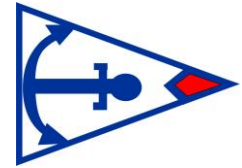




# The Bitter End

Editor: Bill Reynolds AP



September 2014

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

This summer has offered great weather for sailors and power boaters alike. Most weekends were sunny and there was sufficient wind to make the sailboats heel and speed through the waves while power boats were treated to warm sunny days with relatively calm waters for cruising, fishing and water skiing.

CPS partnered with The Rigging Shop to offer two opportunities for boaters to turn in old, outdated flares, one in June and one in August. Hopefully this will be an ongoing relationship so we can maintain our required mandated pyrotechnics without having to carry the excess of outdated flares.

I learned, this summer, that Lake Simcoe can provide a variety of weather conditions on the same day in different portions of the lake. I took off one afternoon to sail across the lake and planned to circle Thorah Island before returning to my home port at Hawkestone. When I left, the winds were out of the south east at around 8 to 10 knots. This provided a comfortable sail through waves which ran around 30 cm. By mid-lake, close to the weather buoy, the wind had dropped to 3 kn and I was barely moving. The lake was flat. I was determined, however, and persisted on my track.

Within 20 minutes I was rewarded with increased winds which came first as gusts and built quickly to just over 10 kn. As the south shore of Thorah came into view the waves increased to 60 cm and I noticed that there were whitecaps in the distance running all the way along the west coast of Georgina Island. The wind and waves increased as I approached Thorah Island making the trip uncomfortable. Gusts approached 18 kn and it was difficult to keep the boat on course with the waves and gusts knocking me about.

Eventually I tired of my quest, reefed the main sail and brought the boat around to return home. The wind decreased steadily to mid-lake when it disappeared entirely. I looked to the stern and could still see the white caps along the Georgina Island shore. I motored for ten minutes or so and found the winds I had left the harbor with. Sails were raised and I sailed home in 8 knot winds.

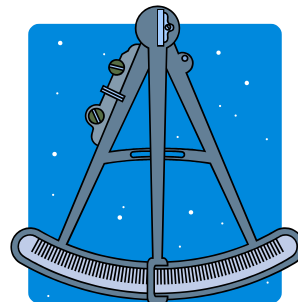
Lake Simcoe, it seems, can offer something for everyone if you just know where to look. I hope all of you found good weather and enjoyed as much time on the water as I did.

This fall we are offering courses for boater to improve their skills and knowledge. Beginner courses are also available if you know of anyone who wants to get into boating. As always our programs are offered at Dr Denison HS in Newmarket on Tuesday evenings. Look for details in this edition of the Bitter End or check out the website at [www.cps-ecp.ca/newmarket](http://www.cps-ecp.ca/newmarket).

*On behalf of the Bridge:*  
*Bill Reynolds, AP*  
*Squadron Commander*

## Course Offerings for Novice and Experienced Boaters

This year we are offering a variety of courses that we hope will interest boaters of all abilities. For first time boaters there is Boating Basics through which you can receive your Pleasure Craft Operator's Certificate (PCOC). The next step is Boating Essentials which expands on the Basics program and introduces charting, the use of marine charts for navigation. Marine Electronics will be offered beginning in January. Seamanship, one of our advanced courses, will be run in the winter and VHF Radio will be offered in May. If you or someone you know is interested in learning more about boating, check out our website and enroll in the program that meets your needs. All of our courses are run at Dr. Denison High School, 135 Bristol Rd, Newmarket.



### Starting September 16, 2013:

- Boating Basics

### Starting October 21, 2013:

- Boating Essentials

For information about these and other courses, costs, and registration, contact Peter Heard, Training Officer at [npsinfo@mailonly.ca](mailto:npsinfo@mailonly.ca) or refer to our website [www.cps-ecp.ca/newmarket](http://www.cps-ecp.ca/newmarket)

The Bridge of the Newmarket Power and Sail Squadron meets at 8:00 pm on the first Wednesday of each month (September through June) at the Newmarket Community Centre, 200 Doug Duncan Drive, in downtown Newmarket. All members are welcome to attend.

