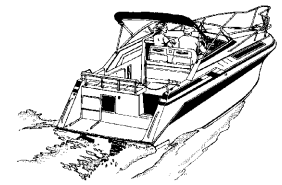


# Collins Mixer

## Collins Bay Yacht Club Newsletter



### Upcoming Events

- June 2nd Amherst Isle Race
- June 16th Sailpast & Fun Race
- June 23rd Kerr Bay Race/ Cruise
- June 30th/July 1st Canada Day Cruise
- July 12,13,14 EYC

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COMMODORE'S CORNER

JUNE 2012

The 2012 Wine and Cheese once again proved to be a successful test of the buoyancy of the CBYC Clubhouse. Apart from just staying afloat for the evening, the clubhouse was a fun spot for members to get together and toast the start of another year on the water. Many thanks to Carissa Bird for organizing and to all of the volunteers who helped with setup and cleanup: Cheers!

John and Ruth Abbott are working with a small committee to make sure that the roof sticks around for at least another decade or so. All brains on the executive couldn't remember when it was last sanded and sealed, so the decision was made to make 2012 the year that we slap on another layer. Plans have been made to write it down this time!

Racing activities have begun for the year with two weekly races and one long distance race now completed. Barry Elvidge is once again volunteering to be our designated committee boat for the season and doing a fantastic job of running our races. At the skipper's meeting early in the spring, skippers indicated that they preferred longer races with multiple legs; so our first race sent us out to mark A and back twice. A gusty north-west wind made it a challenging but fun night on the water.

Phil Morris and Crystal Baker are hard at work getting ready for the sailing school season which starts soon. They have taken delivery of a job-site trailer to act as a storage shed for the junior sailing equipment. Structurally the trailer is great and visually... well Phil would love a few volunteers to help give the trailer a face-lift – please help out if you can.

It ain't over... After a successful first Thursday race, we decided to keep all of our sails up and have a relaxing sail in. The sun was setting but it was still warm and the north-west breeze had settled to a fairly consistent velocity and heading. About half way in, with very little warning, a gust slammed our boat over and with a full head of sails we rounded up and completed a full 360 before the wind diminished. With wet spreaders and sails, the crew had a good laugh. It wasn't until we reached the dock that I realized that they were laughing because we don't roll wet sails so there was a lot less work to get the boat packed up that night. Lesson learned; never underestimate a north-west breeze in Collins Bay. Short fetch + big gust = short waves + big surprises!

Owen Bird  
CBYC Commodore



## COLLINS BAY MARINA NEWS!

We are so glad spring is here and the boats are going back in the water! This year's launch has been going well, with the first boats being launched on April 13th. It is nice to see the smiling faces of the boaters around the marina again!



**BIG CONGRATULATIONS** go out to Henry on achieving his mobile crane operator certification!! We are so glad all of his hard work and perseverance has paid off!!

We would like to welcome the "crew" for this year-Henry, Ian, Paul, Tony, Matt, Jordan, Kenny, Ian P, Brittany, Caitlyn, Desiree and newcomer Kristina. Watch the bulletin board for Staff pictures and their Bios!

We are pleased to announce that Collins Bay Marina will be joining Facebook! Watch for our page and "like us" for news and pictures of the Marina and bay!

We have been plagued by problems with the cameras this winter and as soon as the launch is finished, we will be able to access the top of the pole and repair or replace the camera and be back up and running! Thank you for your patience.

We are looking forward to a great season at Collins Bay Marina!

**Happy Sailing!**

Gerry, Lori, Brittany, Caitlyn and Desiree (and Elmo!)

### *Times Past*

*British Whig, (Kingston), April 30, 1888*

#### *p.8 MARINE PARAGRAPHS*

***“Captains say that in some places the ice in the lower part of the lake is fifteen feet thick and grounded. The ice on the north end of Pigeon Island is piled so high that it completely shuts out the light.”***

Marine History of the Great Lakes, Great Lakes Newspaper Transcriptions,

See also: <http://freepages.genealogy.rootsweb.ancestry.com/~theislands/index.html> for more historical information about Wolfe Island, Howe Island, Garden Island, Simcoe Island and Amherst Island and Pigeon Island.

