



"MUDDY WATERS"

KANAGIO YACHT CLUB — MARCH/APRIL 2017 ISSUE

The **SPRING GENERAL MEETING AND DOCK BIDDING** took place on April 2nd with a good turn out of 41 full and probationary members. **Commodore Bill Graves** thanked **Fleet Captain Kristi Metcalf** for a job well done on the dock bidding, which went smoothly, with all but one 7 foot slip filled. Probationary members **Rick and Val Morgan** where voted into full membership—Welcome to the club !

Treasure **Dave Blake**, presented an overview of the 2015 and 2016 financial position of the club which was very favourable. All events in 2016 broke even and Dave indicated that formal statements will be presented at the next general meeting.

Members were reminded that it was their responsibility to have their work hours approved and tracked in order to not receive an invoice after October 31st.



Fleet Captain reminded members that if insurance papers not provided no one will be allowed to lift their boat into the water.

A preliminary *Schedule of Club Events* was mailed out and is included in this issue. One of the highlights of the summer will be the **150 year Anniversary of Canada**, with Port Stanley planning several events along with a large fireworks presentation which KYC has donated to its success. It is anticipated that the club will be asked to participate in a "*Boat Parade*", with more details to follow.

In this issue we introduce **Dan and Erin Hopkins**. Dan was the Rear Commodore for seven years with one off, and through his un-wavering dedication to the club saw significant physical changes take place over the years. Retirement I am sure is certainly justified.

The new **KYC Web Site** is going on-line on May 12th! Please sign into the **Members Only** section and get recognized so that you can see past and future club information.

Brian



NOT SURE OF THE PHOTO DATE — PROBABLY MID TO LATE 1930'S. SPRING WAS A TIME OF CELEBRATION AT KYC, WITH MEMBERS HAVING A SAIL-BY ALONG THE CREEK WHILE HEADING OUT TO THE LAKE FOR A SHAKE DOWN CRUISE

MUDDY WATERS

The Newsletter of the Kanagio Yacht Club

Please e-mail contributions and comments to
knowlesbd@hotmail.com

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KYC SEASONAL REMINDERS

- Make sure that your name is on your trailer, stands and blocking and don't lock your trailer as it may have to be moved. Stack along fence.
- Remove all items from the storage area that are not used for storage of your boat.
- Items allowed in the south storage area - BOATS, TRAILERS, STANDS AND BLOCKING.
- Boat Insurance—don't forget to provide insurance information , NO INFORMATION = NO LIFT INTO WATER.
- Don't forget if you see a maintenance problem small or large, report it to the Rear Commodore immediately so that it can be repaired or replaced.
- Obey the Speed Limit in the parking lot.
- Have your guests park in the Visitor Parking Area, front row parking for boat owners.
- Remember to become familiar with the tractors, and in particular the "Honey Sucker" before you take them out amongst the living.
- All pets are to be on a 5-foot leash at all times.
- You are responsible for your guest, who must adhere to rules.

Thanks — DAVE
Rear Commodore



FROM THE BRIDGE



JOE POLISAK

Gas Committee Chairman

FUEL AVAILABILITY

We will be making fuel available to the membership starting the first part of May. As in the past a member of the Gas Crew will be available on Wednesdays between 6 and 9 PM and Saturdays 8-12 AM.

Please be advised that you must have a blank check with you in case the internet is down and visa can't be used.

In the event we have boat visitors on the long week-ends and have to use the well, we try not to have gas service at that time, so please consider that when planning fuel. Also please put your name on the board for fuel ahead of time so the fuel person doesn't have to sit there for 3 hours for nothing, after all, they are volunteers. As in the past, some of the Crew Members are prepared to provide gas at other times during the week. Please be courteous and considerate of their time and personnel commitments. A list of the Gas Committee members is posted in the clubhouse with their phone numbers and email addresses.

Have a great boating season - *JOE*

SPRING 2017 GENERAL MEETING AND DOCK BIDDING

The first meeting of the new year is always preceded by "*Dock Bidding*", which went smoothly under the direction of our new **Fleet Captain Kristi Metcalf**. **Commodore Bill Graves** called the meeting to order and the Agenda for the meeting was accepted with no additions. The roll call revealed that 37 full time members and 4 probationary members were in attendance.

