

# The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

April, 2007

## *The Joys of Serious Boating*

by Ken Amy

During the spring I decided once again to travel to Killarney for a wonderful week of cruising the North Channel. I contacted a friend of mine in Tobermory and informed him of my decision and he said we should travel together. We decided to leave on the Monday of the Civic weekend, mainly because his wife would be able to get this time off work from one of the stores in Tobermory. I contacted another friend of mine, Derek, and was told he would be more than happy to go on this trip. Having crossed the waters the previous year from Tobermory to Killarney he decided he would meet me in Killarney (traveling by car from his cottage in the Muskokas). I believe he did not enjoy the rough weather the previous year during our crossing.

The morning we arrived in Killarney, Jack contacted local friends. His wife, Julie, went to visit them at their home while the gentleman of the house went boating with Jack on his 27' Wellcraft. Jack asked Derek and I to join them and he suggested I pay attention to the route we would take as I would be running the boat back to Killarney.

Before long I was informed we were going to Beaverstone Bay via Collins Inlet. Jack has two speeds in his boating, full

throttle or at the dock. As we traveled east through Collins Inlet I was thrilled to see some of the most beautiful scenery I had seen in a very long time. I was amazed how trees can grow out of nothing but rock walls. Before long we were crossing Mill Lake to get to the other side of Collins Inlet and continued on to Beaverstone Bay.

When we arrive in Beaverstone Bay, Jack informed us it was time to head back and proceeded to walk to the rear of the boat in order to enjoy conversation with his friend from Killarney. I took the wheel and we ran back to Killarney.

Upon our arrival at Killarney Mountain Lodge I said to Derek to get on my Doral and, as we untied I informed Jack the two of us were going back to Beaverstone Bay in order to see the area the way it should be seen. We spent the next five hours enjoying the scenery along Collins Inlet, Mill Lake and Beaverstone Bay.

The next day we left Killarney for Little Current and Croker Island, which is part of the Benjamin Islands. After we fuelled both the boat and ourselves at the Anchor Hotel we left for Croker Island. What a fabulous anchorage! One must be very careful as you arrive in the area due to what is called the Sow and Pigs. Just ask the gentleman who was sailing the 42' sailboat towards us. We tried to get his attention on the VHF

...continued on page 4

## **FROM THE HELM**

by Janice Fleischmann

Well, the days are getting longer and everyone knows what that means, boating season will soon be here. There is still time for friends and family to take the Boating, Boat Pro or VHF courses to be ready for spring.

Our Toronto Boat Show bus trip that had been scheduled for January 20<sup>th</sup> was unfortunately cancelled due to insufficient registrations to cover the cost of the bus. We will look at trying another one next year, possibly with a smaller bus.

Mark you calendars now for K-W Squadron's Annual General Meeting on April 25 at the Waterloo Knights of Columbus, Dearborn Place, Waterloo. I urge all members to attend and to stay involved with your Squadron.

Please make a special note in this issue of the "*CPS Branding Project*" article. I feel this is an important issue for the future of Canadian Power & Sail Squadrons and member input is invaluable. Members may submit the existing name "Canadian Power & Sail Squadrons" name and logo if they would like to see the name remain as it is.

Log on to [www.cps-ecp.ca](http://www.cps-ecp.ca) for more news updates, member benefits, boating events and training course information.

## **From the Training Department**

*By Bob Cotey, Training Officer*

Enrolment in classes for the fall and winter terms has been very good with a variety of sessions being offered. Our enrolment for courses being offered in the fall and winter sessions was as follows:

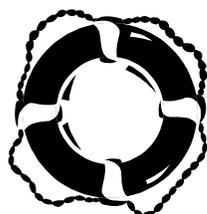
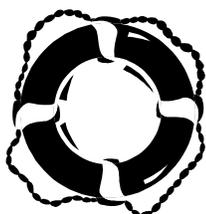
Course	Fall	Winter
<b>Boating</b>	18	27
<b>VHF</b>		26
<b>Boat Pro</b>		6
<b>Piloting</b>	4	3
<b>Weather Fundamentals</b>	3	1

Due to low enrolment in some other courses we are not able to offer them at this time. We will, however, be offering the **Boating Course, VHF, GPS and Boat Pro** in the spring and expect a good turnout once again.