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Board Position	Name	Boat	Telephone
Commodore	Owen Bird	<i>Bird Ship</i>	(613) 767-4185
Vice-Commodore	Lee Baker	<i>Pendragon</i>	(613) 373-2889
Past Commodore	Lionel Redford	<i>Naiad IV</i>	(613) 766-2812
Secretary	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Treasurer	Bob White	<i>MoonShadow</i>	(613) 634-0223
Fleet Captain	Jacques Levesque	Miranda	(613) 692-4778
Membership	Mike Miles	<i>Ondine II</i>	(613) 389-0428
Social Chair	Carissa Bird	<i>Bird Ship</i>	(613) 767-4185
Clubhouse	John & Ruth Abbott	<i>Anemone</i>	(613) 545-0311
Race Chair	Dave DePlanche	<i>Lei Line</i>	(613) 384-4669
Cruise Coordinator	Jim Gough	<i>Rus II</i>	(613) 821-1378
Sailing School Director	Phil Morris	<i>Wavelength</i>	(613) 881-0199
Newsletter	Glenda Levesque	<i>Miranda</i>	(613) 692-4778
Webmaster	Geoff Roulet	<i>Jeannie</i>	(613) 531-3348
Regalia	Crystal Baker	<i>Pendragon</i>	(613) 373-2889

Sub Committees:

Sailing School

Operations	James Colburn		(613) 766-0467
Administrator	Crystal Baker	<i>Pendragon</i>	(613) 373-2889
Clubhouse Historian	Judy Adams	<i>Aslan</i>	(613) 389-1812



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## CBYC SAIL PAST 2012

Every year, the practice and history of Sail Past is performed by thousands of yacht clubs around the world. The CBYC celebration of the beginning of sailing season this year is planned for the morning of Saturday, June 16<sup>th</sup> as the kick-off for our Fun Day!

The Sail Past tradition began at the first Yacht Club which was formed at Cowes in England nearly 200 years ago. The membership at Cowes was primarily aristocratic and many were familiar with naval practice and tradition. Cowes Yacht Club subsequently changed its name to Royal Yacht Squadron and certain social graces were added to the traditional naval practices.



The actual “review of the fleet” was introduced as a continuation of the naval habit of having Admirals (and/or Royalty) review the fleet on special occasions. Protocol demanded that a flagship be anchored with the Admiral and staff on the quarterdeck to receive and return the salute. Vessels sailed past, dipping their colours in salute, and with their captain, if hatted (which he should be), also saluting with the ship’s company standing at attention. The fleet passing in review would be led by the Vice-Admiral and the final vessel in the line would carry the Rear-Admiral.

The Yacht Club tradition is almost identical, except that the salute is received by the Commodore instead of the Admiral. Tradition dictates that all club members participate in the Sail Past, on their own or on another member’s yacht. Good manners require that a member unable to participate will send his/her regrets to the Commodore.

Sail Past ceremonies are about showing respect. Ships show respect by raising or lowering its country flag, which flies at the stern of the boat. This flag is also referred to as an ensign. The lowering of the ensign, historically, was a courtesy or sign of respect from merchant ships to naval ships. During the Sail Past, with the Captain at the helm, and crew standing in order on deck and saluting, the ensign is dipped as the boat sails past and three cheers are given to the Commodore.

Variations on saluting include:

- Lower the Canadian Flag to half-mast, pause 5 seconds and return to full hoist.
- Stand at attention by the stern staff facing the vessel to be saluted, gather the flag in hand and hold against the staff for 5 seconds and release.
- Remove the flag from the socket, hold in horizontal position for 5 seconds and return to the socket.
- Luff your jib for 5 seconds, then sheet in.

The additional CBYC variant on the salute is some other form of respectful gesture that will win the appreciation of the Commodore - Owen Bird! As you can appreciate, the Commodore gets tired of the standard salutary gestures after a few boats and really values innovation and creativity and in the demonstration of respect. The originality and execution of the salutes will be graded by the Commodore and winners announced during the evening festivities.

