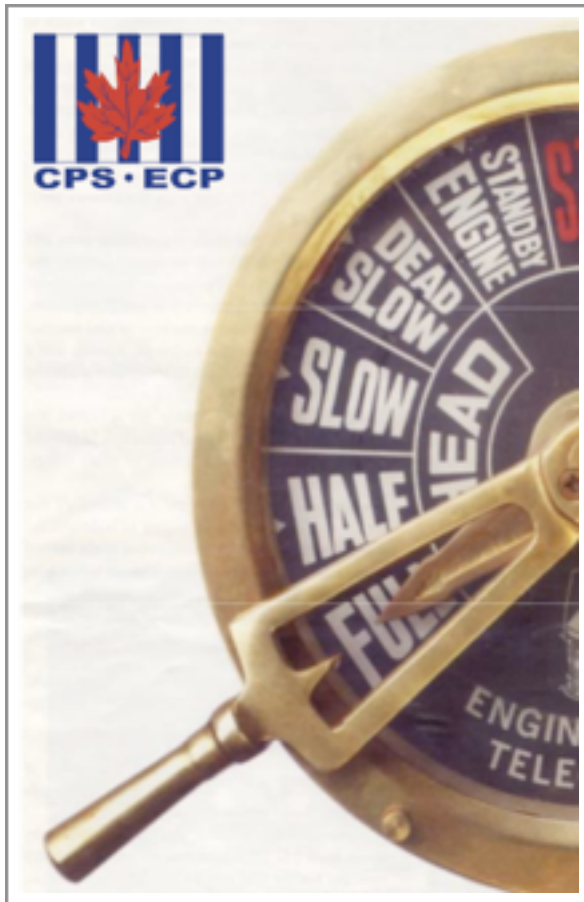


THE COMPANIONWAY

NEWSLETTER OF THE KINGSTON POWER AND SAIL SQUADRON - AUGUST 2009 - VOL 32, NO 3



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A cautionary tale...

A recent report in the local media described the situation of an American boater who ran out of fuel on a fishing trip and, when discovered by rescue personnel, believed his position to be many tens of miles different from his actual location.

Clearly, quite apart from the issues arising over poor fuel planning, this individual had an extremely weak grasp of basic navigation and none of the inexpensive aids available to him that might have compensated for this deficiency.

Are you sure that you have the knowledge and the experience to avoid becoming another report ?

If you wish to fine-tune your navigation skills and learn about electronic navigation, you are invited to sign up for the "Navigating with GPS" course which starts November 5, 7:00 pm, at the Lasalle H.S., Highway 15, Kingston. Pre-registration with Hank Gaveel at 613 531 0733 is recommended.

New service from your Squadron

In his introductory remarks inside, the Commander mentions a new service being offered by the Canadian Power Squadron. This is the Recreational Vessel Courtesy Check. Coordinated with Transport Canada and aimed at ensuring compliance with boating law on mandatory equipment carriage, the check is conducted by Squadron members, who discuss the equipment requirements for a particular vessel with its owner - or their representative - and, when they are demonstrated to meet the regulations set out in the 2009 Safe Boating Guide, will issue a sticker that can be displayed on the boat. The advantage to the owner is that they can be confident that an objective assessment of their safety status has been carried out and they can discuss any areas of concern or confusion in an uncontentious atmosphere. More details are available on our website, which also explains how to arrange for your vessel to be visited.

COMMANDER'S COLUMN

Greetings fellow boaters and welcome to my second Commander's Column.

Since the new Squadron executive was elected at our April AGM, the members have been hard at work developing a wide selection of Squadron activities. Our new season started with a very successful picnic in late June. Did you know that the site at Whistler's Bay has been the location of the KPS picnic for the last 29 years? This is a remarkable feat, and we are grateful to John and Gail Cornett for once again letting us use their wonderful facility.



We invite you to check our upcoming Squadron program and participate in our activities. You can find information on future events by going to the Squadron web site at kingston.cps-ecp.org and clicking on Upcoming Events. A new easy-to-use calendar will provide you with the details of each activity. We hope you will find this feature a valuable addition to our web site. Visit us regularly for the most up-to-date information.

