



DRY ROT



BOATING 2 COURSE

The PCOC makes sure you have immediate navigation and safety skills but it's just the beginning of what you should know when you get on a boat. In the **second** of our Boating Series, you are introduced to the art of navigation, anchoring, ropes, lines, knots and more. Not to mention what to expect when the boat is moving under power. This course also has a number of optional topics that will be taught depending on your interests; these include towing, trailering and a check list for layup and launch.

Suggested Prerequisite: Boating 1, or Pleasure Craft Operator Card (PCOC)

5 weeks one evening per week

LOCATION: MACASSA BAY YACHT CLUB

STARTING DATE: THURSDAY JANUARY 11, 2018

TIME: 7:00 P.M. TO 9:00 P.M.

TUITION FEE: \$110.00

CONTACT: ROGER PIMM

RPIMM@COGECO.CA

905-308-0060

OR

REGISTER ON LINE AT

BOATINGCOURSES.CA/CITIES/HAMILTON

COURSE OFFERED BY HAMILTON POWER & SAIL SQUADRON

CANADIAN POWER AND SAIL SQUADRONS – REGALIA SALES

Need a stocking stuffer or Christmas gift for the hard to buy Skipper, Captain, or Admiral on your shopping list? See below for ideas.

CPS FLAGS FOR SALE

Small Flag \$25.00

Size 8.5 inches x 13 inches for boats up to 25 feet

Large Flag \$30.00

Size 12 inches x 20 inches for boats greater than 25 feet

Hamilton Power & Sail Squadron Logo Lapel Buttons

\$10.00

Suitable for a boating hat, lapel pin

Contact P/R/C Marney Warby, AP

Regalia Officer

905-389-5719

Flares, Safety, Regulations, What's it all about?

What you need:

"The Canada Shipping Act" is the legal document that specifies requirements for "Pyrotechnic Distress Signals" (Flares). In this document it specifies that the date of manufacture of these flares cannot be greater than four years from the current date. In other words you have to get new ones every four years (a boon to the manufacturers and distributors).

The act also details how many flares are required for your vessel as per the following:

Life-Saving Appliances — Visual Signals

205 A pleasure craft of a length set out in column 1 of the table to this section shall carry on board the visual signals set out in column 2.

TABLE

Column 1		Column 2
Item	Length	Visual Signals
1	not more than 6 m	(a) a watertight flashlight; or (b) three pyrotechnic distress signals other than smoke signals
2	more than 6 m but not more than 9 m	(a) a watertight flashlight; and (b) six pyrotechnic distress signals other than smoke signals
3	more than 9 m	(a) a watertight flashlight; and (b) twelve pyrotechnic distress signals, not more than six of which are smoke signals

On a number of occasions I have requested an explanation as to why a 26 foot boat only requires ½ the number of flares as a 30 foot boat. I have asked this of local police, the coast guard, power squadron etc. and the closest I have come to getting an answer is that the larger boat is more likely to go farther off shore. This is nonsense as boats smaller than 26 foot have circumnavigated the world. Also, I doubt that anyone with the larger boat would be more indiscriminate in using the flares therefore needing a greater quantity. I did not point out that no matter the size of the boat you only need one flashlight. Could it be that flashlights are more readily available at competitive prices than flares?

There are some exceptions to the rules but be sure to read the specifics.

Storage:

Pyrotechnic distress signals do not become unsafe (any more than usual) just because they get older. Even new ones can become unstable if they are damaged or corroded. To keep your flares in good order store them away from heat and humidity – not a good idea to leave them out in the sun and rain. A good way to store them is to place them in plastic baggies and keep them in a dark, but accessible area in the boat. Each year inspect them for any signs of corrosion and, if ok, reseal them for storage. Just because it is older does not make a flare, kept in good condition, any more unsafe than a new one – in rare cases it just may not go off when needed.

What to do with outdated stuff:

Many years ago the local power squadrons would be able to arrange a flare demonstration evening (with the permission of the local fire department, coast guard and police). These permissions are no longer given.

These flare nights were extremely valuable in that you actually got to see how effective different types of flares were. You could see how high they went, how long they lasted, the proper way to fire them for the best effect and safety. It also provided you with a means of disposing; safely, any old flares that you wished to get rid of.

Another advantage of these demonstrations was observing the failure rate of each type of flare. On one evening I observed that all of the hand held and smoke style flares performed as expected. Most of the 12 gauge gun fired flares (over 95%) did what they were supposed to do. But, 9 out of 10 flares of the type held in one hand and fired by pulling a chain or ring **FAILED to fire!** You were left with a flare in your hand that was supposedly activated and nothing happened! What to do? Was it still going to fire in a delayed fashion??? We also had a couple of parachute flares that were very old, one fired as it was supposed to and the other did not. The parachute flare went higher and lasted so much longer than any other type that this is what I would want in an emergency situation, unfortunately the cost is prohibitive (I do have an old one in my kit).

