

Ontario Boat Builders Cooperative Inc.

April, 2010



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This Months Picture: Margaret Dawn is sailed by our Treasurer Dennis Draper is a Niagara 35 Traditional sailing boat, one of the first manufactured by Hinterhoeller Yachts. She has sailed the Caribbean twice and has been in Georgian Bay since 1998. She is very sea-kindly and a sweet sailing boat of 15,500 lb. displacement with 5,500 lb in the external lead keel. Much refit and repair has been done with the help and support of OBBC and its members over the years.

Next Meeting: Tuesday, April 20, 2010

Location: Port Credit Yacht Club ([map](#))

Time: 7:30PM

Guest Speakers: Board and Directors of OBBC

We hope to see you at our next meeting at which time we will have a general discussion on boating challenges of the season. From bottom coatings, cleaning and waxing, bilge maintenance, to bumpers and cushions. We have a vast

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amount of information within the membership of what and when to impliment certain solutions to marine design and implimentation problems. We hope that you will all come with your experience and problems to discuss and find your solution. We have invited a couple of electrical and mechanical experts accredited in the industry to be on hand to discuss your problems and help to find the right solution for your situation.

Share your electical problems, charging system designs, mechanical thoughts and desires, refrigeration, instrument desires and criteria. Are you looking for a suplier of products and services for those pesky projects ... bring your issue and problem and someone will have their story and good an bad of some of their experiences.

Feel free to bring your friends and invite fellow boaters to come to PCYC, have a social beer and learn and share with your fellow boaters.

Plan on Attending our next meeting?

Dear John & Nora,

Please advise below if you plan on attending our next meeting by clicking on the applicable YES or NO link.

[YES](#) **[NO](#)**

Presidents Message

Spring is just about upon us, and if you are like me, you are wondering if you can complete all those jobs that you decided to do before launch and have yet to start.

The office is fast becoming my savior as the time from ordering to my receiving my order is under a week. Order on Saturday and in most cases they are there for you to install the next weekend. The office also stocks the items that we find are in demand at this time thanks to Maureen and John's diligence.

The office is seeing a great increase in orders and Maureen is fast becoming an indispensable asset to the OBBC.

Membership is increasing as more boaters realize that we offer an alternative to the local chandlery. I want to remind all members that if they are contemplating a large order or the purchase of an expensive item then they should contemplate purchasing it now as on June 1. 2010 all members will be paying the HST which will increase the price of the item by 8%.

June 1 is going to change a lot in the boating industry as 8% will be added to all services from dock fees to the hiring of a surveyor or mechanic to service the boat. Rumor has it that it will also be added to the cost of fuel, etc.

This summer is going to see a change in most people's spending habits, once the HST is accepted. So plan ahead as this is the last chance to beat the HST.

Swap Meet - OBBC Yard, April 17, 2010

This Weekend - Come to the famous OBBC Swap Meet. In an effort to stay clear of launch weekends, Easter weekend and May 24 weekend we are having the Swap meet a little earlier this year. Hope you can come out and meet fellow members in the Yard (rain or shine) starting at 9:00AM.



Please feel free to invite other members and non-members to come out and participate. Confirmed Partnered Business Members attending will include:

- Go Green Marine
- Greene Turtle Marine
- MGS Filter Products
- Mould Off Inc.

All Partnered Business Members Welcome
... come one, come all!

Member and General Boating News

Member News: Stephen and Virginia McKey are new members who recently purchased a partially completed Roberts 53 Ketch. They are finishing the boat on their farm north of Toronto and we have added a section on the OBBC website to chronicle their projects as they go along. I am sure we will see more of Stephen and Virginia over the next few years (<http://www.ontarioboaters.com>).



Member News: Mario and Lilian Borg made this comment on our Web Site: "We had been member of the OBBC from 1988 till 2007, Our website is continually being upgraded with new info about our travels on board the SV Maltese Falcon we think it

will be nice for the present members to look at our website and see that the dream can come true. Best regards Mario & Lillian Borg <http://www.maltesefalcon.ca/>.