September is a busy month for us as our training courses get underway for another season. We have some highly experienced instructors who are raring to go, and we are offering a selection of basic and more advanced courses. I know that all our members are well aware of the value and importance of safe boating and navigation, and I am sure you will be interested in taking a course or seminar this season. CPS has made many improvements to its lineup of courses and has changed its policy on course pre-requirements by offering all its courses to the public. However, students who do not have the necessary course pre-requisite do not receive CPS grades. We remind you that you can register and pay for courses on-line by going to the national web site www.cps-ecp.ca. You can also sign up for a course in person at the Fall and Winter Leisure Show, September 11 & 12, 2009, at the Invista Community Centre on Gardiner's Road. You might also check our ad in the Leisure Show magazine. If you have any question about Squadron courses and seminars, please contact Hank Gaveel, our Training Officer, at 613 531 0733 or by email kps.tro@gmail.com.

Our Social Committee has also been busy organizing several interesting activities this fall. Please note in particular our haul-out lunch at noon on October 4 at Stirling Lodge, Newboro. Barring any of the usual daily downpours this summer, we know this event will be well attended by members and friends alike, and we encourage you to book early. We will also have a Christmas brunch on November 29th. Please check the website calendar for the venue.

We have a rather exciting and unique Members' Night presentation coming up on October 5 at the Seniors Centre. Ted Zuber, an internationally renowned artist, will be our first guest in this season's Members' Night program. You will be fascinated as Ted paints a sailing vessel and a local waterfront scene right before your eyes. Be sure to attend this event. You do not need previous painting experience! Ted will be happy to use a member's boat as the featured vessel. For your boat to be considered, please send a JPEG picture of it to our webmaster kps.webm@gmail.com.

You will be interested in getting the details on the new CPS Recreational Vessel Courtesy Check (RVCC) program which was announced this summer. The purpose of RVCC is to raise the public awareness of boating safety issues and increase the number of pleasure craft operators who comply with safe boating practices. RVCC had its genesis in the nineties with the Canadian Coast Guard, and the new program helps you meet the requirements of the Transport Canada *Safe Boating Guide* with respect to the safety equipment you carry on board. Please note that the program is voluntary, free of charge, and your identity is not revealed to the federal government. If you are interested in RVCC, a qualified examiner from the Squadron will board your boat and review with you the safety equipment required by law. Applying for the RVCC program could be the best investment you make in boating safety, and you are invited to contact Peter French, a/RVCC Coordinator at kps.rvcc@gmail.com for more information.

We are very keen to hear from members about filling vacancies on the Squadron Bridge. Several positions are available such as Executive Officer, Secretary, Members' Night Coordinator, and Advertisers' Liaison.

We need your help so that the Squadron can deliver even more effective programs for members in the future. You may be thinking that a commitment to volunteering at KPS is time-consuming or uphill work – this is absolutely not the case, and a few hours of your time once in a while would be extremely valuable to the organization. Please contact me at kps.cdr@gmail.com or at 613 387 2975 if you would like to be involved with KPS initiatives.

I would value your opinion and feedback on any aspect of the Kingston Squadron. Many thanks in advance for your comments and for letting me know how and where we can improve. Bon vent !

André Dubois

Traveling the Rideau Canal...

Dianne and I seized the opportunity recently to take advantage of that wonderful resource that lies on our very doorsteps - the Rideau Canal. What better time to explore it than in the Summer months, when the surrounding countryside is at its loveliest. Logistic planning is easy. There are great guides available online and a plethora of books detailing the attractions the Canal has to offer. We strongly recommend the guide written by Ken Watson that can be downloaded from the website he has dedicated to the Canal - <http://www.rideaufriends.com>.

We chose to cruise the route in the comparative comfort of our 17' bowrider, carrying camping gear to take advantage of the excellent facilities available at every Lock Station. (do note though, that these do not include showers). In the week before departure, the boat was launched and moored and the trailer conveyed to Dows Lake in Ottawa to await reunion at the end of the trip.

