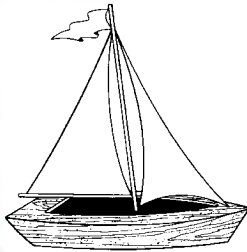


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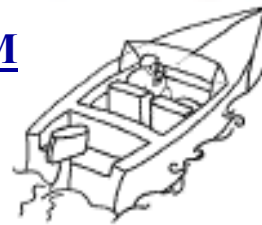
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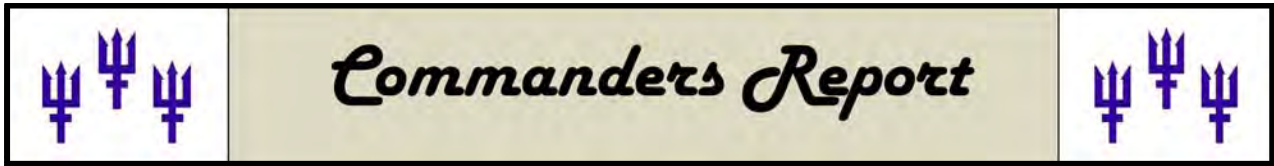
Cowichan Power and Sail Squadron
Duncan, B.C.

250-709-3629

March/April — 2014



<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>Technology 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
Wayne MacDonald P/Cdr	250-246-3884	<i>Chief Proctor</i>	
<i>Communications Officer</i>		Roger Morgan	250-748-1208
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>	
		Mandy Richards	250-746-8612



Commander's Report to the Bridge – 12 February 2014

Derek Fiddes, P/Cdr and I attended the VIND Council Meeting held on January at the Beban Centre in Nanaimo. Prior to the Council meeting we were involved in two other discussions.

The first was a one and one-half hour lecture on membership opportunities and suggested tactics by DMO Douglass Legg.

The second session was from DTO Nic Fortin, who advised that training "quality assurance is coming". We will have to submit to Transport Canada Quality Assurance checks and audit protocols every 3 to 4 years for PCOC. Nic also conducted an ad hoc survey on "TD Hot Topics". These included the responses already gathered from 6 squadrons, including our own.

After District Officer reports and Squadron Commander's reports, mine is on our website, there were two notable items of new business. VIND and Squadron Policy Manuals are to be in place by October 2014 when the Not-for-Profit-Act comes into being. The other was a Notice of Motion to do with an increase in the District Assessment by another \$1.50 per member to be presented to Council 13 April 2014. The proposal is to offset increased District costs.

The efforts of our training department and administrative side will be reflected in the respective officer's reports. We have looked forward to this evening, our February Bridge and Special Members Meeting, with guest speaker Randy Neufeldt from the Western Canada Response Corporation who will talk to us about "Marine Oil Spill Response and Remediation".

We are also pleased to announce that Wayne MacDonald has assumed the position of Treasurer. Our previous treasurer, Malcolm Pinteau, has dropped his membership to pursue other interests. Again, we thank Malcolm for his past service. We also thank Wayne for offering to continue in the role of PRO until a replacement can be appointed. In concert with these notices, I can also advise that Mandy Richards has agreed to be the Squadron Reviewer again this year.

Our Annual General Meeting is only two months away and your Nominating Committee, composed immediate Past Commander Derek Fiddes as Chair, Past Commander Jim Peakman, and me, has been meeting to discuss the options to complete our Bridge for the coming year. The key positions of Secretary and Public Relations Officer remain open, among a few others. Should you wish to volunteer for these key positions, or have interest in other volunteer work, please speak out, for we will have something for you. If not, you may get a tap on your shoulder, or head if our press gang finds you, asking for your service commitment.

Respectfully submitted,
Russ Jenkins, Commander



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



Proper Towing of Boats & Trailers

The improper towing of boats can create dangerous driving conditions resulting in traffic accidents.

