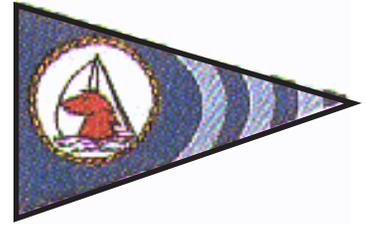


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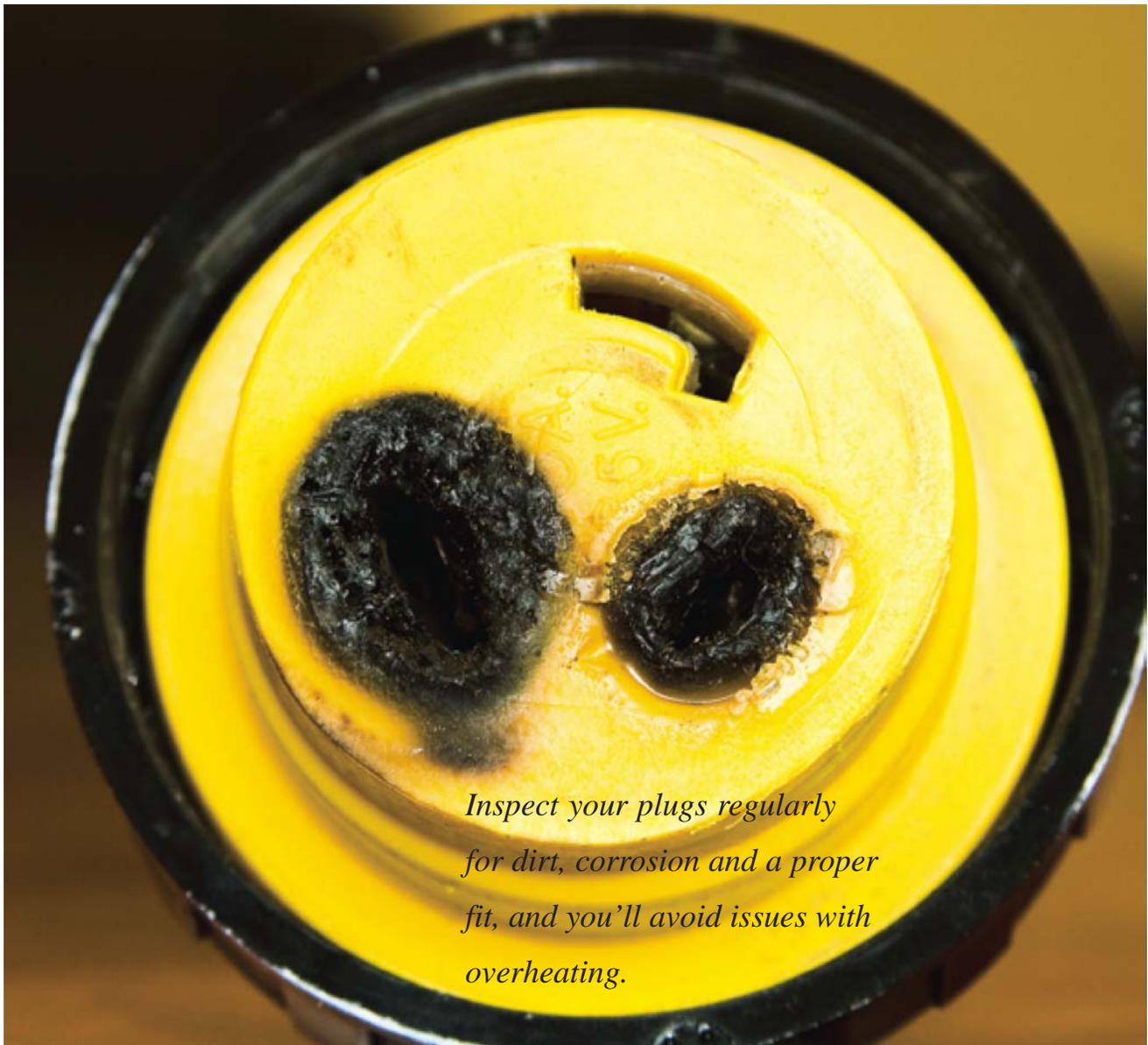


