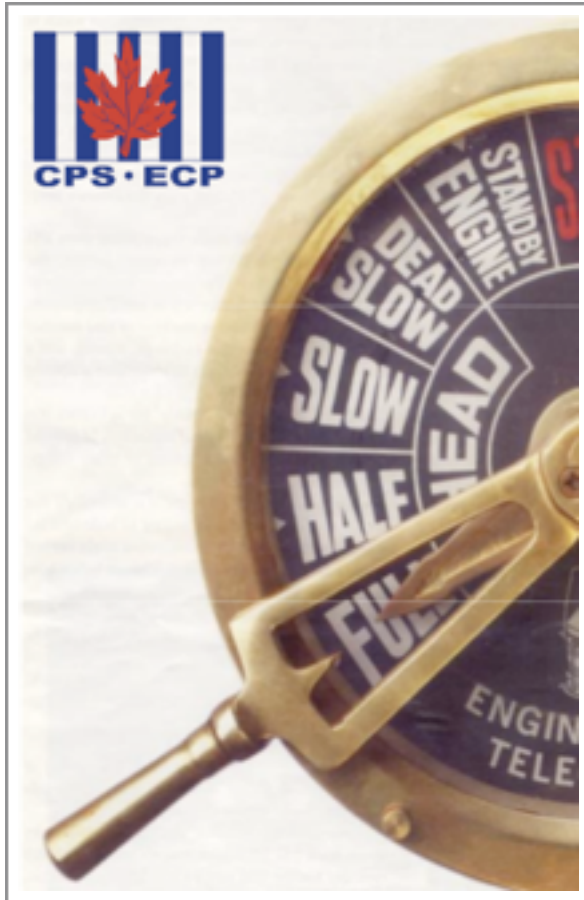


# THE COMPANIONWAY

NEWSLETTER OF THE KINGSTON POWER AND SAIL SQUADRON - NOVEMBER 2009 - VOL 32, NO 4



## IN THIS ISSUE

- 2**      **COMMANDER'S COLUMN**  
The Commander shares his thoughts with members
- 3 / 10**    **TRAINING HIGHLIGHTS**  
Pictures and report on training this year
- 6**      **EVENTS INFORMATION**
- 7**      **RED'S RAMBLES**  
Hull Design, Part Two - Planing Hulls
- 9**      **COURSE CALENDAR**

### **Youngest Solo Circumnavigation..**

A 17-year old British sailor claimed his place in the record books late this Summer, when he completed a solo trip around the World that saw him at sea for 285 days, covering 48,000 Km. Mike Perham intended the trip to be non-stop, but was forced, early in his voyage, to put into Portugal for essential repairs. Later adventures included a full capsized. He seized the record for youngest solo circumnavigation from an American 17-year-old, Zac Sunderland, only months after the Los Angeles resident completed his own voyage in July.

There seems to be a vogue for teenage sailors taking the challenge. A 16-year-old Australian girl, Jessica Watson, is at sea now, already a month into her attempt. Another young woman, 14-year-old Laura Dekker is aiming to make a 'stopping' circumnavigation.

### **Ethanol 'enriched' fuel presents problems for boaters**

Many sources are reporting problems arising from the use of ethanol enriched fuels in marine applications. The basic issue arises from the hygroscopic (or water attracting) properties of ethanol. When it is a significant component of any fuel, it can, over prolonged periods, take up water, which, when it separates from the original fuel mixture and is introduced into fuel lines goes on to disrupt normal engine function and, in some cases, contribute to actual engine damage. Concerns have also been expressed about the effect of ethanol on fuel lines and storage containers. It's a powerful solvent that can attack and damage fuel systems.

As a boater, it's well worth making every effort to avoid ethanol issues by finding and filling up at marinas where the supplier has ensured that their fuel is ethanol free. If you have to use automotive fuel, or you're unsure about the ethanol content, there are a couple of tips to reduce the risk of damage. First and foremost, try to keep fuel tanks topped up. This reduces the uptake of moisture from the air. Secondly, ensure that your fuel lines have one or more water removing in-line filters in place - and check them regularly. There may be good reasons environmentally for the introduction of an ethanol component in our fuels, but boaters need to be cautious about the risks that accompany the development.