It's a good idea to take a moment to browse information about lock etiquette and operating procedures before setting out for Kingston Mills, the first flight of locks. One top tip that we would offer too, is to avoid departure on a weekend. There can be quite a delay in entering the system when it's busy.

The route is well marked by lateral buoys - with a change from upstream orientation to downstream at Newboro - considered the 'home' port. It is strongly recommended that Charts 1512 and 1513 are carried, if you decide to transit the Canal. There are some very long stretches of open water where the obvious channel is not immediately evident - and depths vary from several hundred feet in the larger lakes to a very few feet elsewhere. The Southern portion

of the journey features large lakes and narrow passages, whilst the Northern end is largely based on riverine waterways. All of it is lovely and merits examination at a slower pace. Many wake restricted areas are marked - though not all boaters observe them and, unfortunately, there seems to be little in the way of enforcement action.

The staff provided by Parks Canada who operate and maintain the system deserve special mention. It was our experience that they were universally helpful, good-humoured and knowledgeable.

Mike Hill



Rideau Facts and Figures

The Canal is 202 Km long

There are 45 locks in 23 lock stations

Only 10% of the Canal is man-made, the remainder exploits natural waterways

Construction was between 1826 and 1832

Originally, the Canal was built to move military supplies safely, avoiding the St Lawrence River and American threats

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Annual barbecue once again a great success...

This year's annual picnic was again the Summer event to be seen at.

Excellent preparations by the organizers - including some muscular efforts to prepare the site beforehand - ensured a great day for everyone.

We were serenaded by a very talented young musician and enjoyed the challenge of leaving our chairs and our refreshments behind to engage in a friendly competition of Bocce Ball; something quite new to most of us.

The weather could not have been better for the event, something that doubtless contributed to the decision of many members to bring their boats to the event.

The custom of enjoying an excellent reminder about fire safety and the proper use of extinguishers was maintained with Kingston Fire and Rescue Department staff giving excellent, good-humoured instruction to interested parties.



Abundant shade proved a blessing for many of those attending...



The Squadron's selection of clothing and supplies attracted much attention

Don Smithies worked very hard to show off a new range of garments that the Squadron hopes to make available for purchase soon. A new logo, firmly linking us to the national organisation to which we all belong, but clearly showing our location, should be approved very shortly.

I'm sure that everyone who was able to attend would wish their appreciation of the efforts of all who contributed to making the day a success to be mentioned here.

The Editor acknowledges the contribution of photographs for this article from Peter French, Ray Dupuis and Rob McGill

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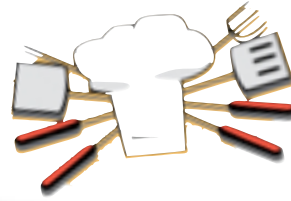
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Sizzling steaks seize the attention of several of the menfolk



Members enjoy the tranquillity of the Whistler's Bay venue..



The Bocce Ball matches, friendly as they may have been, stimulated intense concentration



To everyone's delight, many members arrived by boat..



Coming Soon...

The first Members' Night of the coming Fall season will feature a remarkable local artist, Ted Zuber. He has the distinction of being Canada's last official war artist - traveling with Canadian Forces to South West Asia to record the events of the First Gulf War.

His personal military experiences contributed much to his understanding of the situation. As a young man, he served as a parachute-trained infantryman in the 1st Battalion of the Royal Canadian Regiment. Even then, he carried a sketch book with him to capture images of war and the men and women who must prosecute military operations.

His education included attendance at L'Ecole des Beaux-Arts in Montreal and our own Queen's University. It is a mark of his extraordinary commitment to his art that, charged with producing 10 sketches to fulfill his commission in Iraq, he returned with more than 120 - and six small paintings besides. The greatest challenge, he has revealed, was deciding which subjects to choose when he was told that only four finished paintings were required - one representing each of the Army, Navy, Air Force and the 1st Canadian Field Hospital. Be sure to ask him on the evening of October 5th, when he speaks to members, which subjects he finally chose.

During his talk, he will demonstrate technique and actually produce a finished painting of a member's boat. See our website for details of how to volunteer your vessel.