The Executive recommended that **Rick and Val Morgan** be accepted as Full KYC members having completed their one year probationary period. Through a secret members vote the Morgans were accepted into the club, with the Commodore presenting Rick with a club burgee.



MEMBERS LISTENING TO EXECUTIVE



NEW SECRETARY (LYNN) WELCOMING BACK PAST COMMODORE (RICK).

Spring meeting was well attended, although several members were still in the warm southern section of the United States. See Minutes of the Meeting for additional details and date of next meeting.

Kanagio Yacht Club 2017 Calendar of Events

Dates, times and events are subject to change

Sunday April 2	9:30 am 10:00 am	Dock bidding General Members Meeting <i>Reminder: to be eligible for full membership probationary members must attend three general members meetings</i>
Early spring		Water turn-on
To Be Determined - April	8:00 am 9:00 am to 3:00 pm 1:00 pm	Dock installation <i>Contact Fleet Captain Kristi Metcalf to join dock crew</i> Clean-up day Hot dogs and hamburgers for all workers
May 19 & 20		KANAGIO SUMMER KICK OFF WEEKEND
Friday May 19	8:00 pm	To Be Determined
Saturday May 20	1:00 pm 6:00 pm 9:00 pm	Flag Raising Ceremony Hot dogs & hamburgers Entertainment – <i>To Be Determined</i>
Sunday May 28	10:00 am	General Members Meeting
Saturday June 3 rd	TBD	Power Squadron Boat Inspections Organized by Brian Knowles
June 30 & July 1		CANADA DAY CAN/AM PARTY <i>Invitations/Announcement will be sent to affiliate clubs</i>
Friday June 30	6:00 pm	Hot dogs & hamburgers
Saturday July 1	6:00 pm 9:00pm	Steak Dinner (<i>Prepaid, Guests \$20</i>) Entertainment – <i>To Be Determined</i>
Sunday July 16	10:00 am	General Members Meeting
August 4 & 5		CIVIC HOLIDAY & KYC 84th ANNIVERSARY CELEBRATION
Friday August 4	6:00 pm	Hot dogs & hamburgers
Saturday August 5	6:00 pm 9:00 pm	Steak Dinner (<i>Prepaid, Guests \$20</i>) Entertainment – <i>To Be Determined</i>
Saturday August 19	4:00 pm 6:00 pm	Blender Wars Fish Fry & Entertainment – To Be Determined
September 1, 2 & 3		LABOUR DAY – SUMMER'S LAST SHINDIG
Friday September 1	6:00 pm	Hot dogs & hamburgers
Saturday September 2	TBA	3 rd Annual Euchre Tournament (to be confirmed) <i>See Donna Banman for signup</i>
Sunday September 3	1:00 pm 5:30 pm 9:00 pm	Deck Jam Potluck Dinner (Clubhouse) Entertainment on the Patio – <i>Tony Morgan</i>
Sunday September 24 th	10:00 am	General Members Meeting
To Be Determined -October	8:00 am	Dock Lift-out
Saturday October 28		Water turn-off
Saturday November 18	TBA	Commodore's Ball (to be confirmed) <i>Kettle Creek Golf and Country Club</i>
Sunday November 26	10:00 am	Annual General Meeting & Election of Officers



INTRODUCING EXISTING AND NEW KYC MEMBERS

This month we introduce a long term and very active couple of the club and recognize their support and contributions to KYC over the years. In this issue we recognize — **DAN AND ERIN HOPKINS** (past Rear Commodore).

- **When did you first start boating and where?**

1990 – Lake Erie

- **When did you become a member of KYC?**

April 2007

- **How did you learn about the KYC?**

Through Bill and Sally Graves-we purchased their 365 Four Winns

- **What do you like best about KYC?**

Camaraderie, Lovely yacht club with many amenities.

