



# The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

August, 2006

## Summer Sailing School

Okay! What youngster is really interested in summer school? My grandson, Blake, that's who. The school? The Port Dover Yacht Club Sailing School, of course!

PDYC contacted Ontario Sailing again this year, to provide instructors for a week of sailing instruction. Both the youth registration for day classes and the adult registrations for evening classes were filled early in the spring.

Finally the July 1<sup>st</sup> weekend was here. Blake & I decided we would spend the week on S/V Mir, our 27' Tanzer sailboat, which is docked at the Port Dover Yacht Club, a 10 minute walk from the beach where the sailing lessons were to be held. We met the two instructors Scott & Emilie Sunday night, and headed off to sleep in the boat, musing about what might happen over the next few days.

The morning came and the weather was perfect! A nice shower, breakfast at the picnic table, and we were ready to go to the beach. This was the same pattern for almost every day. Only Tuesday morning was we rained out, until about 11 am. We had

hot sunny days of sailing and boat safety instruction; great evenings filled with mini-golf, volleyball, walks and card games. We watched the purple martins bringing food to their 6 baby birds in their nest under the dock right next to our boat. We found a duck sitting on 8 eggs in her nest that was built on shore within a few feet of the picnic tables. Wednesday evening, Blake was invited by one of his new boating buddies to go out on the Race Committee boat, to help the racing sailors over the starting and finish lines

Friday lunch was a barbecue at the clubhouse and then the class had a delightful afternoon of sailing.

Summer school? You bet! Enroll somebody you love in a summer sailing school. It's guaranteed that you'll have as much fun or more than your junior sailor does!



## From the Helm

By Janice Fleischmann

Let me introduce myself. I am the new Squadron Commander for 2006-2007. I started with CPS a few years ago and have helped out as Squadron secretary, Regalia Officer and Executive Officer. My husband, Jamie Miller, and I sail a Hunter 28 out of Dutchman's Cove, Penetanguishene. Jamie is also our Membership Officer and Port Captain.

When I am not boating, I spend my days as Operations Manager for Boucher & Jones Fuels in Waterloo. Prior to this I was with Boehmers Fuels for 30 years. My volunteer "career" began over 15 years ago starting with the Kitchener-Waterloo Zonta Club (a women's service organization from which I had to resign to assume my duties with KWSS) including two years as President and several years on the Board of Directors. Currently, I am on the Board of Directors for the Central Ontario Chinese Cultural Centre as well as a member of the local chapter of Canadian Women for Women in Afghanistan, a grassroots organization started in Calgary that raises money to improve the lives of women in Afghanistan.

Any leftover spare time is filled with reading (usually to put me to sleep), gardening (mostly trying to keep rabbits from eating my flowers) and amateur astronomy (looking at objects hundreds of light years away keeps things in perspective here on earth).

I am eager to work with all our members to keep our Squadron the well-respected organization it is. Please remember that Squadron Bridge meetings are held the second Tuesday of each month (except July and August) at the Ratz-Bechtel Family Centre on King St @ Wellington in Kitchener. They start at 7 pm and run about an hour. All members are invited to attend Bridge meetings. I look forward to seeing you there.

## **Upcoming Training Courses**

Registration for the Fall Training Courses will be held on Tuesday September 12 from 7 - 8:30 pm and Thursday, September 14 from 7 - 8:30 pm. at the Resurrection High School. Please mark these dates on your calendar and plan to sign up for one of the courses being offered this fall.

### **Boating Course**

This is the basic course that CPS is so well known for, and you must pass this course to qualify for full membership into CPS. It is a prerequisite for Piloting, Advanced Piloting and Celestial Navigation. Here you will learn the "must know" information about mandatory boating equipment, boat licensing or registration, boating safety, basic chart reading and navigation

### **Piloting**

The piloting course builds on the basic boating course and includes navigation/plotting skills, seamanship skills, also boat capabilities and performance, etc. The basic boating course is a prerequisite.

### **Fundamentals of Weather**

This new introductory weather course, first published Sep. 2000, is designed for the coastal and Great Lakes mariner. Course content includes, how the sun causes weather, what causes the wind to blow, atmospheric pressure and wind systems, causes and forms of precipitation and fog, clouds, fronts and frontal systems, thunderstorms and tornadoes and, forecasting techniques.

### **Seamanship Sail**

This introductory course will teach some of the basic sailing techniques for safe operation under various conditions, and will encourage the participant to become a more competent sailor. Course content includes spars and rigging; sails and theory of sail action; sailboat handling; pilot and cruising under sail (day sailors and keelboats). Fire safety and sailboat racing are included as additional information.

### **Advanced Piloting**

This course will teach you advanced coastal navigation principles. You will become familiar with charts; compass; timing and steering a course; tides and currents; lines of position; running fixes; aids to navigation and much more! The Piloting course is a prerequisite.