If you're unable to attend, or you're impatient to see Ted Zuber's work for yourself, visit his website - www.zuberfineart.com/index.htm

FORTHCOMING EVENTS

Aug 30 - **Rideau District PicNic at Rideau Ferry**. All KPS members are welcome. Please call André Dubois at 613 387 2975 for info or click on www.cps-ecp.ca/rideau

September 10 – **Council Meeting of the CPS Rideau District**, Smiths Falls; www.ecp-ecs.ca/rideau

September 11/12 – **KPS Course registration at the Fall Leisure Showcase**, Invista Centre, Kingston

Oct 2/4 – **CPS National Conference and AGM**, Sherbrooke, Quebec. Details at www.cps-ecp.ca

Oct 4 - **Members' Haul Out Lunch**, 12:00PM, Stirling Lodge, Newboro. Call Maureen Kuipers at 613 530 2457 to reserve.

Oct 5 – **Members' Night**, 7:30PM, Senior Centre, Francis Street, Kingston. Local artist, Ted Zuber, will produce an original painting of a boat while discussing his work. An evening not to be missed!

Nov 2 – **Members' Night**, 7:30PM, Senior Centre, Francis Street, Kingston. UK born Peter Jarrett will talk about his sailing exploits off the US East Coast and other places.

Nov 29 – **Members' Christmas Lunch**, 12:00PM. Location to be advised and posted on KPS web site Kingston.cps-ecp.org. For information, please call Jeanne Wigle 613 546 4401.

RED'S RAMBLES

E.B.(Red) Bowes begins a discussion of hull design with the first part of an article on 'Boats that Plane..'



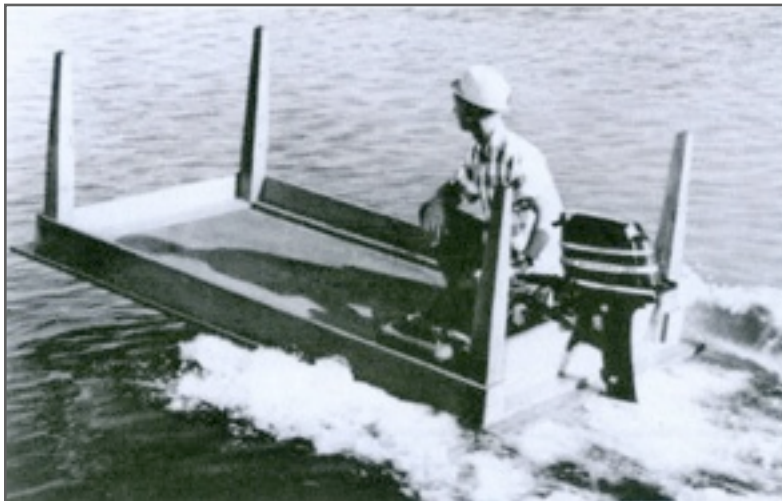
In previous Companionways we talked about engines, both inboard (stern drive) and outboard. This time let's talk about hulls and call the article "ABOUT BOATS THAT PLANE". It is in two parts. This is Part I.

Most of our smaller power boats are designed to plane. How small, small is, depends on the individual, but as planing boats require a lot of power, the engine weight and the high fuel consumption, limit the practical size.

When any boat starts moving, it is in displacement mode and simply plows through the water. Two waves form from the bow. Then as more power is added, the speed increases and the two waves get bigger and also farther apart. When the spacing of the waves (called the "wavelength") exceeds the waterline length of the boat, the stern finds itself in the valley between the waves and the bow is pointing skyward on top of the big wave it is creating. Assuming we have a planing hull and there is enough power available, the boat will successfully climb up on top of that wave and start to plane, but it takes a lot of power to push the boat up over this hill. Then the speed increases, the engine revs increase, and the boat slides along the top of the water rather than cutting through it. All our cottage runabouts do this, as do many cruisers.

