

# THE RIVER VIEW VIEWS

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Hello Everyone,

Our July meeting went to the Dogs (literally), attendance was down for our human members and the Commodore did not make it on time to assist in setup. But the RVYC spirit lives on; all attending bridge members did don their uniforms, everyone was enjoying their favorite beverage and the treasures report was nearly skipped completely. (Money is truly no object for this club). Jon & Pat suggested at the end of each year we give a prize to the member(s) that have the best attendance for both the meetings and rendezvous. I can think of only a few that would qualify this year.

Our Green and White party was a superior event again this year! Dale and I had good water on our voyage to and from Anchor Bay. The food and weather were excellent; moving the party to shade was a great idea. Carolyn had another very successful fundraiser with only one small bug in it, but if you got that bug, your drink was free! Thanks to Joe Bacile for arranging the caterer's, Herb for the Tables and to all that helped. Later it was also suggested (and I agree) that we should return the Green & White party to race weekend. I believe that will help improve attendance and promote our club to new members.

My apologies for the late Newsletter, but due to computer issues Lynn was unable to open my word document and with further investigation neither was I. Unfortunately the first copy was much better. Hope you are having a great summer! See you on the Docks

Commodore Dave

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From the Vice

It's almost the middle of July. The Green and White Party was a good one. I hope everyone got a doggie bag to take home. Most said they liked being in the shade near the pool, so maybe the next party will be there also. I think next year the Green and White will be on race weekend. There was some interest in our party and our food by the people at the pool and this may be a good way to attract some new members. Feed them and sign them up.

Carol and I are looking forward to the Lake Erie trip, which starts in a couple of weeks. Put in Bay, Maumee Bay here we come! If anyone is interested in going or meeting us at one of the stops, call Fleet captain Herb Alfaro for the details.

Why is a ship called she?

A ship is called a "she" because there is always a great deal of bustle around her. There is always a gang of men about. She has a waist and stays. It takes a lot of paint to keep her good looking. It's not the initial expense that breaks you, it's the upkeep. She can be all decked out. It takes an experienced man to handle her correctly and without a man at the helm, she is absolutely uncontrollable. She shows her topsides, hides her bottom and when coming into port, always heads for the buoys. I didn't make this up, I saw it printed on a towel. A female towel on a boat.

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#### From the Rear

Congratulations to the first half poker run winners! P/C Joe Clapper was the big winner of \$105 with a pair of Queens; P/C Koleski was the big loser, and a check for \$105, with a king high - nine garbage hand, narrowly edging out Hunt Taylor's garbage hand of king high - 10. The second game of the season began at the meeting July 6. We forgot to post the poker run flag at the Green and White party so everyone that attended, and we know who you are, is eligible to get a card for attending the G&W party.

As many of you know, Float n Stroke has been experiencing battery issues for the past three years. And you recall that last year P/C Clapper and P/C Sherman discovered loss belts and other things that were causing a low battery signal. The belts were tightened but as a result of years of less than optimal charging, we ended up purchasing new batteries this

year. In my investigation into the battery issue I stumbled upon a web article which discussed the experience of many, if not most, boat owners of short battery life and dead batteries as a chronic problem. Basically the article stated that there are three primary reasons why battery problems occur:

- Poor quality of batteries or inadequate battery power
- Faulty installation
- Faulty charging systems

Quality and Capacity. It is very common for the builders of boats to supply both low quality batteries and batteries that are of insufficient capacity to supply the needs of the DC electrical equipment on board. Unlike nickel-cadmium batteries, which need to be completely discharged occasionally, lead-acid batteries become damaged when heavily discharged. Allow a battery system to become partially discharged and it becomes seriously weakened and never again will return to its original, full-charge rate. For this reason, it is important not to allow battery systems to become depleted. But this is nearly impossible when the total ampere/hour capacity just barely meets the total demand, for the batteries are constantly being over-taxed. For example, it is very common to find a boat with a gang of electrical equipment on board, including an AC/DC refrigerator that is equipped with only a pair of 60 A.H. car batteries. Even though it probably says something like "auto-marine" on them, automotive batteries are discernible by their thin, cheap plastic casings. Auto electric repair shops tell us that these

days that the quality of automotive batteries has declined substantially. One of the primary cut backs in quality is the size and quality of the lead plates that generate the electricity. These thin, low-quality plates not only don't last as long as better quality units, but also very quickly begin to experience a falloff in the total amount of power they can generate. This, in turn, taxes the battery even more, thereby shortening its life span.

