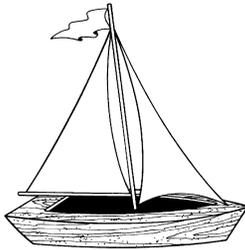


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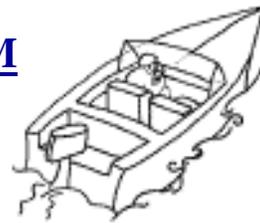
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September—October — 2012



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Derek Fiddes	250-746-4416	Ian deVerteuil	250-748-6506
<i>Past Commander</i>		<i>Chief Proctor</i>	
Jim Peakman (P/C)	250-748-7376	(North)	
<i>Executive Officer</i>		Dave Zimmer	250-743-9465
Paul Richards	250-746-8612	(South)	
<i>Training Officer</i>		Hugh Lawrence	250-743-7808
Gary Cline	250-748-0487	<i>Student Cruise coordinator</i>	
<i>Secretary</i>		Patrick Thomson	250-748-6599
Sue Coleman	250-748-8993	<i>Supply Officer</i>	
<i>Administration Officer</i>		Phil Devitt	250-324-5512
TBA		<i>Electronic Communications/Website</i>	
<i>Treasurer</i>		Ian deVerteuil	250-748-6506
Malcolm Pinteau	250-701-9025	<i>Seabreeze Editor</i>	
<i>Assistant Training Officers</i>		Wayne Smiley	250-715-0228
(Boating)		<i>Public Relations Officer</i>	
(North)		P/C Wayne MacDonald	250-246-3884
Horst Eyding	250-216-9549	Matt Gilliam (sales)	250-246-4074
(South)		<i>Historian</i>	
Hugh Lawrence	250-743-7808	P/C Ted Giles	250-245-3707
(Adv.& Elect.)		<i>WBAS Officer</i>	
P/C Ion Barnes	250-743-9855	TBA	
(Boat Pro)		<i>Reviewer for Squadron</i>	
P/C Ion Barnes	250-743-9855	Mandy Richards	250-746-8612
(Marine Radio)		<i>Environmental Officer</i>	
P/C Ion Barnes	250-743-9855	Phil Devitt	250-324-5512
		<i>Safety Officer</i>	
		Greg Sutfin	250-748-6611



Commanders Report



Commander's Report August 2012

Judging by my difficulty of contacting some of the executive officers it appears that a successful cruising and vacationing summer is being enjoyed by so many. Meanwhile preparations continue for the upcoming training sessions and our training department will need your support and assistance to ensure that this will continue to be as successful as in previous years. With the new format we anticipate a learning curve until we are familiar with the changes but I am confident that our experienced and dedicated training staff will take this all in their stride.

Our budget organising has been set up and hopefully we shall continue to be able to provide services and meet our goals.

With the news that National has approved an increase in membership dues perhaps we shall be the recipients of additional financial support since like National our costs continue to rise.

Our discussions with National are ongoing and I believe we are making progress in getting people to recognise some of the problems we are both experiencing and foresee at Squadron levels. We are still hoping for some support from our District despite the unanimous rejection from a "closed door" meeting of District Commanders. Hopefully, we will be able to assist Wayne in getting motions on the floor at the next convention in October and work is underway on this project.

I look forward to your support for our training efforts and to the fellowship of our social events over the next few months.

Respectfully submitted,

Derek E Fiddes JN
Commander



Cowichan Power and Sail Squadron

A unit of Canadian Power and Sail Squadrons



Ph: 250-709-3629

E-mail: webmaster@cpscowichan.com

Website: <http://cpscowichan.com>

Membership /Communications Report August 30, 2012

Total Membership	236
Regular	165
Family Member	36
Junior Members	0
Life Members	8
Lady Associates	7
Regular Associates	11
Family Associates	6
Junior Associates	3

We welcome the following new Members:

Transferred in – Shannon and Shelley Sears – who transferred from Amherst, Nova Scotia

Successful completion of the online Boating Basics:

Steven Dean, Ste. Claire Fralic, Christopher Salmon, William Van der Vlugt and Martin Williams.

We hope they will become active members.

Respectfully submitted,
Ian de Verteuil





COWICHAN POWER & SAIL SQUADRON
A UNIT OF CANADIAN POWER & SAIL SQUADRONS



Training Officer Report: Bridge Meeting, Wednesday, August 8, 2012

Ion is still looking for a couple more instructors to help teach the VHF courses in the fall of 2012 and spring of 2013, you do not need to be a Registered Examiner but do need to be a registered instructor. Ion is willing to have anyone who is not a registered instructor and wants to help, join him and share the teaching sessions to learn how it is done.