Special thanks to Mario and Lilian ... we hope to hear more on their transatlantic cruising experiences and plans in the next OBBC newsletter.

General News: Tall Ships coming to Toronto: As part of the Redpath Toronto Waterfront Festival the American Sail Training International TALL SHIPS will once again be coming to Toronto, Canada Day weekend 2010. Thought it might be nice destination for boaters and enthusiasts in and around Lake Ontario. See their Web Site: <http://www.qqhbta.com/events.asp?opt=tallships>

Technical - Marine Grounding Systems

- reprinted with permission from The West Marine Advisor

This article was originally published in the October 15, 1996 issue of Practical Sailor. The author, Stan Honey, is a renowned sailor, navigator and electrical engineer. Marine Grounding Systems.

Definition: ground n. 12. Electricity A. A large conducting body, such as the earth or an electric circuit connected to the earth, used as an arbitrary zero of potential.

In a normal house on land, the problem of grounding is simple. It consists of the green grounding wire in the AC wiring system and serves the purpose of preventing shocks or electrocution. The ground connection is usually made by clamping to a metal water pipe or by driving a long copper stake into the ground.

On a boat, things are considerably more complicated. In addition to the AC ground, we need a DC ground or return line, a lightning ground, and a RF ground plane for the radio systems. Our first thought might be to simply make the ground connection to a metal thru-hull, propeller shaft or other underwater metal. This underwater metal will be grounded by connection to the seawater will serve as our water pipe. Unfortunately, a connection between any of these systems and underwater metal can, and probably will, give rise to serious electrolytic corrosion problems. This article will discuss the particular requirements of each system, resolve the contradictions between the systems and present a consistent and correct solution for a complete, integrated, marine grounding system.

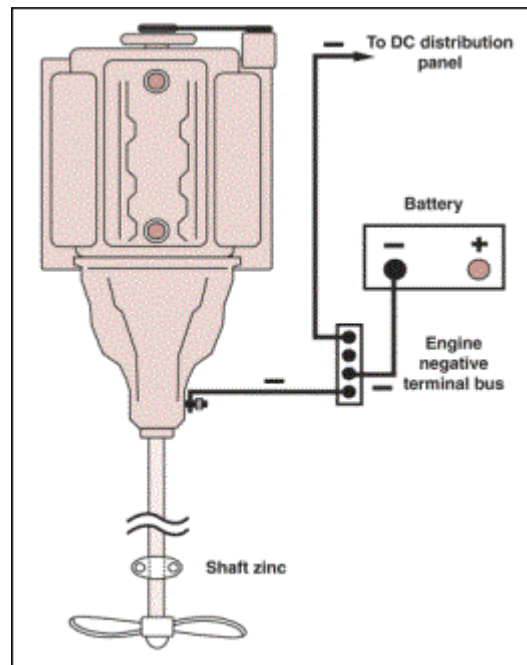


Figure 1. The boat's electrical system should be connected to seawater at one point only, via the engine negative terminal or its bus.

DC Ground

Every light or appliance should be wired with its own DC return wire. Never use the mast, engine, or other metal object as part of the return circuit. The DC load returns of all branch circuits should be tied to the negative bus of the DC distribution panel. In turn, the negative bus of the DC distribution panel should be connected to the engine negative terminal or its bus. The battery negative is also connected to the engine negative terminal or its bus. The key factor here is that the yacht's electrical system is connected to seawater ground at one point only, via the engine negative terminal or its bus. See figure one.

