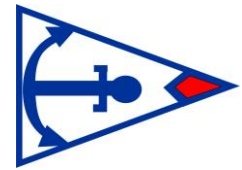




The Bitter End

Editor: Bill Reynolds AP



December 2013

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From the Bridge...

By November most of us have hauled our boats, serviced, and stored them for the next five or so months. I say most of us because this week I had occasion to be working near Bath on the shore of Lake Ontario and was surprised to see several die-hard fishers out on the choppy waters in their well-equipped boats. It was gratifying to see that they were all wearing high visibility flotation jackets that I assume were of the brands approved by Transport Canada. Some were also wearing a PFD over top of the flotation jacket. The new technology in safety apparel combined with well-equipped boats and outboard motors make it possible for the hardy among us to extend our boating season just a bit longer.

I had the pleasure of representing Newmarket Squadron at the CPS 75TH Anniversary Conference and Annual General Meeting (AGM) in Toronto, October 24-27. The conference attracted more than 300 attendees from squadrons across Canada as well as a contingent from United States Power Squadrons. It was interesting to observe that all squadrons seem to be wrestling with similar issues such as how to provide value-added service to our members, membership retention, and encouraging members to take advanced and elective courses. There is a growing awareness that CPS must make greater use of online instruction for some subjects and engage its members through social media.

One change that all members will become aware of is in the way CPS conducts its business. Under the new *Canada Not-for-profit Corporations Act* (NFP), corporations incorporated under old legislation must transition to the NFP Act by October 17, 2014. This transition for CPS is well underway and the necessary changes in CPS governance and structure were approved at the 2013 AGM. Under the new legislation, proposed changes to CPS governance such as annual dues and by-laws, must be voted on by all members, that is: one member-one vote. The current approach was to allocate votes to each squadron based on the number of members in the squadron at a ratio of 1 vote per 10 members. At the 2013 AGM, I exercised our Squadron's 29 votes (291 members) to approve changes that will enable CPS to comply with the NFP Act by October 17, 2014. The 2014 AGM will be held in October after the NFP Act takes effect so members can expect to receive ballots for casting their individual votes on any matters that come before the 2014 AGM. I anticipate that CPS will establish a means for members to cast their votes online or by proxy if they so desire.

Our winter course offerings are shown elsewhere in this issue of *The Bitter End*. If you have a family member or friend who is new to boating, please recommend our introductory courses to them. If you have completed Boating Essentials (formerly Boating) why not consider studying Seamanship this winter? Newmarket Squadron is fortunate to have experienced and dedicated instructors who are eager to share their knowledge with you.

On behalf of the Bridge may I take this opportunity to wish you and your family a safe and joyous holiday season. May the New Year bring fair winds and calm seas.

David Puttock, AP
Squadron Commander

Course Offerings for Novice and Experienced Boaters

This year we are offering a variety of courses that we hope will interest boaters of all abilities. For first time boaters there is Boating Basics through which you can receive your Pleasure Craft Operator's Certificate (PCOC). The next step is Boating Essentials which expands on the Basics program and introduces charting, the use of marine charts for navigation. Seamanship, one of our advanced courses, will be run this winter and VHF Radio will be offered starting in April. If you or someone you know is interested in learning more about boating, check out our website and enroll in the program that meets your needs. All of our courses are run on Tuesday evenings at Dr. Denison High School, 135 Bristol Rd, Newmarket.



Starting January 21, 2014:

- Boating Basics
- Seamanship

Starting February 25, 2014:

- Boating Essentials

Starting April 29, 2014

- VHF Radio

For information about these and other courses, costs, and registration, contact Peter Heard, Training Officer at npsinfo@mailonly.ca or refer to our website www.cps-ecp.ca/newmarket

Bridge Officers 2013-14

Commander	David Puttock <u>AP</u>	Flag Officer	Dixon Hunt
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VHF Radio – Make Your DSC Feature Functional

This time of year, life gets a bit slower for recreational boaters, perhaps freeing up time to fix the important things like having a fully working VHF radio on board. If you have a basic VHF radio, checking the connections for corrosion, inspecting the antenna and doing a simple radio check may be all that it takes. But if you have a newer Digital Selective Calling (DSC) VHF, this is the time to ensure its life-saving, one-button mayday feature is fully working. This allows anyone on the boat to simply press a button that gives rescuers near pinpoint location and identification information, greatly speeding rescue times.

However, the DSC functions on new radios only work if a Maritime Mobile Service Identity number (MMSI) has been entered into the radio. Further, reports indicate that approximately 80% of the one-button distress calls from DSC VHF radios it gets each year do not contain vessel position information, meaning that life savers cannot effectively respond. Boaters can take two simple steps to make sure their DSC radio will provide rescuers with the information they need.

Number One: Connect the DSC-VHF to the GPS/Chartplotter. While some of the newest handheld DSC VHF radios have GPS built in, most fixed-mount DSC VHF radios must be connected to an external chartplotter in order to

broadcast location information. This single, critical wired connection increases your margin of safety a thousand times over by allowing rescuers to find you quickly.

While there have been challenges with a uniform, industry-wide plug-in connector to make it easy for do-it-yourselfers, having both the radio and chartplotter of the same brand and each manufactured within several years of each other makes it easier. Taking the time to open up both operating manuals is also a good first step - you likely won't need to know how to read a wiring diagram as instructions are in plain text. Most electronics manufacturers also have customer support phone lines ready to help. And, if you're still having trouble? Get a professional electronics installer to do the job. After all, aren't your family's lives worth a relatively small \$150 service fee to have a pro do it right? To find one near you, ask at your local marine chandlery, marine electronics retailer, or marina.