VOLUME 24 NO 1

FEBRUARY 2013

Winter Maintenance For your AC System

by Jeff Cote (see page 10)



*Inspect your plugs regularly
for dirt, corrosion and a proper
fit, and you'll avoid issues with
overheating.*

Langley Datum Data

Commander

by Jay Chalkman



Time is quickly marching on towards the 2013 boating season. Many members are busy with winter projects and planning their summer cruising adventures. Others have been off to the boat shows to get some new ideas and maybe even a couple of new toys for their cherished vessels.

The Squadron has been busy as well. We had a very successful Pub Night in January with about 40 persons attending. Jeff Cote gave a very informative and entertaining presentation on marine electrical systems. Jeff has also submitted an article to our newsletter for your viewing pleasure. Everyone seemed to have a good time catching up with old friends, meeting new members and

enjoying the presentation. The cold beer didn't hurt either. I would like to thank Jeff and Leanne Adams for inviting Jeff to our pub night and helping to make the evening a success.

Our Boating courses are currently underway with the new format where it is now offered in two components. The Squadron is also offering Marine Radar (how many targets can your radar track?), VHF Radio and Marine Maintenance (why I should check my steering). Our instructors are doing a great job, as usual, and providing a quality experience for their students. Well done, Jim, Shane, Bill and Terry. Our Proctors are also busy helping students with the course material.

It is not just one person that keeps our Squadron running. It is a collective of volunteers that makes it all happen. Every contribution by individual members, however, large or small helps us to provide successful courses and events. Participation in the Squadron also provides many personal rewards, such as, cruising tips and lasting friendships. But ... the same people can't always continue to organize. If each person in the Squadron contributes a small amount, our Squadron can continue to grow and provide quality courses, events and cruises. It is the membership that makes our Squadron a success.

We have a few events coming up, so check our web site for details and mark your calendars. On May 4th the squadron will host its AGM, Change of Watch and Graduation Night. This will be held at the Fort Langley Lion's Hall. It will be a Pot Luck dinner and have a guest speaker. On May 25, we are going to have a Peace Arch Picnic with The Bellingham Squadron. And..... **Cruising Season starts on April 26 with a cruise to Telegraph Harbour, Thetis Island.** Please check our web site for updates and details.

See you at our next event,

Jay Chalkman

BRIDGE

COMMANDER:

Jay Chalkman 532-7963

ADMINISTRATION OFFICER:

Jim Henderson 856-6771

TRAINING OFFICER:

Brian Chapman 888-6466

SECRETARY:

Alison Chapman 888-6466

TREASURER:

Lisa Fawkes 882-1543

PUBLIC RELATIONS OFFICER:

Shane Fawkes 882-1543

COMMUNICATIONS OFFICER:

Darryl Day 531-4664

MEMBERSHIP OFFICER:

Bob Stone 882-1048

PUBLICATIONS OFFICER:

Ed Bolli 534-8422

ASST. TRAINING OFFICER:

Jim Hornell 888-7149

SOCIAL COMMITTEE:

Candace Stone 882-1048

ASST TRAINING, BOATING:

Bill Woodall 858-4643

CHIEF PROCTOR

Terry Brunner 534-9838

CRUISEMASTER:

Jeff & Leanne Adams 881-2220

WEBMASTER:

Sandie Henderson 856-6771

HISTORIAN:

Terry Watling 313-9596

PAST COMMANDER

Shane Fawkes 882-1543

DATUM DATA IS PUBLISHED BY

LANGLEY POWER AND SAIL SQUADRON

EDITOR ED BOLLI

Langley Datum Data

Cruising in 2013

*Save the dates and contact
Leanne and Jeff Adams*

604 644-3259

leanne-jeff@shaw.ca

April 26-28: Telegraph Harbour

T: 250 246-9511 VHF 66A <http://www.telegraphharbour.com>

May 17-20:Port Browning

T: 250 629-3493 <http://www.portbrowning.com>

June 7-9: Location to be confirmed

June 28-July 1st:Mill Bay

Canada Day Celebrations

August (exact date to be announced):Port Browning

Squadron Integrated Cruise

Historian

by Terry Watling

Hi All. I hope everyone has had a nice Christmas and New Years. Just a short note from your Historian. I am having a Historian page placed on our Langley CPS web site so that I can post pictures of members and events.

