



SCUTTLEBUTT

Dates for Your Calendar

December 8 Etobicoke P&S Squadron
Holiday Party
Mimico Cruising Club
6:30 pm - 11:30 pm
order your tickets online

<https://www.cps-ecp.ca/public/public.asp?WCE=C=56|K=227722|CAL=225480>

or call Ron McCutcheon
416-247-2376

January 12-21 Toronto Boat Show

January 23 Education classes start

Book your RVCC Courtesy Check early and avoid the spring rush! Other clubs in the area are now using our services.

Keith.nettleton@sympatico.ca

What are your plans for the summer? Are you planning a cruise? Send me your story. Don't worry about making it pretty or grammar, I can fix that. Our members want to hear about your adventures!

This is your newsletter, so send me your boating adventure stories, ideas, thoughts, pictures and items for sale.

P/Cdr Carole Ann Alloway, Editor
ca.alloway@rogers.com

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Buying a New (to you) Boat?

Transport Canada's Office of Boating Safety has made changes to how pleasure crafts are licensed. The new Pleasure Craft Electronic Licensing System allows owners to apply for a license online.

<https://www.pcl-pep.snbservices.ca/1001/pubweb/default.aspx?lang=en-CA>

When you 'like' us on Facebook, you will get immediate updates on Etobicoke Squadron activities and announcements.

Log into Facebook and search for Etobicoke Power and Sail Squadron.



Commander's Deck

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What has the Commander been doing? As usual I spend a lot of the summer fishing on Lake Ontario. However I was not able to boat a contender for the Salmon Derby. In July, I assisted Keith Nettleton with a VHF Radio course held at the Mimico Cruising Club. In August, Keith Nettleton and I did a shift at the Port Credit Boat Show. As usual, the Boat Handling Simulator attracted a lot of attention.

The Commander's BBQ was held on Friday, September 15. After a somewhat iffy summer, the weather came through with a perfect evening. Thanks again to David and Mary Burt for providing the venue.

In October, my wife Joyce and I attended the National Annual General Meeting in Charlottetown, PEI. It is always uplifting to see so many dedicated volunteers in one location. A couple of items of interest from the AGM worth your attention. The MAREP program is now inactive due to lack of support from Canadian Hydrographic Service. A new CPS-ECP website has been developed and is now being tested. When imple-

mentation has been completed, all members will need to log on and update their profiles. Watch for e-mails with more information.

I also represented the Etobicoke Squadron at a couple of York West District meetings.

The next squadron event will be the Holiday Party at Mimico Cruising Club on December 8. Hope to see many of you there. You can register on-line or by contacting me directly at 416-247-2376 or by e-mail at ronmcc@rogers.com

The winter courses will start at Etobicoke Collegiate after the Toronto International Boat Show. Details on the courses available will be found in the Education Officer's report.

Sometime before spring, we hope to hold a Saturday morning Seminar at Fogh Marine. If there is a topic that interests you, please let me know.

Respectfully submitted

Ron McCutcheon
Commander
Etobicoke Squadron



BBQ Fun

Education Deck

What CPS students are saying:

"The instructors were very knowledgeable and helpful with lots of help during class time. Wonderfully done!"

"A+. I will recommend the course to others. A must for both new & experienced boaters."

"Very informative, even if you don't have a boat"

"I look forward to putting our learning into practice. Great practical information"

"I am now more confident in being a backup in using the VHF radio after taking the Marine Radio course"

The winter season is a great time to either learn or refresh your boating skills -- and share adventure stories with new and existing CPSS members.

Check out the website www.boatingcourses.ca for detailed course information, schedules and registration.

For non CPSS members, after completing any of our classroom courses, students receive a one-year membership to CPS. Current CPSS members receive a discounted price.

Here's our classroom course line up starting in 2018 after the Toronto Boat Show.

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Course Dates

Boating 2 - Beyond the PCOC
Jan. 23 - Feb. 27, 2018

Boating 3 - Intro. to Navigation
March 20 - Apr. 24, 2018

Boating 2 & 3 Package
Jan. 23 - Apr. 24, 2018

Electronic Navigation
Jan. 23 - March 6, 2018

Introduction to Weather
March 20 - May 1, 2018

Maritime Radio
May 1 - May 8, 2018

Classes are held Tuesdays at Etobicoke Collegiate, 86 Montgomery Road, from 7:00 - 9:30 PM

A minimum of 4 students is required or the course will be cancelled one week prior to the scheduled start date. In case of cancellation, a full refund is provided.

