

The Fore' n' Aft of it

Summer 2010

News of and about C.F.B. Trenton Y.C.

Robert Lloyd (Bob) Munns **1941-2010**



It is with sadness that we mark the passing of our comrade and good friend Bob Munns. His epic battle with cancer was a study in cheerfulness and optimism under great duress.

Bob was the house and ground chairman when I joined the club in 1993 and he still held that post at the time of his death. He was one of the unsung rocks on which the club is sustained.

Bob was ex R.C.A.F. having served as a radar ground technician on the Pine Tree line sites in the 1960s. He and I had many chats about the Air Force in the "good old days" when radar techs were the cream of the crop.

To say that Bob will be missed is a great understatement. His adventures on Trio were legion. He would (and did) help anyone with anything.

Fair winds and gentle billows Bob.

Your Friend Bill Phillips

Safety is Everyone's Business **Boating season 2010**

I wanted to pass on some safety tips to all fellow club members. I am sure that most are well aware of these but I do find that at times some people either take the short cut or in some cases are not aware that they are doing something wrong. In my newfound second career as a safety advisor it is amazing the amount of incidents that happen due to inattention or disregard of some rule or order. The first area I want to cover is **Refuelling Precautions**. Every year there are incidents, which cause fires

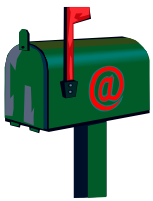
aboard vessels, and in most cases these could have been avoided. I know most of our club members will be heading out to enjoy the boating season, if they have not already. Here are some safety tips from Transport Canada in regards to how to refuel your boat safely.

1. Moor vessel securely. Make sure an extinguisher designed for oil fires is handy
2. Shut off engine. Anyone not involved with fuelling should leave the vessel.
3. Extinguish all cigarettes, stoves, heaters, or any other open flame. Turn off exposed lights.

4. Close hatches doors and ports. Take portable tanks ashore.
 5. Don't use electrical switches.
 6. Ground the fuel nozzle against the filler pipe. Do not overfill the tank.
 7. Wipe up any spills. Turn on the blower for at least five minutes, and ventilate cabins and enclosed spaces.
 8. Check for vapour odours with a "sniffer" device and smell
 9. Start engines, and allow crew to reboard. Keep a fire extinguisher handy.
- These may not cover all situations but keep in mind that once a fire starts onboard, the fun is over and the potential for

serious injury or death is very high. You can always replace the boat. If you do have a spill while refuelling stop immediately ensure all power is removed from vessel and advise the appropriate authority. If you see someone not refuelling properly advise them of their shortcomings before there is an accident. Don't forget safety is every ones business and happy boating out there.

Dennis Dove
Vice Commodore



Have you changed your email address?

If you are not receiving regular notifications of Yacht Club activities, please let me know.

Ken Mugford
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If you have any question regarding references or topics presented in this article please contact

www.swiftsure.ca Raymond (Mike) Toth, CD, AMS - Swiftsure Marine Surveyors at 613.921.8331

The US Coast Guard has re-opened over 400 cases of **apparent "drownings"** where **people swimming in marinas wearing type II PFD's have perished**. Further investigation has revealed that these **"supposed drownings"** were **actually the result of electrocution** caused by 125VAC radiating from vessels.

How can this happen? – Quite simply by having a power cord with a poor grounding connection (green wire) and by having an appliance on board that has a very minor short or resistance in the 125VAC system. Unsupported wiring rubbing on

panel cases of appliances is another cause. The 3rd largest cause is having non-UL rated battery chargers (chargers used for automotive charging/boosting) installed in vessels. These electrical conditions can cause current to electrocute crew on board OR radiate into the water creating a lethal condition for swimmers.

Ironically, I've found at least 2 out of the 3 above conditions on over 98% of all vessels I've inspected in the last 8 years!

Transport Canada has essentially "defaulted" to the American Boat and Yacht Council with regard to the construction and maintenance of small craft since 2004. The ABYC has determined that the priority is to protect people aboard the vessels – since that is where they belong – not those swimming in marinas or near moored or anchored vessels running AC generators or inverters! So, a properly wired vessel with both 125VAC and 12VDC systems "must" have the grounding conductor bus (green wire) at the back of the 125VAC panel wired to the 12VDC negative (black) engine bus. If the 125VAC grounding conductor is not wired to the 12VDC negative engine bus, crew on board may be electrocuted while using 125VAC systems if they make contact with any part of the 12VDC negative system. *Example:* you're changing an oil filter in the engine space and lean against the 125VAC battery charger. If there's a short in the appliance, you become the path to ground through the engine block and become electrified. It is imperative to have your vessel wired properly.

ELCI's (Equipment Leakage Current Interrupters) are now standard on all vessels produced after 2008 and are essentially a large GFCI (Ground Fault Current Interrupter) for the entire vessel. That being said, vessels fitted with GFCI's should test their receptacles **weekly** to ensure proper protection

and operation as lightning strikes and other interference several MILES away can render these devices inoperable, leaving crew unprotected against a fault..

(A GFCI tester is a one-time purchase of less than \$20 from a hardware store.)

BUT WHAT ABOUT SWIMMERS?

The human body is a better conductor in fresh water than in salt water. Stray current radiates from a source (propeller or grounding plate) outward on the surface of fresh or brackish water. An unsuspecting swimmer/diver reaches to take a stroke and (being more conductive than fresh water) becomes a conductor. On land this would not be considered so serious, but in water, a gradient of 2.0 Volts/foot is considered **lethal** when the human body is immersed in a less conductive electrolyte. ***In fact: "500- milliamps sustained for 0.2 seconds" is considered lethal!***

How can we stay safe?