Please be sure to check them out this spring.

Terry

Dredging of Ladner and Steveston

by Terry Watling

Hi All,

As a Ladner Sediment Group member it was my pleasure to attend the announcement of dredging funding for the secondary channels of Ladner and Steveston areas. The funding announcement was a collaborative effort of Corporation of Delta, City of Richmond, Port Metro Vancouver, BC Government and the federal Department of Fisheries and Oceans. Apparently as told by all the politicians at the event this is a remarkable first time collaboration. The total amount committed is \$10M to dredge the channels to Transport Canada safe navigation requirements for the largest commercial fishing and recreational vessels that use these channels. This funding is supposed to also include maintenance dredging for the next 10 years.

We can't tell you how elated the Ladner Sediment Group is over this

news. It has been a long 3 years of meetings and banging on government doors to bring this about. The Ladner Sediment Group was praised by all the politicians at the announcement for all their hard work and were the catalyst that made this dredging a reality. This will assure the Ladner Yacht Club safe passage through these channels for at least the next 10 years. Dredging work is supposed to begin in July 2013 and be complete prior to the available dredging period of March 2014. At this time we do not have all the details of exactly what is going to be dredged or what the funding split is between Ladner and Steveston areas.

We owe a large amount of gratitude and thanks to John Roscoe (Chairman of Ladner Sediment Group) and Mike Owen for their perseverance, tenacity and skills in being the driving force to make this happen. I am proud to be a small part of such a great group

Visit our web site: www.langleysquadron.com

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Welcome new Members

Welcome to all new members of Langley Power & Sail Squadron. As cruise directors we believe the heart of the club is in the people and an introduction of willing new members is a great way to break the ice and meet new people.

You have already joined a group that share the love of boating. Now find people that cruise to the same destinations, have the same boat, live

in the same neighbourhood, and believe in safety on the water.

If I have not yet met you, please contact me leanne-jeff@shaw.ca and I will e-mail or fax you a quick questionnaire. You will get to proof the article before it is printed, and photos are welcomed. We will print a few every newsletter (as interest and space permits).

Leanne Adams

Ahoy Matey!

Chris & Lisa Penner graduated from the Boating Basics course in January 2012. They wanted the knowledge of boating on the water and welcomed the bonus of the club's insurance discount. Their boat is a 34 Silverton Convertible 2005. They have added a generator and inverter to their boat. Chris & Lisa keep their boat in Pitt Meadows Marina and frequently boat in the area of Pitt Lake, Bedwell Bay, the Gulf and San Juan Islands.

To really appreciate their funny story, you must hear Lisa tell it -

After crossing the Strait of Georgia in their Silverton, they were travelling through Porlier Pass when their dinghy engine fell off the dinghy. It was new and had not been fully secured. Lisa took over the helm and Chris fighting the Porlier rapids was able to rescue it! They are happy to report the motor survived and still works.

Chris has been boating for 25 years, and Lisa 20 years. They are hoping to come to their first LPS Cruise this year. Sea you on the water.

Chris & Lisa!

Mavis McIntosh graduated from the Boating Essentials course in September 2012. She wanted to improve her boating knowledge and plans to take her Radar course in the future. Mavis has also completed her Maritime Radio course.

Mavis and husband Gordon own a 38 Bayliner Cabin Cruiser 1992 'Ata Buoy' which they keep in Point Roberts. They have added a bimini recently. Mavis & Gordon have been avid boaters for 32 years and shares the love of golf as well.

