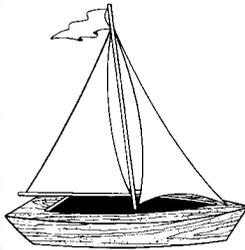


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***Cowichan Power and Sail Squadron
Duncan, B.C.***

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November/December — 2013



<i>Cowichan Power & Sail Squadron Bridge 2013 - 2014</i>		
<i>Commander</i>		<i>Historian</i>
Russ Jenkins	250-743-7203	Ted Giles P/Cdr 250-245-3707
<i>Past Commander</i>		<i>Squadron Officer At Large</i>
Derek Fiddes (P/Cdr)	250-746-4416	Sue Coleman 250-748-8332
<i>Administration Officer</i>		<i>Safety Officer</i>
Colin Hall	250-929-3694	Greg Sutfin 250-748-6611
<i>Executive Officer</i>		<i>Squadron IT Officer</i>
Gary Cline	250-748-0487	Wayne Smiley 250-715-0228
<i>MAREP Officer</i>		<i>Web Master</i>
Ion Barnes P/Cdr	250-743-9855	Ian deVerteuil 250-748-6506
<i>Membership Officer</i>		<i>Assistant Training Officers</i>
Ian deVerteuil	250-748-6506	(Boating Basics)
<i>Public Relations Officer</i>		Ion Barnes P/Cdr 250-743-9855
Wayne MacDonald P/Cdr	250-246-3884	(Boating Essentials)
<i>Secretary</i>		Bob Wheadon 250-597-0810
Pamela Faiers	250-324-4012	(Adv.& Elect.)
<i>Training Officer</i>		Ion Barnes P/Cdr 250-743-9855
Gary Cline	250-748-0487	(Marine Radio)
<i>Treasurer</i>		Greg Sutfin 250-748-6611
Malcolm Pinteau	250-701-9025	<i>Chief Proctor</i>
<i>Communications Officer</i>		Suzan Lagrove 250-746-9302
Ian deVerteuil	250-748-6506	<i>Roster/Seabreeze Sales Rep.</i>
<i>Cruise Master</i>		Matt Gilliam (sales) 250-246-4074
Paul Richards	250-746-8612	<i>Student Cruise Coordinator</i>
<i>Seabreeze Editor</i>		Patrick Thomson 250-748-6599
Wayne Smiley	250-715-0228	<i>Supply Officer</i>
<i>Environmental Officer</i>		Phil Devitt P/Cdr 250-324-5512
Phil Devitt P/Cdr	250-324-5512	<i>Reviewer for Squadron</i>
		TBA



Commander's Report to the Bridge - October 2013

From all reports our Boating Basics course went well with all students graduating. The on-the-dock seminar was reported as a particular success. The Boating Essentials course is now underway with a greater than expected student body. The Cowichan Bay Volunteer Fire and Rescue asked to defer their Maritime Radio course until later in the year and the Instructor Development course has also been deferred until late November, early December. On a very positive note, we had four officers attend the VIND Officer Training sessions 22 September in Nanaimo.

The CPS-ECP 75th Anniversary Flag Relay was a most memorable occasion. My complete comments were circulated earlier and posted on the new Commander's Corner of our website. However, the commendations to the Flag Relay Committee can be restated, congratulations to Chair Colin Hall, Gary Cline, Ian de Verteuil, Pamela Faiers, Patrick Thomson, and Bob Wheadon for all their effort.

Don't be among the fainthearted who may have put their boats away for the season, as our next event is the Thanksgiving Rendezvous at Tod Inlet this weekend. Come by water or by land, for the weekend or just for the day, but come and join in the festivities.

That will be followed by Mr. Darren Williams speaking on marine law as it applies to the recreational boater; this event will be held on the 5th November at the Silver Bridge Travel Lodge.

Details to both events are on our website.

Have fun on the water. Stay safe.

Respectfully submitted,
Russ Jenkins, Commander



Cowichan Power and Sail Squadron
Christmas Dinner/Dance



Saturday, November 30, 2013
at

Crofton Community Centre
8104 Musgrave St, Crofton

1730 Cocktails

1830 Turkey Dinner with all the trimmings

2000 Dancing to Tropic Mayhem (Andrew McCormack)

Music from '50s, '60s, and '70s

Tickets \$30 per person – Guests are welcome
(no tickets at door)

Drinks are \$4.00 each

For information call Paul @ (250) 746-8612 bythec@shaw.ca

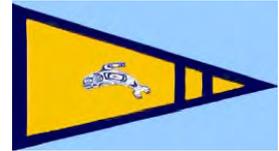
Or Colin (250) 929-3694 colin@dansonmech.com

Tickets are available until Friday, November 22nd only

at Lake's Marine Supply, 5968 TCH, Duncan
Copycat Printing, 7-5777 TCH, Duncan
Cow Café, 1A-1765 Cowichan Bay Rd, Cowichan Bay



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



Training Officer and Executive Officer Report: Bridge Meeting, Wednesday, October 9, 2013

Our fall Boating Basics course is now over with all ten students passing the course with high marks. Five of those students have continued on with the fall Boating Essentials course.

