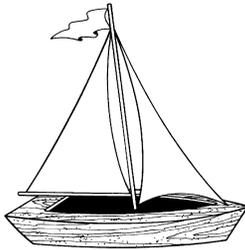


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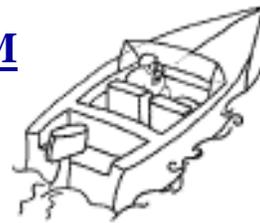
# Seabreeze



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Jim Peakman (P/C)	250-748-7376	(North)
		Dave Zimmer
		250-743-9465
		(South)
<b><i>Executive Officer</i></b>		Hugh Lawrence
Paul Richards	250-746-8612	250-743-7808
		<b><i>Student Cruise coordinator</i></b>
<b><i>Training Officer</i></b>		Patrick Thomson
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<b><i>Administration Officer</i></b>		Ian deVerteuil
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<b><i>Assistant Training Officers</i></b>		P/C Wayne MacDonald
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		Matt Gilliam (sales)
		250-246-4074
(North)		<b><i>Historian</i></b>
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		Greg Sutfin
<b><i>MAREP Officer</i></b>		250-748-6611
P/C Ion Barnes	250-743-9855	



## Commanders Report



## On Vacation

Things are progressing nicely on the Spring Boating course. VHF is just wrapping up. Planned is a Boat maintenance course to start after the regular boating course wraps up. Contact Ion for details.

The Member's night pot luck is coming up March 13<sup>th</sup> at the Kin Hut with guest speaker J D Bailey on Solar Power.

Don't forget to mark your calendars for the Mother's Day Rendezvous on May 12<sup>th</sup>.

The 54th AGM is coming up on April 24th so if you would like to volunteer for something this is your chance.

If you have any articles or would like to see something in the SeaBreeze please let me know. Contact [wayne@pccomputerguy.ca](mailto:wayne@pccomputerguy.ca).

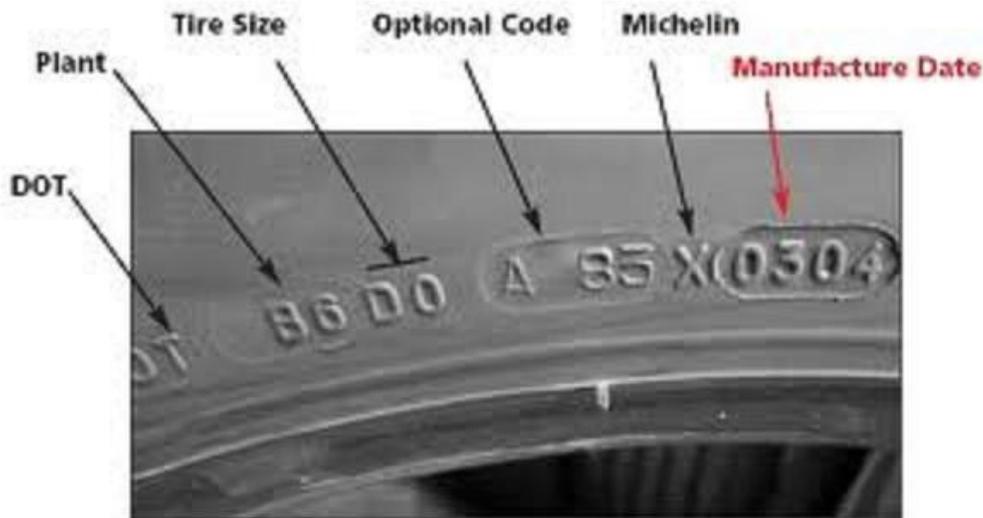
See you on the water.

Respectfully Submitted  
Wayne Smiley



## How well do you know your tires?

The tires that we rely on to get us safely to our destination are routinely abused by us and are surprised when we have had a failure (not catastrophic, I hope) but you will never know. Tires like any other disposable asset, have a lifespan or shelf life from the moment of manufacture. It is regulated in a small way, by the Department of Transportation (USA) requirements that show the certification of the design, the relevant dimensions of rim diameter & width, cross section, and the date of manufacture. Its is this last group of numbers that should be of particular importance before accepting a tire as a replacement.



This last group of numbers (three before 2000 and four after 2000) that gives the date of manufacture in the form of month – year. For example 4105 would indicate the forty- first week of 2005. **This tire should be discarded** because it is more than 6 years old

and **could have begun to decay enough internally** to cause a blowout without warning. As a tire ages, it become less flexible and with continued use, will begin to create internal heat that will begin to harm the structure of the tire. Stress cracks on the sidewalls and between the tread groves are external indicators.