Registration for the courses will be held at Resurrection High School on the following nights:

<b>Boating</b>	March 29 & April 5
<b>Boat Pro</b>	April 24
<b>VHF</b>	April 24 & May 3
<b>GPS</b>	May 24
<b>Boat Pro</b>	May 31

Since the education program is such an important part of the organization it is essential that we examine it occasionally and make changes when warranted to maintain the highest standards and success rate of students enrolled in our courses. For this reason I will be holding a meeting the week of June 25(exact date, time and place to follow) for all Instructors Proctors, Examiners and anyone else interested in assisting with the presentation of our courses. At this meeting, with your assistance, I hope to be able to re-organize and restructure our program delivery and have a schedule ready for the fall sessions. Since I have a list of Instructors and Proctors, I will be contacting those people by phone, regarding this meeting. However, since I do not know if the list is complete, if you teach or proctor, know of someone who does or are interested in becoming involved in a very worthwhile endeavour, please contact me by phone at 519-885-3771 or by e-mail at [cotey@rogers.com](mailto:cotey@rogers.com).



## **Boat Naming Ceremony**

Perhaps you are the proud owner of a new boat that you purchased during the winter. You're anxious to get the boat in the water and commission her for an exciting new season of boating. However, before you become too excited about your new purchase and the dreams of unforgettable adventures on the waters, remember that the boating fraternity is filled with numerous tid bits of etiquette and folk lore that demand your attention. Here is a formal naming/denaming ceremony that you may wish to perform before you launch your new vessel. This ceremony is best performed in the company of good friends and favourite libations.

### **Vigor's Denaming Ceremony**

"In the name of all who have sailed aboard this ship in the past, and in the name of all who may sail aboard her in the future, we invoke the ancient gods of the wind and the sea to favor us with their blessing today.

"Mighty Neptune, king of all that moves in or on the waves; and mighty Aeolus (pronounced EE-oh-lus), guardian of the winds and all that blows before them:

"We offer you our thanks for the protection you have afforded this vessel in the past. We voice our gratitude that she has always found shelter from tempest and storm and enjoyed safe passage to port.

"Now, wherefore, we submit this supplication, that the name whereby this vessel has hitherto been known (\_\_\_\_), be struck and removed from your records.

"Further, we ask that when she is again presented for blessing with another name, she shall be recognized and shall be accorded once again the selfsame privileges she previously enjoyed.

"In return for which, we rededicate this vessel to your domain in full knowledge that she shall be subject as always to the immutable laws of the gods of the wind and the sea.

"In consequence whereof, and in good faith, we seal this pact with a libation offered according to the hallowed ritual of the sea."

### **Vigor's Renaming Ceremony**

After a boat is denamed, you simply need to rename it using the traditional christening ceremony, preferably with Queen Elizabeth breaking a bottle of champagne on the bow, and saying the words:

**"I name this ship \_\_\_\_\_ and may she bring fair winds and good fortune to all who sail on her."**

## **Insurance Questions and Answers**

By Pat Wells

### **How do I reduce my deductible?**

Let me start by explaining what a deductible is – the deductible is the amount you will be responsible for in the event of a claim. Deductibles for marine insurance are based on a percentage of the value of the boat and equipment. An example would be if your boat was valued at \$25,000.00 and you had a 1% deductible you would be responsible for the first \$250.00 of any loss. As a rule the higher your deductible the lower your premium.

One of the many benefits of our CPS program is a reducing deductible. Each year that you are claims free your deductible will reduce by 10% to a maximum of 50%.

### **What are some of the highlights of the CPS insurance program?**

As a current CPS member you are entitled to the following benefits. Identity Fraud Expense Coverage, uninsured boater coverage \$1,000,000.00, all risk coverage, agreed value, reduced deductibles for electronics, tender/outboard, trailer and personal effects, reducing deductible, animal and insect damage, latent defect coverage. For the entire list of highlights please contact Cowan insurance at 1-800-268-2628 or visit our website at [www.cowangroup.ca](http://www.cowangroup.ca). If you have any questions, please email them to [pat.wells@cowangroup.ca](mailto:pat.wells@cowangroup.ca)