#### Bridge Officers 2014-15

Commander	Bill Reynolds, AP	Secretary	Ian Ferguson, AP
Treasurer	Barbara Dodds	Training Officer	Ian Ferguson, AP
Asst. Training Officer	Stuart Denny	Membership Officer	Scott Gibson, <u>AP</u>
Administration Officer	Bill Forbes, <u>AP</u>	Public Relations Officer	Marilyn Ellison, <u>AP</u>
MAREP	Gerry Duffy, S	Editor	Bill Reynolds, AP
Flag Officer	Dixon Hunt	Historian	Herb Rufft, SN
Social Officer	Janet Heard, AP	Webmaster	Alan MacDonald, S
Quartermaster	Teresa Hunt	Immediate Past Commander	David Puttock, AP

## Which Wax is Best for Boats?

As we approach the fall, many of us start to think about lift-out and the chores related to putting the boats to bed for the winter. I have spoken to many boaters about the best finish to use to protect the hull against the ravages of sun, dirt and water. Some folks use car wax while others stick to marine products. But within both categories there are different formulations and it is tough to determine which ones provide the best protection.

Polishing or waxing your boat after cleaning it will not only make it glisten and look as though someone really loves her, it will protect her against the harsh environment she can find herself in sometimes. So you go to the local marine store and the choices are many - 'Cleaner Wax', 'Straight Paste Wax', 'Wash & Wax', 'Polymer Wax'(whatever that is) and a score of other names, all promising the best. How can you tell which one to use?

Here we offer some easy steps to select the best product for the application, supplied by a manufacturer, Shurhold:

#### Why wax works:

First, wax is a coat of protection for a boat's surface. This protection helps delay the natural oxidation of the surface caused by the environment and UV rays. All protectants used to be wax-based, which is why the process is known as waxing. Now,

there are many forms of surface protection and many don't have any wax in them at all.

### **Wash & Wax:**

Wash & Wax products sound easy and claim to wash and wax the surface at the same time. However, no real effective protection is left behind. Owners are better off finding a soap that cleans well, protects the environment and doesn't prematurely degrade the protective coating - then apply a separate wax.

### **Cleaner Waxes:**

Cleaner Waxes include a mild abrasive in the protectant. It provides very light stain removal at the same time as waxing. Many of these products do work well. However, when they are used owners often end up cleaning the entire boat, even when and where it does not need it, because of the slight change in the colour.



Remember there is a finite amount of gelcoat or clear coat on a boat's surface, so it is recommended to use abrasive products only when and where they are needed.

### **Straight Paste Wax:**

Straight Paste Wax is the traditional form of protection. Requiring hours of buffing, these products have been upgraded over the years to be a bit easier to work with. In doing so, non-productive fillers such as talc have been added to the formulas. Buffing out these waxes results in the use of multiple towels to remove this powdery filler.

### **Polymer Wax:**

This latest category of protectants is Polymer Wax, the product of research into finding a substitute for real wax and something that will work better as well. Most Polymer waxes are fully synthetic and actually have no natural wax in the formula. These liquid, cream-like products are very easy to work with, allowing owners to protect their finish in about half the time. Polymer protectants also have the benefits of the latest in technology additives. These formulas bond better with the surface, last longer and include true UV inhibitors.

Polymer wax can be thought of like reapplying sunblock. It's better to save the second coat for later in the season. In colder climates with a shorter season, owners can apply to the surface twice a year. In warmer climates and tropical areas, 3-4 times per year would be better.

### **Anchor Alarm**

By Bill Reynolds

One of the joys of boating is to find a quiet bay and anchor for the night. Unfortunately, we can't guarantee, despite good planning, that the weather will remain quiet. Most of us have experienced the sleepless nights when a storm kicks up and we sit at the bridge or in the cockpit watching to make sure the anchor doesn't drag.