Yachting tradition requires all members in full regalia including jackets, ties and crests. The CBYC variant on this is to encourage all participants to dress in the most “original” manner they can conceive. This will also be graded by the Commodore and winners announced in the evening. Finally, boats are often “dressed” as part of the Sail Past festivities. The tradition of dressing ship which goes back to the earliest times of the naval and yacht club history. Historical protocol dictates that until the Sail Past is completed only the flag ship may be dressed (strung with bunting and flags). However, participating yachts were encouraged to dress on returning to their mooring. CBYC participants has typically decided to dress ship prior to Sail Past such that each yacht was in full regalia for the salute. This has sometimes caused challenges in raising and lowering sails, but we are an inventive lot and (safe) solutions are usually found. The dress of boats will also be graded and winners announced in the evening.

Our usual procession would follow the usual pattern of smaller vessels before larger, with however, the Fleet Captain's vessel coming last and being most respectful. We will have a wonderful new addition to Sail Past with the participation of a Dragon Boat team which will be the first to salute.

To be fully briefed for the actual drill for the Sail Past, please come to the Skipper's Meeting before the Sail Past in the Clubhouse on the morning of June 16th. At 0945 hours, coffee and muffins will be available, with our actual Skippers Meeting beginning at 1000 hours, where we will sort out the time of departure for the Commodore's *Bird Ship*, probably at 1100 hours. Fleet departure will start at about 1115 hours and the Sail Past will begin around 1130 hours. After each boat completes their salute to the Commodore, they are on their own to repair to their dock or proceed to enjoy a sail, but plan to be back for the spectacular dinner in the evening. More details will be provided at the briefing.

All of the above is weather and wind dependent. Should the weather decide to be less than cooperative, the CBYC tradition is to have the Commodore walk the docks during which he/she is greeted by horns, sirens, and other nautical noisemakers. Innovative salutes are also appreciated.

I hope to see you all at Sail Past.

Jacques Levesque, Fleet Captain



Join us on June 16<sup>th</sup>  
for Sailpast and Fun Day!

Dress up your boat and crew for the Sail Past. Hoist your sails and salute the commodore before the fun race.

Get your ticket today at the marina office. **\$5.00 per person** includes salad, rolls/butter and dessert.

- Skippers meeting at 10:00am in the clubhouse with coffee and muffins
- Wrap with a BBQ at 6:00pm. Bring your own meat, beverages, plates, and cutlery.

**Tickets must be purchased by June 7<sup>th</sup>** to ensure we have enough food to go around. It's going to be a busy, fun-filled day!

We look forward to having the cruisers and racers unite for a fun race!  
Join us for a great time on June 16<sup>th</sup>.

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## *2012 CBYC Wine and Cheese Party*

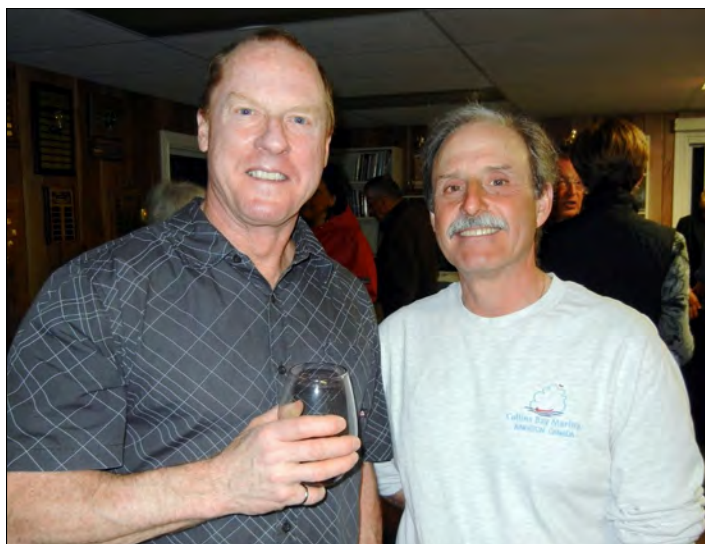
The weather cooperated and the clubhouse sank with a sigh, as a large turn out of Yacht Club members gathered to launch another season of boating. Hats off to Carissa Bird, our Social Convener who organized this event. There was an amazing selection of treats which quickly disappeared, while yachters exchanged tales of winter adventures and latest “Boat News”.

We were warmly welcomed by Commodore Owen. It was a pleasure to have Lori, Gerry and their three daughters join the festivities. It was also great to have Miche and Hub there as fellow boaters-- looking forward to having you as part of our boating events.