AC Ground

See Practical Sailor August 15, 1995 for a detailed treatment of the green wire. The best solution is a heavy and expensive isolation transformer. The acceptable solution (for the rest of us) is to install a light and inexpensive Galvanic Isolator in the green wire, between the shorepower cord socket on your boat, and the connection to the boat's AC panel. Then, connect the grounding conductor (green) of the AC panel directly to the engine negative terminal or its bus. Note that this meets the ABYC recommendation. In choosing Galvanic Isolators, make sure that you select one that has a continuous current rating that is at least 135% the current rating on the circuit breaker on your dock box. Certain Galvanic Isolators (e.g. Quicksilver) include large capacitors in parallel with the isolation diodes, which in certain situations theoretically provide better galvanic protection. Unfortunately, these units cost substantially more than conventional Galvanic Isolators. If you feel like spending real money on galvanic isolation, you might as well do it right and buy an isolation transformer.

It is also a good idea to use a Ground Fault Circuit Interrupter (GFCI) in your AC wiring. GFCI's will occasionally "nuisance trip" due to the humidity surrounding the wiring on boats, but the additional safety that they offer (particularly to nearby swimmers) in disconnecting power in the presence of ground currents is worth the nuisance. If your GFCI starts to nuisance trip, it is probably a very good idea to track down and clean up your damp wiring in any event.

Figure 2 (not shown here due to image limitations, please see link at bottom for full article). Ground fault circuit interrupters (GFCI) should be installed in each AC circuit. A GFCI will

disconnect power in the presence of ground currents, helping prevent an electrocution.

Lightning Grounds

Connect a 4 AWG battery cable from the base of your aluminum mast to the nearest keel bolt from external ballast. If you have internal ballast, you should install a lightning ground plate. One square foot is recommended for use in salt water; fresh water requires much more. Do not rely on a thru-hull or a sintered bronze radio ground (e.g. Dynaplate) for use as a lightning ground.

For additional comfort, also run a 6 AWG wire from your keel bolt or ground plate to the upper shroud chainplates, and to your headstay chainplate. Don't bother with the backstay if it is interrupted with antenna insulators. Have each of the cables that are used for lightning ground wires lead as directly as possible to the same keel bolt, with any necessary bends being smooth and gradual.

Given that you have grounded your mast solidly to the ocean, your mast will be at exactly the same electric potential as the ocean. There is no chance that you can dissipate the charge between the ocean and the atmosphere, so don't bother with a static dissipater at the masthead. Wire "bottle brush" static dissipaters may be useful to dissipate seagulls, however, but that is beyond the scope of this article.

RF Ground

Your VHF doesn't need to use the ocean as a counterpoise, so here we are dealing only with the ground needed for your HF/SSB radio.

Mount your automatic tuner as close to the backstay as possible, preferably just under the after deck. Run copper ground tape from the tuner to the stern pulpit/lifelines, to the engine, and to a keel bolt. It is good practice to include the HF/SSB radio itself in this network of ground tapes. If the builder of your yacht had the foresight to bond into the hull a length of copper tape or an area of copper mesh, be sure to run a copper ground tape to this as well, and say a blessing for builders such as these. Sintered bronze ground plates (e.g. Dynaplates) can be used as radio grounds in situations where the ballast or engine is unavailable or awkward to connect. If the ballast, engine, and lifelines are available, however, they generally make a high performance ground.

Bonding and Electrolytic Corrosion Due to Hot Marinas

Do not bond any thru-hulls or other immersed metal that can be electrically isolated. Specifically, keep your metal keel/ballast, your metal rudder shaft, your engine/prop, and all thru-hulls electrically isolated, from each other, and from the engine.

It's worth understanding the reason. In an increasing number of marinas, there are substantial DC electric currents running through the water. If your bits of immersed metal are bonded, the electric current will take the lower resistance path offered by your boat in preference to the water near your boat, and the current will flow into one of your bits of metal, through your bonding wires, and then out another bit of metal. The anodic bit of metal or thru-hull that has the misfortune to be on the "out current" side of the current running through your bonding system will also become "out metal" and will disappear, sometimes rapidly.

Your zinc is only intended to protect against the modest galvanic potentials and therefore currents that are caused by the dissimilar metals that are immersed and electrically connected together on your own boat. Your zinc is incapable of supplying enough galvanic potential to protect against substantial DC currents that may be flowing in the water. These DC currents in the water will cause electrolytic corrosion to your bonded thru-hulls or metal parts.