- **What was your first boat?**

18 Ft Wooden Peterborough

- **How many boats have you had over the years?**

Six (6)

- **What type of boat do you have now?**

365 Four Winns – L.O.A. – 39 Ft, 6 In – Beam – 13' 2" Name - "**ED's OUT**" – Dock 52

- **Does your wife or first mate have a Pleasure Craft Operator Card and does she like to drive the boat**

Yes – Sometimes

- **Are you a member of the Power Squadron?**

Yes

- **Do you have any pets that also come on the boat?**

Presently none – in the past 13 years Maggie was always on the boat.

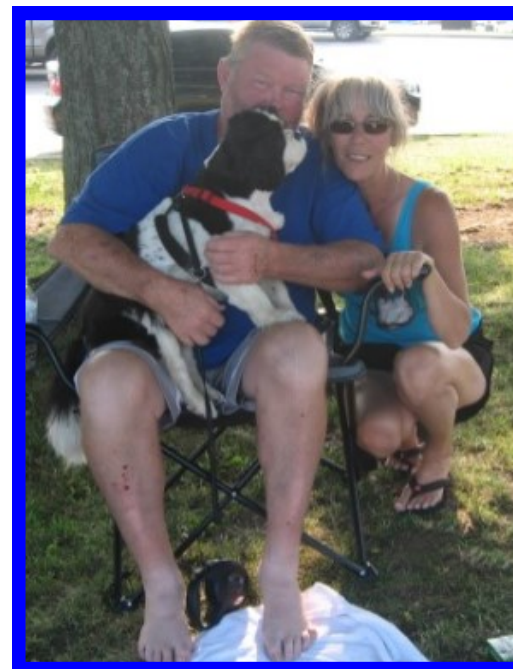
- **Have you or your mate held any executive positions at the KYC?**

Yes – Dan was Rear Commodore for six years

- **Have you travelled by boat on the Great Lakes? Any memorable trips or moments in those trips you would like to share?**

Trent Severn – Lake Ontario to Georgian Bay – Twice
North Channel – Lake Huron to Georgian Bay and beyond – 7 times. Most recently to the North Channel in 2013 with Ken and Mary Borkwood. Numerous trips through out the Great Lakes.

Safe Boating *Dan and Erin*



DAN, ERIN AND MAGGIE



BEST FRIENDS

DOCKS IN AND CLEAN-UP

Spring was (is) in the air and it is time to re-install the docks at KYC. **Fleet Captain Kisti Metcalf** had it well organized and a number of the Young Members arrived early to get their work hours started.

On Saturday, members were out in abundance to install the docks, clean-up the site and ready the flower beds and pond area for the coming season.

I was actually surprised at the number of "older members" who aided in the dock lifting and heavy labour associated with pounding in the dock end poles. Hope I recognize them individually, but if I miss one you know who you are. Thanks to **Rick Metcalf, Al Thibert, Todd Thibert, Steve Martin, Dan Doyle, John Beattie** and Youngsters **Jeremy Groenendyk** and non-member **Clayton Hindley** for putting the docks in under the new crane system.

The Garden Crew was in full swing, re-planting the area around the main deck and spring cleaning the pool area.

Now looking forward to a hot summer with calm waters.



Look who showed up just prior to clean-up day. An unwanted black and white member of the woods. **Dan Doyle** found him on his dock moving crew.



Mary-Ellen "What do you mean we can't grow a little pot - thought we could reduce fees with a good crop!"

Jeremy—"look at those Old Guys Go!"





Spring cleaning , gardening and Dock Installation taking place on April 22nd. With "*Smitty*" no longer installing the docks, **Fleet Captain Kristi Mecalf** and the executive are utilizing a truck crane from **Yarmouth Crane and Rigging** to lift and position the docks. Crew members then had to pound in the end poles and bolt the dock to the sea wall. Great job to the members participating in this job, you should get double time or at least risk pay!



The Dock Crew (top left photo) getting ready to install another dock, with the aid of a long boom crane - new system this year. Photo top right shows the gardening crew discussing their next planting while the dock crew to the rear is moving ahead with another installation.

Bottom photo shows **Team Mighton** cleaning the area along the sea wall for painting, with pass secretary Pat driving the tractor and Dennis cleaning off you know what.