Ata Buoy is frequently seen cruising in the San Juan Islands. They are planning to attend their first LPS Cruise this May Long Weekend in Port Browning.

Welcome to the club, Mavis & Gordon! There is no better way to stay informed than to hang out with the Langley Squadron members.

Sea you in Port Browning!



Carbon Monoxide Warning

Letter to the Editor - Pacific Yachting Magazine

On Sunday afternoon, Dec. 30/12, there was tragic event in a boathouse, in Secret Cove, BC.

Two men & their dog were overcome by Carbon Monoxide (CO), while preparing to get underway. I wish to share some of the facts of this incident, with the boating public, in order to raise everyone's awareness of the insidious nature of CO, and to set the record straight.

Contrary to some press reports, the two men were not doing repairs on their boat. They had just driven up to the marina, from the Langdale ferry terminal, loaded their supplies and were preparing to depart. They intended to spend New Year's festivities at their property on a nearby island. Also contrary to some of the rumors, now circulating, they were not "drunk and/or stupid".

People are too quick to attach these labels, in order to tell themselves that such a thing could never happen to them. It can happen to intelligent, sober individuals, if they are not fully aware of the dangers of CO and don't take all possible precautions. Unfortunately, the vast majority of boaters, and the public in general, fall into this category. As a retired 30 year veteran of the VPD, that included 5 years (1997-2002) as the NCO i/c of the VPD Marine Squad, I believe that there is a need to continually warn the boating public, about this danger.

When I found them, one man was still breathing (with great difficulty), but sadly the other showed no signs of life. After a quick assessment of the situation, I shut off the engines and hastily retreated outside, then phoned 9-1-1. Due to the relatively remote location, it took the two teams of paramedics close to 20 minutes to reach the scene. They however, don't carry any self-contained breathing equipment and couldn't go in and render assistance until members of

the Halfmoon Bay Volunteer Fire Department arrived, 5-10 minutes later. Three members of the RCMP also arrived and conducted the investigation.

The firemen quickly brought out one victim, who was still alive, and handed him to the paramedics. They administered initial first aid, then rushed him to St. Mary's Hospital in Sechelt. He was later flown to VGH, but the prognosis was grim and he was not expected to survive. The other team of paramedics worked on the second victim, but he couldn't be saved and was pronounced dead at the scene. The firemen then brought out the men's little white dog. He was semi-conscious and was rushed to the vet by a nearby marina operator & his wife. The deceased's body was removed by the Coroner two hours later. All emergency personnel performed their duties professionally, and did everything possible under the circumstances.

How did such a tragic turn of events take place?

The men were aboard their 33' Sea Ray Sundancer, the twin gasoline I/O engines were idling, warming-up. The boat was inside a 40' boathouse with the boathouse curtain raised (open), in preparation for departure. As most people would, the two men assumed that this was adequate ventilation, and indeed they had done the same thing many times before, without incident.

So what was different this time?

Because it is winter, the canvass covering the cockpit was left in place, with only the access flap & the transom door open. The exhaust, bubbling under the swim step, only needed the gentlest breeze to silently sneak aboard and fill the interior with deadly poison. This can happen even on boats out in the open, at anchor, if their engine or generator is running and the air movement is just right.

These situations are why CO detectors/alarms should be essential equipment aboard and can be real life savers. They are relatively inexpensive

Continued on page 8

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Boats for Sale

Call Terry: 604 940-9291

or Darryl: 604 866-5111

Tanna III 41' Canoe Cove (1976)

Cool Change 24' Champion (1988)



Notice of Annual General Meeting

To the Members of Langley Power and Sail Squadron

Take Notice, the Annual General Meeting of Langley Power and Sail Squadron will be held at the **Fort Langley Lions Hall**, 23022 88th Ave, Fort Langley, BC, **on May 4th 2013, at 1800** for the purpose of:

- a) receiving and, if thought fit, approving the reports of the Officers of the Squadron;
- b) receiving and, if thought fit, approving the financial statements of the Squadron for the 12 month period ending March 31st 2013, and the report of the Squadron Financial Reviewer thereon;
- c) electing the Officers of the Squadron;
- d) appointing the Squadron Auditor;
- e) considering such further and other business as may properly come before the Meeting.