## **You Know You Are a True Ontarian, if—**

1. “Vacation” means going south past London for the weekend.
2. You measure distance in hours.
3. You know several people who have hit a deer more than once.
4. You often switch from “heat” to “A/C” in the same day and then back again.
5. You can drive 110 kph through 2 feet of snow during a raging blizzard without flinching.
6. You design your kid’s Halloween costume to fit over a snowsuit.
7. Driving is better in winter because the potholes are filled with snow.
8. You know all 4 seasons: almost winter, winter, still winter, and road construction.
9. Down south, to you, means Windsor.
10. Your 1<sup>st</sup> of July picnic was moved indoors due to frost.
11. You have more miles on your snowblower than on your car.
12. You find 0 degrees “a little chilly.”
13. If you consider it a sport to gather your food by drilling through 36 inches of ice and sitting there all day hoping that the food will swim by.
14. If you have worn shorts and a parka at the same time

## **For Sale**

Red Mustang Floater coats in almost new condition. 1 large size, 1 x-large size. Cost \$175 each new. Asking \$110 each.

Davis Mark 15 Sextant, good condition. Asking \$140  
Email Bill at [Sailorbill@gto.net](mailto:Sailorbill@gto.net)

## **For Sale**

One medium size new heat exchanger (for indirect cooling of engine), with expansion tank and pressure cap - \$180.00 obo. Opto electric breaker less ignition can be used on Atomic 4 or similar 4 cylinder engine - \$50.00.

Various stainless screws and bolts, bronze and stainless ball valves, and an assortment of other parts and supplies to repair or build a boat. For prices and availability call Harry at 519-576-3742

## **Boating Equipment for Sale**

<b>Items for Sale</b>	<b>List \$</b>	<b>Asking \$</b>
10’ Dinghy “ Shrimp “ complete with sails		495.00
2 Hp Johnson Outboard Motor		295.00
<b>BIC</b> Windsurfer		200.00
set of 5’ Oars	46.95	30.00
Glass Holders ( chromed metal )	12.95 ea	10.00 pr
Stainless Steel Alcohol Stove (new)	208.00	95.00
<b>DRS</b> 33’ + Luff, for 26 + Boats (new)	900.00	500.00
Bosun’s Chair with 2 side pockets	150.00	60.00
Taylor made ribbed Fender 6 ½ “ X 23”	26.00	15.00
70 amp Battery Isolator for 2 Batteries	55.99	30.00
3 Blade propeller 9 ½ “ X 10 “ # 386118		50.00
3 Blade Propeller 8 ¼ “ X 5 “ # 3865/87 A		35.00
8 feet of heavy Chain		25.00
Various Rope/Lines of various sizes		495.00
10’ Dinghy “ Shrimp “ complete with sails		295.00

Call Fred Koehlmann at 519-745-1369 or e-mail [fred.koehlmann@3wweb.net](mailto:fred.koehlmann@3wweb.net)

## **Needed**

Someone to volunteer to help with our Squadron history project. Our 50<sup>th</sup> Anniversary is coming up and we need to document our history from 1982 to the present. If you’re good at finding information and documenting things, we can use your help!

Email Janice at [commander@kwpowerandsail.ca](mailto:commander@kwpowerandsail.ca)  
or Bill at [pastcomm@kwpowerandsail.ca](mailto:pastcomm@kwpowerandsail.ca)

## **Wanted**

2 used metal sextants to replace 2 of our older ones for students to use in the Celestial Navigation Course.  
Email our training department at [training@kwpowerandsail.ca](mailto:training@kwpowerandsail.ca)

## The Marep Hydrographic Program

The work Marep is a coined word, short for Marine Information Reporting.

The purpose of the program is to permit CPS and CHS to carry out a program to ensure the reporting of discrepancies on Charts, and to make improvements to nautical information.

To make a report there is a form, which needs to be completed. Reports should include submerged objects, depths, obstructions above and in the water, landmarks, private aids to navigation, new marina facilities, navigable channel information, information affecting sailing directions and suggestions for chart improvement.

The CHS institute recognizes the efforts of all CPS members by presenting awards for the following four categories: Best Squadron Effort, Best District Effort, Most Improved District and Best Individual Effort.

## CPS-ECP Pleasure Craft Courtesy Check (PCCC) Program

In the spring of 2006, CPS-ECP embarked on an exciting new program to assist *Ontario boaters* better prepare their vessels and themselves for the boating season.

