



# The Bitter End

Editor: Bill Reynolds JN



June 2016

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

It looks as if this is going to be a record breaking, hot summer. That means most of us will be on the water every sunny day that we can get. It also means that everyone else who has access to a boat will be out there as well. Let's make sure we employ all the skills and knowledge that we have learned from our activities with Canadian Power and Sail and share some of that with those folks who have yet to complete anything beyond the PCOC.

One of the open events that we are participating in this year will take place at Krate's Marina, Keswick. Newmarket Power & Sail is working with the York Regional Police Marine Unit to offer a Safe Boating afternoon on Friday, June 24 from 4:00 to 8:00 PM. Free hamburgers, hotdogs, salads and ice cream will be on hand as we share safe boating information and promote the activities of CPS. We will also be collecting expired flares to be shipped back to CIL/Orion for safe disposal. I invite our members to come join in the festivities and have a BBQ dinner on us. The families who turned out last year to a similar event had a great time.

Our Education Officer has been looking ahead for winter classes. We are offering Boating 1 – The PCOC this winter beginning on February 7, 2017; Boating 2 – Beyond the PCOC also starts February 7, 2017; and Boating 3 – Introduction to Navigation will start March 28, 2017. Seamanship will be offered this winter starting February 7 for those looking to take an advanced course. And the VHF ROC/M course starts on May 16, 2017. Information about these courses and on-line registration can be found at <https://www.cps-ecp.ca/Newmarket/>

In this edition you will find the 2016-17 Bridge listings. We are always looking for members who are interested in promoting the goals of CPS and encourage you to come out to our meetings or send in ideas for the Bridge to consider. We hope to get our Toonie nights back in swing for the Winter.

It is summer now though. So play safe and have fun on the water.

On behalf of the Bridge,

Bill Reynolds, JN  
Squadron Commander

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

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## Distress Flares

DOT sets requirements for flares to be carried on board vessels in Canadian waters. The number of flares and the types of flares required depends on the size of your vessel. Remember that flares are only good for four years from the date of manufacture, which is stamped on every flare. Until recently there were very few ways to safely dispose of old flares.

## Do you want to get rid of your expired flares?

Then bring them and join us at Krate's Marina Keswick

Friday, June 24 from 4 'til 8 pm



**THE YORK REGIONAL POLICE MARINE UNIT  
AND THE NEWMARKET POWER & SAIL SQUADRON  
BOATER INFORMATION DAY**

**JOIN US FOR A COMPLIMENTARY BBQ, REFRESHMENTS, ICE CREAM,  
A TOUR OF POLICE VESSELS, INTERACTIVE DISPLAYS AND FREE FLARE DISPOSAL  
JUNE 24, 2016 4:00 PM TO 8:00 PM**

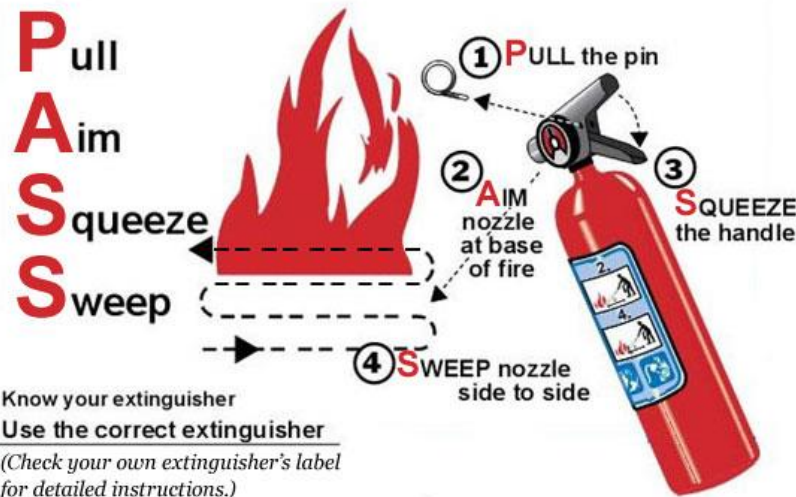
LOCATION: KRATE'S MARINA, 290 THE QUEENSWAY S, KESWICK, ON - ENTER MARINA THROUGH THE SOUTH DRIVEWAY.  
EVENT WILL BE HELD AT THE SOUTH MARINA, NEXT TO THE AMBASSADOR'S CLUBHOUSE  
CONTACT: THE YORK REGIONAL POLICE MARINE UNIT AT 905-830-0303 EXT. 7321

# Fire Extinguishers

Boats equipped with a motor must carry fire extinguishers as part of their safety equipment. Boats over 6 meters with fuel burning heating, cooking or refrigeration units must carry more than one extinguisher. Owners should check the Canadian safe Boating Guide for the specific requirements for your boat.