We have received the new 'Boating Essentials' course material and are incorporating it into our course schedule. We will spend the first few weeks teaching a beefed-up Boating Basics Course, giving the students a lot more information than what is in the manual, such as we taught them in our old "Boating Course". Then the students will do the PCOC test if they don't have the PCOC already. The rest of the course will focus on Boating Essentials which is in most part the same as sections "D" and "E" in the old Boating Course. We will not be conducting a stand alone Boating Basics Course at the Cowichan Exhibition venue. Our costs have gone up in several areas so our course charges have gone up as well. The first family member will be charged \$300 and gets full kit. Additional family members will be charged \$275 and will share the books. We will also have the VHF course in November at the same venue.

We are still trying to fit in an Instructor Development session for sometime this fall.

Respectfully submitted.

Gary Cline
STO

Calendar of Events

Sept. 10, 2012 — 16:00 to 19:00hrs
Boating Essentials Registration
Cowichan Exhibition Grounds

Sept. 12th 2012 — 17:00hrs
Bridge Meeting
Maple Bay Yacht Club

Sept. 13th 2012 — 19:00 hrs
Boating Essentials Starts
Cowichan Exhibition Grounds

Oct 6, 7 & 8th 2012
Thanksgiving Rendezvous
Tod Inlet - Details TBA

Oct 10th 2012 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club

Nov 14th 2012 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club

Dec 12th 2012 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club

Jan 9th 2013 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club



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Buyer Beware

Online market places are a target for stolen goods. There are several websites available to check serial numbers.

The National Canadian Police Information Centre (CPIC) database can be used to check serial numbers of cars, bicycles and vessels. www.cpic-cipc.ca
Another good site is <http://stolenboats.ca> which lists the serial numbers of stolen boats, trailers and engines.

Protect Yourself

Mark your equipment with hidden identifiers, and keep a list of valuables stored aboard

Photograph or record video of your boat, including HIN (hull id #)

Record serial numbers of all equipment
Keep registration and titles at home when not at sea

Watch for and report suspicious activity or people in your marina

Oceans

The vastness of our planet's oceans is difficult to Comprehend. The enormity of these waters can only be fully seen from outer space. The oceans cover over 70% of the Earth's surface; contain 97% of all the water on Earth; house 80% of all life on Earth; and contain 95% of the habitat space on the planet. Over 62% of our planet lies beneath 1,000 meters (3,273 feet) of seawater. And the average global ocean depth is 3,795 meters (12,450 feet).

The Atlantic Ocean alone covers over 82 million square kilometers (32 million square miles) with an average depth of 3,600 meters (11,810 feet). It contains productive fisheries on its continental shelves.

The deepest place in the world's oceans, however, is off the coast of Guam in the Pacific Ocean—the Marianas Trench. It is over 11.7 kilometers deep (36,198 feet or nearly 7 miles!) — much deeper than Mount Everest (29,028 feet) is tall. The Pacific Ocean holds more than half the seawater on Earth- nearly as much as the Atlantic and Indian Oceans combined.

The oceans supported the beginnings of life on this planet when the first living microbes and algae developed 3.5 billion years ago. The oceans are home to both the largest animal in the world, the blue whale, and the tiniest microscopic plankton. They are also home to giant kelp, which can grow to 213 feet in length. And each year the seas provide 29 million tons of fish for human consumption.

The oceans touch the lives of virtually every American regardless of whether we live in a coastal community or deep in the American heartland. One out of six jobs in the U.S. is ocean related. In 1998, fishing provided jobs for 170,000 Americans, pumping \$3.1 billion into the U.S. economy. The U.S. ranked third in the world in fish exports and fishery products, and receives 95% of all incoming trade through American seaports. One out of every two Americans lives within 50 miles of the WATER.

ENVIRONMENT The Water Environment

Sediment from construction sites annually enter our waterways, which can reduce vital sunlight required by plankton, smother seagrass, and clog navigable channels. Sewage from aging and overloaded systems also enters our waterways. All of these pollutants eventually reach our coasts. As a result, in 1998 there were more than 7,200 beach closures and advisories issued in the country due to high levels of bacteria or pollution. Coastal areas are more than just sandy beaches and pounding surf.

Monitoring environmental impacts of recreational boat anchoring on eelgrass (*Zostera marina* L.) and benthic invertebrates in the Gulf Islands National Park Reserve of Canada

The goal of this study was to characterize the ecology and recreational boating activity at two popular anchoring sites located in the waters of the Gulf Islands National Park Reserve of Canada (Sidney Spit and Tumbo Island). The three components of the study were to characterize the distribution of eelgrass (*Zostera marina* L.), build an inventory of anchoring/mooring activity, and characterize the benthic infauna at each site. These observations were used to evaluate the impact of anchoring on the eelgrass and invertebrate communities.

No visible loss of eelgrass was documented, but the results at one of the two sites support the hypothesis that benthic communities in high anchoring intensity areas are in poorer health than those in low anchoring intensity or mooring areas, a characteristic of communities residing in disturbed and fragmented eelgrass beds. Recommendations for site management and long-term monitoring are proposed based on these results.