A great time was had by all. Thanks to everyone who worked hard to make this an outstanding lift off for the 2012 boating season. See you on the water!



Mike Miles and Ina Pothier



Hub Steinbakkers and Gerry Buzzi



Hans Mertins, Robert van Dyk and Wayne Wall

Photos by Marilyn Sykes

### *Citizenship Ceremony for Phil (Sailing School Director) and Family*

Hours before Monday's citizenship ceremony in Memorial Hall at City Hall, where 65 people were sworn in as Canadians, Citizenship Judge George Springate presided over a smaller, personal ceremony. There, at the Kingston and District Association for Community Living, Springate welcomed three members of the Morris family into the Canadian family. After 26 years of living in Canada, Angela and Phil Morris and their son Alistair began their new lives as Canadian citizens.



As he always does, Springate delivered the ceremony in both official languages. But perhaps more importantly on this occasion, the ceremony was also delivered in sign language. While all three received citizenship, the ceremony was especially meaningful for Alistair Morris. "It's particularly special because he has special needs," said Angela Morris. "He is profoundly deaf and he is autistic and we really appreciated how the judge welcomed Alistair into your country, into my country."

Angela and Phil Morris were British citizens and Alistair was born in the United States. They settled in Canada after spending time in Germany, Japan and the U.S. Helped by sign language interpreter Liz Rundle and his sister Elizabeth Morris, Alistair said he is happy to be a Canadian. "Canada is a beautiful country," he said.

Alistair's new citizenship means he will be able to get a Canadian passport, which will make it easier to travel. Angela and Phil Morris could have become citizens last year, but the family wanted to go through the rite together. Because Alistair cannot speak, he did not meet the language requirements and had trouble answering citizenship questions. Fulfilling those requirements involved extra testing procedures and meeting with Springate. Once the needed requirements had been met, it was Springate who suggested a personal ceremony for the family.

Phil Morris said despite his challenges his son knows the importance of Monday's ceremony. "I think he has always got a strong sense of citizenship," he said. "He was an American citizen, he's also British but he does realize Canada is an important place to him."

Article from Kingston Whig Standard,  
April 30th, 2012

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## 2012 Reciprocal Program

Maximum of 40 clubs – Updated May, 2012

<b>1.</b>	<b>Ashbridge's Bay YC</b>	<b>Toronto ON</b>	
<b>2.</b>	<b>Bay of Quinte YC</b>	<b>Belleville ON</b>	
<b>3.</b>	<b>Brockport YC</b>	<b>Brockport NY</b>	
<b>4.</b>	<b>Brockville YC</b>	<b>Brockville ON</b>	
5.	Bronte Harbour YC	Oakville ON	
<b>6.</b>	<b>Burlington Sailing &amp; Boating Club</b>	<b>Burlington ON</b>	
<b>7.</b>	<b>Cathedral Bluffs YC</b>	<b>Scarborough ON</b>	
<b>8.</b>	<b>CFB Kingston</b>	<b>Kingston ON</b>	
<b>9.</b>	<b>CFB Trenton YC</b>	<b>Trenton ON</b>	
10.	Clayton YC	Clayton, NY	(New)
11.	Cobourg YC	Cobourg ON	
<b>12.</b>	<b>Crescent YC</b>	<b>Chaumont NY</b>	
<b>13.</b>	<b>Dalhousie YC</b>	<b>St. Catharines ON</b>	
<b>14.</b>	<b>Etobicoke YC</b>	<b>Etobicoke ON</b>	
<b>15.</b>	<b>Fairhaven YC</b>	<b>Fairhaven NY</b>	
<b>16.</b>	<b>Fifty Point YC</b>	<b>Stoney Creek ON</b>	
<b>17.</b>	<b>Henderson Harbour YC</b>	<b>Manilus NY</b>	
<b>18.</b>	<b>Highland YC (Bluffers Pk)</b>	<b>Scarborough ON</b>	
<b>19.</b>	<b>Kingston YC</b>	<b>Kingston ON</b>	
<b>20.</b>	<b>Mimico Cruising Club</b>	<b>Etobicoke ON</b>	
21.	National Yacht Club (The)	Toronto ON	
<b>22.</b>	<b>Niagara-on-the-Lake Sailing Club</b>	<b>Niagara-on-the-Lake ON</b>	
<b>23.</b>	<b>Oak Orchard YC</b>	<b>Oak Orchard NY</b>	
<b>24.</b>	<b>Oakville Yacht Squadron</b>	<b>Oakville ON</b>	
<b>25.</b>	<b>Oswego YC</b>	<b>Oswego NY</b>	
26.	Port Credit YC	Port Credit	(New)
27.	Presqu'ile Yacht Club	Brighton ON	
28.	Prince Edward YC	Picton ON	
29.	Pultneyville YC	Pultneyville NY	
<b>30.</b>	<b>Queen City YC</b>	<b>Toronto</b>	<b>(New)</b>
<b>31.</b>	<b>Rochester YC</b>	<b>Rochester NY</b>	
32.	Royal Canadian YC (The)	Toronto ON	
<b>33.</b>	<b>Royal Hamilton YC (The)</b>	<b>Hamilton ON</b>	
<b>34.</b>	<b>Smugglers Cove</b>	<b>Niagara on the Lake,On</b>	<b>(New)</b>
35.	Sodus Bay YC	Sodus Point NY	
36.	Toronto Hydroplane and Sailing Club	Toronto	(New)
37.	Trident Yacht Club	Gananoque	(New)
<b>38.</b>	<b>Tuscarora YC</b>	<b>Wilson NY</b>	
<b>39.</b>	<b>Whitby YC</b>	<b>Whitby ON</b>	
<b>40.</b>	<b>Youngstown YC</b>	<b>Youngstown NY</b>	