How to Make Your Boat's Engine Last Forever

By Capt. Richard Thiel



Your engines could outlive your boat if you follow these few easy steps.

Okay, I admit that the title of this article is just a teeny bit misleading. I mean, really, nothing lasts forever. Not even Jack LaLanne. But I do know a few tricks that the average boater can use to make his engines—be they gasoline or diesel—last for a very long time. Maybe even as long as the boat itself.

This 1987 135-bhp Ford Lehman SP135 diesel has approximately 3,671 engine hours on her and yet she still purrs like a kitten thanks to lots of TLC.

One question I was often asked when I was a working mechanic is how long a marine engine should last. You'll hear lots of numbers bandied about in answer to that but the truth is there is no answer. How long an engine lasts depends on so many variables that no one could accurately predict engine life with any degree of accuracy. But we can say a few things about engine life in general.

First, diesel engines typically last longer than gasoline engines. There are two main reasons for this. One, at a given boat speed they turn fewer revolutions, usually about a third fewer. When an engine turns fewer revs per mile, pistons make fewer trips up and down the cylinders and valves open and close less often. Ergo, less wear.

The other reason is that diesel fuel contains oil, and so it not only provides fuel for combustion but also for lubrication. Gasoline is fuel and nothing else. Moreover, as we all know, diesels burn less fuel per mile traveled than gasoline engines, and the most reliable indicator of an engine's life is the amount of fuel it burns. Remember that, because we're going to come back to it.

So let's talk about what happens to geriatric boat engines. Some of them rack up so many hours that their piston rings and/or valve guides wear, allowing lubricating oil to get past them and into the combustion chamber, where it's burned, along with fuel. The result is a rather embarrassing cloud of blue smoke but the engine still runs, often surprisingly well. However oil consumption only gets worse, and inevitably it will get to the point that it's either too bothersome to put up with or the spark plugs start fouling with oil residue and the engine begins to miss, and eventually won't start.

There's another wear-out scenario, one in which the core engine—pistons, crankshaft, bearings, valves, etc.—is in good shape but the ancillaries begin to fail for a variety of reasons, usually associated with corrosion. By ancillaries I mean things like water pumps, carburetors/fuel-injection systems, exhaust elbows, and ignition components. This scenario usually leads not so much to a blue cloud as it does to hard starting, poor performance, and big repair bills.

If you plan on keeping your boat for a long time and you don't want to suffer the financial pain of repowering it, you're going to have to address both of these scenarios. Let's start with the first one.

We all know that the best way to keep an engine from wearing out is changing the lubricating oil at proper intervals, right? But what is a "proper interval?" It starts with the engine manufacturer's recommendation, which is for engines subject to normal use; that is, not things like unusually heavy loads, high temperatures, or dirty air. Assuming your engine does not fall into that category, there is absolutely no benefit to changing your oil more often. The efficacy of modern lubricating oil—even the cheapest API-rated oil—is such that there is nothing to gain by replacing it before its allotted time; doing so will not make your engine last longer. You'll just waste money and create hazardous waste that needs to be disposed of.

It is theoretically possible to subject your engines to such severe operation that you need to reduce the oil-change interval—possible but unlikely. The most likely causes of "severe operation" in boats are extended low-speed operation, where fuel is incompletely burned, and unusually heavy loads. The former is unlikely to be a problem in modern engines due to electronic controls, and the latter is even more rare, unless your convertible happens to double as a long-liner. In other words, most of us should just stick to the factory recommendations. With one exception

Diesel-powered boats that venture outside of North America may encounter fuel containing high levels of sulfur, which when burned transmogrifies into extremely corrosive sulfuric acid that accumulates in the lubricating oil. Filters won't remove it; the only way to get rid of it and prevent it from attacking bearings and other soft-metal components is to replace the oil. If you go to the out islands of the Bahamas or Mexico or beyond and want your diesel engines to last, you need to monitor the sulfur content of the fuel you purchase and act accordingly. You can buy an inexpensive test kit (www.titanlab.com) that will alert you to high levels of sulfur in your lube oil.