Working with Transport Canada, our Boating Safety Specialists will visit you at your marina or launch ramp to review many of the safety devices either required by law or recommended for your specific boat.

You will receive a report from the Specialist that provides a summary of what they found and any safety improvements they may suggest.

The program is free of charge and provided as a courtesy only. The information collected is used strictly for safety statistics and not enforcement.

You can apply on-line at [www.cps-ecp.ca/english/pccc01.html](http://www.cps-ecp.ca/english/pccc01.html) to arrange a Pleasure Craft Courtesy Check. If you do not have computer access, contact Janice Fleischmann, 519-886-8625 for assistance.

"I sailed with a free wind day after day, marking the position of my ship on the chart with considerable precision; but this was done by intuition, I think, more than by slavish calculations. For one whole month my vessel held her course true; I had not, the while, so much as a light in the binnacle. The Southern Cross I saw every night abeam; the sun every morning came up astern; every evening it went down ahead. I wished for no other compass to guide me, for these were true. If I doubted my reckoning after a long time at sea I verified it by reading the clock aloft made by the Great Architect, and it was right."

*Joshua Slocum, Sailing Alone Round the World*

## Serious Boating continued from page 1

radio to let him know he was in perfect line to meet these rocks. Once we had put someone on the bow of the boat and waived a life jacket to get his attention he realized his situation and steered off to port. If he missed the rocks by three feet he was lucky.

We spent the afternoon walking around Coker Island and snorkeling in the waters. I now know why this area is known as the Northern Caribbean, there are absolutely clear waters and a beautiful sandy beach. At the end of the day we pulled anchor and ran back to Killarney Mountain Lodge and enjoyed our slip along with the local pub.

The next morning we headed over to Frazer Bay, north to Baie Finn, down the fiord to the Pool. After spending three hours in The Pool we headed to The Narrows and dropped anchor for the night.

After tying the sterns of the two boats to the shore and rafting together we started to enjoy the area by swimming in the warm waters, dropping a couple of fishing lines under the boat, and enjoying a couple of cold beers.

About 8:00 pm that night Jack's wife decided she would like tea. Since my friend has Parkinson's disease I informed Julie I would boil the water and bring it over to their boat. As I was stepping from the Doral to the Wellcraft I fell between the two boats with the boiling water spilling on my left leg from the knee to the toes. Luckily I did not hit anything as I went down in between the two boats. My friends proceeded to pull me out of the water and proceeded to put butter on the burn. **Do not use butter on a burn, only cold water!**

We quickly pulled our anchors, untied from the trees and ran back to Killarney at close to full throttle. As we got closer to Okichobee Lodge we radioed to them we had a medical emergency and would be running by at full throttle. They informed us they understood and informed us they had a doctor at the lodge. We thanked them for the offer and continued back to Killarney where the medical centre would be open for us.

Upon our arrival I went to the medical centre for treatment. I can not say enough about the staff and how they took care of the problem. If you are ever going to hurt yourself on a boating trip, do it near Killarney. They will take very good care of your needs. They informed me I had second degree burns to the left leg from the knee to the toes and strongly recommended I take the ambulance, which was on its way from Sudbury. I asked them to cancel it and we would deal with the burns at the clinic as I had a boat trip to finish.

The next day we continued our trip over to Little Current, fueled the boats, ate at the Anchor Hotel, and continued to the Benjamin Islands for the afternoon. That evening we returned to Killarney, had a wonderful barbeque on the boat and then proceeded to the local pub at The Sportsman Lodge.

The next day we ran back to Tobermory in a six foot following sea. I am still trying to understand why my buddy to this day insists that he meet me in Killarney rather than travel across Georgian Bay. He enjoys the Muskokas, not heavy water.

The main lessons to be learned from this whole trip are: don't boil water for anyone, don't put butter on a burn. Clearly it is very important that all skippers take a first aid course so they are ready for any medical emergency, which may occur as they may be miles from medical help when it may be required.

This is one of many trips to the North Channel and I look forward to many more over time. I trust everyone has a fabulous and safe boating season.

**Subject: Canadian Coast Guard - Officer Training Program - A Request.**

To whom it may concern;

Dear Sir or Madam,

My name is Andrew Schuh and I am a retired Canadian Coast Guard Officer. In 1976 I joined the Canadian Coast Guard and spent some ten years at sea in various capacities as an exec, navigator, search and rescue coordinator and many other tasks at various ranks. I am also a former member of the CPS/ECP in the North York Squadron in 1973-1976.