Zincs and Protection from Galvanic Corrosion

Use zincs to protect against the galvanic currents that are set up by dissimilar metals on your boat

that are immersed and that are in electric contact with one another. The best example is your bronze propeller on a stainless shaft. The best protection is to put a zinc right on the shaft next to the propeller, or a zinc on the propeller nut. An isolated bronze thru-hull doesn't need protection because it is not in electrical contact with another immersed dissimilar metal. If electrically isolated, high quality marine bronze, is electrochemically stable in seawater; nothing good can come from connecting wires to it.

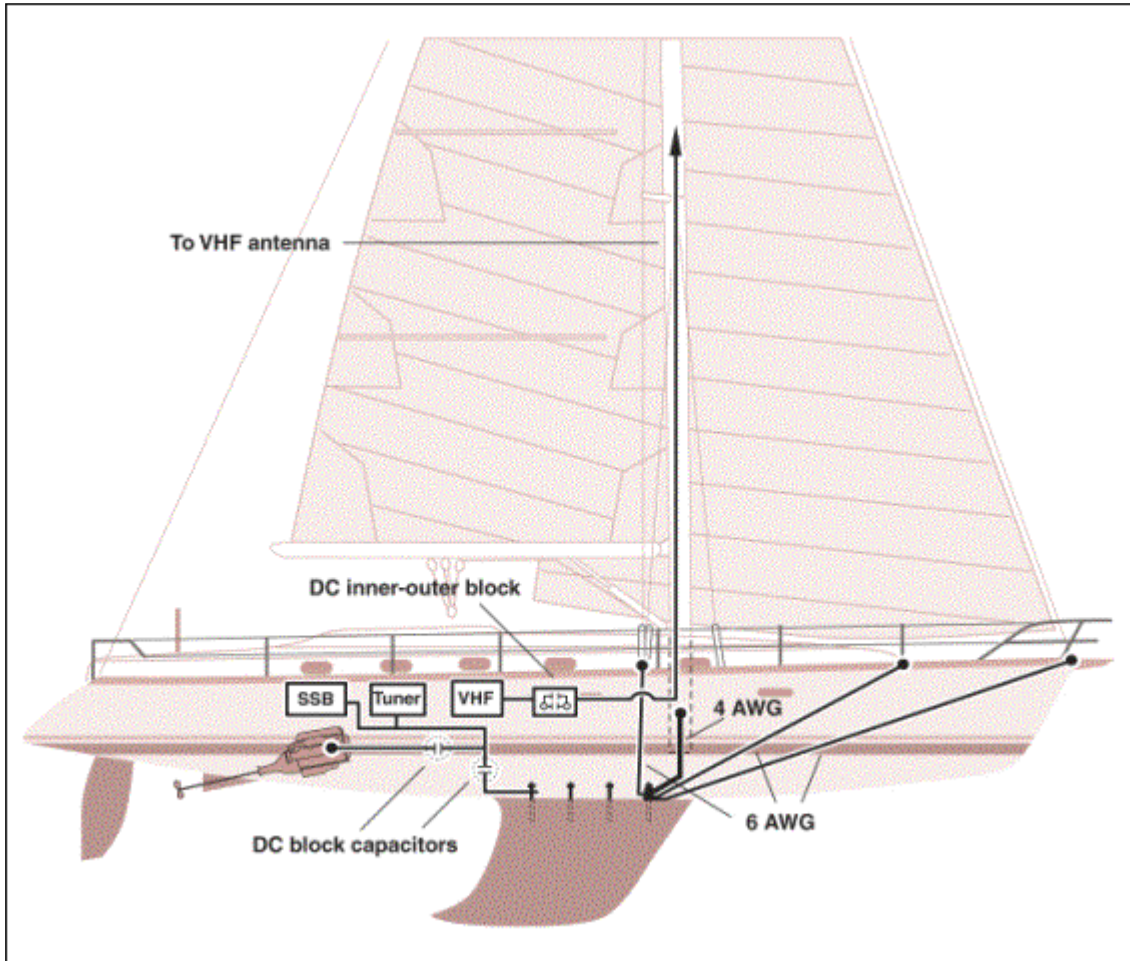


Figure 3. Conductors running from the external keel or ground plate to the mast, stays and to the metal fuel tank will protect against a lightning strike, and there will be no DC connections to the engine or to the electrical system.