**Bold\* Indicates clubs which have so far extended Reciprocal invitations to CBYC for 2012.  
Please refer to the binder in the Clubhouse or the website for the latest updates.**

DATE	THE EVENT	CRUISE CAPTAINS
May 19th/20th 	<p align="center"><b>OJ &amp; BUBBLY CRUISE</b></p> <p>Unfortunately, this year's cruise was cancelled due to lack of participation. As of Monday, May 14th, only three boats had signed up. If you have comments/suggestions concerning this annual cruise, please pass them along to Jim Gough at <a href="mailto:goughroad@aol.com">goughroad@aol.com</a></p>	Jim & Krys Gough, Rus II
June 23rd 	<p align="center"><b>KERR BAY RACE/CRUISE</b></p> <p>New for this year is an event to bring racers and cruisers together for a fun day. Participants will race to Kerr Bay where they will anchor and lunch in groups of three. Boat names for lunch will be drawn at the Skippers Meeting. A Race back from Kerr Bay will be followed by a lobster dinner, or, for a lesser price, you can have sides and BBQ your choice of meat. Sounds like fun. Give it a try.</p>	Dave DePlanche, Lei Line  Carissa Bird, Bird Ship  Jim Gough, Rus II
June 30th/July 1st 	<p align="center"><b>CANADA DAY CRUISE</b></p> <p>A cruise that provides a chance to bring the children and grandchildren sailing. Pizza and sing-along in the clubhouse the night before starts off the cruise followed the next day with a cruise to the anchorage in Kingston's Inner Harbor. The anchorage in Kingston's Inner Harbor offers access to Canada Day events ashore as well as the best place to enjoy the fireworks. Happy hour for the adults and onboard events for the children. Sail back to Collins Bay or wherever the next day.</p>	Marilyn Sykes, Daydreams
July 11th/Sometime during week of 16th 	<p align="center"><b>LONG DISTANCE CRUISE</b></p> <p>This year we are returning to a LDC to the US side of the Lake. Ports of call will be identified in the near future. Space on the cruise will be limited so get your name early. For those with boats of 30ft or more, you will need to apply to US Customs and Border Protection for a decal. You can apply on line at <a href="https://dtops.cbp.dhs.gov/">https://dtops.cbp.dhs.gov/</a>. Further information can be obtained by called (317) 298-1245 or online at <a href="mailto:decals@dhs.gov">decals@dhs.gov</a>. This has been a fun event in the past and promises to be the same this year. The odd departure date will allow for a little more room at the marina for participants in the EYC, which the CBYC is hosting this year between July 12th and 14th..</p>	Dave Sansom, Dream Haze  Norm Pothier, Cabernet

