

YORK SAIL & POWER SQUADRON



Official Publication of the York Sail & Power Squadron, District 5
A Unit of United States Power Squadrons®

“America’s Boating Club”®

ANCHORLINE—York Sail & Power Boating Newsletter

10 ISSUES PUBLISHED A YEAR

JULY 2009



Hey...Calling All Members...

TO A MEMBERSHIP MEETING

WHERE? SAN CARLOS (Rt 30 & Loucks Rd.)

WHEN: **THURSDAY, AUG 6, 2009**

1800—Social Hour

1900—Dinner—*Cost: \$19 pp

2000—2100—Speaker, Sara Grise,

Coastal Outreach Specialist

(see detailed information on page 3 of this newsletter)

**Please note the change in cost. Since our club can no longer supply the 50 persons necessary for the social room, the cost has been raised by the establishment.*

CHECK OUT THIS ISSUE

MANY GREAT ARTICLES
AND INFORMATION ON THE
INSIDE PAGES.

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P/C Edward Furst, S is being presented an award by D/5 Commander Ralph Bernard for doing 162 Vessel safety exams in 2008. His initiative and motivation in this area has challenged many to pursue the safe boating exam held twice a year by Bud Menchey. YSPS has more safe boaters on the water.

**Congratulations Ed for a
job well done!**



BRIDGE 2009-2010

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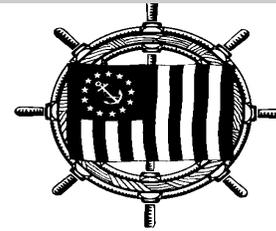
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COMMANDER ROBERT W. NAGLE, AP
YORK SAIL & POWER SQUADRON



COMMANDER'S MESSAGE

Ethanol & Marine Fuels: Some tips for you folks in dealing with Ethanol and marine fuels.

- Top Off: For boats with built-in gas tanks, stop at the fuel dock and top off the tank before you haul out, leaving it nearly full with just a little room for expansion. A tank that is almost full limits the flow of air into and out of the vent, which reduces the chance of fluctuating temperatures adding condensation (water) to the fuel, inviting phase separation.

Anglers who fish over the winter should also top off their boat's gasoline tanks between outings and use an Ethanol Treatment product regularly, such as Marine Formula STA-BIL to prevent condensation. Draining built-in fuel tanks of E-10 gas, while completely eliminating any chances of phase separation, is not practical and potentially dangerous.

- Freshening doesn't work: Midwest marina owners, who have dealt with E-10 for many years, report that phase separation typically occurs when boats are stored with tanks only one-quarter to one-half full, which cannot be remedied by adding fresh gasoline in the spring. Once E-10 phase separates, the water will remain at the bottom of the tank.

- Additive issues: With any fuel that sits in a tank for a long time, it's important to add a fuel stabilizer, such as STA-BIL. This should be added to FRESH FUEL before storage – it will help keep fuel fresh for up to 12 months. But stabilizers do not prevent phase separation. Once it occurs, additives and water separators can't help. The only remedy is to have the gas and ethanol/water professionally removed from the tank.

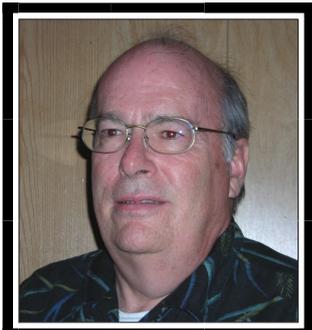
- Fiberglass tanks beware: Ethanol is known to chemically react with many fiberglass fuel tanks, which can cause them

Commander's Message—(Continued on page 7)

YORK SAIL & POWER
SQUADRON
BRIDGE OFFICERS
2009-2010



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Executive Officer*



*Lt/C Dave W. Johnson, N
Secretary*



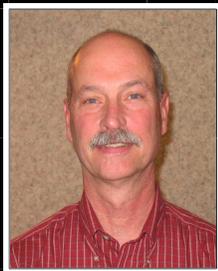
*Lt/C Fred Wise, Jr. SN
Treasurer*



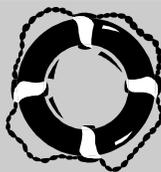
SPEAKER INFORMATION:

Ms Sara Grise, Coastal Outreach Specialist with the Pennsylvania Sea Grant Program will be giving a presentation on zebra and quagga mussels. These are invasive species thought to have first come to the US from Eastern Europe in the bilge water of cargo ships. They were first detected in the Great Lakes area in 1988 and have since spread throughout the East Coast and in 2007 were discovered in California, Nevada and Arizona. The spread across country was thought to have been due to the movement of recreational boats. In 2008 zebra mussels were found at the Conowingo Dam on the Susquehanna River. Sara will provide timely information about how to prevent further spread of these creatures and how we can get involved in monitoring our boating areas for these unwanted hitch hikers.





