THE HAMILTON POWER AND SAIL SQUADRON

DRY ROT

October 2012.

Upcoming Events

Be sure to mark your calendar.

Boating Coarse has started: October 16, 2012 @ 7 pm @ Westdale High School.

VHF class: Saturday, November 10, 2012 @ 9 am: at MBYC lower meeting room.

Haul Out Party: Friday, November 16, 2012 @ 6:30 pm: at MBYC. Tickets: $15. Call the Hot Line @905-388-1227, or pick up tickets at Tuesday night Classes.

Pizza and Wing Night: Friday, February 22, 2013 @ 6:30 pm: at MBYC.

Annual General Meeting: April 26, 2013 at MBYC.

Call the **Hot Line** at 905-388-1227 for tickets or the latest information or:

www.hamiltonpowersquadron.ca

SEABREEZE

Classes have already begun. According to our Training Officer Glen Carruthers the Boating class numbers are well down. There are many changes now affecting the way Canadian Power and Sail Squadrons provides its basic mandate in teaching safe boating. A lot of long time Squadron members are upset about the “dumbing down” of the curriculum, plus the abbreviated time allowed teaching the wide variety of subjects within a given course. Many topics that are so important such as proper fuelling procedures and chart work have to be covered and reviewed in the allotted minutes. The explosion of the boat at the Oakville Power Boat Club dock in August is a reminder that the message is not getting out there. As well, there were far too many lives lost on the water this past summer. The joy of laying out a course on a chart is now becoming a lost art, because of the advent and proliferation of electronic chart plotters and the like. Instead of classroom teaching, courses are leaning toward on line learning. In fact most of our registrations are coming on line. Lots of changes for sure.

Well, it’s that time of the year when we face the annual lift out of our boats. Last evening (October 10), I monitored the VHF and Weather Radio Canada predicted a moderate wind in the morning, becoming strong in the afternoon. Having only 2 days before the October 13 lift out at MBYC it became imperative to bite the bullet and get moving as I wanted to change the oil in the diesel engine. After a requisite coffee at the newly re-opened Grandads, I got underway at 10am and took a nice leisurely cruise around the western end of the bay to

let the engine warm up. It usually takes about 30 minutes or so to reach operating temperature. I then ran up the RPM's to 1500, cruising at 7.5 knots over to the Discovery Centre then went east down the wall by HMCS Star, all the way to Heddle Marine near Stelco. This is where the retired Canadian, ex British submarine Ojibwa is being painted and prepared before being taken by barge to Port Burwell on Lake Erie. It will be used as a museum. With the low water it is going to be a problem getting the Ojibwa into Port Burwell.

I got back to the dock as predicted the wind started to build. It took about an hour and a half to pump out the old oil, replace the oil filter and put in fresh oil. With the cover off, the engine sounded just lovely ticking over at around 600 RPM. There were no leaks and the oil pressure was up to snuff. The winterization process had just begun. I tidied up, updated the ship's log, then headed off for a late lunch.

HAUL OUT TIME: All boats large and small, sail or power need to be checked over and cared for properly before the wind, snow and cold of winter arrive. Here are some reminders of the things that we need to address to ensure that our boats survive the ravages of winter:

Remove all freezable items such as canned goods, shampoos, detergents, pop, booze, water containers etc, storing these at home where it does not freeze. A caution here is to watch when storing Coke in tins. More than once I have had the cans corrode and leak while being stored over the winter.

Remove all food items even dry goods, as mice and rodents have an extraordinary sense of smell and are attracted. They can make a real mess, as well as chewing up upholstery and cushions to make nests. They even go after bars of soap! Clean out refrigerators, checking the freezer compartment including the drip tray below. Vacuum up crumbs, wipe down ovens and shake out toasters etc, making sure there are no food particles. Leave fridge doors as well as lockers propped open to allow air to circulate.