If your old flares are in good condition keep them as backups.

In some cases you may wish to dispose of flares – here is my recent experience.

First I went to two local marine stores (after all I purchased flares there). In the first I was told that they no longer take expired flares, where in previous years they worked with the Power Squadron on a program which no longer is in operation. The second store said they would take the expired flares on condition that I purchased new ones from their store (in future I may have to avoid any purchases from that store).

I had already been told by the second store that the Harbour police would no longer take the flares so my next stop was the local fire department (suggested by the first store). The Fire Department representative informed me that they would not take the expired flares and to take them to the local hazardous waste depot. At the depot I was informed that they could not take flares or any type of ammunition or explosives and to try the police.

Fortunately I telephoned the police, rather than trying to take live ammunition or explosives through their front door. I asked if I could take the flares into the station and was told NO, however they would dispatch an officer to pick them up at my home. I explained that I was going out but would be home later. They were very accommodating and would have the officer telephone me before coming. Later that evening I got a phone call and the officer asked some questions regarding the condition of the flares (which were ok), but he expressed concern about having explosives in the squad car all night (ammunition would have been ok) and said they would dispatch a tactical officer the next day to pick up the flares. The next morning the flares were picked up (my neighbours probably wonder about the squad car though).

Summary:

Keep your old flares if they are in good condition. Flares don't always work so extras could be useful.

It seems incredulous that you are forced to purchase a product that expires in four years and there is no practical way of disposing of the old ones.

Instead of a number of individuals wasting the resources of our police forces would it not make sense for local businesses to accept old flares from customers and periodically contact the authorities (or even better, the manufacturer) for disposal? You want my business, help me out!

Submitted by:

P/C Rick Crook

VOLUNTEERS NEEDED

Can you help our Squadron for a few hours a month?

We are looking to our members for inspiration.

Your fresh ideas and enthusiasm are welcome and would be greatly appreciated.

Please email or call me at 289-389-3165.

Commander

Murray Thompson

mrthompson15@gmail.com

MERIT MARKS

Merit Marks are awarded by the Chief Commander, for which a certificate is issued. A member may receive only one Merit Mark in a calendar year, regardless of the amount of work accomplished. A Merit Mark cannot be bought. The recommendation must be based on contributions of not less than twenty (20) or more hours work in Canadian Power and Sail Squadrons. A Merit Mark is awarded at the sole discretion of the Chief Commander, based on recommendations of the Officers of CPS.

The following Merit Marks were awarded for the 2016 calendar year as presented by Commander Thompson at Hamilton Power and Sail Squadron's Annual General Meeting in April 2017.

NAME	MERIT MARK
Peter Boothroyd	15
Percy Brown	33
Glen Carruthers	9
Rick Crook	32
Pat Faux	19
Vicky Grimshaw	17
Michael Kott	37
Charles Mitchell	11
Vaughan Osborne	1
Roger Pimm	10
Walter Plater	9
Murray Thompson	41
Cal Traver	17
Marney Warby	41
Ron Warby	42
Mark Welch	1
Gary Young	20
Lynda Young	12

This year HPS is pleased to announce that Gary Young has received his 20th Merit Mark, culminating twenty years of dedication to Canadian Power and Sail Squadrons. He is now officially referred to as a Life Member of CPS and henceforth will no longer be required to pay membership dues.

What started out many years ago as a boyish dream of being on the water in a boat, ended up as an adult favourite hobby. Imagine a young lad of roughly 17 years of age owning a boat before he had his first car!

His love for power boats began in earnest at the family cottage on Whitestone Lake, 25 miles northeast of Parry Sound. Gary and wife, Lyn, spent many summers cruising the waters of his beloved Lake Simcoe where he spent 22 years, 3 years on Sturgeon Lake, traversed the Trent-Severn Waterway and locks, the North Channel, Pointe au Baril, Parry Sound, which in a lot of cases, included anchoring overnight in remote areas. If you need to find out details or information about these nautical areas be sure to speak to Gary as he is the “go to guy” for answers. Over the years he also cruised on Lake Ontario.

“Twofootitis” became his mariner’s wish and Gary progressed from two smaller runabouts, to a 27 ft. Doral, 32 ft. Prestonia, and finally a 375 Four Winns. Prior to retirement, Gary was a radio-electronics specialist in the marine industry and earned his Ham Radio licence (with honours).

Gary has achieved the following courses: Boating, Piloting, Restricted Operator Certificate (Maritime) with DSC, Navigating With GPS, and Instructional Techniques.

Gary was and still is a willing instructor for HPS classes in Boating and VHF. His students always enjoy anecdotes of his previous boating travels and the enthusiasm he passes on is infectious.

Congratulations, Gary, on a milestone in your Hamilton Power and Sail Squadron career.

P/R/C Marney Warby, AP



Dry Rot assembled by P/R/C Ronald Warby, AP