



# THE WEATHERVANE

## Ready For The '09 Boating Season?

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### Kingsway Bridge

- **Commander**  
Bill Nelson, S
- **Executive Officer**  
Jeff Stevens, JN
- **Administrative Officer**  
Brad Humphrey, S  
Asst. Kim Stevens
- **Treasurer**  
Meaghan Humphrey, S  
Asst. John Calabrese, P
- **Education Officer**  
Clarence Cramer, SN  
Asst. Ron Forst, P
- **Secretary**  
Penn Hess, AP
- **Squadron Safety Officer**  
Ed Rearick, AP

By: P/C Edward Rearick, AP Chairman Kingsway Safety/VSC Committee

[If you have questions or need the name of a Vessel Safety Check officer, contact Ed at rearco@verizon.net]

Is your vessel Coast Guard ready for the new boating season? I suggest you check now before you do any serious boating. Since the U. S. Power Squadrons joined with the Coast Guard Auxiliary in their Vessel Safety Check Program, I think it is only fair that Kingsway boaters *meet or exceed the federal boating requirements*. Based on prior year's boarding's, here are some suggestions that will help you meet federal safety requirements for recreational

boats but more importantly assure you a safe boating season.

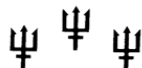
#### Visual Distress Signals:

Boarding officers discovered that most boaters carried an appropriate number of visual distress signals (three) however, they often exceeded their 3 ½ year/42 month life. Pyrotechnic visual distress signals must be Coast Guard approved, in serviceable condition, and marked with an expiration date. It's okay to

retain expired flares as long as they are in serviceable condition. If you don't want to use pyrotechnic visual distress signals, you must carry a CG approved electric lantern that automatically flashes the international SOS distress signal and the orange international distress flag. Again, make sure the flares (three) have not exceeded their 3 ½ year useful life.

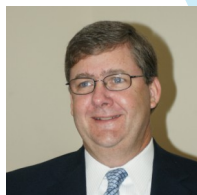
**Ventilation:** All boats that use gasoline for fuel are required to be equipped with a

[Ready p.2]



## Commander's Message

Well, another Change of Watch has passed and I would like to welcome the bridge members and thank them for accepting their positions. I look forward to working together this year. We had a very nice group at the 37<sup>th</sup> Change of Watch and my thanks to all for coming out. For those of you that did not attend, you



missed a nice evening This year we have some new faces on the Bridge and they are, Megan & Brad Humphrey and Kimberlee Stevens. Megan will be our treasurer, Brad will be our Administration Officer and Kimberlee will be our assistant Administration Officer. Brad and Megan joined Kingsway about two years ago and are active boaters in the Atlantic City area. They have attended various courses to date and currently finishing the AP course. Welcome Aboard!

D/C Ralph Bernard installed the new Kingsway Bridge for the third year and he told us he would be back next year. Ralph did share with us some of the items on the D/5 agenda. I would like to echo a little that was said by Ralph.

This year's District theme is "D/5 Lights the Way". This is in recognition of education excellence, membership, retention of membership, safety, and most importantly fun.

[Message p.4]

[Ready?]

1980 must meet Coast BT499 Guard Ventilation Standards. That is, a power ventilation system is required for each compartment in a boat that has a permanently installed gasoline engine with a cranking motor for remote starting. Boarding officers discovered proper ventilation systems in place but in some cases exhaust openings were obstructed, ducts blocked or torn, and blowers not operating properly. Just because you can hear your blower it doesn't necessarily mean it's discharging gas fumes overboard; vibrations can work duct hoses loose and separate them from fittings. Placing a hand over an exhaust duct will quickly reveal whether a blower is discharging.