It's a good idea to pull the hose off the exhaust elbow annually and check for corrosion.

What about synthetic oil? Will it increase the life of an engine? Synthetics have been shown to lower wear rates compared to petroleum oil—exactly how much varies. Whether this translates into longer engine life is debatable. My personal opinion is that any good API-rated lubricating oil will do almost as good a job at a fraction of the cost. But if the old cost-benefit computation doesn't matter to you, go for it.

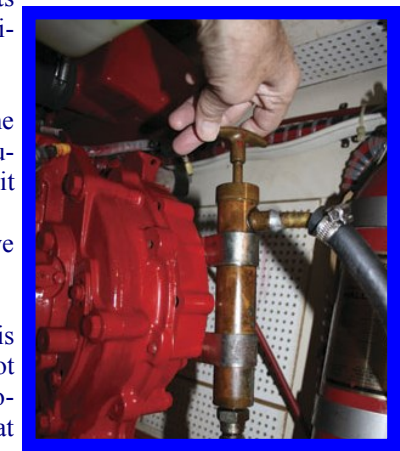
One final note about oil: if you want your engines to last, make sure that whoever changes it does it the right way. For most boaters the engine manufacturer's maintenance recommendations (which, by the way, apply whether you use petroleum or synthetic oil) mean changing oil once a year. If your boat will stay where it gets cold, change the oil as close to winter lay-up as possible to prevent over-the-winter damage from the contaminants that naturally accumulate in it. Ideally, drain your oil right before the boat is hauled, refill, then run the engine for a minute or two to make sure everything is coated with clean oil. When you start the boat in the spring, remember that all of the oil has drained into the pan and let the engine idle for a minute or two to recirculate everything. If you don't, you could produce as much wear in five minutes as all of your running does for the rest of the year.

Make sure to include a new oil filter with each oil change. And date the thing for future reference.

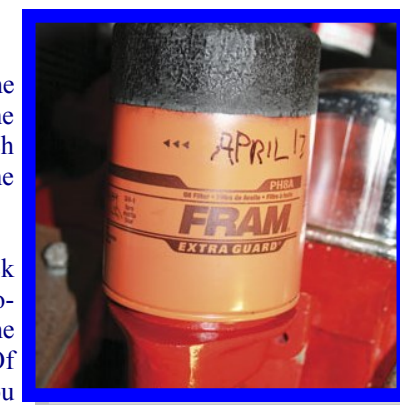
Always drain oil when it is warm. Modern multi-viscosity oil does not need to be hot to flow easily but oil should be well above the ambient air temperature. If you delegate this job to a mechanic be aware that some can be less than scrupulous about this, draining the oil whenever they have a free minute—which may be when the engine is stone cold. Draining oil from a cold engine can leave as much as a half-quart of dirty oil behind, which will let all that acid and water vapor work its magic over the long winter. Always change the oil filter when you change the oil, too; it can hold as much as a quart of dirty oil.

So, if changing your oil more frequently won't significantly increase the life of your engines, what will? Remember that sentence back at the start of the article? To repeat: The most reliable indicator of engine life is the amount of fuel an engine burns. This is why turbo-charged and intercooled diesels don't last as long as naturally aspirated ones as shown on these pages—they burn more fuel. So the easiest way to extend engine life is to throttle back, at least to the most efficient cruising speed if not beyond. It's really that simple. Of course, there are other helpful operational guidelines, things like making sure the lubricating oil—not the coolant—is warm before you put a load on the engine and giving the engine a minute or two at idle to cool before shutting down. Most are common sense, and frankly, a lot easier to do than actually slowing down.

Reproduced from the issue of Power and Motoryacht Magazine



There's an engine zinc that obviously needs lubricating.