The report of the Squadron Nominating Committee is on the following page and forms part of this notice. Under Squadron Regulation 12.1, any further nominations must be made by way of petition in writing, signed by not less than 5 Members of this Squadron who shall confirm the consent of their nominee to stand for election. The petition must be filed with the Squadron Secretary not less than 2 days prior to the date of this Meeting.

DATED this 15th of February 2013

2012/13 Squadron Secretary
Alison Chapman

LANGLEY POWER AND SAIL SQUADRON NOMINATING REPORT, FEBRUARY 15th 2013

1. The Squadron Nominating Committee nominates the following Members for election as Squadron Officers:

Commander	Cdr Jay Chalkman
Executive Officer	Position to be filled
Administration Officer	Jim Henderson
Training Officer	Brian Chapman
Secretary	Lisa Fawkes
Treasurer	Alison Chapman
Public Relations Officer	Shane Fawkes
Membership	Bob Stone
Marep	Position to be filled

2. The Squadron Nominating Committee also nominates the following Members for election as Squadron Officers, if elected, will have the duties indicated next to their names assigned to them by the Squadron Executive Committee pursuant to Squadron Regulation 6.2.1(d):

Publications Officer	Ed Bolli
Communications Officer	Darryl Day

3. The Squadron Nominating Committee also nominates the following Member for the appointment by the Members as Auditor of the Squadron:

Financial Reviewer	Doug Romilly
---------------------------	---------------------

4. The Squadron Nominating Committee advises that, if elected, the Nominee for Commander intends to appoint the following Members as Staff Officers:

Supply Officer	Jim Henderson
Programs Officer	Position to be filled
Socials Officer	Candace Stone
Cruise Master	Jeff and Leanne Adams
Historian	Terry Watling
Electronic Communication	Position to be filled
Environment Officer	Position to be filled
School Liaison	Position to be filled
Chief Proctor	Terry Brunner
Web Master	Sandie Henderson
Asst Training Boating	Bill Woodall
Asst Training	Jim Hornell
Registrar(s)	Joy & Ron Ruffeski

5. The Squadron Nominating Committee also advises that:

a) the following Member will serve on the Squadron Executive Committee by virtue of his position as immediate Past Commander, and does not require election or appointment:

Past Commander	P/Cdr Shane Fawkes
-----------------------	---------------------------

b) pursuant to Squadron Regulation 9.14.1, the following Members will serve on the Squadron Nominating Committee for 2013/2014 by virtue of their position, and do not require election or appointment

Incoming Commander	Jay Chalkman
Immediate Past Commander	Shane Fawkes
Past Commander	Bob Stone

Respectfully submitted

Jay Chalkman
Shane Fawkes
Bob Stone

Carbon Monoxide Warning

Continued from page 5

to purchase and simple to install. They are also available in a portable, battery operated version. Every enclosed boat, equipped with a potential source of CO (engine, generator, stove, furnace, heater, etc), should have at least one CO detector aboard. I prefer two, one hard wired and a battery operated portable, placed next to my berth. My house has 4, two downstairs and two upstairs.

The danger and tragic consequences of CO poisoning cannot be overstated and must not be underestimated.

My letter should end there, however, there's a little more to the story.

On Wednesday evening, Jan. 02/13, I received a totally unexpected phone call. It was the survivor, and he not only sounded very much alive, but totally lucid. Everyone, including his mother, was told that he wasn't expected to survive, but if he did, he would be severely brain damaged. The doctors at VGH were astounded by his apparently full recovery. He spent an extended period of time in a hyperbaric chamber which obviously countered the effects of the CO poisoning.

On Saturday, Jan. 05/13, I met with him at his home in the Lower Mainland. He was grateful and happy to be alive, but deeply saddened by the loss of his lifelong friend and partner. I was also

greeted at the door by a barking little white dog. Unfortunately, the dog was blinded by the CO and is unlikely to regain his eyesight.