1. **Never**, under any circumstances swim in a marina or near vessels running generator sets or inverters;
2. Ensure your shore power cord is in good condition with locking rings fitted at both the deck receptacle and shore power supply with clean serviceable contacts, if your cord is greater than 20 years old, replace it!
3. Test your GFCI receptacles weekly;
4. Ensure and maintain proper 125VAC and 12VDC grounding aboard your vessel;
5. Install an ELCI;
6. Post "NO SWIMMING/DIVING" signs at each dock; and
7. Look out for each other. If you see someone entering the water in a marina or near shore/generator powered vessels – please ask them to stop – explain the risks involved.



Major Michelle Richardson
(S.V. VENTURE) receiving her General Campaign
Star, for service in Afghanistan".

Larry Dickie asks

Is there any way that the Executive could make a proactive effort to ensure those personnel in the club who deploy, are noted in the F&A once they return to Canada? We have several members who are deployed without any recognition of their efforts (only those left in the club who complain about the member's mast not going up.).

ALL ABOUT THE STINKPOT & RAG RACE 10 JULY 2010-07-11

Thirty five years ago Lorna and I were appalled that other Yacht Clubs seemed to have a great deal of ill will between the power-boaters and the sail-boaters. Not in our club we noticed, but maybe it could be if the two factions didn't understand the problems and joys of the other boaters. We thought of various ways that we could bring the power-boaters and the sail fleet together in a single competitive fun event. Our thoughts were to run a regular sailboat race complete with proper starts, handicaps and finishes. Then run powerboat competition using the tried and true Canadian Power Squadron methods. Most of the those we spoke with said "it won't work" but we were determined to make a go of it. We're British.

We went to Bernie Chaissons Trophy Shop and purchased a trophy which Lorna named "The Harmony Trophy". Its purpose was. To promote Harmony between the power and sail in our

club. The key to the event was that the sailboat skipper was to be a working member of the powerboat crew. He took bearings timing turns, plotting courses and all the rest of the required powerboat tasks during competition. Further, the powerboat skipper was to be part of the sailboat crew. Tacking, gybing, coming about, shouting "starboard" at intervals and hauling on the multitude of lines required to make a sailboat go, not forgetting to climb up to the high side at every new tack. Both skippers always learn a lot about the other skipper's problems and understand much of what each enjoy about their selected kind of boating. One thing for sure, there's no bad boating is there? Crews are selected by lucky draw, with one sailboat and one powerboat on each team. This of course reduces the likelihood of a "stacked team. Scoring is calculated using the Olympic Method of scoring. For those who didn't think "Stinkpot & Rag Race" would work we're happy to say that the event has been successful for thirty-five years. For this years competition we had a total of ten yachts

participating and had some left over without teammates. We managed to convince them to be "observers" for the Power fleet. The weather was PERFECT. Calm for the power fleet and the wind up for the sail fleet. Race Committee was Keith Bottoms and Carol Bailey.

Entertainment of course by Margret Tanner and her capable staff. Bar tenders were Eric Lawler & Nick Donovan

For the sail fleet they had and extra gift of an extra event to count towards the Sailors Bowl.' Many many thanks to all of you. You all did Lorna proud.

Ron Pennington

STINKPOT & RAG RACE RESULTS JULY 10 2010 FOR THE HARMONY TROPHY

First Bill Tytula and Dieter Zweck.

Second Greg Tanner and Carl Hisey.

Third Ken Mugford and Dave Barber.

Fourth Red McGillivray and John Fear.

Fifth Dave Ablett and Colin Baillie.

John Stewart has some good advice

I left the dock recently and had just started to head out when the alarm went off on my switch panel. There are three indicator lights on the switch panel but their use has been worn off the plastic after a number of years. I wasn't quite sure which problem I was having. I immediately turned around and pulled back into our slip. I pulled the cover off the motor and discovered that a belt was destroyed. I went to my spare parts box and got the belt (new) that was to replace the broken none. To my surprise it was way too short and unusable. I checked the part number with the engine manual and it was the right part number but not the right belt. It might be wise to measure your belts regardless of whether the part number is correct.

John Stewart

Ex club member Scott Baxter has his 31-foot Westerley for sale asking \$26,000. Look at www.scottbaxter.ca for details.

Main Duck Docking etiquette and lack of it.

John Seddon and I recently visited Main Duck Island, where, incidentally I caught and we ate a really big fish.

The old dock has been replaced by a floating dock. It is not new but is an improvement on the old one even though it does not have the nostalgic list to starboard, and the compass rose has not yet been carved.



There were two small boats on the dock. The owners carefully positioned their vessels so that no other boats could get on the dock. They have been noted for several years doing exactly this. That is, tying up the dock for several days and using it as their private marina. The boats do not have registration

numbers, when I asked for their names and addresses so I could send them a copy of this (planned) article they declined. They would only say that they are from Lancaster Ont.



They have two dogs, which run free, and growl menacingly at anyone trying to get on the dock. I include two pictures of the dock with the two boats on it and a picture of six CFB Trenton YC boats on the same dock in late June.

Bill Phillips

Please send any and all comments regarding the Fore'n'Aft to 613-779-8601 or rwp@cogeco.ca. As always proof reading provided by Barb and John Seddon.



A Main Duck minnow.