And what of that second scenario—the one where the core engine is intact but the ancillaries fail? Whether your engines are old or new, gasoline or diesel, the components that reside outside of the core engine are constantly at risk due to the salty marine environment. Corrosion is the main culprit here, and the battle against it is constant and never-ending. You should inspect your engine visually every month for corrosion, and when you find it, remove it down to bare metal, prime the area, and paint it with manufacturer-approved engine paint. The key to corrosion is catching it early and treating it aggressively, before the component is so deteriorated that it has to be replaced. This is especially true of bolts and other fasteners. Once they're rusted they may no longer do their job properly, leading to leaks and more corrosion and maybe even overheating, and you'll pay hell getting them out.

The point where the greatest corrosion tends to take place on an engine is the exhaust elbow where salt water leaving the engine block mixes with hot exhaust gases. On many newer gasoline engines and most diesels, this elbow is made of stainless steel, which renders corrosion far less likely. If your engines have cast-iron manifolds, their life expectancy can be as short as two years, depending on the ambient water temperature and salinity. When an elbow fails, the result can be anything from a messy leak (and more corrosion) to overheating. The only way to stay on top of these elbows is to remove the exhaust hose leading to them and look inside, something worth doing once a year.

Overheating is a principal threat to your engine's longevity. Repeated or prolonged overheating raises the temperature of internal components and can deform them, causing further complications ranging from coolant in the oil to more serious overheating. Anything you can do to minimize or avoid overheating will increase your engine's longevity, including replacing engine coolant and sacrificial anodes at the recommended interval. Underway, keep an eye on your coolant temperature gauges and ensure your engine alarm system, annoying though it may be, is operating properly. Periodic inspection of your raw-water strainers is important for the same reason. And when an alarm does go off, reduce engine speed or shut down altogether. Continuing to run, even slowly, can cause internal damage that may not be readily apparent but may rear its ugly head over the long term. Treat every overheating incident as a potential reduction in your engine's lifespan.

No discussion of engine life would be complete without mentioning the topic of preventative maintenance—replacing or repairing things before they actually need it. This is a topic rife with controversy because the benefits that may accrue by replacing something that might go wrong can be offset by problems due to improper installation and disturbing that which would have been better left undisturbed. My own view is succinctly summarized by the aphorism, "If it ain't broke, don't fix it." Instead of whipping out the old tool kit, keep a sharp eye out for symptoms of trouble and take action when the problem makes itself apparent.

Today's gasoline and diesel engines exhibit a level of reliability unimagined only a decade ago. That means there's a lot less for you to do. But it doesn't let you totally off the hook. If you're in a committed long-term relationship with one particular boat and her engines, a well-thought-out plan of prudent operation and maintenance can forestall an untimely divorce.

A LITTLE KYC HISTORY



This picture above from 1934 looks like **Skippers Turnville and Rainheart** along with other KYC members working together to launch a boat. Looks like a lot of physical work to get this small sail boat into the water.

The picture (2016) below shows the launching of a much larger 38 foot two story bridge boat by **Neil Enns**—walking beside the boat, while lift operator **Ralph Oliver** guides the clubs travel lift to the launch well. This activity is sometimes mentally stressful but not physically.