Stainless steel is a special case. Generally, it is a bad idea to use stainless steel underwater, because it can pit. When it pits the "nobility" of the metal changes locally, and you end up with tiny galvanic couples that are made up of different parts of the same piece of metal and the pits grow deeper. One school of thought suggests that if you must use stainless steel underwater (e.g. you need its strength), then you should connect a nearby, immersed zinc to it; this protects the stainless steel from itself, reducing the rate of pitting. The electrochemistry of this assertion is compelling enough to recommend that you protect a stainless steel rudder shaft with a zinc. This may be done by mounting a zinc on the hull near the rudder shaft, and electrically connect it (inside the hull) to the stainless rudder shaft. For the reasons described above, ensure that your metal rudder shaft is not electrically connected to anything else. Your stainless steel propeller shaft will be protected from itself, by the same shaft zinc that protects the propeller from the stainless steel shaft. In both cases the pits, if they appear, will appear where the stainless steel is not exposed to the water. Trouble areas are in the cutlass bearing, inside the rudder bearing, and just inside the top of the rudder.

Keep your metal keel/ballast electrically isolated from all other bits of metal. If you have the misfortune to have an external iron or steel keel, however, mount a zinc directly on it to reduce the rate of corrosion. Leave lead keels/ballast isolated.

Figure 4 (not shown here due to image limitations, please see link at bottom for full article). To avoid making another DC ground to the engine via the HF/SSB radio copper ground strip, fasten the copper tape securely to an insulating piece of phenolic or to a terminal strip, cut a 1/10" gap across the tape, and solder several 10.15 uF ceramic capacitors across the gap.

Inconsistencies in the Ground Rules

So now, you are annoyed with the inconsistencies. We said to leave all bits of immersed metal electrically isolated when we described electrolytic corrosion and hot marinas, but then we said to connect wires and copper tape to your keel and engine for lightning and RF grounds. So what to do?

RF ground. The RF ground needs to be a ground for RF signals only. It does not need to conduct DC, and as described in "Bonding and Electrolytic Corrosion..." above, you do not want to connect another DC ground to your engine and to your keel etc.

The solution is to find a dry secure place along each of the copper RF ground tapes that are running to your engine and keel. Fasten the tape securely to an insulating piece of phenolic or to a terminal strip, cut a 1/10-inch gap across the tape, and solder several 0.15uF ceramic capacitors across the gap. These capacitors will be transparent to the RF, which will be happily grounded by the ground tape system, but they will block any DC currents from running through the RF ground system, and will avoid any resulting susceptibility to hot marina electrolytic corrosion. It is worth selecting the capacitors carefully, because they may carry a significant amount of RF current.

Lightning Ground

The lightning ground needs to be a direct DC connection to the keel or to a ground plate to handle currents due to lightning strikes. So how do we keep the keel or ground plate electrically isolated as required in "Bonding and Electrolytic Corrosion..." above?

The solution is to connect the keel or ground plate directly to the mast, but make sure the mast is not electrically connected to the boat's DC ground system. If your steaming light, masthead light, tricolor, Windex light etc. are wired carefully and correctly, they each will have their own DC return wire; there should be no ground connection between their wiring and the mast itself. Make sure that this is the case. This should also be true of your masthead instruments. The unintended DC connection between mast and DC ground is typically made by the masthead VHF whip, which connects the shield of the coax to the bracket connected to the mast. That shield also connects to the VHF radio which is DC grounded by its power connection. The easiest solution is to insert what is called a "inner-outer DC block" into the coax. This RF device puts a capacitor in series with the center conductor, and another capacitor in series with the shield. This device is transparent to the VHF RF signals in the center conductor and shield, but blocks any DC current in either the center conductor or shield. This device can be made by a good radio technician, or purchased from radio supply houses, pre-fitted with any kind of coax connection on both ends. The commercial units look like a coax "barrel" connector.