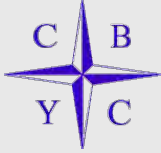
<p>August 4th/August 6th</p> 	<p><b>CIVIC HOLIDAY CRUISE</b></p> <p>The hospitality of Dennis and Norma Reed and Lee and Crystal Baker, combined with Gary's and Dennis' "special touch" make this one of, if not the most popular destination cruises of the year. Last year 19 boats swung to anchor on the north side of the Adolphus Reach in front of Dennis' and Norma's and then, after "breakfast in a bag" the next morning, made their way to Lee's and Crystal's on Hay Bay. Food, frolic and fun. Don't miss this one.</p>	<p>Dennis Reed, Innisfree and Gary Logan, Sabrina IV</p>
<p>Sept 1st-3rd</p> 	<p><b>WAUPOOS WEEKEND</b></p> <p>This is the last distance cruise of the season and is always well attended. Space at the marina is limited so book early though you do have the option of anchoring out. Given the rave reviews for the food and the live band last year, both the caterer and the band will be making a return appearance. The Chinese auction was also a great success and will no doubt be back. Start looking now for that "special" auction item. A visit to a winery for lunch is a must. Come along and have a great time.</p>	<p>TBA</p>
<p>Sept 22nd</p> 	<p><b>FISH AND CHIPS CRUISE</b></p> <p>The official end to organized Club cruising is our cruise to Confederation Basin with dinner ashore. Even if you put the boat away early you can still sail the land yacht to this event.</p>	<p>TBA</p>

## Cooking with a Small Galley

Here are a few cookbook suggestions for creating those perfect meals afloat this summer.

- 1) *Feasts Afloat*, by Jennifer Trainer Thompsen and Elizabeth Wheeler published by Ten Speed Press.
- 2) *Cruising Cuisine: Fresh Food From the Galley* by Kay Pastorius published by International Marine/ Ragged Mountain Press
- 3) *Two Burner Gourmet* by Terry L. Searfoss. Seems to be out of print but lots of used copies available.





2012

*Canada Day Cruise*  
~ with kids & grandkids

**Saturday, June 30**

- ▶ Pizza dinner in the Clubhouse
- ▶ Music provided by our Kingston Duo / Trio or Quartet

**Sunday, July 1**

- ▶ Early sail to Kingston Inner Harbour and anchor
- ▶ 11:00 am Wear Red & White! Go ashore. Enjoy the waterfront festivities, Canada Day Parade, live music, etc.
- ▶ 16:00 hours ~ Happy Hour on Day Dreams! Bring appetizers to share & BYOB
- ▶ Special Happy Hour for the kids on Cabernet
- ▶ 22:00 hours ~ Watch the fireworks from the best anchorage in town!!



*Sign up on the Clubhouse Bulletin Board (After June 10)*  
*Let us know how many are coming!*  
*Costs ~ for pizza and prizes for the kids*  
*~ to be determined*

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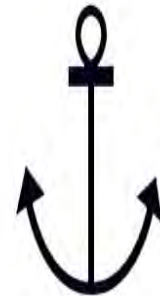
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## **FIRE EXTINGUISHERS**

Five little words that we hope never to hear on board our boats - "The Boat is on Fire". If this unfortunate circumstance should ever happen we want to have the right type and number of fire extinguishers available immediately and easily accessible. Using the wrong type of fire extinguisher can be life threatening. With so many types to choose from, selecting the proper one for your boat is very important. Please see the Transport Canada website at <http://www.tc.gc.ca/eng/marinesafety/tp-tp511-equipment-1140.htm> for information on the minimum number and type of Fire Extinguishers to have on board. Generally the requirements are to have either **5BC or 10BC** type extinguishers with one extinguisher near the engine or motor and one for any fuel burning cooking, heating and refrigeration device.