## COMMANDER'S COLUMN

I had the pleasure to attend the Canadian Power & Sail Squadrons' Annual Conference in Sherbrooke, Quebec, at the beginning of October. I am pleased to report that the topics of the conference covered a number of important issues, of which three are of particular interest to our Squadron:



1. CPS has embarked on a program to do a better job at increasing the value of membership and in retaining members in the organization. The program encourages greater involvement by members in Squadron activities and in developing a greater sense that a membership in CPS is a valuable proposition. This situation applies particularly to CPS Boating class graduates who now receive a free first-year membership in CPS but who do not remain involved in CPS beyond the initial period. Your Bridge will be addressing this issue shortly and implementing a Member Retention Plan for Kingston next year.
2. A number of Squadrons are pressing CPS to undertake a major review of our basic training. They want to make the Boating course shorter and more concise, and to adopt GPS technology as the basic navigation technique for the course. The objective is to make boaters aware of their location on the water at all times. With GPS and proper chart reading, there would be no area of uncertainty. The main argument is that safer boating will result. This new approach is extremely controversial as many CPS members argue that traditional navigation with a compass and a plotter is a necessary foundation for safe boating. Others (including me) are saying that GPS has become the instrument of choice for navigation, and CPS should get in step with this new reality. I cannot tell if CPS will accept this proposal anytime soon but the debate on this issue could not be better timed in my opinion. I would be grateful if you drop me a line with your views on this subject (email: [redwood@rbsinternet.com](mailto:redwood@rbsinternet.com)).
3. I participated in an interesting session at the conference which addressed new approaches to training effectiveness. A speaker from United States Power Squadrons (USPS) reported that classroom enrollment has climbed significantly in the USA since a series of short seminars on single subjects rather than full-length courses was introduced last year. USPS adopted a storefront approach to giving students more flexibility in choosing particular training topics. So far some 18 seminars have been successfully developed. I was impressed by the USPS results and feel that this approach has a lot of potential in Canada. In fact, I would not be surprised if the seminars were imported into Canada under a new Agreement of cooperation and joint course development between CPS and USPS expected to be signed in the near future.

The conference has highlighted the significance of changes to come in boating safety and training within CPS. I am sure you will agree that the Kingston Squadron is ready to support and embrace these changes.

A very common theme in Commanders' messages is the critical need for new volunteers to participate in the Squadron Bridge. The Kingston Squadron is able to get things done and bring you an interesting program through volunteers. The need for additional volunteers is as dire as ever as several Bridge positions remain vacant. We are especially anxious to identify an Executive Officer. So please give past Commander Des O'Meara a call at 613 546 5439 if you can lend a hand. Des is heading up the Bridge Nomination Committee for the next term.

I would like to draw to your attention the new line of branded clothing which is now available from the Kingston Squadron. These attractive shirts, vests, etc, feature the CPS logo. They are very affordable, are a great way to show your support for the Squadron, and make great Christmas gifts. Please give Don Smithies a call at 613 542 6661 for more information.

Bon vent, *André Dubois*

### Take the Leadership Challenge ...

The Nominating Committee chaired by the Past Commander, Desmond O'Meara, is keen to bring forward the best possible slate of names for service on the 2010 Bridge. Members are invited to contribute suggestions for office, or to consider seriously whether they might themselves be prepared to serve on the Squadron's Bridge in 2010.

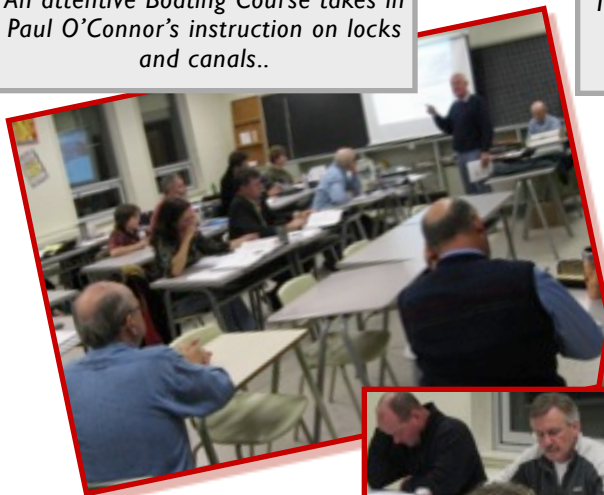
There is a particular need to identify an individual to fill the vacant post of Executive Officer.

Nominations should be forwarded to the Past Commander either by e-mail to "[kps.pcdr@gmail.com](mailto:kps.pcdr@gmail.com)" or by telephone to 613 546 5439. Any enquiries about eligibility or procedures for nomination should be similarly addressed.