**Life Jackets (Personal Flotation Devices):** Boarding officers are pleased to report that most boaters carried CG approved life jackets for the number of people aboard that they were in serviceable condition, and of appropriate size for the user. Make sure they are removed from the plastic bag and readily available. The bad news is that many boaters failed to carry a Type Four Personal Flotation Device (PFD), commonly known as a throwable device. Any boat 16 feet and longer (except canoes and kayaks) must carry one Coast Guard approved Type Four throwable PFD. Also, attach 25 foot of line to the device to ensure you are able to retrieve it and the PIW. (Person in water)

**Sound Producing Devices:** Often even a whistle would do but too often boarding officers discovered operators lacking any means of attracting attention. Regulations state that any vessel less than 12 meters (39 feet) in length may carry a whistle, horn, or some other means to make an efficient sound signal during periods of reduced visibility. Boaters should occasionally test their boat horn. It's better to have

you discover a horn malfunction than a boarding officer. A whistle provides an effective low cost backup horn.

**Registration:** Many recreational boaters carried the current registration stickers on their boat's hull but failed to have the original registration papers aboard. This can really slow down a vessel examination because the boarding officer must call in on the radio to confirm ownership. On a busy boating day, this can take time. Remember, the law requires, as with automobiles, that you must carry aboard current registration- copies won't do.

[Click logo for link to USPS VSC page.]



**Navigation Lights:** Must be of a configuration specified for the length of the boat and must be operative and fully visible through the required arc. Boats less than 16 feet do not require lights unless they are going to be out after dark. Regardless of boat size, if lights are installed, they must be installed properly and operate.

**Fire Extinguishers:** Are not required to be mounted however, if mounted you always know where it is. It should be readily accessible and minimum for size

**Every boat needs to be checked!**



and type of boat. Halon/FE241/CO2 must be inspected and tagged by a recognized authority within six months of the inspection. Pressure gauges or indicators must be in the operable range. There should be no obvious physical damage, corrosion, leakage or clogged nozzles. Do not check the charge by test firing.

**Backfire Flame Arrester:** All gasoline powered inboard motorboats must have a Coast Guard Approved Backfire Flame Control. This device must be securely attached to the air intake of the carburetor with a flamtight connection. Boarding officers often find the arrester screen oily. They must be clean and free of oil and dirt.

**Registration Numbers:** All undocumented vessels equipped with propulsion machinery must be registered in the State of principal use. These numbers must be displayed on your vessel. They must be painted or permanently attached to each side of the forward half of the vessel, of contrasting color and not less than three inches in height. **Must be properly spaced – not scrunched together.** Example - NJ (space) 1234 (space) AB. Mounting them on a plaque and hanging from the bow rail or mounted behind glass, on the cabin window, is unacceptable. Fancy lettering is a NO-NO. They must be plain block letters!

**In summary:** These are just the common discrepancies that often appear during boarding. To guarantee you are Coast Guard squared away I recommend you obtain the Federal Requirements and safety Tips for Recreational Boats pamphlet. This pamphlet is excellent and user friendly, it's all you need to know in a hand-size brochure - your ticket to passing a Coast Guard boarding.

Better yet, since we are involved with the Auxiliary in their VSC program, get yourself a free Vessel Safety Check and ask the Examiner what other equipment is recommended. When you see that Coast Guard Auxiliary Patrol Ensign flying from a vessel with a Facility Inspection Decal, it means that vessel is a Coast Guard Facility, has been offered for use to the Coast Guard and the operator has received special training. All Auxiliary members' vessels are required to meet certain requirements and pass a rigorous inspection. *Let's all meet or exceed the Federal guidelines and make the waterways as safe as we can.*

\* \* \* \* \*

## Fire Extinguisher Safety Recall

### RECALL INFORMATION

Name of product: **Kidde XL Fire Extinguishers**

Units: About 167,000

**Distributor:** Walter Kidde Portable Equipment Inc., of Mebane, N.C.



**Hazard:** The pressurized cylinders in the recalled fire extinguishers **could lose pressure and fail to operate**. In the event of a fire, this failure could put a consumer and property at risk.