Plug all through hulls with either bronze or stainless steel pot scrubbers. This will keep mice, birds, mud wasps and hornets out, allowing any trapped water to escape. Mud wasps do a terrific job of plugging off fuel and holding tank vents. Often vents have a very fine mesh screen crimped in at the exit hole. Trouble is you cannot be sure the vent is clear unless you take the fittings off and run a cleaning wire through. There are many stories about people motoring along, running out of fuel because of plugged vent through hulls. This goes for holding tank vents too! A very important point is once the vessel is lifted, open up through hull ball or gate valves to allow any water trapped above the valve/s to escape. It's not only the price of a new valve that's the issue, it is added cost and trouble of having to lift the boat out to replace frost damaged valves or fittings. I don't know about you, but uncontrolled water leaking into a boat scares the heck out of me! This is also a good time to "exercise" the through hull valves, working them open and closed to make sure they are operating smoothly. If a valve is a gate valve type, or is seized it should be replaced with a ball type valve…order the parts now instead of the spring!

Instead of loading your water, sewage, or exhaust system with antifreeze, it makes better sense to blow the effluent, water and exhaust systems out with a shop vacuum that has a nozzle on the output which provides a warm, high volume, low pressure flow of air. This does a great job of getting out the water and is environmentally responsible too. Use masking tape and rags to make a temporary connection to the line to be purged, open up the taps and let the vac run until there is no more water coming out. I do the same with the wet

exhaust by removing the water injection line from the exhaust manifold and blowing out all the water collected in the exhaust system. I leave the water injection hose disconnected until the spring to allow the exhaust manifold to dry out. I use only a small amount of antifreeze in the bilge just in case some snow melt or water gets in. Drain out the bowl for the head via the plug at the bottom. Depending on the routing of the effluent line make sure there is no trapped water. The holding tank should be flushed and pumped bone dry. Drain the potable water and hot water tanks from the lowest point.

Change the engine oil and replace oil filters in inboard engines. It makes the best sense to do this after the engine/s are fully warmed up and normalized after a good run under load. This gets rid of any suspended particles before they have a chance to settle out. Make sure there is little or no water trapped in fuel water separators. It's a lot less stressful to replace fuel filter cartridges now in the fall. At the very least you can order the parts you need plus spares instead of the mad rush in the spring! Adding a fuel stabilizer to the fuel before the boat is hauled allowing it to mix with the fuel is a sound idea.

Remove impellers: Impellers are employed in almost all types of marine engines, inboard, outboard, gasoline or diesel powered, fresh or sea water cooled. Because of the eccentric mounting of the shaft inside the pump housing and with the blades pressing against the cam, the nitrile or neoprene rubber impellers will acquire a set when left for long periods as during winter lay up. This can result poor pumping, or the breaking off of the blades which in turn can plug engine blocks and passageways downstream causing even greater problems. A way around this is to remove the impeller after haul out. This should be done regardless, examining the blades and cam for any damage or wear. If the blades check out OK it is quite acceptable to simply reinstall the used impeller in the spring with a new gasket, coating the surfaces with Vaseline. Impellers should last for up to 400 hours with proper maintenance. It pays to have a spare or two on board. I would even suggest test fitting of the spares, just to make sure this vital piece of equipment is going to fit OK. (I have had problems in this regard). A 35 dollar impeller is a whole lot cheaper than a 6-10 thousand dollar engine, to say nothing about losing an engine while out there! Without the proper removal tool it is sometimes difficult to remove impellers without damaging the blades. An impeller puller costs around 80 dollars, it's your call. Another problem is access. Some boat and engine builders do not put easy servicing high on their priority list when dealing with this humble but absolutely vital item. It pays to do a test run, removing and changing the impeller while the vessel is stored to see if there are any difficulties. Keep all the necessary tools, spares and puller in a handy spot in case of an emergency.

Drain the lube from out drives and examine the lube for water, metal particles or impurities. It is a common problem due to lack of maintenance where the lower units of out drives are cracked apart by trapped water freezing. If there is any water noted on draining, it is recommended to replace the seals. Also, if there are any metal particles, this is a sure sign of impending death. Check the rubber boots on the out drives for any cracking or damage. These boots are all that's between you and the water. I have seen more than one outdrive boat sink because of this. "An ounce of prevention is worth a pound of cure!" Out Drives are very complex mechanisms which contain seals, boots, tapered roller bearings, universal joints forks and sliders which accommodate forward neutral and reverse. My brother in Law Dave had a Doral 24. Every fall he took Susan II to Don Hyde in Hagersville to have the out drive professionally serviced…money well spent.