Number Two: Get a free Maritime Mobile Service Identity (MMSI) number that identifies your boat. The MMSI number is a bit like a phone number for your boat. Having one helps verify an emergency, identifies your boat to rescuers, and cuts down on the instances of false alarms, ensuring that critical rescue resources will be available when you need them. The MMSI information is instantly available to rescuers regardless of where your emergency takes place. The Canadian Coast Guard, US Coast Guard and rescue agencies around the world have access to this data. Industry Canada offers MMSI numbers for recreational boaters free of charge. Application forms are available on line at <http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf08138.html>.

Flare Requirements Being Questioned

Transport Canada is currently reviewing the requirements for pyrotechnics on pleasure boats. Letting off flares has always been the action of last resort for sailors in distress. With the wide variety of communications tools available to boaters, the requirement for flares may be redundant. The number of flares required on boats and the need for flares at all in certain waters are under consideration in Ottawa. Now the Royal Yachting Association of Britain is pressing for their removal as a requirement for seafarers. They are insisting that no persuasive evidence that flares have search and rescue benefits that cannot be provided by modern technology.

Certainly Flares have their use in remote location where no-one has a VHF radio and where help from the setting off of an EPIRB would take hours if not days. I am sure that most long range cruisers would agree that they require these safety devices. However, it may be different in high population areas such as Lake Ontario or Lake Simcoe.

The RYA is pressing the MCA (Maritime & Coastguard Agency) to review the carriage requirement for pyrotechnic flares and to recognise the modern technologies that are now available for distress alerting and locating. 'In today's modern age there is no compelling case to support the mandatory requirement of flares as a practical and useful method of initiating a distress alert and location' says Stuart Carruthers RYA Cruising Manager. 'EPIRBs and GPS linked DSC VHF for distress alerting and signalling lamps or EVDS (Electronic Visual Distress Signals) for final mile location provide mariners with a more effective and far less dangerous means of initiating a distress alert and more importantly a timely response. The RYA has been shown no persuasive evidence that flares have search and rescue benefits that cannot be provided by modern technology. Couple this with the significantly reduced disposal service for flares and the argument for continuing to mandate flares becomes unreasonable and illogical' concludes Stuart.

Collision Regs: Keep a sharp lookout!

By Bill Reynolds

A recent grounding off the coast of Cornwall brought the need for constant vigilance while underway into sharp focus. A French fishing boat ran aground when the skipper left his station momentarily to get some coffee. The bridge was left unattended and the boat ran ashore. He didn't hit another boat and nobody was injured in the mishap. Despite this, the skipper was fined over \$7,000 (CAD) for failing to keep watch and another \$7,000 plus in court costs.

So the next time you leave the helm to go below for a peanut butter sandwich or a cup of coffee, keep in mind the requirements to maintain a lookout.



More Collision Regulation Penalties

A British skipper who argued that the large tanker Hanne Knutsen had sounded its horn to indicate it was to turn to starboard but then did not carry out the maneuver, leaving him in a dangerous position in front of the vessel, has nevertheless been found guilty of contravening maritime regulations.

Roland Wilson, a Royal Navy officer who was in charge of a 33 foot sailing yacht which collided with an 869ft oil tanker during Britain's Cowes Week sailing regatta in the Solent has been found guilty of three counts of contravening the regulations. He was convicted of failing to keep a proper lookout and two counts of impeding the passage of a vessel following a five-day trial at Southampton Magistrates' Court. He was fined £3,000, ordered to pay a victim surcharge of £15, and made to pay costs of £100,056.68.

In passing sentence, Judge Anthony Calloway said, 'This was not some Saturday afternoon jaunt by some inadequate vessel crewed by inexperienced, clueless and foolhardy people who frankly have no business being on the water at all. The yacht took a decision, and as I find the wrong decision, to sail towards the problem into the path of the tanker across a narrow channel. It should have kept clear and in the worst event used her engine.'

Captain Jeremy Smart, Head of Enforcement with the Maritime and Coastguard Agency (MCA) said, 'This case should serve as a reminder to all who use the water that a good lookout, a full appraisal of the situation and early action is essential to avoid incidents like this occurring.'

NOAA Gets out of the Paper Charts Business

Is it the sign of things to come across the maritime world? The National Oceanic and Atmospheric Administration (NOAA) of the USA has announced that, from April 13 next year they will no longer print traditional lithographic (paper) nautical charts, instead leaving it to private businesses.

NOAA's Office of Coast Survey, which creates and maintains the nation's suite of over a thousand nautical charts of U.S. coastal waters, announced the major changes ahead for mariners and others who use nautical charts. While the federal government will no longer print traditional lithographic (paper) nautical charts, it will continue to create and maintain other forms of nautical charts, including the increasingly popular Print on Demand (POD) charts, updated paper charts available from NOAA-certified printers. NOAA electronic navigational charts (NOAA ENC®) and raster navigational charts (NOAA RNC®), used in a variety of electronic charting systems, are also updated weekly and are available for free download from the Coast Survey website. NOAA will also announce a new product: full-scale PDF (Portable Digital Format) nautical charts, available for free download on a trial basis online.

**HAPPY HOLIDAYS to all our
MEMBERS and your FAMILIES**

**FROM THE BRIDGE OF THE
NEWMARKET POWER AND SAIL
SQUADRON**



CPS Celebrating 75 Years



Dear reader:

If you have comments or suggestions for The Bitter End we would love to hear from you. Share your comments by sending them to *The Bitter End* at npsinfo@mailonly.ca.