If you have a chartplotter, you can program it to send an alarm should the boat move more than you wish. I have this feature on my plotter but programming of the GPS requires me to dig out the manual. Not only is it complicated to set, but the GPS uses a large amount current from my limited battery bank.

This summer I found a solution using my smart phone. I downloaded a free app called Anchor Alarm. I have an Android phone but I know similar apps are available on i-phones as well. With this app, I can easily set the location when I drop anchor. Then, once the anchor is set, I can input the radius that will keep the boat within the acceptable distance from the anchor that I wish it to remain overnight. Should the boat move outside of the allowable radius, my phone will emit a siren sound loud enough to wake me.

The app does use a lot of phone battery power, but if I leave the phone plugged in to its 12 volt charger it is a minimal draw on the boat's house bank.

With marine charts, GPS, wind predicting apps, and anchor alarm apps, the cell phone is becoming an invaluable addition to the cruising boater's instrumentation.

## **Boater hit by lightning survives: 'It was the worst pain ever'**

The USA's Mississippi River is the latest body of water to attract a lightning strike on a boater. The boater was a good Samaritan trying to assist members of the Alton Fire Department who had responded to a distressed boat attempting to reach the dock when he was hit. He had leapt from his boat onto a nearby dock before the lightning struck. Miraculously he survived to report, 'It was the worst pain ever'.

The incident occurred at the Alton Marina in Illinois during a series of storms that hit the area. The Alton Fire Department responded to a call of a capsized boat at a little after 7 p.m. Saturday and found a boat in distress on the Mississippi River near the Marina.

A boater, Kraig Hinson, on another boat which had already reached the wharf, witnessed the distressed boat and was attempting to assist the first responders from the docks of the marina when lightning struck nearby. Alton Fire Department responders observed electricity from the lightning strike transfer through the railings Hinson was close to and through Hinson.

Hinson walked by himself back to the marina office and received medical attention from the responders. He initially refused to be transported to the hospital, but told them he would go on his own.



'I went down and tried to assist with the rescue and I probably should have just stayed in my boat,' Hinson said. He described the sensation of the indirect lightning strike as, 'the worst pain ever. It went through me and I felt dragged into the dock railing.'

Several firefighters from the Alton Fire Department witnessed the electricity course through Hinson. 'I've had a boat here for five years and this is one of the worst storms I've seen,' Hinson said. 'We just pulled in before the storm started. When the fire department came down, I was extremely worried for my friends. We had a hard time getting in.'

### **Caught in a thunderstorm? - a few tips:**

Lightning deaths and injuries to boaters are on the rise, mainly because there are more boaters that make good targets. Indeed, out on the water you are a good target.

It is generally agreed by those who have experienced a lightning strike on their boat that, while it may be prudent to install lightning deflectors, in practice the power of a lightning strike can be so powerful it will jump large distances and destroy all metal equipment in its path.

Turn off all your electrical gear and put gear like a GPS and your mobile phone in a microwave if you are lucky enough to have one.

In larger boats where you have any kind of structure around you, be it a cabin or just a Bimini top, you have a fair degree of safety. Fortunately, injuries to people IN boats are very few as you have a cone of protection around you. It is best to stay as much as possible in the middle of the cabin during the worst of the storm if it's possible. People in open boats are most at risk. The potential for injury increases if you have wet, bare feet. So, no matter the size of the boat, wear rubber-soled shoes.

If you have hydraulic steering in your boat, and most boats do these days, you needn't fear holding the metal steering wheel. There is an exception however, and that is if your boat has copper hydraulic lines. In that case, holding the wheel puts your body directly in a ground path. Mostly, only larger and older, and especially Oriental built boats will have copper lines, so it's best to check on the material.

Things to avoid holding onto are Bimini top frames, ladders, towers and large railings. Particularly keep your distance from radio antennas which are real lightning rods. Lower them as a storm approaches. Keep passengers in the cabin. By all means, keep your hands off the radio mike; holding it is like strapping a lightning rod to your body.

In an open boat one is very vulnerable and there is not much you can do to avoid being a target except to avoid standing up.

by Des Ryan