



DRY ROT

Education Ron Warby

As more restrictions are lifted, the education department will look into scheduling classroom courses. Hamilton Squadron is still offering the Self-Study ROC (M), Restricted Operator Certificate (Marine) better known as the VHF Radio course. With this course you study on your own time and have 60 days to do the exam virtually with one of our VHF Radio instructors. There are no books, every thing is on-line and it only costs \$100.00. You can access this course by logging into cps-ecp.ca and on the left side highlight courses and seminars, vhf radio, then scroll down to find Hamilton.

Membership Peter Boothroyd

I know you all have heard the stories of what may be happening with the virus, the war and the economy. As a result, I think there will be a lot of people staying close to home this year. This means that anyone with a boat will probably be using it more this year or looking to acquire one. With this in mind may I suggest mentioning the Canadian Power and Sail Squadron to anyone you know who may be interested in the legalities as well as avoiding rocks, another boat or getting to another location on the water. Mention that being a member offers discounts at some marine shops and on insurance as well as important education on sailing, navigating, products and safety.

We currently have close to one hundred members in the Hamilton Squadron and there are Squadrons all across Canada. Keep a look out for the CPS flag or burgee on the boats you see. You may be surprised at how many you find.

Have a safe launch,
Pete Boothroyd,

Is your membership up for renewal? Members are the back bone of any organization. If you need help renewing contact me. pboothroyd18@gmail.com

REGALIA SALES

If you need a new flag for the 2022 boating season



Contact Marney Warby @ 905-389-5719

BOATING SAFETY NEWS



For a number of years Sail Canada and Provincial Sailing Associations have been advocating Transport Canada in support of the approval of alternatives to the requirements for recreational boats to carry pyrotechnic distress signals.

The Small Vessel Regulations were recently amended to provide recreational boaters the option to carry certain communications equipment instead of a portion of the pyrotechnic signals (flares) required onboard their pleasure craft. During a consultation leading to these regulatory changes, Transport Canada was asked to accept electric signal lights as an alternative to pyrotechnics. At that time, there were no standards for electric visual signals that addressed the current technology. Therefore, electric visual signals could not be included in the amendments.

In November of 2021, Transport Canada announced acceptance of Electronic Visual Distress signals (eVDSs). The Radio Technical Commission for Maritime Services (RTCM) in Arlington, Virginia has published a new industry standard for this equipment – RTCM13200 – using data from research done by the United States Coast Guard (USCG).

The standard addresses concerns related to visibility of certain LEDs to night-vision equipment. The standard does not include laser technology. Here are the technical details of RTC13200 – the new distress signal technology specification:

- displays a visible, two-color, flashing signal, plus a near-infrared component for detection with night-vision goggles,
- has an operating temperature range of -1°C to +30°C, and a storage temperature range of -20°C to +55°C,
- emits a 2-colour SOS signal, with the sequential repeating color/flash pattern: “S” as 3 red-orange flashes, followed by “O” as 3 cyan flashes, followed by “S” as 3 red-orange flashes,
- has a near infrared signal that flashes the same SOS signal in sync with the visible light signal for detection by night vision equipment,
- has an average effective intensity of at least 50 candela for at least 2 hours.

In November 2021 Transport Canada announced that an eVDSD meeting RTCM13200 standard, when accompanied with a smoke signal would meet the requirements for distress signaling for Canadian Pleasure craft. Stated requirements are that device labelling be in English and French.

These devices should soon be available on the Canadian market. Sirius Signal produces a device that meets the RTCM13200 standard but as yet is not available with labeling in both French and English.

Dry Rot Assembled by Ronald Warby, AP
Dry Rot Distributed by Peter Boothroyd, AP

RVCC Tom Dunmore

Distress Communications Form

STAY CALM and SPEAK SLOW and CLEAR

1. Make sure that your radio and GPS are turned on, switched to HIGH power
2. Send the DSC Distress Call by – **Press the RED Distress Button for 5 seconds.**
 - a. Wait for a DSC Distress Acknowledgement
 - b. Then shift to VHF 16 or SSB 2182 kHz (USB) for Voice Instructions
3. If no Acknowledgement is received (Step 2a) – Shift to VHF 16 or SSB 2182 kHz (USB)
4. Press microphone button and say "MAYDAY MAYDAY MAYDAY"
5. Say "This is _____" (Vessel name)
6. Repeat once "MAYDAY _____" (Vessel name)
7. Say where you are
 - a. Latitude & Longitude _____
(from GPS – Chart plotter – Radio - Logbook)
 - b. Navigation Aid or Landmark nearby _____
 - c. Distance and Direction from Aid/Landmark _____
8. State the nature of the DISTRESS and the kind of assistance required _____
9. State the number of crew on board _____
10. State if there are any injuries and type _____
11. Estimate the present seaworthiness of the boat _____
12. If time allows – Briefly describe your boat
 - a. Type _____
 - b. Length _____
 - c. Hull colour _____
 - d. Trim colour _____
 - e. Masts _____
 - f. Other identifying features _____
13. Say "I will be listening on Channel 16 or 2182 kHz Upper Sideband" (whichever applies)
14. Say "This is _____ (vessel name) OVER"
15. Release microphone button and listen for an answer.
16. Activate your EPIRB by following the directions on Beacon Body. Ensure the EPIRB remains vertical, antenna pointing upwards. Take EPIRB to survival craft if abandoning ship
 - a. EPIRB is located _____
17. If you do not receive an answer on the radio – REPEAT above sequence starting at item #4
18. If no answer again – make sure radio is turned ON and set to VHF 16 and HIGH power or shift SSB to 4125 kHz (USB) or higher emergency frequencies for communication with distant shore stations