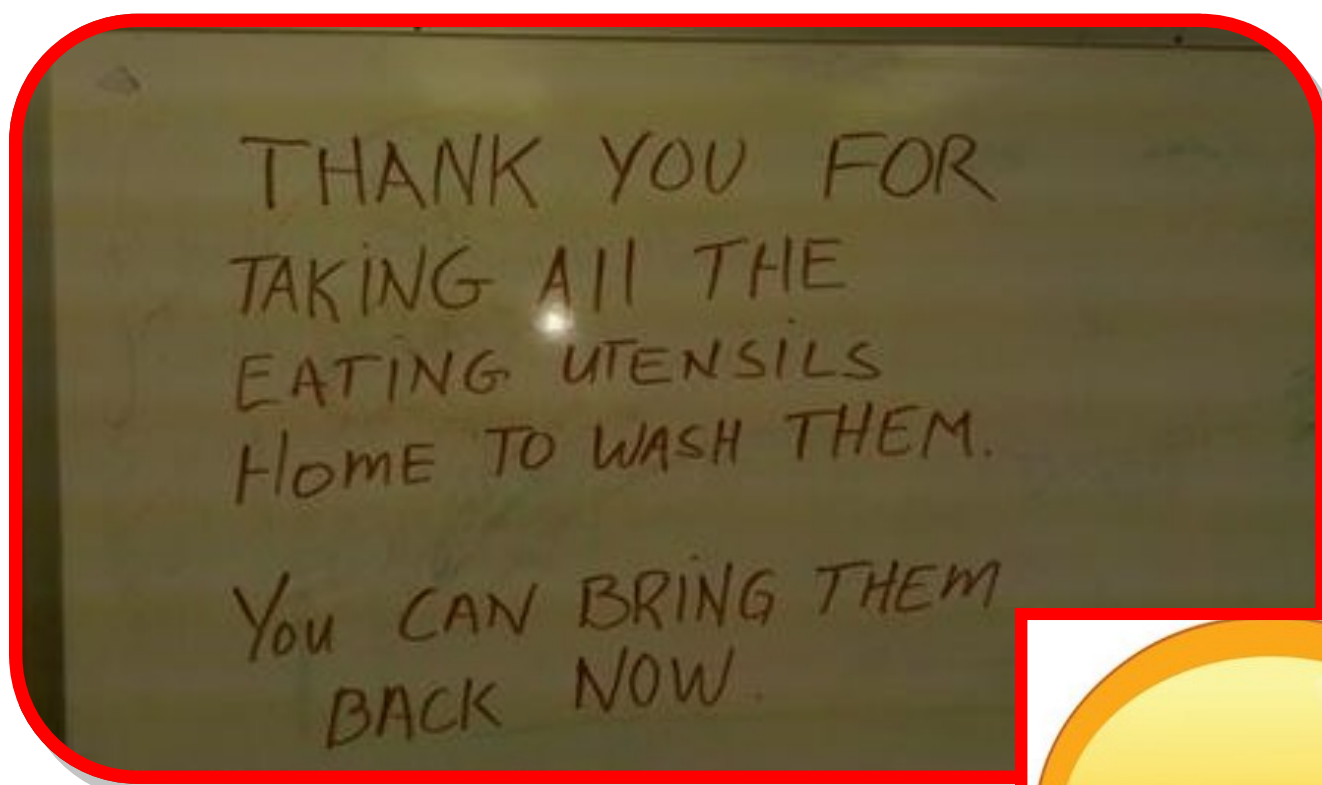




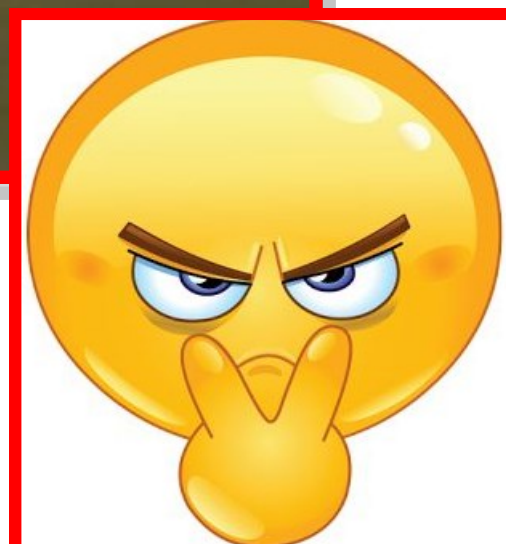
If you are a member of the **Power Squadron**, there are a number of benefits that are available to you, including insurance discounts and a variety of product discounts. Keep this in mind the next time you are looking for Navigation Software or you are in need of radio equipment.

Also remember that **Dave** provides KYC members a discount on purchases at **Stan's Marina**.

If you know of any other discounts available to the membership, let me know and I will inform the membership in the next issue.



THIS SIGN SHOULD HANG IN THE KYC KITCHEN



In this issue, I am including the business card for **John Norton**, owner of **Undercover Canvas and Upholstery**.

John is often seen at the club, replacing or fixing members canvas. There is a limited number of canvas shops in the area which will travel to the area, Undercover is one that will attend to the club location.

I am not specifically recommending John but would suggest that you talk with John as a supporter of the club as well as members that have used him and always consider and talk to the competition.