Please check the website at [www.kwboating.ca](http://www.kwboating.ca) for further details.

## **CPS FOUNDATION NEWS**

The CPS Foundation web-site is on line and available for the benefit of all. Visit [www.cpsfoundation.ca](http://www.cpsfoundation.ca) and enjoy what you see and learn. Comments and questions can be sent to [jholgate@barint.on.ca](mailto:jholgate@barint.on.ca)

## **Editorial**

Another great boating season is winding down and thoughts are turning to preparing boats for winter storage. It has been a magnificent summer; the weather has been awesome, but all too quickly, the season is coming to an end.

With the coming of fall it's time to make plans to enroll in one of the many training courses being offered by our squadron. Take time to carefully look over the list of courses being offered and plan on attending one of the registration evenings in September.

In this issue there is also a very important article by Pat Wells on the negative impacts of marine debris. All of you, I am sure, have experienced some of the devastating and unsightly results associated with litter in our environment. We all need to take more seriously the need to reduce litter, and dispose of debris appropriately and safely. I would welcome feedback on ways that you are reducing marine debris so that we can feature these creative solutions in a future issue of the High and Dry.

Please note the coming events that have been planned by our bridge members. Mark them on your calendar and make plans to participate and enjoy these events. Also, there are many opportunities for you to volunteer your services. Your contributions are always welcomed.

I hope that you will find this issue informative and look forward to receiving reports about some of your boating adventures this season. Please e-mail all contributions to [rbren@golden.net](mailto:rbren@golden.net) or send them to Rick Brenneman, 68 Riverside Dr., New Hamburg, ON N3A 2H6.

## **DO WE HAVE YOUR E-MAIL ADDRESS?**

From time to time we like to send Squadron information updates between newsletters. If you have never received these updates it may be because we do not have your e-mail address on file. If you would like to be reminded of upcoming Squadron events, please send your e-mail address to – [membership@kwpowerandsail.ca](mailto:membership@kwpowerandsail.ca)

## **CPS-ECP and CYA Explore Co-ordination of Services**

There has been a Memorandum of Intent signed between CPS-ECP and CYA.

Both organizations have a vested interest in teaching Canadians in safety, seamanship and navigation on the lakes, rivers and oceans of Canada. CYA has tended to be an on-the-water training organization and CPS-ECP has tended to be classroom-based. The two organizations will explore avenues to reduce program overlap. Watch for more information on this item!

## ***New Training Officer for the K-W Squadron***

Let me introduce myself. My name is Bob Cotey and I have offered to take over the role of Training Officer for the K-W Power Squadron. The purpose of this article is to provide you with a brief biography so that you will get to know who I am and what I have to offer the Training Program.

I guess that first and foremost, I have been a boater since I was about 15 years old and learned very early to respect Mother Nature and the Great Lakes waters. I started with a 12 foot plywood boat with an old 3 hp Evinrude motor and 7 boats later I now have a 32 ft Wellcraft Express Cruiser. Of all the experiences I have had, one of the most profitable and useful was taking the Power Squadron Boating Course and getting my boater's licence. Since my wife and I enjoy extended cruising, this course has been of tremendous benefit.

For 32 years I was a teacher. I have also been involved in training programs with the Heart and Stroke Foundation of Ontario (HSFO) and Canadian Ski Patrol System (CSPS). Now retired, I volunteer my time and expertise to various organizations.

I have been the Training Officer for the Ski Patrol for many years, organizing training and retraining courses for the patrollers. I received an Ontario Division Award for my work in restructuring, and re organizing the CSPS First Aid Course for new patrollers. Most recently I was the Director of First Aid and CPR and will be developing a mentoring program to be implemented this fall.

I am also an Instructor - Trainer with the Heart and Stroke Foundation of Ontario and currently sit on the BLS Advisory Board with HSFO in Toronto. For the past 2 months I have been reviewing new materials and the revised standards recently set out by the Heart and Stroke Foundations in the USA and Canada and assisting with retraining programs for Instructor-Trainers and Instructors.

In my new role as Training Officer, I hope to get to know all the Instructors, Proctors and others who assist with the delivery of our programs. I also want to become more familiar with all the programs and related content in order to better assist the instructors with their classes. I am confident that with the assistance of the staff already in place we can continue the tradition of offering the best courses available to the boating public.

### ***Volunteers Needed!***

You are invited to participate in a telephone committee to assist in calling members about special events and squadron activities. If you are able to assist the squadron in this way, please call Janice at 886 8625 or Diane at 576 0749 or e-mail [specialevents@kwpowerandsail.ca](mailto:specialevents@kwpowerandsail.ca)

## ***Upcoming Events***

### **SQUADRON CHRISTMAS DINNER & SOCIAL**

Friday, November 24, 2006

Waterloo Knights of Columbus

124 Dearborn Place,

Waterloo

Social Hour 6 pm

Buffet Dinner 7 pm

Cost \$30.00 per person

Contact Janice Fleischmann @ 519-886-8625 for tickets or more information.