When towing a boat or trailer:

- Ensure that the tires on the trailer and tow vehicle are properly inflated.
- Connect safety chains properly.
- Make sure that your boat is properly secured to the trailer.
- Check that the trailer's signal lights and brake lights are operating properly.
- Ensure that the trailer is properly secured to the trailer hitch.
- Secure and contain all equipment and cargo. This will keep it from shifting within the boat which can affect stability or falling out into traffic.
- Allow for more space between yourself and the vehicle ahead of you. The added weight will increase the stopping distance required.
- If you are traveling for an extended period stop in a safe location to make sure brake lights and signal lights are still working properly.

Exercise caution when passing another vehicle. The added weight of the boat can dramatically reduce acceleration.



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



Membership/Communications Report February 23, 2014

Regular	165
Family Member	37
Junior Members	0
Life Members	11
Lady Associates	7
Regular Associates	25
Family Associates	4
Junior Associates	3
Total Membership	252

Respectfully submitted,
Ian de Verteuil
Membership/Communications
748-6506
irdev@shaw.ca

INTERIM

Notes to Financial Statements – January 31st. 2014

For the month ended, January 31st. 2014 revenues exceeded disbursements by \$3,083.22.

Activity for this month includes all known expenses to date with the exception of classroom rentals, and all known revenues of the winter courses enrollment.

Term deposit interest of \$129.77 has been added to the investments now totaling \$9,343.92.

Year to date there is now a surplus of \$2,492.81.

As at January 31st. 2014, we have cash on hand of \$8384.35, plus an investment account of \$9,348.92 for total available cash resources of \$17,733.27.

There is a break even Budget for 2013/2014.

Respectfully submitted,

Malcolm Pinteau,
Past Treasurer.

Dated: February 17th. 2014

Calendar of Events

***March 12th 2014 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club***

***April 9th 2014 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club***

***April 23rd 2014 — 1900hrs
Cowichan AGM
Maple Bay Yacht Club***

***May 9th-11th 2014
Cherry Point Marina
See web for details***

***May 14th 2014 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club***

***June 11th 2014 — 1900hrs
Bridge Meeting
Maple Bay Yacht Club***

***August 8-9-10th.... VIND Rendezvous
Maple Bay Marina
Cowichan Squadron to Host***

All Members Welcome to all these events

PRO Report Feb 12, 2014

Flare project

I spoke with Larry spears today re the possible changes by Transport Canada to the flare regulations.

Larry has been directed to involve the Office of Boating Safety in drafting a discussion paper to be completed and distributed to interested parties for review before the Apr 29 -30 CMAC meetings.

Assuming the CMAC approves the papers recommendation, it will be passed to Canada Gazette for approval.

He will send me a copy as soon as the draft is available.

At this time he believes there will be three options presented for consideration.

**Respectfully submitted
PCdr. Wayne MacDonald**



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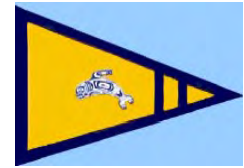


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Students on the Dock Seminar





Some Definitions

Bar - low lying navigational hazard, usually awash, found at river mouths and harbor entrances, where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

Fitting Out - series of maintenance tasks performed on boats ashore during good weather weekends in spring and summer months to make them ready for winter storage.

Hull Speed - the maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

Pilotage - the art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get lost in offshore waters.

Satellite Navigation - sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the earth, of whatever it was they just ran aground on.

Amidships - condition of being surrounded by boats.

School - a grouping in which fish are taught to avoid your \$29.99 lures and hold out for spam instead.

Catch and Release - a conservation motion that happens most often right before the local Fish and Game officer pulls over a boat that has caught over it's limit.