Safety



Education



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DOCKSIDE DO'S AND DON'TS

Many times we simply get complacent at dockside and don't use our common sense. Following are a few tips that you should adhere to make dockside boating safer and more pleasant for you and your dockside neighbors.

ALWAYS neatly coil or flemish excess line both on the dock and onboard. This not only looks more professional but can prevent someone from tripping over a loose line and falling. Guess who would be at fault it were your line they tripped over?

ALWAYS turn off all AC breakers on board, then turn off the breaker and disconnect the power cord from the dock first. You will see many people undo the power cord from the boat and then hand it to, or worse yet, carry it off the boat to the dock. One slip and they are in the drink with a live wire.

ALWAYS make sure you turn off all outside lights, instruments, and VHF radio. There is nothing more un-neighborly than a light shining on the boat in the next slip or the VHF blasting loudly while you are out for a late night at the local pub.

NEVER connect a dock water supply to the pressure side of the water system on your boat. Not even with a pressure-reducing valve. This is an invitation to sink your boat. All you need is for one of those hose clamps to quit, or a flexible section to rupture and there is an unlimited supply of water to fill your boat. Far better to fill your water tank periodically using a hose and using the onboard water pressure pump to supply your requirements. Now if there is an accident, no more water can come on the boat than was already there and you can't sink. Keeping your pressure pump working on a regular basis is also better for it. Nothing kills pumps quicker than being idle for long periods.

And while on the subject, **NEVER** have a water tank that overflows anywhere onboard. Plumb the overflow overboard or to a drain which always runs overboard because sooner or later, you will go ashore and forget you left the hose filling the tank!

Reprinted from Boatsafe.com

It was a rainy picnic day at the Wise Farm—but there was lots of food and smiles from old friends.

Thank you Fred Wise, Sr. for the use of your facility for another great picnic!



PICNIC PHOTOS



Just like a kid...Ryan with his hand in the ice cream!



Lots of Grub!



Nice Photo of Jack and Helen



Everyone having a good time!

WATCH OUT FOR BARGES AND TOWBOATS



Towboats and barges are familiar sights on many of our nation's waterways. Since these vessels operate 24 hours a day and pose a number of safety hazards, recreational boaters should be vigilant when boating in areas with commercial traffic.

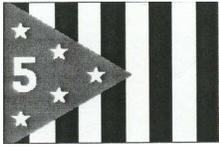
Barges can be surprisingly quiet, and the speed of both barges and towboats can be deceiving. These vessels are capable of traveling a mile in seven minutes, but it may take them over a mile to come to a stop. Boaters should steer clear of channel areas with high commercial traffic even after barges have passed since strong wakes can create serious turbulence hundreds of yards behind the towboat.

While towboat operators are generally on the lookout for smaller boats, their visibility is sometimes limited and they may be unable to maneuver quickly enough to avoid a recreational boater...especially one who is not paying attention.

In addition, a towboat without barges in front of it may be towing astern with the towline submerged. Stay clear! Recreational boaters should always maintain a proper lookout and steer well clear of commercial boat operations.

Boat Smart. Boat Safe.

Reprint from Boatsafe.com



A THANK YOU NOTE FROM D/5 COMMANDER—Ralph Bernard

“Express my appreciation to York Sail and Power Squadron for having Nance and I attend your picnic at Fred’s beautiful home. The food was great and plentiful for all to enjoy. Send a special thanks to Ryan who guided us to the area and we appreciate his friendship. As with the last function, Change of Watch, Nance and I were greeted with a real open friendliness which made us feel right at home. I enjoyed giving out the VSC award to Ed and hopefully he will continue in his quest to be #1. I also met an old friend of my Mom and Dad, Ron and Lucy Dowell and they talked to me about old times with them.

I must tell you that my grandsons thoroughly enjoyed the red wagon that Nance purchased and enjoyed playing with it as soon as we were able to get it out of the car and reassembled.”