New this year, our on dock seminar was a great success. All ten BB students came out for this event plus one of the student's husband, a renewed member. On hand to help were instructors, Ian de Verteuil, Mat Gilliam, Gord Austin, Ted Giles, with helpers Bob Wheadon and myself. Mat and Ian generously supplied their boats for our undocking, docking, tying and untying the boats at the dock and Ian demonstrated proper procedures for fueling a boat at the dock. We toured the docks, while the instructors pointed out various anchor types, rodes, chocks, cleats, Samson posts etc. to the students. There was a great student/instructor interaction the whole morning. We stopped for a delicious lunch at the Shipyard Restaurant and Pub where the students got to know each other and the instructors better. There was no rain the whole morning and it started while we were having lunch. After lunch, we went on to the pavilion, nicely under shelter from the rain for our ropes and knots demonstration by Gord Austin and Ted Giles with help from Ian, Mat, Bob, and Gary.

When the time came to do our boatyard tour, the rain stopped, just as ordered. Mat lead the group around the yard pointing out the various hull types, drive systems etc. with the other instructors adding comments. The whole day, including lunch took about 5 ½ hours. After the BB exam, we had the students fill out the course evaluation forms and several said the dock tour is definitely something we should keep doing. I have asked our commander to arrange for a thank you card be sent to the Maple Bay Marina for allowing us to use their facilities for this seminar.

I especially thank all of our instructors and helpers for taking a day out of their weekend to help out! We had more than a one to two student ratio for this event.

Our Boating Essentials course is now under way with 13 students and one returned member reviewing the course as a proctor. It has been a bit of a challenge rescheduling the one course into two courses but all of our instructors and proctors have been very helpful in making it all work.

Our Maritime Radio course at the Cowichan Exhibition Grounds will be held at the end of this month, Oct. 28, 29 and the test the first week in November. From interest already shown it proves to be a fairly large class.

Our Maritime Radio course that was planned with the local fire halls has been postponed and the one in conjunction with the Cowichan Wooden Boat Society is still in the planning, hopefully starting by the end of this month or first week in November.

I attended the recent VIND Officer's Training Seminar in Nanaimo with Ion Barnes, Wayne Smiley, and Colin Hall. The seminar was well done and I learned several things that will help me in my duties as EO and TO.

Respectfully Submitted.

Gary Cline

EO/TO

Cowichan Squadron.

Calendar of Events

*November 5th — 1900hrs
Speaker Darren Williams
Silver Bridge Inn Duncan BC*

*November 11th
Remembrance Day*

*November 13th 2013 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club*

*November 30th 2013
Christmas Dinner Dance
Crofton Community Center*

*December 11th 2013 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club*

*December 25th 2013
Merry Christmas*

*January 1st 2014
Happy New Year*

Todd Inlet Rendezvous



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Notes to Financial Statements – June 30th. 2013

For the month ended, June 30th. 2013 revenues exceeded disbursements by \$251.50.

Year to date there is a deficit of 425.87.

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Public Invitation

Cowichan Power and Sail Squadron
Invites you to hear

Darren Williams, BSc. J.D.

Barrister & Solicitor

Member of the Interprovincial Merchant Law Group LLP

speak on

**Marine Law and Insurance
for the small boater**

Q&A Session to follow
7 to 9 pm, Nov.5th, 2013

Silver Bridge Travel Lodge, Duncan BC

RSVP appreciated by Nov. 1st

250 929 3694

250 748 0487



75th Anniversary Flag Relay



Collision Avoidance: AIS

Collision avoidance: a process we all adhere to whenever we are underway; it involves all aspects of what we learn in our safe boating courses. The most trying time for collision avoidance is in low visibility situations. It is then that we have to be diligent about preplanning to stay out of shipping and ferry lanes, precise chart work, post a watchperson, use sound making devices and if we have it, radar. Remember, even with radar, collisions happen. Can you determine course and speed of an object on the radar screen and calculate its closest point of approach (CPA)? What if there are multiple boats on the screen? What size or type of boat is that target on the screen? Which one is the stand-on vessel? Can you quickly work out the collision hazard for all of them, as well as navigate your own boat?

A few short years ago a VHF radio based collision avoidance system was developed and is now required world wide on commercial boats and some larger pleasure boats (it is optional on most pleasure boats). The new system is AIS (Automatic Identification System) and the time is here for all pleasure boaters to get on board with this system. It is a valuable tool for us! Even if we don't buy a transmitting identification system for our boat, we can still make use of information broadcast by other boats, especially the ones stuck in the fog with us.