Displacement boats are long and relatively narrow, the extreme example being a rowing shell. They are designed to cut through the water and the water fills in behind them. They have a maximum attainable speed called the "hull speed" and that is a factor of the waterline length only, as it relates to the spacing of the waves it is creating. If a displacement boat is forced to move faster

than that, the stern sinks deeper in the water, the bow rises, and it tries to plane, but it can't, so it does nothing but plow and create even bigger waves. Carried to extremes, the stern could actually be swamped and/or the boat could start to whip from side to side and become very unstable.



On the other hand, planing boats are much wider. They are less tippy when standing still, and as they are wide at the stern, and if they have enough power, they are able to climb "out of the hole" onto their bow wave as more power is added and the displacement "hull speed" is passed.

When a boat planes, the sides of the hull are not even in the water. The sides are only needed when the boat slows down or stops, or hits a wave. It is the shape of the bottom between the chines that really counts.

The most efficient planing surface is a flat board. In fact, if a person could turn a table upside down and attach an outboard engine to it somehow, it would plane beautifully. Take a look at the picture. This could be a bit wet starting and stopping perhaps, but it would really go - until you hit a few waves or want to turn, then the fun starts.

A flat surface pounds unmercifully over the slightest ripple. It follows the shape of the water surface and the result is a very uncomfortable ride. It would eventually knock the boat apart and/or thoroughly beat up the people on board. To get around this, boats have a V at the bow to cut into the waves. The sharper the V, the better it cuts into the water and the smoother the ride, but there is a compromise here.

Too sharp a V and the bow will dive into a high wave, thus requiring a wide flare to the bow to prevent it from burying itself, but there is another subtle drawback.

In a situation where you overtake another boat from directly behind and attempt to pass, if you cross his wake at an angle (not straight on), a bow with a sharp V entry will cut into the sloping side of the wave and become a bow rudder and abruptly whip your boat over to one side. This can be quite dangerous and could even throw someone overboard.

Also, with a flat bottom, a turn would be an adventure as the boat would not bank but would slide sideways. Assuming the table we talked about had vertical sides (like a box), eventually a side would hit a sizable wave and the boat would "trip", or flip over. Sloping sides prevent this and these are called "non-trip chines", and are used on racing boats. These boats also use a fin underneath the hull to control the sliding. Compromises come into racing boats too but comfort is not a factor. Also, with a sharp V entry, what happens farther aft? If we want efficiency, we want a flat bottom aft, but at planing speeds this too produces a very uncomfortable ride. To help smooth things out, a V bottom is used. This shape is clearly shown at the stern and the steeper the V the smoother the ride. This angle is called the "deadrise" and is the angle between a horizontal and one side of the V. It is usually between 10 and 20 degrees, but there is another catch here. The steeper this deadrise angle, the more inefficient the hull becomes and the more power it requires. This of course is reflected in increased engine weight and fuel consumption. Also, the steeper this angle, the deeper the draft of the boat, especially at low speeds or when stopped. One good feature about a V bottom however is that the boat banks inward on turns and does not slide as much.

This is turning into a lengthy discussion so let's knock it off here and pick it up again in the next Companionway.

Emer (Red) Bowes ebowes1@sympatico.ca

Editor's Note

If the articles prepared by Red have interested you, or you have comments on them, please contact him directly at the e-mail address shown...



