gourmet meals and whiled away time reading and relaxing.

The highlight was watching the school busses driving on the bay road picking up kiddies for their first day back at school. As a retired teacher, this was the icing on the cake. I am STILL on holidays!

Your Bridge has been active this summer. In June we teamed up with the York Regional Police Marine Unit and CPS National Director of Special Programs, John Gullick, at Krate's Marina in Keswick to run a Boater Information Day. Hot dogs, hamburgers, salads and ice cream were provided to the many boaters who browsed the tables manned by a variety of organizations concerned with safety and the environment. Thanks go out to Crime Stoppers, The Conservation Authority, Paramedics, and the Fire Department for contributing to the success of this event. We collected over 500 expired flares for safe disposal by CIL/Orion as part of a three-year program funded by Transport Canada. This was over twice the number of flares that we collected at a similar event last year. At the NPS table there was a lot of interest in our course offerings.

John Gullick was also working on a project to update a training video for the CPS Recreational Vessel Compliance Check (RVCC) program. He asked NPS to find volunteers with boats (17-foot fishing boat and 30-foot cruiser) to take part in the video. I was happy to offer Gale Force (33-foot sailboat) and Perter Heard arranged for the loan of the YRP-Marine Unit John Boat. We got together with the film crew in mid August and spent a day doing take after take until we had the raw material ready for the editors. I'm looking forward to seeing the finished product.

With the approach of fall, we remind all our members that water temperature will be dropping soon. Cold water is a major contributor to water fatalities. Wear a PFD when out on the water.

On behalf of the Bridge,

Bill Reynolds, JN  
Squadron Commander

## The Newmarket Power & Sail Squadron Bridge 2016-17

<b>Commander</b>	Bill Reynolds, JN	<b>Public Relations Officer</b>	Marilyn Ellison, JN
<b>Executive</b>	Stuart Denny	<b>Editor</b>	Bill Reynolds, JN
<b>Secretary</b>	Ian Ferguson, JN	<b>Flag Officer</b>	Richard Bee, <u>AP</u>
<b>Financial Officer</b>	Barbara Dodds	<b>Historian</b>	Scott Gibson, <u>AP</u>
<b>Education Officer</b>	Ian Ferguson, JN	<b>Social Officer</b>	Janet Heard, AP
<b>Asst. Education Officer</b>	Sherry Casey, AP	<b>Webmaster</b>	Alan MacDonald, <u>AP</u>
<b>Membership Officer</b>	Scott Gibson, <u>AP</u>	<b>Quartermaster</b>	Gerry Duffy, S
<b>Administration Officer</b>	Peter Heard, <u>AP</u>	<b>Officer at Large</b>	Bill Forbes, <u>AP</u>

### NPS Course Offerings

All of our courses run at Dr. John Dennison SS, 135 Bristol Rd, Newmarket on Tuesday evenings from 7:30 to 9:30pm in rooms 154, 157, and 159. To register go to our website: [www.cps-ecp.ca/Newmarket/](http://www.cps-ecp.ca/Newmarket/)

**Boating 1:** All operators of motorized pleasure craft are required to show proof of operator competency. All you need to know for the Transport Canada test is presented in an easy to read format that is both informative and entertaining. You can be confident that this study guide meets all the standards established by Transport Canada's Office of Boating Safety.

As an extra benefit, if you pass the test offered by Canadian Power and Sail Squadrons, your Card is recognized by BOTH Transport Canada and The National Association of State Boating Law Administrators (USA). This program runs for 5 weeks beginning February 7, 2017.

**Boating 2:** The PCOC makes sure you have immediate navigation and safety skills but it's just the beginning of what you should know when you get on a boat. In the second of our Boating Series, you are introduced to the art of navigation, anchoring, ropes, lines and knots – not to mention what to expect when the boat is moving under power. Suggested prerequisite: Boating 1. This program runs for 6 weeks beginning February 7, 2017.

**Boating 3:** The third course in our series explores navigation further as you learn how to plot and label on paper charts as well as what the skipper should be doing before setting out and when under way, handling a boat under sail as well as your environmental responsibilities and electrical hazards. Suggested prerequisite: Boating 2. This program runs for 6 weeks beginning March 28, 2017.

**Seamanship:** Do you know what to do if a boat on fire calls you for help? Can you deal with emergencies on your own boat? Build your confidence on the water, and make your boating a safe and fun experience, by taking the CPS Seamanship Course. You will learn how to cope with these situations, as well as many other aspects of boating, such as relative bearings, knots and splicing, medical emergencies, coping with adverse weather, and much more. This course lasts 13 weeks beginning February 7, 2017.

**Maritime Radio (VHF/DSC):** The Maritime Radio course teaches emergency radio procedures and everyday operating techniques. Learn all about the uses of marine radios, choice of frequencies, operation, phonetic alphabet, procedural words and phrases, as well as Digital Selective Calling and the Global Maritime Distress and Safety System, (DSC/GMDSS). All mariners, including recreational boaters, will want to take advantage of the many features and capabilities of this innovative "automatic" radio. Secure your lifeline. Be sure that you and your family take the Maritime Radio course.

This complete package with CD, and the new Digital Selective Calling, will prepare you for the Restricted Operator Certificate (Maritime) with DSC Endorsement exam. To operate a maritime radio, you need the certificate. It's the law!

This course is being offered twice this year: The winter program runs for three weeks beginning January 17, 2017. The spring offering runs 3 weeks beginning May 16, 2017.

## Lessons I've Learned

by Bill Reynolds

Boating is an adventure that challenges us to learn and develop new skills on a regular basis. I have been teaching the Boating Courses and felt I had a good grasp of the fundamentals but this summer I was tested by the boat, technology and nature and after initial trepidation (not quite panic, but close) managed to find solutions.

### Engine Cooling System

I spent a night at Krate's when we collected expired flares as part of the Boater Information event in June. This summer has been particularly bad for weeds. At my Club the company that runs our weed abatement program admitted they were struggling to stay on top of the situation. Krate's was as well.

I had to physically drag the boat into it's slip because of the density of the weeds. Once in place, all was good. The next day however, the boat struggled to get out of the slip and was making odd noises as I took her through the channels leaving Krate's to enter Cook's Bay. White smoke was coming out the exhaust.

I remember reading about smoke coming from Diesel engines but could not recall the causes. Then the overheating alarms started. I got the boat as far away from the entrance to the marina as possible and dropped the anchor.

I checked the raw water filter. It seemed OK. Then I took apart the impeller housing. Everything was good there. I donned my bathing suit and tried to dive under the boat to see if the through-hull was covered. It seemed OK but I didn't have goggles so it was difficult to be sure. Then I started the engine again. It seemed alright but after 5 minutes (and very little thrust) the overheating alarm began again.

This time I took all the hoses off between the through-hull stop cock and the raw water filter. I opened the stop cock and water came in, but not as fast a flow as I expected. Suddenly a geyser shot out and I closed the valve. I never found what was blocking the water flow, but once the system was reconnected, the engine ran fine.

When I returned to my home port I checked the head intake filter. It too was jammed solid with weeds.

**Lesson learned:** Avoid where possible, heavily weeded areas. If the engine overheats, check the raw water intake through-hull and valve first.

### Propane Routines

For the last long weekend of the summer we anchored out for a four-day vacation. I had planned meals including a baked casserole, fry-up breakfasts, lots of morning coffee and a few tea breaks before happy hour.

On our first night our we cooked up some home fries, pork cutlet, gravy and mixed veg. Everything we cooked below on the stove. Normally I would have turned of the gas at the tank but we were enjoying the dinner and