In other words, what are being passed off as "marine" batteries are really car batteries that not suitable for marine use. True marine batteries are distinguishable by both their heavy plastic casings and their substantially greater weight. They weigh considerably more because the lead plates will be close to twice as thick as automotive batteries. Because plates corrode in the process of generating electricity, plate size and thickness is the criteria for quality. Generally speaking, the thicker the plate, the longer it will last.

Battery Chargers. There's no point in having good quality batteries and a low quality charger. Cheap chargers will ultimately do more harm than good and here's the thing to remember. A brand new, good quality 12 volt battery, depending on size, will generate between 13.0 and 14.5 volts. That's because each cell will generate slightly more than 2 volts per cell when they are new. But as the batteries age, they will progressively generate less voltage and power per cell. Cheap battery chargers cannot adjust for these changes in total voltage over time. They're factory set to charge the battery to the original power output. A

battery that takes a total charge of 13.5 volts this year may only be capable of coming up to 13.0 volts next year. This results in overcharging, a condition which damages the battery and results in a rapid loss of life. Better quality, and therefore more expensive chargers, are equipped with devices to detect when the battery has reached its maximum charge level and then shuts down, thereby saving it from overcharging. NewMar and Professional Mariner are but two manufacturers of good quality chargers.

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#### August Anniversary's

Ray & Sandra Lacey – 3  
Ed & Jean Pritchard – 16

#### August Birthday's

Mike Schrage – 4  
Sandra Lacey - 5  
Wayne Wingert – 6  
Barb Brown – 14  
Joann Giffer - 21  
Ellen Bickel – 22  
Susan Cieslak – 23  
Don Tusset – 26  
Ron Freestone – 29

#### Fleet Captain's Report

The RVYC boating season is off to a rip roaring start. We've experienced a lack of participation at club parties and rendezvous'. This may all work itself out, but it's my feeling that gas prices are the biggest reason for the drop-off in attendance. It's certainly not been the fault of the weather.

The annual trek to Lake Erie has one, maybe two club members partaking, while the Lake Huron rendezvous might have as many as six boats taking part.

For those boaters planning to join the flotilla in August please remember to make your individual reservation with the harbors we will be visiting. They are: MacRay's on Saturday, August 11<sup>th</sup>, Port Huron on Sunday, August 12<sup>th</sup>, Lexington on Monday, August 13<sup>th</sup>, Bayfield on Tuesday, Wednesday, August 14 & 15<sup>th</sup>, Grand Bend on Thursday & Friday, August 16 & 17<sup>th</sup>, St.Clair on Saturday, August 18<sup>th</sup>. You head for home on Sunday, August 19<sup>th</sup>. ALL of these harbors are aware of our club plans to visit and will expect to deal with you as individuals. Listen to their message carefully as it relates to cancellations.

Except for Labor Day at Algonac on September 1, 2 & 3, and the annual progressive dinner on September 22, that will wrap up the 2007 boating season for the club.

We would like to see more members attending these two events. After all, it's your club!

REMEMBER, the winter bowling season begins on October 13, 2007 at the Hartfield Lanes in Berkley, Mi. on 12 mile road. Practice begins at 5:30pm. Bowling for score will start at 5:45 pm. Bowling anyone??