There's one thing that really stood out, when we talked about the incident. The man expressed great surprise at how rapidly and unexpectedly he was overcome. The two men were making the boat ready for departure, when he told his partner that he was feeling a little dizzy. Since this was not that unusual for him, neither of them became alarmed by it. His partner told him to sit down and relax for a minute. He sat down on the bottom step of the cabin stairway and placed his head between his knees. That's the last thing he remembers, until he woke up in the hospital, 3 days later.

Let me say it again, the insidious nature of CO and the danger it poses, must not be ignored. The public, especially boaters, need to pay attention. Their lives and the lives of their loved ones depend on the decisions they make and precautions they take.

*Capt. Duke Andrash,
Duke's Marina Ltd.
Secret Cove,*



Port Browning Marina

Ship-shape Radio?

by Shane Fawkes

While there were a lot of complaints about the lousy weather up till June, there wasn't much to complain about in Sept (or even Oct) last year. There was still a lot of great weather to enjoy out on the boat. With the turn of weather, end of season maintenance & 'just going to check on the boat' trips are becoming more the standard. Some hardy souls will still be out there during the winter months, enjoying the peace and tranquility of empty bays and docks.

If your casting off lines regularly, how long has it been since you've checked over your radio equipment? The flip side of those enjoyable, ghost town destinations is that there are also fewer vessels out there, and if something goes wrong, you'll want to ensure your radio equipment is performing to its potential. If you're not using your boat, it's still a good time to survey your system to ensure you're good to go in the spring. Your radio is often both your first and last line of defence in an emergent situation; a little time to maintain it could save your life.

Look for any signs of deterioration of co-ax and connectors; brittle/cracking/UV damaged sheathing, chafing, signs of water egress at connectors, etc. If you have access to one, check out your antenna performance with a SWR meter; a range of 1.2-1.5:1 is optimal. It is the only true way to ensure your systems' transmission signal. The better the quality of the components, the lower the potential ratio, and the longer the service life of equipment. Remember too, your battery system; while there is nominal draw for radio reception, transmission output drops off sharply with voltage.

So if the systems are in good shape, are you done? Maybe. If you've replaced (or will soon be replacing) your old radio, chances are it was with one of those DSC varieties; manufacturers are

no longer distributing non-DSC VHF radios. But, have you tied it in to your Chartplotter/GPS? Have you applied for and inputted an MMSI #? Did you know that 90% of the distress alerts (DSC radios) received by the USCG do not contain position information, and that 60% do not contain a registered identity? (USCG Marine Safety Alert # 04-11, Sept. 1, 2011). The omission of this information undoubtably hampers rescue efforts should the need arise, but also lead to an earlier suspension to SAR efforts.

Looking at our LPS membership, there 89 members with their ROC(M). The latest Prop Wash Roster included 30 vessel names, but only 7 with MMSI#'s listed. (note: Terry only had one of his boats listed :*) Of course the Roster gets its data from your membership info, not from Industry Canada or the ITU, but you get the idea.

There have been some tremendous advances in the GMDSS safety net. AIS is becoming more prevalent on recreational vessels. EPIRPs, SARTs, SENDs, are all great additions, but they all require some set-up, registration, and proper operational knowledge to be effective. Advances are interesting, and helpful. Our communication during the Squadron cruise to Desolation Sound was made much simpler due to DSC and the use of our Squadron group MMSI # (03160044) made co-ordinating radio communications a breeze as we rafted up 11 vessels.

If you don't have your ROC(M) come on out and take the course (by law, you do need it), but for safety's sake, even if you don't, please make sure you've taken care of ensuring your equipment is fully operational to take care of yourself in the event of an emergency. As members of CPS, please live the motto 'boaters helping teach others to boat safely'.

TECH TALK

by Jeff Cote

Taking care of your shore-power connection and inverter are essential to a safe winter at the dock



There are several great reasons for switching to a Smartplug shore power connector on your boat.