## Volunteers teaching safe boating...

The Squadron's Fall courses have been well filled and they've presented the opportunity to record the work of our volunteers as they deliver our training packages to enthusiastic students. The pictures represent some of the activities that have been taking place. Read our Training Officer's report on Page 10 to get a fuller insight into the whole range of training taking place this year.

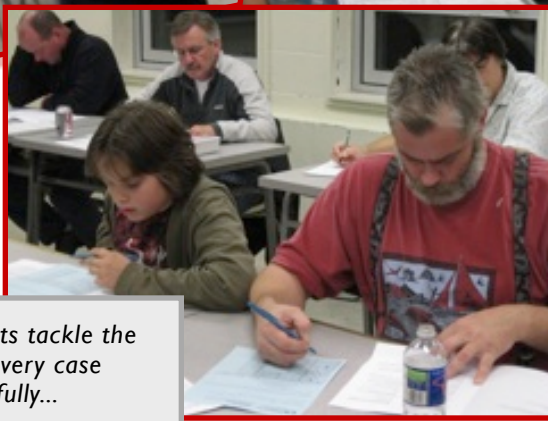
An attentive Boating Course takes in Paul O'Connor's instruction on locks and canals..



The Junior Navigator Course challenges students' skills on the scientific calculator..



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KINGSTON SQUADRON has embarked on a new clothing initiative in an effort to make the squadron more visible in the marine community. Attractive new items have been added and the new logo (example at left) comes in two sizes. Images showing sample items are on our website and there are also some pictures on the next page showing the garments. The range of items for sale will be expanded as time permits. A full price list is available by e-mail, but I hope that you'll understand that prices may change without notice. An indication of pricing for popular selections is given in the box below. Prices include all applicable taxes. Payment will be expected at the time of order.

The squadron is passing on some outstanding savings and the quality of material and manufacture is excellent ! Members can view the inventory, by appointment, at my home and I will aim to have samples to hand at Squadron functions.

All of the Squadron offerings make excellent gifts; Think Christmas and enjoy !

Don Smithies, Supply Officer  
[KPS.SUP@gmail.com](mailto:KPS.SUP@gmail.com)  
 613-542-6661

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Ladies Striped Polo (Blue/Blue, Blue/White)	\$19.00
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Ladies' Micro Fleece Shirt Half zip (Blue/ Teal) other colours available	\$26.00
Ladies' Mock Neck Short Sleeve pullover (pink)	\$21.00
Men's Mock neck Short Sleeve pullover (blue)	\$21.00



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modeled by our PRO



## ***A Message from the Public Relations Officer***

### **Attention Boaters Kingston Power and Sail Squadron offers courses in the New Year**

- Boat Pro (Pleasure Craft Operator Card required for all boats with a motor)
- Boating Course (includes Pleasure Craft Operator Card)
- Marine Maintenance
- Maritime Radio Operator Licence with Digital Selective Calling
- Electronic Navigation

Visit <http://kingston.cps-ecp.org/> or  
call 613-531-0650

**Canadian Power and  
Sail Squadrons**

Volunteers Teaching Safe Boating

Our squadron is offering a variety of courses in the New Year. Your assistance in helping to spread the word is requested. Simply cut out the notice and post it where you work, play or boat. The Pleasure Craft Operator Card is now required for all operators of a pleasure craft with a motor. It is estimated that several million Canadians still need to get the card. As an alternative to the Boat Pro seminar we offer, boaters may choose to challenge the test at the Marine Museum. Details are at [www.marmuseum.ca](http://www.marmuseum.ca) If you are willing to help with a Public Relations project, please contact me;

Peter French / Public Relations Officer  
[plfrench@sympatico.ca](mailto:plfrench@sympatico.ca) / [KPS.PUBRO@gmail.com](mailto:KPS.PUBRO@gmail.com)  
613-650-1614

## Coming Soon...



The first Members' Night of 2010 will feature a presentation by Chris Weissflog, a well-known proponent of green technologies and environmentally friendly practices. He heads a company, Eco Gen Inc, which he formed to provide a way for homes and small businesses to reduce their carbon footprints cost effectively. He is an active participant in a movement known as 'the Art of Being Green'.

He is teaming up on the night with a marine energy conservation specialist to focus on ways that we can apply emerging technologies to make us more energy efficient on the water and at dockside. Given that we all strive to reduce our energy consumption - and that we're all very attuned to the fragility of the marine environment we enjoy - this should be a very interesting and enlightening session.