There is no guarantee that the tire will self destruct at about the six year mark however it has been acknowledged that beyond the six year span, a tire will become increasingly suspect for contributing to an accident. Many RV owners take extra care of their trailer tires by covering them from UV light damage and removing them or jacking the trailer off the ground so to not form flat spots in the tread so to extend the life of the tire.

So the next time you have a chance to inspect the tires on your trailer or vehicle, look for the series of cryptic numbers just above the rim edge, beginning with DOT, and have a look at the last four digits.

Ion Barnes with thanks to;  
Jim Peakman and Michael Murphy for originally supplying the original information

## CANNON BALLS!!! DID YOU KNOW THIS?



It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.



Few landlubbers realize that brass contracts much more and much faster than iron when chilled.

Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.



Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks thought that was just a vulgar expression?



## Calendar of Events

**March 13th 2013 — 1900hrs**  
**Member's Night-Bridge Meeting**  
**Potluck & Guest Speaker**  
**Kin Hut, Indian Raod**  
**(Art Mann Park)**

**April 10th 2013 — 1900hrs**  
**Bridge Meeting**  
**Maple Bay Yacht Club**

**April 24th 2013 — 1900hrs**  
**54th Annual AGM**  
**Maple Bay Yacht Club**

**May 8th 2013 — 1900hrs**  
**Bridge Meeting**  
**Maple Bay Yacht Club**

**May 12th**  
**Cherry Point Marina**  
**All Weekend**  
**Mother's Day Rendezvous**

**June 12th 2013 — 1900hrs**  
**Bridge Meeting**  
**Maple Bay Yacht Club**

**July 2013**  
**No Bridge Meeting This Month**

**August 14th 2013 — 1900hrs**  
**Bridge Meeting**  
**Maple Bay Yacht Club**





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# Cowichan Power and Sail Squadron



A unit of Canadian Power and Sail Squadrons

Ph: 250-709-3629

E-mail: [webmaster@cpscowichan.com](mailto:webmaster@cpscowichan.com)

Website: <http://cpscowichan.com>

## Membership/Communications Report February 13, 2013

**Total Membership**

**241**

Ian de Verteuil  
Membership/Communications  
748-6506  
[irdev@shaw.ca](mailto:irdev@shaw.ca)

### Training Officer Report: Bridge Meeting, Wednesday, February 13 2013.

We have ten students again this session and eight of them write the PCOC test this Thursday, Feb. 14. Two of our students already have their CPS PCOC card. One recently obtained his from the CPS online course and decided he would take our combined course as well to receive his Boating Essentials. The other student received his PCOC card when he took our squadron's youth boating course several years ago and is taking our combined course to obtain his Boating Essentials. A few others have other supplier PCOC cards but when explained the benefits of a CPS PCOC card they were happy to take the test again.

Four of our students have signed up for the upcoming VHF course and a couple more are thinking about it.

Ion Barnes has been working hard to set up a Marine Maintenance course and is in discussion with the Cowichan Bay Wooden Boat Society regarding possible use of their facility. This is a hands on as well as classroom study course so a facility is needed that can be used as such in regards to oily machines, the smell of oil, gas etc., so we are somewhat limited for venues. Ion Barnes can elaborate on that if available.

I have finished cataloguing the videos of our instructors from the past few classes and we continue to film our instructors with the great help of Bob Wheadon, one of our students from the last boating class. The videos have proven, and will later prove to be useful in several ways:

1. When a student misses a class, I give them a copy of the class so they don't miss anything.
2. The videos will be distributed to the instructors for their own reviewing
3. I, or future training officers or ATO's etc. can use them to get ideas for future instructing

Ion Barnes has mentioned they would be good training aids for students in the Instructor Development courses if we are given permission by the instructors to use them.

I have a request from all of our instructors to make their PowerPoint presentations available to me for putting on file so they could be used in an emergency in case an instructor cannot make it and somebody who is not prepared, could step in.

Respectfully Submitted.  
Gary Cline  
STO  
Cowichan Squadron.

## **Marine Insurance**

I recently had the opportunity to discuss some legal aspects of marine insurance with Darren Williams ([DW@marinelaw.ca](mailto:DW@marinelaw.ca)) of the Marine Law Group in Victoria B.C. During our discussion we touched upon the Marine Insurances Industries shortfall in two areas:

1. The insurer's failure to provide as a preamble to their insurance policy a clearly stated policy that the marine insurance will only cover boats that are operated by properly licenced operators in locations for which the operators are competent to operate and their vessel's insurance is valid.