Just having the extinguisher, however, does not mean you are safe. Wise skippers check the gauge on each extinguisher to ensure the tank is charged and ready for use. Simple maintenance should also be done. Remove the tank from its mounting bracket at least twice per season and give the tank a good shake. The powder inside can become caked onto the bottom of the tank and won't discharge completely when needed without this simple bi-yearly procedure.

To operate an extinguisher:



## A Sailor's Dictionary of Nautical Terms

- Abandon ship!** This is a good one to start with, just in case. Remember, once you are abandoning, it becomes a ship, not a sailing boat.
- Abeam** In-line with the widest part of the boat. 'Come abeam' to a nearby yacht is the cool way to address a nearby boat
- Above board** Has nothing to do with honesty, just means 'on the deck and not below'
- Admiral** Courtesy title given to the galley slave
- Adrift** When the engine fails and the wind dies, this is what happens
- Ahoy** The only respectable call from one boat to another – 'Hello', 'Hey', and 'excuse me' are all inexcusable on a boat
- Ahull** How the boat lies with all sails furled when the sea comes up after being adrift
- All hands** On a cruising boat usually applies to the 'other half'
- Anchors aweigh** This is a smart call when you are leaving an anchorage – shows you really know your stuff
- Ashore** Where you end up after too many navigation mistakes. Probably time to leap off and walk

home.

<b>Aground</b>	Similar to ashore, but still stuck out in the water, and can't even walk home
<b>Athwart</b>	Nothing to do with disagreement between the skipper and 'all hands', it means at right angles to the centreline of the boat
<b>Avast</b>	The nautical term for 'stop' (which is definitely unnautical). 'Avast ye hearties' has a certain ring
<b>Awash</b>	What happens when the freeboard is close to, or below, zero.
<b>Aye, aye</b>	The coolest way of saying 'ok'
<b>Backstays</b>	Nothing to do with mother's corsets. The line from stern to masthead, helping to stop the mast from falling over
<b>Bailer</b>	Any device which will assist the boat from not being awash
<b>Bank</b>	The joint owner of your sailing boat perhaps, but can be a large area of elevated sea floor
<b>Bar</b>	What you hope to reach at the end of a day's sailing, or the bank at the entrance to a river.
<b>Bareboat charter</b>	Does not relate to the amount of equipment on your charter boat, merely that it comes without crew
<b>Bark</b>	Nothing to do with trees or taking your dog along for a sail – it's a sailing vessel with three or more masts, two square-rigged, and the aft fore and aft rigged
<b>Batten down the hatches</b>	This is yelled when you see a storm coming, even if you don't have any hatches
<b>Beaching</b>	The best thing to do if your boat is sinking – running it onto the nearest beach
<b>Berth</b>	This is where the boat is docked, and also where one sleeps – never in the bed, perhaps in a bunk
<b>Bilge</b>	The area below the sole – the very bottom of the boat, inside.
<b>Bitter end</b>	Nothing to do with your yacht grounding or sinking – it is the loose end of a line or rope
<b>Burgee</b>	The small flag denoting club membership – NEVER call it a flag
<b>Cable</b>	Very cool to talk in cables. It's 1/10 nautical mile, about 600 feet or 220 metres.
<b>Cape Horn Fever</b>	The neatest way to say you're scared as hell
<b>Captain</b>	Respectful term used for the skipper of a boat – can be dropped when appropriate
<b>Cast off</b>	Much more nautical sounding than saying 'let go the lines'
<b>Charts</b>	Never, never, never say 'maps'
<b>Close-hauled</b>	Sailing as direct as possible into the wind. Great term to bring out on occasions
<b>Coaming</b>	This is a great one to throw around, and means the raised edge of the boat keeping out the water
<b>Cockpit</b>	When you're in the cockpit, you are NOT on deck. The deck is the deck, the cockpit is the cockpit
<b>Companionway</b>	There are NO stairs on a boat. It's a companionway