Recently, alumni of the College in Sydney Nova Scotia have been contacted by the service to make members of the public aware that the Coast Guard is pursuing it's Officer recruitment program for 2007 (Engineering and Nautical Sciences) offering candidates an avenue to obtaining certification as a Coast Guard Officer in the federal government.

Consequently, I was wondering if you could do me the favour of letting the general membership know that this recruiting program is now underway. I thought that some of your members may well be interested in a professional career at sea. It would be much appreciated.

Information about the program can be obtained at the college website or by calling the numbers below.

I wish you all smooth sailing.

Regards,

Andrew H.C. Schuh (CCGC Class of '79)

<http://www.cgc.gc.ca/CGC.php>

Mailing Address  
Canadian Coast Guard College  
P. O. Box 4500  
Sydney, Nova Scotia  
Canada, B1P 6L1

Main Switchboard (902) 564-3660  
Facsimile (902) 564-3672

Registrar's Office (902) 567-3208  
Facsimile (902) 567-3233



**2007 ACBS SPRING TOUR,  
SATURDAY APRIL 21, 2007**

**SANDY KENNEDYS' ANTIQUE OUTBOARD  
MOTOR COLLECTION**

Come celebrate the "**Year of the Outboard**" by viewing Sandy Kennedy's' amazing collection of antique outboard and inboard motors! Sandy's' "museum" features over 100 restored motors including rare Mercury racing motors, Dispro motors, early Waterman motors, vintage sales brochures and old dealer signs. Don't miss this opportunity to view one of the most extensive and unique marine collections anywhere!

**Directions:** Sandy is located at 84 Old Oak Lane, Port Severn, which is a 30 minute drive north of Barrie on Hwy #400 extension (Old Hwy#69). Exit #162 at Whites Falls Road. Turn right at the stop sign onto Nicholson's Road and travel 1.5 km south. Turn left onto Old Oak Lane and travel 0.2 km. Turn left at the "T" and travel 0.2 km to the last driveway on the right (84 Old Oak Lane). For further information call Sandy directly at 416-230-1700.

***Remember Your Camera***

***Attitude***

There once was a woman who woke up one morning, looked in the mirror, and noticed that she had only three hairs on her head.

"Well," she said, "I think I'll braid my hair today."  
So she did and had a wonderful day.

The next day she woke up, looked in the mirror, and saw that she had only two hairs on her head.

"H-m-m," she said, "I think I'll part my hair down the middle today."  
So she did and she had a grand day.

The next day she woke up, looked in the mirror, and noticed that she had only one hair left on her head.

"Well," she said, "Today I'm going to wear my hair in a pony tail."  
So she did and she had a fun, fun day.

The next day she woke up, looked in the mirror, and noticed that there wasn't a single hair on her head.

"Yea!" she exclaimed, "I don't have to fix my hair today!"

***ATTITUDE IS EVERYTHING!***



***To The Members of Kitchener-Waterloo Power and Sail Squadron  
Report of the Squadron Nominating Committee, January 9, 2007***

1. The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2006/2007.

Commander (Cdr)	Janice Fleischmann	653B Pinerow Cr.	Waterloo	886 8625
Executive Officer	Ken Amy	22 Woodview Ct.	Kitchener	893 2277
Training Officer	Bob Cotey	362 Sandowne Dr	Waterloo	885 3771
Administrative Officer	Diane Allan	10-250 Kingswood Dr	Kitchener	576 0749
Secretary (1 <sup>st</sup> Lt)	TBA			
Treasurer (1 <sup>st</sup> Lt)	Bryan Hodgert	37 Arthur Rd	St Clements	669 4281
Public Relations (1 <sup>st</sup> Lt)	Pat Wells		Kitchener	742 9987
Marep (1 <sup>st</sup> Lt)	Marsha Cutting		Waterloo	
Membership (1 <sup>st</sup> Lt)	Jamie Miller	653 Pinerow Cr.	Waterloo	886 8625

2. The Squadron Nominating Committee also nominates the following Members for election as Squadron Officers, who, if elected, will have the duties indicated next to their names assigned to them by the Squadron Executive Committee, pursuant to Squadron Regulation 6.2.1(d).