Kate Elizabeth Leatherbarrow

NEXUS

Nexus is a joint program between the Canada Border Services Agency (CBSA) and the US Customs and Border Protection (CBP) for frequent, low-risk travellers between Canada and the US. ALL persons on board must be NEXUS members in order to take advantage of NEXUS reporting procedures, otherwise regular reporting procedures must be followed. The boat master must present him/herself and all passengers to border officers, and the master is required to report all goods on behalf of the NEXUS members on board. The boat master is required to call the NEXUS Telephone Reporting Centre (TRC) 30 minutes to 4 hours in advance of arrival in Canada.

As proof of presentation, the master will receive a report number, and this number must be produced when asked to do so by border officers.

If a border officer does not meet the vessel at the landing site at the prearranged time, the vessel may continue on her voyage to the intended final destination.

What is the difference between CANPASS and NEXUS?

CANPASS Air is a Canada Border Services Agency (CBSA) program. CANPASS holders are frequent, low-risk travellers wishing to speed up their entry into Canada. It is open to both US and Canadian residents.

NEXUS is a joint program between CBSA and US

What if there are non-NEXUS passengers on my vessel?

When arriving in Canada, the vessel must arrive at a designated marine telephone reporting site, and the boat master must immediately call the TRC. Only the boat master may leave the boat until authorization is obtained from CBSA.

When arriving in the US, the vessel must arrive at a reporting site, and the boat master must call the local US CBP reporting line.

Taken from the spring edition of Coastal Watch

Dear Fellow Members:

My recent letter to all squadrons, “A summary of replies from all squadrons”, continues to generate many comments by members both in Members Forums and by personal replies to me.

In my first letter to all squadrons, “Is CPS-ECP going in the right direction, in my view it is not”, I identified four issues of concern with operation and direction of our organization:

The effect of on-line courses on CPS-ECP recruitment of new members

The effect of on- line courses on the continued membership of Instructors and Proctors

The effect of on-line courses on the ability of squadrons to generate funds

The continued down- grading of all course materials.

My second letter to all squadrons, “A summary of replies from all squadrons”, summarized the many replies to my initial letter with the following highlights:

The Boating Course (now Boating Essentials and Boating Basics) is the backbone of our organization and should remain so.

Electronic delivery of all course material is necessary to reduce costs and to expand our appeal to the younger student

Sales of all course materials must directly involve the squadrons

Squadrons must receive sufficient funds from all on-line course and course materials sales to compensate for the lost classroom sale revenue due to the on-line sale.

As a Life Member I have seen the course we have sailed and now realize that CPS-ECP has come to a point where it must change course to survive.

When I sent out my first letter I was against the sale of on-line courses. After reviewing the many replies I received and with some thought I now see on-line courses as having great potential for a renewal of CPS-ECP.

I have reflected upon your comments and feel that someone needs to step forward now to propose some of the changes that CPS-ECP needs to make now to make a start at righting the ship.

First – CPS-ECP needs to decide on how it is going provide all course materials – paper or electronic format

Second – CPS-ECP needs to modernize the process of the method of sale of all course material.

Third – CPS-ECP needs to ensure that the income generated from the sale of all course and course materials sold on-line is fairly split between the Squadrons and National.

Fourth – CPS-ECP needs to develop a strong mentor / instructor program to support on-line sales.

To address the above issues the following materials summarize three motions, with their supporting arguments and their benefits, that I intend to put before the Governing Board of CPS-ECP

Motion 1.

“Be it resolved that after September 1, 2014, CPS-ECP will only supply course materials for all CPS-ECP courses in electronic format”

The purpose of this motion is to fix a date for a process change that will result in reduced course costs, increase course availability to more students, and increased instructor and member participation. This major shift in how CPS-ECP will provide course materials is necessary to provide the platform for attracting younger computer literate students to CPS-ECP.

Motion 2.

“Be it resolved that after September 1, 2013, all pricing of courses or course materials offered on-line through the CPS-ECP National web site shall include a squadron administration component as determined by a survey of squadron administration costs”.

The purpose for this is to supplement a squadron’s method of funding when all course material in electronic format will flow through National. It will also allow squadrons to have a level playing field with Nationals on-line price for any course or course material that CPS-ECP may offer on-line.

Motion 3.

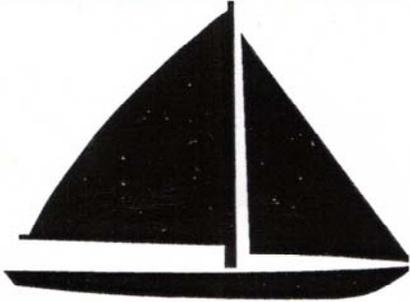
“Be it resolved that after September 1, 2013, all on-line sales of CPS-ECP courses or course materials, excluding Boating Basics, shall be conducted with squadron participation at the point of sale”

The purpose of this motion is to create a “personal” contact with the online student at the time of sale to offer course assistance (a mentor, instructor, or on line help) and to inform students on the mandate of CPS-ECP, the benefits of membership, the classroom experience, and information on other CPS-ECP courses.

For more information contact PCdr Wayne MacDonald [N](mailto:waynemacd@shaw.ca)
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