That's not what you want to come home to! Boat crashes into house while family are holidaying in Miami

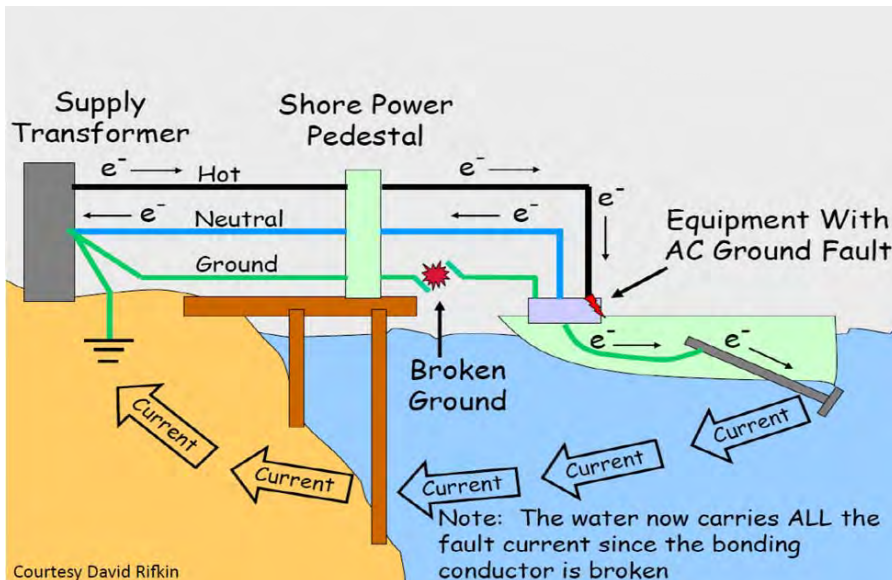
A family-of-three had a lucky escape when a boat crashed into the duplex they are renting while they were on holiday.

Horrified neighbours watched helpless as the boat became unhitched from the U Pull and Save trailer towing it and slammed into the 4806 Leonard Boulevard home.

Maria Pepin, who lives nearby, saw the unusual scene and rang 911 before calling the owner, Gloria Sobalvarra, to break the news



Collision: Horrified neighbours watched helpless as the boat became unhitched from the U Pull and Save trailer towing it and slammed into the 4806 Leonard Boulevard home ‘When I saw the boat I started shaking,’ she told Abc 7. ‘Thank God the people living here went to Miami for the weekend. ‘I’m not mad I understand it was a bad accident.’



A diagram of how Electric Shock Drowning occurs.

In General:

Tell others about ESD. Most people have never heard of it and are unaware of the danger. To retrieve a person in the water, reach, throw, and row - but don't go. Make sure your children understand the importance of not swimming anywhere there could be electricity. Don't let them roughhouse on docks. Tell them what to do if they feel a tingling or shock in the water (see below). ESD victims are good candidates for successful Cardiopulmonary Resuscitation (CPR). Learn to perform CPR and maintain your training.

In Marinas:

NEVER swim within 100 yards of any freshwater marina or boatyard. Talk to marina owners or operators about the danger of ESD. Ask your marina operator to prohibit swimming at their facility and post signs. Ask marina operators if they are aware of and follow the guidelines in National Fire Protection Association (NFPA) 303 (fire protection standard for marinas and boatyards) and National Electric Code (NEC) 555.

If You Have A Boat:

Have your boat tested once a year to see if it is leaking electricity, or buy a clamp meter and test it yourself. If you find any problems, have your boat inspected by a qualified electrician trained to American Boat and Yacht Council (ABYC) standards. Have a qualified ABYC electrician install an Equipment Leakage Circuit Interrupter (ELCI) on your boat (refer them to the ABYC E-11 Standard) or use a Ground Fault Circuit Interrupter (GFCI) in the shore power cord. As an alternative, install an isolation transformer on the boat. Test the GFCI/ELCI at least once a month or per the manufacturer's specifications. Do NOT do your own 120-volt AC electrical work on a boat or hire an electrician who is not familiar with ABYC standards to do it. Many of the problems that lead to an electrical fault on the boat result from the differences between shore and boat electrical systems and standards. DO NOT use common household extension cords for providing shore power to your boat. Use, and encourage other boaters to use, shore power cords built to UL standards, ideally with a GFCI built in. NEVER dive on your boat to work on underwater fittings when it is plugged in to shore power, even in saltwater.



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