Once the DC connection from the mast to the VHF is broken, check for any other connections with an ohmmeter, and straighten out any other wiring errors or unintended connections. If your metal fuel tank is also bonded to the lightning ground system (per ABYC) then make sure that it does not have DC connections either to the engine via the fuel line or to the electrical system via the fuel level sensor. A piece of approved rubber fuel hose in the fuel lines to the engine solves that connection, and a well designed fuel level sensor will not make electrical contact with the tank.

When you're done, there will be heavy conductors running from the external keel or lightning ground plate to the mast, stays, and to the metal fuel tank, but there will be no DC connections to the engine or to the yacht's electrical system. See Figure 3.

Summary

By using capacitors to block DC connections in a few key areas, it is possible to have perfect ground systems for AC, DC, RF, lightning, and corrosion, and have a boat that is immune to stray DC currents that are traveling through the water in "hot marinas."

In the old days, the technique of bonding everything together worked okay. In its defense, the "bond everything together" approach makes your boat less sensitive to electrolytic corrosion that can result from faulty wiring on your own boat. The problem is, the "bond everything" approach leaves your boat totally defenseless to wiring errors in nearby boats and nearby industry, that cause stray DC currents to run through the water.

Today the technique of bonding everything together would still work fine if your boat spent all of its time on the high seas, in remote anchorages, or in marinas that were wired perfectly and in which all of the nearby yachts were wired perfectly. Having underwater metal bonded together in crowded marina's today, however, is asking for expensive trouble. As outlined above, it is avoidable trouble. It is possible, with careful wiring and a few capacitors, to have the best of all worlds, good RF and lightning grounds, ABYC approved DC and AC grounds, and security against electrolytic corrosion caused by hot marinas.

This article in its entirety can be found on the West Marine Website at the following URL:
<http://www.westmarine.com/webapp/wcs/stores/servlet/westadvisor/10001/-1/10001/Marine-Grounding-Systems.htm>

Business Partner Members

Part of OBBC's success at the 2010 January Toronto Boat Show included having a number of boating product and service suppliers sign on as business members. This month's newsletter includes brief summaries on these companies. Be sure to check out the websites of companies whose products interest you and stay tuned for bargains and special offers from them. We will have more information on these and other suppliers in future newsletters. Contact the office for details on how to order these products and services at OBBC pricing.

We have invited these Business Members to join us at the Swap Meet ... so come out and see them and their products.

Go Green Marine Inc.

Go Green Marine sells solar rail lights fits 3 stanchion sizes, UV protected plastic with marine grade stainless fasteners. Easy mounting. Web Site: www.gogreenmarine.ca

Mouldoff Inc.

If mould has been a problem periodically on your boat, you will know what a task getting rid of it can be. This company does mould inspections, remediation, and testing and supplies products to assist boat owners, home owners and businesses. OBBC will now be stocking its products. Website: www.mouldoff.com Phone: 905.549.8144 email: lisathomas@mouldoff.com

Sea Tech Marine

Extend the boating season. Sea Tech Marine sells, services, and installs EsparT diesel-fired Airtronic and Hydronic Heaters. Also, sells and services Mermaid Manufacturing products. email: sea_tech_marine@hotmail.com.

Greene Turtle Services

Greene Turtle Services is a marine surveyor specializing in fiberglass boats. Website:

www.greeneturtleservices.com ; contact Ted at: ted@greeneturtleservices.com; phone: 416.722.0379. Offering a 10% discount to OBBC members.