With best personal regards,

Ralph Bernard, AP

(Continued from page 2)

Commander’s Message

to deteriorate and potentially fail. Unfortunately, unless your boat’s manufacturer can confirm that your fiberglass tank was built to withstand ethanol, your only remedy may be to replace the tank with a non-reactive material such as aluminum.

- Let it breathe: While ethanol does attract moisture, never try to plug up a fuel tank vent to prevent moist air from entering a tank. Without room to expand, the additional pressure could rupture fuel system components.

- Portable gas tanks: Any un-mixed gas (without 2-cycle oil) remaining in portable tanks may be carefully poured into your automobile gas tank. However, if you do have to

store gas over the winter in a portable tank, keep the tank out of the sun and in a well-ventilated area away from ignition sources, keeping in mind that gasoline fumes are heavier than air. Recent tests of portable jerry jugs confirmed that over time, gasoline can evaporate through the walls of some plastic containers.

- The good news: Next spring when you start the boating season you will already have a tank full of last year’s gas, likely saving yourself some money on a fill up.

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With best personal regards,

Ralph Bernard, AP



DON'T FORGET NEXT TWO EVENTS:

NAV CONTEST— 25 July 2009

SHRIMP/CRAB FEED— 19 SEPT 2009

HOPE TO SEE YOU THERE!

Five reasons to take a close look at your boat propeller

Selecting the right propeller for your boat's motor is sometimes as much art as it is science. That's because every boater uses their boat in different ways and under different conditions. The January 2009 issue of Seaworthy from BoatU.S. Marine Insurance recently looked at why you may want to take a closer look at your prop this winter and ask yourself these five questions:



1. Is your boat slow to come onto plane? Pitch is the theoretical distance a prop makes through the water in one revolution. If a prop has too much pitch the boat will have a lousy "hole shot" -- meaning its ability to get on plane quickly will suffer, similar to trying to start a car from a stop in third gear.

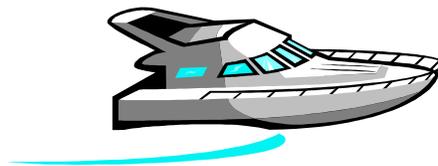
Your tachometer can also indicate potential problems with pitch. Assuming you have a clean, well-maintained boat, your boat's engine should reach within 100-200 revolutions per minute of its rated wide open throttle (WOT). If not, a prop shop may need to adjust pitch.

2. Does your engine over-rev and boat seem slow? If there is too little pitch in the prop, the engine will over-rev and go past its redline at WOT. A prop shop can also add more pitch or recommend a new prop. Both under and over-reving can seriously damage an engine.

3. Did you run over a log, hit a sandbar or stump? You may have forgotten about that little bump that happened last summer, but your prop hasn't and it could affect performance when you launch in the spring. One prop shop proprietor reported to Seaworthy that 80% of the damaged propellers that come in to his repair facility look healthy at first glance -- until they are reviewed with computerized repair equipment.

4. Do you want to go faster? The first place to look is the prop. Stainless-steel props, with thinner and stronger blades, allow slightly more speed. However, the trade-off is that they are also more costly to purchase and repair, and should you strike a submerged object a stainless prop has the potential to cause greater lower unit damage than an aluminum prop.

5. Using too much fuel? It's a good idea to monitor fuel flow, either with a fuel flow meter or by doing the math. When fuel economy starts to suffer the first thing to check is for propeller damage as a dinged prop can easily rob you up to 10% in fuel costs.





Have a **GREAT Summer**—no matter where you spend it!



MARK YOUR CALENDAR

NAV CONTEST—25 July 2009

SHRIMP/CRAB FEED— 19 Sept 2009

SAFE BOATING BOOTH—*Issak Walton League*—
25—27 Sept 2009

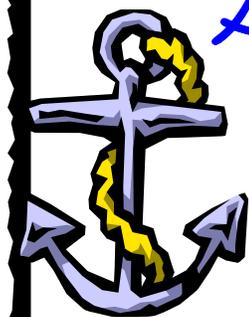
FROSTBITE CRUISE—17 Oct 2009

HOLIDAY PARTY—12 Dec 2009

D/5 District Conference 25—28 Mar 2009
(Ocean City, MD)

CHANGE-OF-WATCH—3 April 2010

VESSEL SAFETY EXAMS—*all summer*
(Call Terry Witmer)



ANCHORLINE July 2009

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RETURN REQUESTED

DATED MATERIAL