**Incidents/Injuries:** None reported.

**Description:** This recall involves the Kidde XL Fire Extinguishers with model numbers FX340SC, FX340H, FX340GW, XL5MR, FX210R, FX340SC-2, FX210W, XL2.5TCZ-4, E-340-3 and with manufacture dates between October 2007 and April 2008. "Kidde" and the model number can be found on the label on the front of the extinguisher. The manufacture year is on the bottom of the extinguisher. If your extinguisher is one of the listed model numbers and is marked with the year 07 or 08, contact Kidde to determine if you have a recalled extinguisher.

**Sold at:** Department, home, and hardware stores nationwide from October 2007 through April 2008 for about \$35.

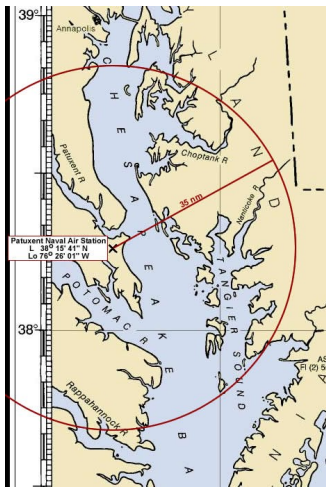
**Manufactured in:** Mexico

**Remedy:** Consumers should immediately inspect the pressure gauge. If it points to the red zone, contact Kidde to receive a free replacement extinguisher. If the gauge is not in the red zone, but you have questions about an extinguisher within the listed model numbers, please contact Kidde for additional information.

Additional details are available at the following web sites.

<http://www.cpsc.gov/cpsc/pub/prerel/prhtml09/09151.html>

## From the Secretary's Desk



During the recent Piloting class, I gave the students two websites that I have found useful when working with electronic charts.

The first is (obviously) NOAA's Office of Coast Survey <http://www.nauticalcharts.noaa.gov/> It is THE place for all things charting. From here you can view charts, download electronic charts, download electronic copies of Coast Pilot and Chart #1, get links to chart updates, check the dates of latest chart revisions and much more.

The second site that I have found very useful is, GPSBabel <http://www.gpsbabel.org/> GPSBabel converts waypoints, tracks, and routes between popular GPS receivers and mapping programs. It also has powerful manipulation tools for such data. I have downloaded and used several versions of this program to port waypoints, routes, and tracks between my GPS and Chart plotter as well as between those units and the Maptech Chart Navigator software provided with several USPS classes. This tool has a Graphical User Interface that supports many data formats.

*Penn*



You'll find extra pages in this issue as we begin to take advantage of the new-found flexibility of electronic distribution. The last three pages are a special pre-season checklist to help you get ready. The list was recently published by our neighbors,

the nearby **Absecon Island Power Squadron** and our thanks for Apryl Bernard's permission to reprint.

**America's Boating Club®**



## Education Department News

The education year is drawing to a close. The Weather course was completed and the AP course will finish this month.

Our one night GPS seminar conducted by Pat Cunningham was a big success — 13 attendees. Watch for more announcements of these short but very

informative seminars

Thinking ahead to next fall, we will be interested in teaching whatever courses you are interested in. Please contact Clarence Cramer, SEO by E-mail: [cwcramer@comcast.net](mailto:cwcramer@comcast.net) or phone: 609-261-1755 and let him know what you would like.

### USPS Seminars



[http://www.usps.org/e\\_stuff/seminars.htm](http://www.usps.org/e_stuff/seminars.htm)

*Change*

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9

**[Message]**

Ralph recognizes the challenges that today's Squadrons face and offered ideas. One idea, which I thought was very good, would be to combine efforts, resources, and break the "territorial" boundaries. Contact other Squadrons and have combined outings. As always, membership is at the top of the list. My challenge this year to everyone in Kingsway is to contact some one in the squadron that has not been out to a meeting for a while. We all know someone.

The D/5 Southbound cruise will start in Annapolis and end in Cape Charles VA. and will mark the start of the 2009 D/5 summer rendezvous. To see additional information log into Kingsway at [www.usps.org/kingsway](http://www.usps.org/kingsway). There is a link to D/5 website.