Assistant Training	Gary Ritz
Assistant Training	R. Glenn Shugg
Assistant Training	Allen Rogers
Assistant Public Relations	Craig Beaton
Port Captain	Jamie Miller
Environmental	Marsha Cutting
Special Events	TBA

3. The Squadron Nominating Committee also nominates the following person for appointment by the Members as Auditor for the Squadron.

Michael D'Silva

4. The Squadron Nominating Committee advises that, if elected, the Nominee for Commander intends to appoint the following members.

Newsletter Editor	Rick Brenneman	68 Riverside Dr	New Hamburg	662 2861
Privacy Officer	Bryan Hodgert	37 Arthur	St Clements	669 4281
Squadron Photographer	Allen Rogers	24 Gerrard	Cambridge	658 9557
Regalia/Supply	TBA			

5. The Squadron Nominating Committee also advises that:  
(a) the following Member will serve on the Squadron Executive Committee by virtue of his position as immediate Past Commander, and does not require election or appointment.

Past Commander	Bill Allan	10-250 Kingswood Dr	Kitchener	576 0749
----------------	------------	---------------------	-----------	----------

(b) pursuant to Squadron Regulation 9.14.1, the following members will serve on the Squadron Nominating Committee for 2006/2007 by virtue of their position, and do not require election or appointment.

P/C (immediate)	Bill Allan, Chairman
P/C (once removed)	Adrian Dwyer
Commander	Janice Fleischmann

Respectfully submitted,

\_\_\_\_\_  
P/C Bill Allan SN

\_\_\_\_\_  
P/C Adrian Dwyer P

\_\_\_\_\_  
Cdr Janice Fleischmann

## ***CPS-ECP BRAND NAME CONTEST***

*The name to be used by staff and volunteers of CPS-ECP when referencing our organization as part of “day to day” activity.  
The name we want the public, our members, government and the marine industry to think of us by.*

As part of our organization’s five year plan, the Special Projects Committee is asking for all members to participate in redefining our brand name. The contest will commence January 31<sup>st</sup>, 2007 and will conclude with a vote by all delegates at the 2007 conference in Ottawa to select our new brand name.

**1. Who is eligible to enter?**

Anyone (member or non-member) may enter the contest.

**2. What must I do?**

Develop a new brand name to be used by CPS-ECP at the Squadron, District and National levels.

**3. How will the new brand name be used?**

- The new brand name will be the singular name used by the organization.
- The use of the names “Canadian Power & Sail Squadrons” and “les escadrilles canadiennes de plaisance” will be limited to legal documents when required.
- The names Canadian Power & Sail Squadrons, les escadrilles canadiennes de plaisance, CPS, ECP and CPS-ECP will cease being used in “day to day” activities.
- The new brand name will be a component of the new official brand logo along with the “flat flag”.

**4. What are the deadlines for the contest?**

- January 31st: SPC to start accepting contest entries.
- April 30th: Last date for Special Project Committee to receive entries.
- June 9th: 2 to 3 “finalist” brand names will be presented to OpCom and Governing Board
- June 11th: “finalist” brand names announced to the Membership, Squadrons, and Districts.
- October 15th: Squadrons and districts make their selection from the finalists and instruct their delegates to the National AGM.
- October 27th: Delegates at the AGM vote for the new brand name.
- January 11th, 2008: CPS-ECP launches new brand name.

**5. How do I submit my contest entry?**

You may submit your entry by e-mail or general mail as follows:

Canadian Power & Sail Squadrons

26 Golden Gate Court

Scarborough, Ontario

Canada, M1P 3A5

Attn: Branding Contest

[brandingcontest@cps-ecp.ca](mailto:brandingcontest@cps-ecp.ca)

**6. May we nominate existing names for our organization?**

- All existing names and typical references to our organization are automatically entered into the contest.
- They include:
  - o Canadian Power and Sail Squadrons
  - o Les Escadrilles canadiennes de plaisance
  - o Canadian Power Squadrons
  - o CPS-ECP
  - o CPS•ECP
  - o ECP
  - o CPS
  - o cps-ecp.ca
  - o www.cps-ecp.ca

For more information visit [www.cps-ecp.ca](http://www.cps-ecp.ca) and go to Members Moorings. You will require your member number (printed on your Membership Card) and postal code to enter this site.