### **Types of Fires:**



**Class A** extinguishers are for ordinary combustible materials such as paper, wood, cardboard, and most plastics. The numerical rating on these types of extinguishers indicates the amount of water it holds and the amount of fire it can extinguish. Geometric symbol (green triangle)



**Class B** fires involve flammable or combustible liquids such as gasoline, kerosene, grease and oil. The numerical rating for class B extinguishers indicates the approximate number of square feet of fire it can extinguish. Geometric symbol (red square)



**Class C** fires involve electrical equipment, such as appliances, wiring, circuit breakers and outlets. Never use water to extinguish class C fires - the risk of electrical shock is far too great! No numerical rating. The C classification means the extinguishing agent is non-conductive. Geometric symbol (blue circle)

### **Two common types of extinguishers that will meet the classification for BC fires - Dry Chemical and CO2.**

- 1. Dry chemical extinguishers** come in a variety of types and are suitable for a combination of class A, B and C fires. These are filled with foam or powder and pressurized with nitrogen.
  - o **BC** - This is the regular type of dry chemical extinguisher. It is filled with sodium bicarbonate or potassium bicarbonate. The BC variety leaves a mildly corrosive residue which must be cleaned immediately to prevent any damage to materials.
  - o **ABC** - This is the multipurpose dry chemical extinguisher. The ABC type is filled with monoammonium phosphate, a yellow powder that leaves a sticky residue that may be damaging to electrical appliances such as a computer

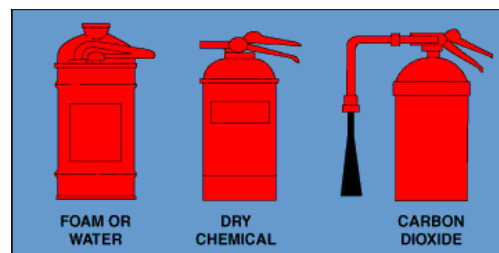
Dry chemical extinguishers have an advantage over CO2 extinguishers since they leave a non-flammable substance on the extinguished material, reducing the likelihood of re-ignition.

- 2. Carbon Dioxide (CO2) extinguishers** are also used for class B and C fires. CO2 extinguishers contain carbon dioxide, a non-flammable gas, and are highly pressurized. The pressure is so great that it is not uncommon for bits of dry ice to shoot out the nozzle. They don't work very well on class A fires because they may not be able to displace enough oxygen to put the fire out, causing it to re-ignite. They do not however leave a harmful residue on electronics.

### Fire Extinguisher Maintenance

The different types of fire extinguishers for use in extinguishing different types of fires are shown in the pictures below.

All extinguishers should be visually inspected each month, and serviced once a year. All carbon dioxide extinguishers should be weighed annually. Dry chemical extinguishers should occasionally be turned upside down and shaken.



During inspection ensure that:

- the extinguisher is not blocked by equipment, coats or other objects that could interfere with access in an emergency.
- the pressure is at the recommended level. On extinguishers equipped with a gauge, the needle should be in the green zone - not too high and not too low.
- the nozzle or other parts are not hindered in any way.
- the pin and tamper seal (if it has one) are intact.
- there are no dents, leaks, rust, chemical deposits and/or other signs of abuse/wear. Wipe off any corrosive chemicals, oil, gunk etc. that may have deposited on the extinguisher.
- if the extinguisher is damaged or needs recharging, replace it immediately!

Fire extinguishers should be pressure tested (hydrostatic test) after a number of years to ensure that the cylinder is safe. Hydrostatic tests should be performed:

- every 12 years for pressure type extinguishers
- every 5 years for carbon dioxide and water extinguishers
- after discharge for any extinguisher 5 years old or older

***IMPORTANT: Recharge all extinguishers immediately after use regardless of how much they were used.***

***References: [fireextinguishers101.com](http://fireextinguishers101.com) and Transport Canada***

### OPERATING A FIRE EXTINGUISHER - **PASS** SYSTEM

***Pull the Pin at the top of the extinguisher.***

***Aim at the base of the fire, not the flames. This is important - in order to put out the fire, you must extinguish the fuel.***

***Squeeze the lever slowly. This will release the extinguishing agent in the extinguisher. If the handle is released, the discharge will stop.***

***Sweep from side to side. Using a sweeping motion, move the fire extinguisher back and forth until the fire is completely out.***

***Operate the extinguisher from a safe distance, several feet away, and then move towards the fire once it starts to diminish. Be sure to read the instructions on your fire extinguisher - different fire extinguishers recommend operating them from different distances.***

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