Make sure batteries are fully charged, topped up with distilled water and that the tops of the batteries are clean and dry. It is a good idea to wash the batteries down with a solution of baking soda to neutralize any spilled acid. Disconnect the batteries. This will reduce the chance of a fire caused by a short circuit and eliminates any stray current which will discharge the battery/s more quickly. Fully charged batteries will not freeze, so save your back and leave them aboard. It is a good idea to charge the batteries once or twice throughout the winter.

It's wise to securely cover the boat with shrink wrap or tarps with enough slope to shed the snow. This involves a strong structure built of wood or piping. Ensure that the bottoms of the support structure are appropriately padded to avoid marring the hull or deck. Covering the boat reduces weathering and wear, which keeps a boat looking good a lot longer. It also guards against snow and ice build up which could cause serious damage. Shrink wrap is quite stable, but tarps loosen up and need to be tightened a couple of times over a few weeks. Anything that moves or flaps or chafes in the wind will not make it through the winter...period. The covering should be light in colour. White shrink wrap and silver tarps are better because there is less of a temperature swing inside from night to day. This reduces condensation and delaminating problems. It is important to leave a screened window or hatch at either end of the boat open slightly to allow air to flow thorough. Shrink wraps should have vents installed to allow a flow of air. Tarps generally fit loose enough to allow a flow of air. A boat buttoned up tight for the winter is guaranteed to catch a good bout of mildew.

Ensure that the boat is adequately supported on its cradle, trailer, or stands. It should be kept level fore and aft and port to starboard to avoid any excess or uneven pressure on the hull from the pads. It makes good sense to check several times throughout the winter and compensate for any settling or loose lines etc.

Sail boat masts deserve special care. They should be removed and well supported horizontally every 6-10 feet, resting on soft surfaces. Remove radio antennas and easily damaged anemometers, mast head lights, flys, etc. Radio and mast head electrical connectors should be protected with loose fitting plastic bags (like Zip Lock) to keep the parts dry without trapping water. Poke a hole at the very bottom of the bag to allow any water to escape. Plug the ends of the mast to keep birds and squirrels out; it would be a shame to have to evict a family of Starlings or Robins in the spring! Masts do best when left uncovered. Do not wrap the mast with plastic or tarps. Hamilton rain is highly acetic and any trapped water will seriously etch the anodizing. Do not use tape to secure the rigging. The absolute worst is duct tape. Use short pieces of line to secure the rigging to the mast at even intervals. Be sure to remove turn buckle barrels or secure them, as they can undo and fall off or can go walking. They only sell turnbuckles as a complete unit, which are very expensive.

Remove flares and fire extinguishers. Unfortunately these items are what vandals go for causing thousands in damage, mess and fires. (Does anyone remember the big fire at Lasalle Park several years ago?).

This is a good time to remove items that need to be serviced, or refinished like canvas covers, woodwork or sails. Beat the rush in the spring, plus you can usually get a better price by getting these jobs done in the fall and winter when business is quieter. When the snow is blowing it makes a nice way to spend a Saturday or Sunday afternoon out in the garage with the stove on doing some sanding and refinishing...messing about in boats. Almost forgot! Remove the "expensives", things like binoculars, easily removed radios and electronics etc. It's unfortunate that we have to worry about the "human" animals as well as the critters that can do our boats harm.

THE HAMILTON POWER AND SAIL SQUADRON

Hamilton Power and Sail Squadron 2012/2013 Bridge

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Hot line: 905 388 1227: to purchase tickets or find out the latest information.

Are you moving? Please direct address changes to Peter Boothroyd @ 905-527-4087 or email pboothroyd@cogeco.ca

HPS HAUL OUT PARTY
CHILI COOK-OFF

WHEN: FRIDAY, NOVEMBER 16, 2012

WHERE: MACASSA BAY YACHT CLUB

COST: $15.00

Admission includes: Chili, lasagna, salad, buns, dessert, coffee & tea

Cash Bar 1800 Hrs
Dinner 1900 Hrs

THE HAMILTON POWER AND SAIL SQUADRON

Bring your **cooked** homemade chili and enter into our chili cook-off competition to receive free admission
Note: (1) free admission per chili entry

RSVP in advance by November 11th to enter your Chili

To reserve tickets or register your Chili entry call Sinead Walsh at 905-973-3373 or email sinead.walsh@me.com

For more information call the HPS Hotline **905-388-1227,** or visit the website www.hamiltonpowersquadron.ca