Your AC electrical system can be adversely affected if it's not maintained during the winter months. These are two important items to keep in mind: have a well maintained shore-side connection and ensure your inverter is not left on standby. We will look at each of these in detail and offer some simple tips to keep your electrical system safe during the cold weather.

SHORE-SIDE CONNECTION

Most boaters keep a heater on continuously throughout the colder months, but this puts a heavy strain on your AC electrical system. Your shore-side connection must be connected securely, and be free of dirt and corrosion.

With such a high draw from your heaters, your AC shore-side receptacle needs to be in good condition so it can sustain the high current rate. With high current and poor connection, overheating is quite likely, and this will cause a "snowball effect". As heat increases, so does resistance, resulting in more overheating. Keep in mind that fires do not start with flames but with heat. A bad connection can easily lead to a dangerous situation.

At full output, a typical ceramic heater draws approximately 12 amps; therefore it takes only two heaters to almost max out your 30 amp shore-side receptacle. In comparison, during the warmer months most boats rarely exceed a 10 amp draw from their appliances (such as battery chargers); the difference is substantial.

TIP 1

To avoid issues caused by overheating and to prevent damage to your electrical system, we strongly recommend you inspect your AC shore-side receptacle regularly. A few things to look for are dirt, corrosion and a loose fit.

TIP 2

Use the Smart Plug shore power connector on board your boat. There are three reasons for doing this:

1. Smart Plug's straight pin connections were designed with 20 times more surface area. This means less resistance and less chance of overheating.

2. The thermostat integrated into the power inlet will automatically cut the connection in the unlikely event that

the connector becomes too hot. Once things cool back down, the Smart Plug turns back on.

3. Some insurance companies offer onetime credits for using products such as Smart Plug.

PITFALLS OF LEAVING YOUR INVERTER ON STANDBY

Many inverters come with a standby feature for convenience, but using this during the colder months has its issues. While on standby mode, the inverter senses AC input and will start creating its own AC output the moment the AC input is lost. It's not uncommon for boats to experience an AC outage in the winter months due to bad weather, tripped breakers or accidentally disconnected shore-side connections. AC outlets powered through inverters may have many AC loads, including ceramic heaters, which are considered heavy loads. Therefore, in an AC outage, the inverter will be left to draw battery capacity to power these heavy loads, crippling the batteries within a few hours or less.

This occurs far more often during the colder months when more boats in the marina are drawing power, and the

Langley Datum Data

likelihood of an AC outage is higher. Depleted batteries have many negative implications and cause a chain reaction - your bilge pumps will not work, alarms will not sound and depleted batteries will be damaged quickly due to the sulfating process.

TIP 3

Instead of leaving your inverter on standby mode and having heavy AC loads running on an inverter, it is best

during the winter months to connect large AC loads to the shore-side power only. This will prevent damage to your batteries and the associated risks in the case of an AC outage.

During the winter months, it is advised that you take the time to visit your boat frequently and ensure your shore-side connection has a tight fit and is free of dirt and corrosion. Check that your heaters are secure and clear

of clutter and make sure your inverter is not in standby mode. If you do manage to get out on your boat, enjoy all the scenery that winter boating can offer.

“On behalf of PYS, we’d like to thank the Langley Power and Sail Squadron for hosting one of our Tech Talk seminars. On a monthly basis, PYS provides a newsletter with all issues related to marine electric and electronics. If you are interested in getting this newsletter, please go to our website: www.pysystems.ca and click on the newsletter signup button at the end of the webpage. We have provided your squadron with digital PDF version of the presentation if anyone is interested, as well as our PY Tech Talk Column on Winter Maintenance for your Boat. Safe Boating.”

We will extend the Langley Squadron with a discounted labour rate of \$95/hr instead of our standard \$105/hr rate.

Jeff Cote



Jeff Cote is a systems design engineer and owner of Pacific Yacht Systems, a full-service shop delivering marine electrical and navigation solutions for recreational boats.

Visit their website and blog for info and articles on marine electrical systems, projects and more.

www.pysystems.ca