River View Yacht Club  
Re: Telephone contact numbers  
Ports – of – Call

Chatham, Ont..... 1 – 519 – 360 – 1998\*\*  
[www.chatham-kent.on.ca](http://www.chatham-kent.on.ca)

Cove Marina Ltd. .... 1 – 519 – 682 – 3841\*\*  
[www.covemarinaonline.com](http://www.covemarinaonline.com)

Belle River , Ont. .... 1 – 519 – 728 – 2245\*\*  
[www.townoflakeshore.on.ca](http://www.townoflakeshore.on.ca)

Windsor Yacht Club .... 1 – 519 – 945 –1863\*\*  
[www.harbour@windsoryc.com](http://www.harbour@windsoryc.com)

Scudder Marina ..... 1 – 519 – 724 – 2377\*\*  
Pelee Isle, Ont.

Leamington Marina .... 1 – 519 – 326 – 0834\*\*  
Leamington, Ont. 1 – 888 – 858 – 3334  
[www.town.leamington.on.ca](http://www.town.leamington.on.ca)

Wallaceburg, Ont. .... 1 – 519 – 352 – 7354 \*\* x251 ( see Chatham )

Middle Bass Isle., Oh.. 1 – 419 – 285 – 0311

Kelly’s Island , Oh. .... 1 – 419 – 746 - 2506

Put – in – Bay , Oh. .... 1 – 419 – 285 – 2068

Cedar Point Park ..... 1 – 419 – 627 – 2334  
Sandusky, Oh

Saw Mill Creek, Oh. .... 1 – 419 – 433 – 2376  
Huron, OH.

Olde River Yacht Club ..... 1 – 216 – 281 - 7080

Cleveland, OH.

Edgewater Marina, Oh. .... 1 - 216 – 961 – 5007  
Cleveland,Oh.

East 55<sup>th</sup> St. Marina, OH... 1 – 216 – 881 – 3369  
Cleveland, Oh.

Harbour Town Marina ..... 1 – 440 – 967 – 0761  
Vermillion , Oh.

Huron Boat Basin ..... 1 – 419 – 433 – 5000  
Huron, Oh.

Lorain Boat Harbour..... 1 – 216 – 288 – 3667  
Lorain, Oh.

Sarnia Bay Marina ..... 1 – 877 – 797 – 2233\*\*  
Sarnia, Ont. [www.sarniabaymarina.com](http://www.sarniabaymarina.com)

Harbour Lights Marina..... 1 – 519 – 565 – 5150\*\*  
Bayfield, Ont. [www.harbourlightsmarina.on.ca](http://www.harbourlightsmarina.on.ca)

Grand Bend Marina ..... 1 – 519 – 238 – 8461\*\*  
Grand Bend, Ont. [www.grandbend.com](http://www.grandbend.com)

Maitland Valley Marina ... 1 – 519 – 524 – 4409\*\*  
Goderich, Ont. [www.maitlandmarina.on.ca](http://www.maitlandmarina.on.ca)

St. Clair Boat Harbor ..... 1 – 810 – 329 – 4125  
St. Clair, Mi.( reservations: 1- 800 -447 – 2757 )

City Dock Marina ..... 1 - 810 - 984 – 9744  
Port Huron, Mi. ( use DNR web site )

Lexington Marina ..... 1 - 810 – 359 - 5600  
Lexington, Mi. ( use DNR web site )

Maumee Bay Marina ..... 1 – 800 – 282 - 7275  
Oregon, Oh. [www.atapark.com](http://www.atapark.com)

Port Sanilac Marina ..... 1 – 810 – 622 - 8818  
Port Sanilac, Mi. ( use DNR web site )

Harbor Beach Marina ..... 1 – 517 – 429 – 9707  
Harbor Beach, Mi. ( use DNR web site )

Idle Hour Harbor..... 1 – 810 – 748 - 9794  
Harsen’s Island, Mi.

Algonac Harbour Club..... 1 -810 – 794 – 4448  
Algonac, Mi. [www.ahc@i-is-net](http://www.ahc@i-is-net)

\*\* = ALL BOATERS AND THEIR GUESTS ARE  
REQUIRED TO HAVE U.S.A. ISSUED  
PASSPORTS WHEN TRAVELING TO  
AND FROM CANADIAN PORTS BEGINNING  
IN 2008.