AIS is an information system. It is based on the marine VHF radio system and is integrated with GPS to send out position and navigation details to let others know who you are, where you are, and where you're going. It consists of two components, a transmitter to send the information and a receiver that reads and interprets AIS information and displays that information visually in relation to itself, much like a radar screen shows targets. As well as location (and possibly more useful) is the extra vessel information provided with AIS.

What use is AIS information? If you have radar you can identify a "target" and you can predict it's another boat. Who is it and how do you call them? What direction and speed are they going? With AIS you can click on the boat icon and directly read all this information within seconds of real time. Yes, there is a lag time between the boats manoeuvre, signal and you receiving it. Only two seconds for radar, up to thirty seconds for AIS, more still if the information is coming via your Smart pad or Smartphone. AIS isn't as good as visual sight in daylight but it is probably better than anything else. It's excellent when used in conjunction with radar or a chart-plotter but can be used on its own.

Pleasure boat use of AIS is still voluntary, someday it may become mandatory but until then it is very useful in a "receive" if not transmit mode. Why choose to receive only and not transmit? Simply the cost! You can receive and partly use the information for FREE with a Smartphone (<http://shipfinder.co/about/>) or pay between \$3 and \$5 to upgrade to a paid Shipfinder (or other), then you can read all the information. In this format AIS information is relayed over cell networks, which I believe causes a delay, but also allows you to have almost worldwide ship location information. Also fun to play with at home and you can track the path of your relatives as they go on their Mediterranean cruise. Of course this is dependant on cell coverage or Wi-Fi, as it would be with a tablet, and your signal crashes if you get a dead zone in your cell coverage, like at Clam Bay.

If you spend a little more money, say \$299, you can buy an ICOM marine VHF radio with AIS receive built into it. Other manufacturers such as Standard Horizon have them as well and for only a few dollars more. The AIS information is displayed on a little screen on the front of the radio and you can scroll through a list of information for vessels near you. Remember, AIS is a VHF radio function. It is designed so that two vessels in close proximity can "see" each other because of information broadcast on the radio. You can't track your relatives on their Mediterranean cruise with this one unless you are within VHF radio range, and you can't track a vessel in close proximity unless they are transmitting an AIS signal. This is radio! You aren't dependant on a cell signal for this!

For a bit more money, about a thousand dollars, you can keep your existing VHF radio and between it and the antenna you plug in a specialized AIS receiver. The new box interprets the incoming signal and interacts with your existing radio; information can then go to the screen of your choice. You can pick between a screen on a compatible VHF radio, chart-plotter, radar, laptop or dedicated receiver screen.

If you want to have AIS "send" and "receive" capability, it can be installed to integrate with your radar, chart plotter/GPS, its own screen or your laptop. An entry level AIS transceiver, so you can be seen as well as see others, is a choice that will start at about \$1300. (Not including antenna, cables or installation.)

Christmas is coming, Spring re-fit isn't far away and you probably have a birthday or some other special gift giving event on the horizon. No reason not to be suggesting an AIS system for a gift, or just go ahead and spoil yourself.

I use the \$4.99 version on my Smartphone. If I'm within cell coverage, it displays a rough chart; icons for targets (coloured to represent type of vessel), direction of travel or if moored. At the click of the screen it also displays:

- name
- photo
- country of registry
- IMO and MMSI numbers
- radio callsign
- vessel type (bulk freighter, tanker etc.)
- course
- speed
- destination and ETA
- length
- width
- draft
- Status (underway or anchored)
- location in lat. and long.

I highly recommend AIS!

Safe Boating!

Greg Sutfin
Safety Officer
ATO Radio
Cowichan Power and Sail Squadron.

Cowichan Power and Sail Squadron October 2013 Safety Report

I have heard no safety issues from the squadron but did hear of a boating death this week. Arguably the most deadly type of boat on the water claimed another life, or at least was involved. A gentleman was out in his canoe near Vancouver and didn't come back. His canoe was later found swamped, he hasn't been found and the search was called off.

Something happening that may sound like a safety issue is the down sizing (consolidation) happening within the Coast Guard. They report that the MCTS (Marine Communications and Traffic Services) is closing several of its offices. The Tofino (closing 2014), Vancouver and Comox (both closing 2015) MCTS centres are being closed to consolidate services to the Prince Rupert and Victoria sites. I phoned one of the officers and talked about the effects on pleasure boaters and other boaters. Apparently the change will be invisible from our view as all the same services are provided; it is the staff and office location that is changing. All the radio services and channels are the same and will continue to be the same. More information will be available in future "Notice To Mariners". <http://www.notmar.gc.ca/go.php?doc=eng/index>

Greg Sutfin
Safety Officer
ATO Radio
Cowichan Power and Sail Squadron



Return to; CP&SS
1908 Frances street
Duncan, BC
V9L 5A1