As we approach, the summer boating season don't forget to get your Vessel Safety Examination (VSE). Kingsway has qualified people and if you need to find someone contact Ed Rearick. Ed is the Kingsway's Safety Officer and can arrange for some one to perform the examination. One other thing, don't forget your marina neighbor.

We have two meetings remaining and check the Weather Vane for locations and time.

We have two meetings remaining and check the Upcoming Events on page 5 for locations and time. We have our new member's picnic in June at Campbell's Field. All new members that joined Kingsway this past year are invited at no charge. We have a suite with a picnic style dinner and soft drinks. Last year was a great success and we are looking forward to another one this year. Contact Brad Humphrey for tickets. We have a limited amount and get them while there hot.

In case you haven't noticed, National is now billing for your annual dues You should be receiving yours in the mail very soon. You can send a check or go to the National Web Site and pay by credit card. [www.usps.org](http://www.usps.org)

I am looking forward to this year and hope to make some changes and need your help in making these changes reality. We need your feedback. I always say with out feed back you cannot move forward. This is a team effort and we need Kingsway to move forward and adapt to the changing times. Please contact me directly or a bridge member if you have an idea for an event. Let's make it happen.

Be safe and have fun. And keep

**Kingsway Lighting the Way**

*Bill Nelson, Jr.*

**Return Address**  
651 Pine Valley Court  
Egg Harbor City, NJ 08215



Primary Business Address  
1763 Dewberry Lane  
Cherry Hill, NJ 08003  
P\_Hess@msn.com

**WEATHERVANE**  
Editor: Al Stoughton, AP  
e-mail: [alstoughton@comcast.net](mailto:alstoughton@comcast.net)



Don't forget the kids!



## Live Links



**D**o you know that you can click on any e-mail or web address mentioned in an electronic version of *The Weather-vane*? It will open a new message for you to send or it will route you to the site. Links are usually in [blue](#). Try these.

**Kingsway**

[www.usps.org/kingsway](http://www.usps.org/kingsway)

**Top 10 Boat Web Sites**

[www.lovetoknow.com/top10/boats.html](http://www.lovetoknow.com/top10/boats.html)

**Mad Mariner**

[madmariner.com/](http://madmariner.com/)

**Why is boat speed measured in knots?** *The custom comes from an old method of throwing a small plank overboard with an attached line that had regularly spaced knots. Speed was determined by counting the number of knots that passed through a person's hands in a given period of time. A common practice was to place knots 7.72 meters apart—the equivalent of 1/240th of a nautical mile. Then by counting knots for 15 seconds — 1/240th of an hour — the boat's speed was measured directly in nautical miles per hour.*

## Upcoming Events

- May 15 Weathervane Deadline
- May 16 — 22 National Safe Boating Week
- May 19 **General Meeting**  
[\(click for directions\)](#)  
1900 hours; BYOB



**Barnacle Ben's Seafood**  
300 Young Ave.  
Moorestown, NJ 08057  
[al fresco dining  
Weather permitting)

**RSVP**

Brad Humphrey  
[brad\\_humphrey@adp.com](mailto:brad_humphrey@adp.com)  
609-743-1649 cell



- Jun 15 Weathervane Deadline
- Jun 25 **New Members Picnic**  
**New Members FREE**  
**Others \$25/person**  
Campbell's Field Camden NJ  
Suite 311  
River Sharks vs. Long Island Ducks  
Gates Open 1830 Game Time 1905

**RSVP**

**Bring the Kids**

Brad Humphrey [brad\\_humphrey@adp.com](mailto:brad_humphrey@adp.com)  
609-743-1649 cell  
or Bill Nelson [lighthouse204@verizon.net](mailto:lighthouse204@verizon.net)  
856-340-2412 cell

# Pre-Season Checklist

1

## GENERAL:

- Do a general cleaning of hull, deck and topsides using a mild detergent
- Make sure drains and scuppers are clear
- Put on a good coat of wax
- Clean and polish metal with a good metal polish
- Clean teak and oil
- Clean windows and hatches
- Clean canvas, bimini and dodger
- Clean interior including bilges
- Check spare parts and tools and replace as necessary
- Make sure registration is current and onboard
- Check and replace wiper blades if necessary