Marine Towing & Salvage

Don't get stranded. Marine Towing and Salvage provides an "Easy Boating" Plan for western Lake Ontario. The company also does salvage work anywhere in Ontario. Check their website out at www.mtas.ca or email them for info at: marinetowingsalvage@gmail.com. Phone: 416.456.7300.

AMP Marine

AMP Marine is a Canadian manufacturer of environmentally safe dock bumpers, boat fenders and other essential dock and boating accessories. Check out their interesting product line at www.ampmarine.com .. Email: rfaiello@sympatico.ca. Phone: 905.737.7993

MGS Filter Products Inc.

MGS Filter Products is a Canadian manufacturer of filter cartridges, water softeners and other filtration products. They have been in business since 1987, and are the largest and most experienced manufacturer of these products in Canada. MGS has a solid reputation for manufacturing quality products and as such is certified under ISO 9001:2008 standards. They are also certified to produce cartridges under NSF 61. Website: www.softee.ca. Email: mgsfilterproducts@bellnet.ca Phone: 905.501-0808

Craig Cat Canada Inc.

The Craig Cat: It's fun, it's versatile and it's exhilarating. They are the ultimate in the design and performance for any recreational water spot, freshwater or saltwater; for playing, fishing or cruising. Craigcat puts the fun back in boating. Website: www.craigcatcanada.com. Email: info@craigcatcanada.com. Phone: 519.735.0984.

Floatographers

We all appreciate a clean environment. Floatographers supplies natural, non-toxic eco products for marine use, include "Pink Solution", "Mother Choice" and "The Laundry Bar". Website: www.floatographers.com. Email: info@floatographers.com for a description of their line of products.

Additional details for all our Suppliers and Business Members are available on our Web Site in the Members Section under OBBC Suppliers . A special thank you to these business members in their support of the Co-Op and the boating community.

Bulk Purchases:

Kiss Energy Wind Generators

We have four individuals interested in this bulk purchase from Kiss Energy and we need a minimum of 5 Wind Generators. If you are interested in participating or would like more information in this purchase please contact the office by email or by phone. Here is a [link](#) to the Kiss Energy Web site (<http://www.kissenergy.com/>).

Amercoat Antifowling and Hull Coatings

We regularly have purchase orders to Amercoat for anti fowling. Contact the office for your purchases as we coordinate these buys with as many gallons as we can. Helps maintain the relationship with this great supplier or great product. Here is a link to

the Amercoat Web Site (<http://www.amercoatcanada.com/>).

CLASSIFIEDS

Advertisements will be placed free for members in the newsletter for 3 consecutive months after which the member can request that it be carried on for another 3 months.

Wanted:

1. Wanted a three blade fixed propeller for a CS 30 sailboat; the ideal propeller dimensions are:

diameter 15 in.

pitch 12

shaft 1 in.

Left hand rotating

Please contact Jaan Arro at 416 - 449- 4209 or jarro@rogers.com

2. Handy Person in Marine Systems: We have a number of members who are looking for a reasonably priced "helper" for a variety of projects in and around boats. If you have a passion or this sounds appeals to you please contact the office and we will put your information on our bulletin board. We ask that you provide some indication of the type of work that you would be interested in performing and outline any experience and qualification to provide better information for our Members.

3. Does anyone have a boat project that they would share on the OBBC website? In the past that with the addition of project pictures and information available other members will help you in getting input for your projects. As well it is interesting to see what others are doing to their boats. No matter how big or small the project. Please forward pictures and descriptions to the office or to John Mayo.

For Sale:

Various Left over "stuff" from Boating Projects:

1 - 40lb Danforth Anchor

2 - 45lb CQR Anchors

2 - 6VDC Deep Cycle Batteries (never charged)

3 - solid Teak Doors (2 - 20-1/2" X 75", 1 - 22" X 75")

2000 sq ft Teak Veneer 500 sq ft Mahogany Veneer

Misc Teak Lumber

Misc Brass Bar Stock

Misc Stainless Steel Bar Stock

If interested please call Bruce Hayes at (519)653-2440 Cambridge, Ontario

Stainless Rail Fittings for Sale:

All the items are brand new and were never used. They were purchased for a project that never happened (we all have those).