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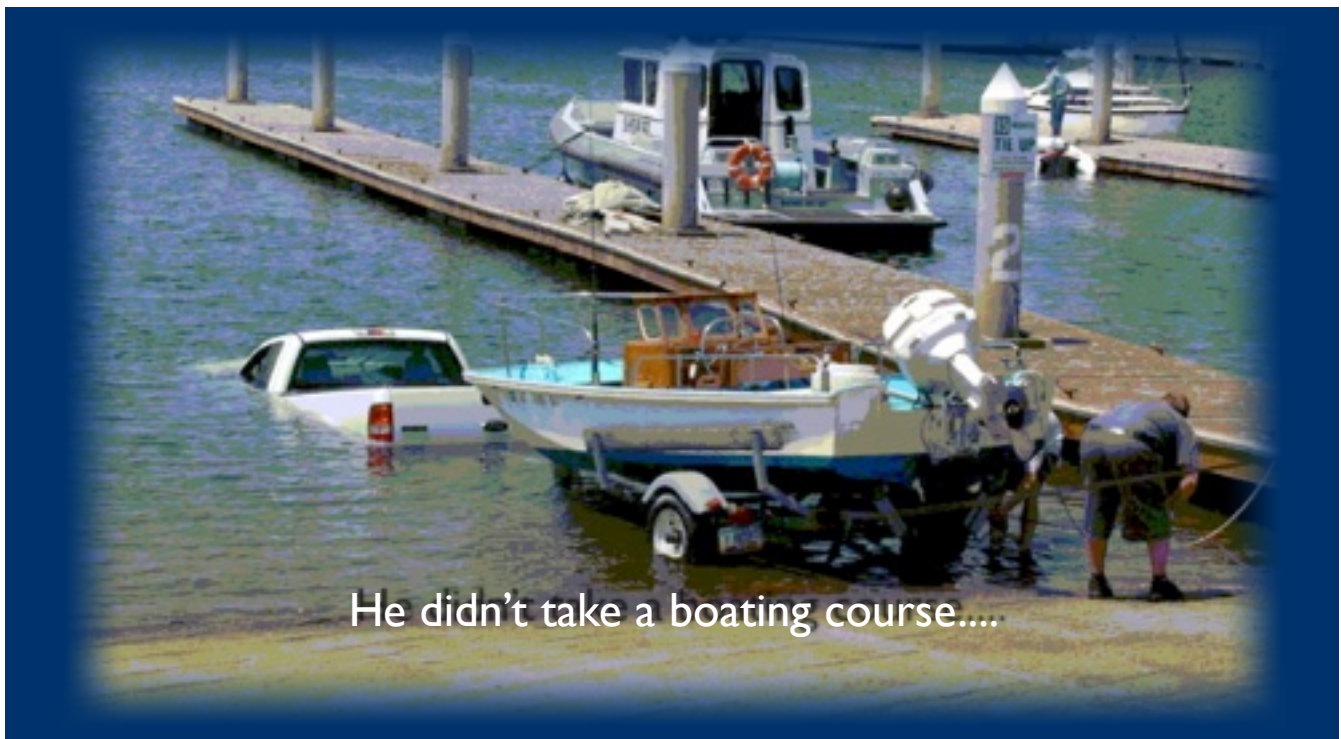
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Nov 5th - Dec 3rd

Fundamentals of Weather -

Thu evenings

Sep 24th - Dec 10th

Check our website for full details

TRAINING MATTERS - Hank Gaveel

KPS.TRO@gmail.com



Next month, September, our instructors, proctors etc. will all be busy preparing courses and instructing students in the many boating, navigating and related subjects we offer. Of particular interest is the Celestial Navigation course. This course has not been offered for several years. This Fall enough people are interested and we will proceed with part I or the Junior / Off Shore Navigator course. The follow up course or part II is the Navigator course.

Almost all of our courses have been redesigned, and manuals have been revised and reprinted. CD's are often included with the new manuals. The availability of relatively inexpensive, but sophisticated electronic navigation instruments made it necessary to revise our manuals to include coverage of these features.

PLEASE NOTE THAT THE SQUADRON HAS DROPPED THE REGISTRATION NIGHT AT THE PORTSMOUTH OLYMPIC HARBOUR BUILDING. Costs of renting this facility are excessive.. REGISTRATION CAN BE DONE :

1. ON LINE . SEE THE KPS WEBSITE. <http://kingston.cps-ecp.org>
2. AT THE LEISURE SHOW IN THE INVISTA CENTRE ON SEPTEMBER 11TH AND 12TH.
3. IN THE CLASSROOM ON THE FIRST NIGHT OF THE COURSE.

THE FIRST TWO OPTIONS ARE VERY MUCH PREFERRED.

Please try to come to the Leisure show and let us explain to you the many features our courses can offer you.

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FAMOUS NAUTICAL QUOTES



"It isn't that life ashore is distasteful to me, but that life at sea is better."

- Sir Francis Drake -



"The first rule of sailing: Keep the ocean out of the boat."


- Unknown -



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