<b>Cuddy</b>	what you call your allotted cabin if you think it's too small
<b>Decks awash</b>	What happens just prior to sinking
<b>Depth</b>	Don't whatever you do talk about feet or metres. The cool thing to do, to show just how long you've been sailing, is fathoms. It's a cinch that those under thirty will never have heard of them
<b>Ensign</b>	Flag denoting the nationality of your boat – much cooler than 'flag'
<b>Fluke</b>	Wedge-shaped anchor arm that digs into the bottom – digging into the bottom securely, however, should not be a fluke.
<b>Following sea</b>	When the waves follow behind your boat, often when sailing downwind. This is very nautical-sounding.
<b>Freeboard</b>	How much freeboard do we have?' Is not related to food. It's the distance from the lowest part of the deck to the water.
<b>Gunwale</b>	This is pronounced 'gunnel', and is the upper edge of the hull. If you pronounce it right, you'll be taken for an experienced sailor straight up.
<b>Jibing and Tacking</b>	Don't get them mixed up. When you jibe, you turn AWAY from the wind and the boom will swing and need to be controlled. When you tack, you turn INTO the wind and the boom remains easily under control.
<b>Halyard</b>	This is a line used to raise the head of a sail and is usually seen lying flat against the mast
<b>Head</b>	The origins of this relate to the fact that the latrine was always in the bow of the boat, not to the intelligence on board – but NEVER call it a toilet.
<b>Hitch</b>	Nothing to do with trousers. Any knot which is used to attach a line to a fixed object on the boat
<b>In irons</b>	When the boat is pointing into wind and unable to manoeuvre, something to be avoided as it will show immediately that you are a novice
<b>Iron headsail</b>	The engine.
<b>Knot</b>	When talking speed it simply isn't cool to talk in Mph or Kph. Knots are nautical miles per hour.
<b>Latitude</b>	Think 'Ladder-tude' and you'll never mix up latitude and longitude again
<b>Lee-oh</b>	The instruction to tack the boat. Make sure you either give the correct instruction or know what it is when the skipper calls it.
<b>Leeway</b>	The distance that the boat is being pushed sideways by the wind. Good for comments: 'Mmmm, we have quite a lot of leeway here'.
<b>MOB</b>	This means 'man overboard'. There's no term for 'woman overboard'. That's because they're more careful
<b>Nay</b>	The opposite of "aye, aye", but not acceptable on a sailing boat when given an instruction
<b>Nautical mile</b>	This is a measure of distance, about 1.15 longer than a statute mile.
<b>Oilies</b>	The slang name for wet weather gear (comes from oilskins)
<b>Over-canvassed</b>	This is a good term for when there is too much sail up – will impress well
<b>Painter</b>	You've got to get this right, and it's nothing to do with painting. This is the rope between the

dinghy and the boat.

<b>Pitchpole</b>	This is when the boat capsizes bow first, rather than by rolling over sideways. Goes well if you want to tell some imaginary sailing yarn
<b>Reaching</b>	This is sailing across the wind rather than into it or away from it.
<b>Ready about</b>	This is the call to get ready to tack, is called just before Lee-oh
<b>Red to red</b>	This is a lovely one to display your nautical knowledge. When you are passing another vessel, it means 'red light to red light' or port to port and is the safest way to pass
<b>Reefing</b>	Nothing to do with coral or rocks. This is reducing the amount of sail on your boat, without actually removing the sail
<b>Rigging</b>	Nothing to do with accountancy. It is the system of masts and lines.
<b>Rode</b>	Do use this. It is the name of the line for the anchor – the anchor rode
<b>Rope</b>	The only rope on a boat is attached to a bucket. The others are lines or sheets
<b>Shrouds</b>	Nothing to do with death. The stays which are used to hold up the mast from side to side
<b>Stay</b>	Nothing to do with corsets. They are the wires which hold the mast up, by being attached between the top area of the mast and the deck
<b>Sloop</b>	Any yacht with just one mast – much cooler than using 'yacht'
<b>Spindrift</b>	If the wind gets high a fine mist of spray is swept from the top of each wave. Very handy in conversation
<b>Springs</b>	Very important to know. When berthing a boat, these are the lines which prevent the forward and aft movement of the boat. 'I'll do the springs!' - if you know what to do...
<b>Stanchions</b>	The vertical posts on the edge of the deck, supporting the life lines. DON'T call them posts or any other such substitute.
<b>Stow</b>	On a boat, you don't put your gear away, you STOW it
<b>Tack</b>	See jibe
<b>Tell tales</b>	Nothing to do with the tall tales being told on the boat. Small pieces of wool or yarn tied to a stay or sail to tell the direction of the wind
<b>Transom</b>	The flat surface of the stern of a boat – get it right. It is not 'the stern' or 'the back'
<b>Vang</b>	Most commonly the boom vang, a small strut that holds the boom down, attaches from the underside of the boom to the bottom of the mast
<b>Weigh anchor</b>	Much cooler to 'weigh' anchor rather than lifting the anchor.
<b>Wide berth</b>	Giving someone one of these does not relate to the size of their bed, but to distance between you and the next boat
<b>Windage</b>	The wind resistance of the boat itself – handy phrase, particularly when reaching. 'Mmmm the windage is giving the boat a lot of leeway'

**Dear reader:**

**If you have comments or suggestions for *The Bitter End* we would love to hear from you. Share your comments by sending them to *The Bitter End* at [npsinfo@mailonly.ca](mailto:npsinfo@mailonly.ca).**