SeaDog 4 way corner 1 inch stainless qty 4 selling for \$20 each

SeaDog 3 way corner 1 inch stainless qty 8 selling for \$15 each
SeaDog 60 degree T 1 inch stainless qty 7 selling for \$8 each
SeaDog Cap top stainless Heavy Duty qty 2 selling for \$6 each
SeaDog Deck Hinge Heavy Duty Stainless 90 qty 2 selling for \$7

or make us an offer for the whole lot.
Ted Greene, Master Marine Surveyor
Greene Turtle Services
www.greenturtleservices.com
Cell: 416-722-0379
email: ted@greenturtleservices.com

Call for Product Coordinators:

Have you researched a particular aspect of your boat and have information or expertise that you would be willing to share with others? We would like to ask you to volunteer as a product coordinator. Please contact Maureen or John Mayo.

Office News and Information

Maureen continues to do an excellent job with enthusiasm and creative energy in the administration and keeping things running smoothly for the Co-Op. Feel free to contact her with your marine questions and inquiries, she is fast becoming a resource for all of us.

The "How To" of Placing an Order or Requesting a Quote with OBBC!

Whether you are new to OBBC or a long time member, placing an order to take advantage of your membership - can be a bit daunting! Yet the process is really quite simple:

1. You can find your product range and suppliers listed on our website, under "members" we have links to all of our suppliers - search their website - do your research - find what you are looking for.

We do have catalogues and information in the office as well. Drop in and have a browse. Not sure where to find something? Call us! We may know - OR we may know WHO knows.

2. Email/ Call office with your purchase request. Please be sure to provide us with - supplier name, (Mermaid, Port Supply etc), product code, cost as listed and the quantity you want. If you are looking for a quote - please mark "quote requested" on your email.

3. Ordering - we will place the order for you. Depending on the supplier, you can either pick up directly from their location OR have it shipped to our office. In both cases, OBBC receives the invoice.

4. PO Numbers -If you are heading into a store (Noah's, West Marine etc...) and want to browse and shop on site, NO PROBLEM. Call us, and we'll arrange for a PO to be sent. This insures you will receive your OBBC Member rate.

5. Payment -OBBC will invoice you. (Remember you pay our cost PLUS an 8% mark up). We accept Visa, MasterCard, debit, cheques AND cash. Note: Your 2010

membership must be paid for an order to be completed. Payment is due upon receipt of items.

Finally, when you are picking up an order - you need to have a copy of the PO with you.

Questions - email or call the office. We're here to make your membership work for you!

OBBC Directors and Office Manager Message

The OBBC was created in 1980 as a non-profit purchasing co-operative. Offering opportunities for boaters to learn and share boating and cruising experiences with others.

It is managed by a Board of Directors who are elected to a two-year term by the membership. A combination of paid and volunteer part time help, including an Office Manager, support staff and a core group of volunteer purchase coordinators, handle day-to-day administration, accounting and purchasing of materials. Funds required to operate the basics are derived from annual membership fees and from a small mark-up on sales. This leaves the most of the discounts from bulk purchase orders to be passed along to our members.

Everyone has something to contribute! The co-op is your organization and your participation is crucial to our continued success. New members, as well as veterans, are encouraged to serve on the board, share information and offer suggestions to better serve the membership. Members may also act as a purchase coordinator for specific products that they have researched and recommend to any other interested members.

OBBC office hours:
Wednesday 9:30 - 12:00
Friday 9:30 - 12:00
Saturday 9:30 - 12:00

If you need additional information about the OBBC please contact us by phone or email.

Telephone: 905 756 2504
EMail: office@ontarioboaters.com

Sincerely,

OBBC Directors and Office Manager
Ontario Boat Builders Cooperative Inc.

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