At present some insurance agents are writing policies on vessels whose owners do not have even the PCOC certificate. I base this on the recent CPS-ECP external survey of boaters indicates that about 36% of Canadian boaters still do not have even the PCOC certification. Certainly many of these boaters have insured vessels. Further, many of the owners and operators are unaware of the Trading Limits of their vessel's policy.

2. Marine insurers are not making a visually significant financial contribution to promoting advanced boating knowledge and courses as a way to prevent loss of life and property. In British Columbia the Insurance Corporation of BC (ICBC) spends millions of dollars each year on actions to reduce or prevent accidents and loss of life and property (i.e. police overtime for seat belt checks, alcohol and drug checks, vehicle safety checks and school driving related programs). This is not the case on our waters, on the water licence, safety and other checks are left up to the Coast Guard and understaffed RCMP marine division. I am not aware of any marine industry support for safety checks or school classroom programs in the Vancouver Island area to promote boating knowledge and safety.

I am suggesting that the CPS-ECP insurance program with Cowan be reviewed for the mutual benefit of both the CPS-ECP members who insure through Cowan and Cowan itself. I would suggest that a possible outcome would be a co-produced brochure (CPS-ECP and Cowan), paid for by Cowan or the underwriters, that would be given to all boating insurance brokers to be given to boat owners looking to insure through Cowan agents. The brochure would clearly identify the premium savings to be achieved by taking CPS-ECP courses beyond the PCOC level as well as savings for additional safety and navigation equipment installed on the insured vessel. The suggested brochure should also contain a brief explanation of Trading Limits and expected operator competency within the trading limits so that the boater would understand this limit of their policy's coverage.

Respectfully submitted  
PCdr. W MacDonald N  
Life Member

## Here's The Ingenious \$400 Million Plan To Deal With The Wrecked Costa Concordia



In January, 2012, the cruise ship Costa Concordia struck a rock off the shore of Isola del [Giglio](#), in the Mediterranean. 30 people on board the largest passenger wreck of all time lost their lives; two are still missing. Nearly a year later, the wreck is still sitting off the Italian coast, mostly submerged. Because the Costa Concordia is in a

nationally protected marine park and coral reef, it must be removed from the area before it can be dismantled, posing countless difficulties. In a [report on the efforts to remove the wreck](#), 60 Minutes' Leslie Stahl visited the site and recounted the remarkable salvage operation, which has a \$400 million price tag. Not only is it the riskiest, most complicated, and most expensive salvage plan ever undertaken, but no one is sure if it will work.

**The ship weighs 60,000 tons and is filled with seawater.**



**It is sitting on two underwater mountain peaks. 65 percent of it is below the surface.**

**The wreck is an official crime scene**

**The operation, which will cost about \$400 million, is being paid for by insurance companies.**

**The plan is to rotate the ship upright, and onto an underwater platform.**



**Then it will float up, leaving more of its structure above the surface.**

**And it can be towed away.**



**How exactly will workers rotate Costa Concordia onto the platform?**

**The plan essentially involves "weld[ing] a new ship onto the shipwreck," Stahl reports.**

**That new "ship" will consist of huge, hollow steel boxes. Called sponsons, the biggest are 11 stories tall.**

**9 will be welded onto the exposed side of the ship, with just 2 inches between them.**

**Then steel cables will connect the sponsons to the steel platform.**

**Hydraulic pulleys will pull the 'Costa Concordia' upright.**

**More sponsons will be welded onto the other side of the ship.**

**Once the ship is upright, the extra buoyancy should make it float.**

**The ship will be floated next summer.**

**Once the process begins, there is no way to stop it, even if something goes wrong.**

**If all goes well, the 'Costa Concordia' will be cut up for scrap, far from Giglio.**



**Notes to Financial Statements – January 31<sup>st</sup>. 2013**

For the month of January 2013 disbursements exceeded revenues by \$495.19, for a total year to date deficit as at January 31<sup>st</sup>. 2013 of \$984.29.

The month of January reflects the winter boating course registration fees and expenses.

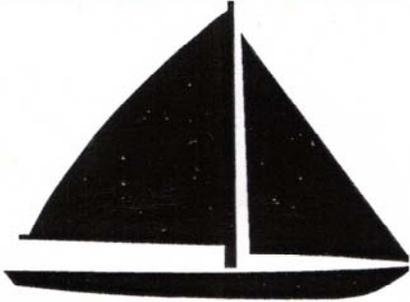
*A \$1,056.00 expenditure for course material for an upcoming maintenance course has been deferred to the next fiscal year.*

As at January 31<sup>st</sup>. 2013, we have cash on current account of \$ 4,072.08 plus an investment account of \$9,183.62. for total available cash resources of \$ 13,255.70.

Respectfully submitted,  
Malcolm Pinteau,  
Treasurer.

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