## HULL

- Check for hull abrasions, scratches, gouges, etc. and repair
- Check and replace zincs
- Check for blisters and refinish is necessary
- Check rub rails
- Check swim platform and/or ladder
- Inspect and test trim tabs
- Check shaft, cutlass bearing, strut and prop
- Check rudder and fittings
- Touch up or replace antifouling paint

## DECK, FITTINGS, SAFETY EQUIPMENT:

- Check stanchion, pulpits and lifelines for integrity
- Check ground tackle, lines, fenders, etc.
- Check chainplates and cleats
- Check hull/deck joint
- Check deck, windows, and port lights for leaks
- Inspect anchor windlass and lubricate
- Clean and grease winches
- Check and lubricate blocks, pad eyes, etc.
- Check dinghy, and life raft

## BELOW DECKS:

- Check, test and lubricate seacocks
- Check condition of hoses and clamps
- Make sure below waterline hoses are double clamped
- Check bilges pumps for automatic and manual operation
- Check for oil in bilges
- Check limber holes and make sure they are clear of debris

# Pre-Season Checklist

2

## **ELECTRICAL SYSTEM AND COMPONENTS:**

- Check battery water level
- Check/recharge batteries
- Check terminals for corrosion, clean and lubricate
- Check bonding system
- Inspect all wiring for wear and chafe
- Test all gauges for operability
- Check shore power and charger
- Check for spare fuses
- Check all lighting fixtures (including navigation lights) and make sure you have spare bulbs
- Check all electronics for proper operation
- Inspect antennas

## **REQUIRED AND RECOMMENDED EQUIPMENT:**

- Sound signaling device
- Check distress signals and expiration date
- Check PFDs
- Inspect life rings and cushions
- Check fire extinguishers and recharge if necessary
- Check and adjust compass
- Check navigation lights
- Check charts and replace as necessary
- Check radar reflector
- Check and replace first aid supplies
- Check bailer and hand pump

## **INBOARD ENGINE(S):**

- Change oil & filters - have spare onboard
- Check and change fuel filters - have spares onboard
- Check and change engine zincs
- Check cooling system change coolant as necessary - have extra onboard
- Record engine maintenance log, especially date & hours of last oil changes
- Check belts for tension
- Check transmission fluid
- Check and clean backfire flame arrestor
- Check impeller
- Check and clean water strainer
- Check bilge blower

## **HEAD SYSTEM:**

- Checked for smooth operation - lubricate and clean as necessary
- If equipped with treatment system, have chemicals on hand
- Y-valve operation checked, valve labeled & secured

# Pre-Season Checklist

3

## WATER SYSTEM:

- Flush water tank
- Check water system and pump for leaks and proper operation
- Check hot water tank working on both AC and engines
- Check for tank cap keys on board
- Check and clean shower sump pump screens

## GALLEY:

- Fill propane tank, check electric & manual valves, check storage box vent to make sure it is clear
- Check refrigerator, clean and freshen, operate on AC and DC
- Clean stove, check that all burners and oven are working
- Check microwave, if fitted

## OUTBOARD MOTOR:

- Replace spark plugs
- Check plug wires for wear
- Check prop for nicks and bends
- Change/fill gear lube
- Inspect fuel lines, primer bulb and tank for leaks
- Lubricate and spray moveable parts
- Change out the water pump impeller after 3 years

## TRAILER:

- Check for current registration
- Check rollers and pads
- Check and lubricate wheel bearings
- Clean and lubricate winch
- Lubricate tongue jack and wheel
- Test lights and electrical connections
- Check tire pressure and condition
- Check brakes (if equipped)
- Check safety chains
- Check tongue lock

**And why not also take a look at this document:**

<http://www.njssp.org/maritime/pdf/remember-poster.pdf>