Chris Weissflog has his own website at <http://chrisweissflog.artofbeinggreen.ca/> and more information about the Art of Being Green can be found at this site: <http://artofbeinggreen.ca/>

## What you missed so far...



The Members' nights to date have been interesting and well attended. The demonstration by Ted Zuber of the artist's craft provided many useful tips for struggling painters and created a memorable picture of a member's sailboat.



Peter Jarrett's illustrated talk about the adventures he and his wife have had on the Inter Coastal waterway and around Florida's east coast and the Bahamas gave attendees a welcome dose of sunshine and some excellent hints about cruising under sail.



## FORTHCOMING EVENTS

Nov 19 - **Talk on Sailing Circumnavigation of the Globe**, [Clive Webber](#) will speak at Kingston Hall, Queen's University at 6:30 pm - \$20 entrance fee will benefit Able Sail. For information, call 613 583 6148.

Nov 29 - **Members' Christmas Lunch**, 11:30 am. Radisson Hotel, Ft Henry Room. For information and reservations (by Nov 24th) please call Jeanne Wigle, 613 546 4401.

~ 2010 ~

Feb 1 - **Members' Night**, 7:30 pm. Seniors' Centre - Chris Weissflog offers alternative energy proposals for boaters.

Mar 1 - **Members' Night**, 7:30 pm. Seniors' Centre - Panel Discussion on 'Women in Boating'.

Mar 19 - **Members' Night**, 5 - 7 pm. TGIF at Kingston Yacht Club, POC Rob Garvin, 613 549 5355.

Apr 21 - **AGM**, 7:30 pm. Seniors' Centre

### RED'S RAMBLES

E.B.(Red) Bowes concludes his discussion of hull design with a detailed examination of planing hulls and their design attributes



In the previous "Companionway" we talked about the pros and cons of various planing hull shapes. Let's pick it up from there.

Going back to our flat bottom boat, the location of the centre of gravity of the whole boat is important. If the C.of G. is too far aft, the boat will "porpoise", that is the bow will not hold steady but will flop up and down even if the boat is traveling on smooth water. The C.of G. must be at least farther forward of the transom than the distance between the chines at the transom or the boat will surely porpoise, but in real life, it should be more than that. The farther you go with this, the steadier the hull becomes. This is called "Longitudinal Stability". However, the farther you go, the more inefficient the hull becomes, so we have another trade-off. A V bottom reduces this porpoising tendency but does not eliminate it. This condition is made worse with so much weight concentrated at the stern, i.e. the engine (stern drive or outboard), the fuel tank, and the battery, but the larger the boat, the less pronounced this is because of the increased weight of the hull itself, which is concentrated farther forward, thus moving the C.of G. farther forward.

One way around this porpoising problem is to install "trim tabs". These attach to the outside of the transom, along the bottom edge, near the chines, and deflect the water downward, thus creating a lifting force on the stern and also forcing the bow down. This control of trim can also be useful in rough water and/or to correct for uneven



weight distribution. The photograph shows a large pair of tabs installed on a boat with twin stern drives. These tabs are adjustable, usually with a hydraulic device (as in the photo) so they can be adjusted while under way. They can also be used to lift the stern of the boat to get up on plane faster, then adjusted for optimum running condition.

A feature that came along in the 1960's was the addition of "strakes" on the bottom. These are the longitudinal ribs that run lengthwise along the bottom. Their full name is "lifting strakes", as their main purpose is to lift the boat up somewhat by deflecting the water downward, and so reduce the amount of hull in the water and thus reduce drag and increase efficiency. Also, at the bow, they deflect the bow wave downward and reduce the

spray entering the passenger area. Farther aft they become chines at higher speeds.

To explain this further, with a V bottom, the higher the speed the higher the boat rises on the water. Without these strakes, when the boat rises to the point where the chines at the transom are above the water, the boat becomes very unstable and tries to flop from one side to the other. This is popularly called "chine walking". Picture the chines at the transom as stabilizers, like when a person stands with their feet wide apart. This of course only happens at higher speeds. When this does happen, the strakes now become chines and provide stability. This can be seen on runabouts running at high speed and the stern seems to be almost out of the water, yet the boat is steady with no rocking from side to side.



To illustrate this, take a look at the other photo which was scanned from a magazine ad. This boat is obviously moving very fast and the actual chines "A" are not even in solid water. Note the spray coming out at an angle underneath them. The effective chines now are at "B", which are really the ends of the strakes, and solid water can be seen going straight back from there.