More details to follow !

### **KITCHENER-WATERLOO OKTOBERFEST PARADE**

Monday, October 9, 2006

Looking for volunteers to walk in the parade with the CPS Promotional Boat.

Contact Janice Fleischmann @ 519-886-8625 if you are interested

## ***Advisory to all Pleasure Craft Operators***

The US Coast Guard has issued an alert regarding GPS offset position display errors when some models are interfaced with auto-pilots and remote displays.

Last year about 30 GPS-equipped pleasure craft ran aground on southern Georgian Bay – even though their GPS indicated that they were in safe water. It is important for GPS users to know why; even the latest GPS chart “chip” is only as accurate as its information source. On most parts of Georgian Bay, for example, the source of the information was compiled in 1892-93 by the British Admiralty using imprecise methods and *an unknown datum*. Most places are remarkably close, but Hope Island (for example) is about ¼ mile out of position (horizontally), according to modern determination. This anomaly has been addressed at this landmark but because there is no consistency in the early geographical mapping errors, GPS chartplotters cannot apply a uniform correction for displaced natural features such as land, rocks and shoals. (Keep in mind that most buoys are placed in their advertised positions using GPS). Marina facilities are mapped with GPS – so it's easy to get lulled into a false sense of security – users may be tempted to boldly venture off the beaten track, believing every image displayed is in its true position. They're not. Remember also winds and currents frequently knock buoys off station.

***Visual positioning methods using fixed ranges and bearings are best.***

(Reprinted with permission of Dave Holding, Ontario Boating League, July 2006)

## *It's Not Too Early to Start Thinking About Christmas!*

Kitchener-Waterloo Power & Sail Squadron Gift Certificates for one of our training courses is always a great gift for any boater in your family, both young and old.

CPS items (clothing, flags, hats & fun stuff) are available through our Regalia officer.

Contact Janice Fleischmann – 519-886-8625 or [jfleischmann@rogers.com](mailto:jfleischmann@rogers.com) for more information or to order a gift certificate or CPS item.

## *Quote of the Day*

“Call me Ishmael. Some years ago, never mind how long precisely, having little or no money in my purse, and nothing particular to interest me on shore, I thought I would sail about a little and see the watery part of the world. It is a way I have of driving off the spleen and regulating the circulation. Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos get such an upper hand of me, that it requires a strong moral principle to prevent me from deliberately stepping into the street, and methodically knocking people's hats off - then, I account it high time to get to sea as soon as I can. This is my substitute for pistol and ball. With a philosophical flourish Cato throws himself upon his sword; I quietly take to the ship. There is nothing surprising in this. If they but knew it, almost all men in their degree, some time or other, cherish very nearly the same feelings towards the ocean with me.”

*Herman Melville, Moby Dick*

## *For Sale*

### **1989 Bayliner 2280 Ciera Sunbridge 5.7 L 260 HP OMC Cobra, low hours**

Queen mid berth with private stand-up dressing area  
Forward v-berth with starboard lounge  
Large, spacious galley with side dinette to port  
Private head with vanity and shower  
Cockpit table, sunbrella canvas, all safety equipment  
AC/DC fridge, alcohol/electric stove, hot and cold pressurized water  
One owner, very clean, excellent condition

**\$24,500.00**

Call Rick at 519-590-2511 or e-mail [rbren@golden.net](mailto:rbren@golden.net)

## **MARINE DEBRIS**



### **THE PROBLEM:**

Due to their durability, low cost and lightweight our world is full of synthetic materials. These materials cause problems to the environment, as they do not readily breakdown for 3 – 5 years. This debris increases on an annual basis harming both wildlife and people.

### **HARM TO WILDLIFE:**

A number of things can happen when marine life becomes entangled in debris: They can remain permanently entangled; they can injure themselves: their injuries can cause infections; or they can be killed because they cannot escape from predators. Entanglement occurs because animals are curious, and will investigate something new in their environment.

In addition to curiosity, marine debris resembles food. Swallowed debris can cause injury or give the false sense of being full. A four year study estimated that 100,000 animals are killed by entanglement.

### **HARM TO PEOPLE**

Effects of marine debris on people- it fouls boat propellers, clogs water intakes or blocks pumping systems. Many boaters have been stranded when their propellers are fouled with discarded or lost lines and cables. The real danger to people will occur while far out at sea or in front of an oncoming storm.

### **WHO PAYS?**

All of us, in one way or another, pay for problems caused by marine debris. Most of the costs are hidden and cannot be readily quantified. The impacts of such costs, however, may be passed on to everyone: admission charges to parks, parking fees, and local businesses increasing prices because of higher taxes. Most of these costs are buried within other expenses and are usually not readily evident.

1<sup>st</sup> Lt Pat Wells,  
Environmental & MAREP Officer