Milvi Ester
Education Officer,
CPS - Etobicoke Squadron
416-347-5316
milvi.ester@hotmail.com

My biggest catch of 2017

By Cdr. Ron McCutcheon

I'm sure most members of Etobicoke Squadron know that I am a fisherfolk. My story of acquiring my boat, CATNIP II was published in the newsletter a few years ago. Since then I have spent many hours washing lures and catching a fish or two. I have even made the weekly top 10 of the Great Ontario Salmon Derby a couple of times. My greatest success was to recruit, fellow Squadron and Bridge member, Keith Nettleton as a frequent fishing partner. As luck would have it, Keith managed to miss out on this particular adventure.

The date was July 29. In the morning, my friend and hunting/fishing buddy Roy Campbell and I fished the waters south of the Toronto Islands. Success was limited – 3 small Chinook salmon and one about 13 pounds. Nothing even close to the 27-28 pound range needed to get on the Derby leader board. After an early morning outing, an afternoon nap is essential, especially since I had plans to go out again in the afternoon.

Every year, the mandatory safety inspection of my truck and boat trailer is performed by OK Tire on Shornecliffe Road in Etobicoke. These folks have given me great service and I felt I owed them something. What better than a fishing trip on Lake Ontario? Shawn, one of the service advisers and Travis, one of the technicians who often works on my truck took me up on the offer. The best time for them was Saturday afternoon after work. Accordingly, we met about 4:00 that afternoon at the Mimico Cruising Club.

Since fishing had been slow off the Islands that morning, I decided we should fish an entirely

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different area. We headed due south from Humber Bay. In the past, I have had good success in this area. Not so this day. After two hours or more we had not “moved a rod” as the saying goes. I decided to pull up gear and go back to the Islands where Roy and I fished in the morning. I figured some small fish would be better than nothing.

As we pulled rods, we found one small salmon on one of the lines. We call these “shakers” because they are too small to release the line from the downrigger weight. You have to watch the rods carefully to detect the slight movement when the fish hits. If you miss it, the fish gets dragged around the lake until you decide to change lures or pull the line for some other reason. I was pretty happy to see even this small fish to avoid a skunk.

After pulling all the lines, we powered over towards the Islands and reset the gear. Shortly after we were rewarded with another shaker. Things were looking up. Then Shawn drew something to my attention. One of the downriggers was slowly letting out line. For those not familiar, a downrigger is nothing but a small winch that uses wire cable to lower the downrigger weight AKA cannonball.



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This had happened to me once before in my previous boat, CATNIP I. What it means is that the cannonball or cable is caught on something. This is always a hazard when fishing the cannonballs close to the bottom in shallow water. My practice is to always keep the cannonballs at least 5-10 feet off bottom. In this case, the cannonball was down about 100 feet but we were in nearly 300 feet of water. It was not caught on the bottom.

I immediately stopped the boat and advised the crew that we had a problem. Recovering the cannonball and lure was going to take some real effort, if we were able to do it at all. I told them that we were most likely snagged on a concrete block. They looked dubious. How could I possibly know what was in the water 100 feet below the boat?

First I adjusted the downrigger to provide maximum pull. Then I started slowly pulling up the cable, helping it along by hand as required. Just as I was beginning to give up hope, the cannonball finally broke the surface. It was completely tangled in blue and white twine. After recovering the cannonball, there was still a lot of weight on the twine.

I could have just cut the twine and let it go. This would have just set a trap for another fisherman who might not be as lucky. In rough weather, a snagged cannonball could easily cause a smaller boat to swamp or capsize. Fortunately I had two strong young men, on board. Together we were able to pull up the twine hand over hand. The reward for our efforts? One concrete block and 225 feet of twine – 5 times the length of my 45 foot driveway. Actually, the hardest part of producing this article was untangling the twine to get an accurate measurement.



As I mentioned, this happened to me before when fishing off Promenade. That day, when I spotted the concrete block I was afraid there might be a body attached! I had no idea what it was. Later I described it to Allan Jones, a fellow Squadron member. Allan immediately told me what most sailors probably know already. It's an anchor for a temporary race marker.

Lake Ontario is shared by all; sail, power and fishers. It is simply wrong for one group to create hazards for the others. I can only hope that the people that left this thing in the water did not realize the hazard they were creating.

After pulling up the block hand over hand for over 200 feet, I readily understand why those placing such markers simply cut the twine. However, there is a simple solution – double the twine. When removing the marker, cut the loop and pull the free end through. A concrete block on the bottom in 300 feet of water is no hazard and the twine can be re-used. Anyone with influence in the sailboat racing community, please do what you can to end this dangerous practice.

Etobicoke Squadron Partners

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