An interesting side effect when this happens is the reduction in the tendency to porpoise. At high speeds, the effective width between the chines is reduced to the spacing of the strakes, and so now, the centre of gravity which does not move, is much farther forward than the spacing of these artificial chines, and the boat has much greater longitudinal stability.

Also, most modern planing hulls have a "flat" or even a slight downturn at the chines, when viewed from behind, to further deflect the water downward and create more lift.

Another innovation used by some manufacturers is "steps". These originated for racing boats to provide two things - increased longitudinal stability and reduced skin friction. These steps run crossways across the bottom and vary in height from about 2 to 6 inches. They must be open at the ends to "vent" as a vacuum is created behind them and air must be sucked in to fill this void. Several steps could be used depending on the length of the boat, but let's say we only have one step as would be the case on smaller boats. With a step, we have in effect two hulls in tandem, i.e. one behind the other. The result is no tendency to porpoise, and a boat with very high longitudinal stability. This must not be overdone however or the boat will resist climbing over a wave and try to plow through it. Compromises are still with us. The reduced skin friction is brought about by the air sucked into the step. This air comes out under the aft part of the hull and provides a film of air between the water and the surface of the hull thus reducing the skin friction. A depth sounder will not work on one of these hulls if the transponder is mounted here, because of this film of air.

Hull designs are constantly evolving and every manufacturer thinks theirs is the best, but they all have to make compromises somewhere. There is no all-purpose ideal shape. A buyer has to think about what the use of the boat will be, and the type of water he/she will be boating on. In fact, in some cases, a displacement boat might even be the way to go if a person wants comfort and/or fuel economy rather than speed.

Emer (Red) Bowes

[ebowes1@sympatico.ca](mailto: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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### Course Offerings - 2010

**Boat Pro (PCOC):** Apr 8 & 15, 2010  
 (Thursday evenings) LCVI

**Boating:** Jan 6 - Mar 31, 2010  
 (Wednesday evenings) La Salle H.S.

**Maritime Maintenance:** Jan 12 - Mar 30  
 (Tuesday evenings) La Salle H.S.

**Maritime Radio:** Mar 11, 18, 25  
 LCVI

**Electronic Navigation:** Apr 1 - 29  
 (Thursday evenings) La Salle H.S.

Check our website's calendar pages or course listings for full details location and timings



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## TRAINING MATTERS - Hank Gaveel



The Boating Course is doing well. Nine students took and passed the Accredited PCOC exam on October 28<sup>th</sup>. Helping Pat Chandler with the class are Mike Hill and Paul O'Connor. When chart work starts this month more members will assist. With nineteen students doing chart work Pat likes to have 4 or 5 proctors who can supervise the students and make sure that everyone is on track and up to speed. The final Boating exam is on December 9<sup>th</sup>. A small graduation party is planned at the Marine Museum on Friday December 11<sup>th</sup>. with some wine and cheese etc. The intent is to introduce the students to the Bridge Officers, who can explain what CPS is all about and encourage students' interest in CPS and to sign up for further courses. This year's successful students will receive "passports" rather than certificates.

The Junior Navigation course started on September 29<sup>th</sup>. with seven students. It is an interesting course with lots of homework. The weather has not been too cooperative. You are required to take a morning and afternoon sight on the same day and we have not had many sunny days so far. Paul O'Connor donated a Davis Instruments "Master" sextant to the squadron. Many thanks Paul. The course follows a very "loose" schedule. Some of us will finish much earlier than others. There is no final date set for the exam.

Five students took the Boat Pro course in early October with Peter French. All passed. The Marine Museum processed a total of 56 exams from May to mid October. September was the busiest month with 19 exams.

Nine students took the Maritime Radio exam in October with Paul O'Connor. All passed.

The Electronic Navigation course started on November 5<sup>th</sup>. at la Salle H.S. with André Dubois instructing.

Please see the schedule of courses on Page 9, or browse the Squadron's website, for details of our future training offerings. [KPS.TRO@gmail.com](mailto:KPS.TRO@gmail.com)

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**Ross Cameron Niilo Avarmaa**

### Squadron Bridge - 2009

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Executive Officer	Vacant		Membership	Gabrielle Whan	613 530 4898
Training Officer	Hank Gaveel	613 531 0733	Supply	Don Smithies	613 542 6661
Treasurer	Nicholas O'Reilly	613 720 2189	MAREP / Port Captain	Rob Garvin	613 549 5355
Acting Secretary	Nicholas O'Reilly	613 720 2189	Audit Review Committee Chair	Clyde Wagner	613 659 3691
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