



Change is in the Air

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Graduation Celebration



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December 2010

QUESTIONS, COMMENTS, OR INFORMATION?

CALL

519-438-6222

Since conception, some 70 plus years ago in the Southwestern Ontario city of Windsor, Canadian Power and Sail Squadron has been at the forefront of safe boating education. Over the years, the organization has seen both the ups and downs that the pleasure boating pastime encounters. During lean economic times, our classroom numbers dwindle as the boating population reels in their expenditures on this controllable pastime, and conversely so when the economy is doing well. When these same people see bright times on the horizon our classrooms swell in a cyclical rhythm that mirrors how boaters view their own personal future.

Lately, as I reflect upon the past eight years or so, I have seen our student numbers show a steady decline as new boaters choose their pastimes more carefully. We have seen a decrease in the cruising style of boating and an increase in the fishing style of boating. The same change is seen in Power/Sailing. As a matter of routine we poll each new Boating class and over the years we have watched with interest as the once dominant power boaters were outnumbered by Sailors. Yes, I will most definitely tip my hat and acknowledge the level of skill required for the art of sailing, but more importantly, their fuel is, essentially, free. This statement alone is enough to justify this demographic groundswell of

change. As a power boater, I admit that there is less skill involved in getting a power driven vessel from here to there and commend the 'new' sailor for the investment into the skill required to effectively and safely handle wind powered vessels.

The past number of years has also seen an increase in government mandated regulations to the pastime, with changes to licensing, and mandated proficiency and operational legalities to name just a few. It is up to each of us to ensure we stay current with any newly regulated issues that come our way. More changes are in the works for us here at CPS. The amount of learned material that is mandated to obtain a PCOC is about to increase, and changes are soon coming to both our Boat Pro and Boating courses. Our method of examining future Boating course classes will also be seeing changes.

My question to you is this: How current are you with the most recent changes? The following 'Just ask John' on page 3, is easily viewed on our National website and it is recommended reading for answers to any issues that you feel are pertinent to you. I have selected just a few to help you determine how informed you may be on some of the topics covered. Please enjoy, and Merry Christmas to each of you.

Mark Hunsberger Editor, London Line



COMING EVENTS

DECEMBER

- 5th - Commander's Christmas Levee, 1300-1500, all are welcome.
- 14th - Squadron Bridge meeting, 1900 HMCS Prevost, London

JANUARY

- 4th - Courses commence at CCH (see page 7)
- 6th - Courses commence at HMCS Prevost (see page 7)
- 11th - Squadron Bridge meeting, 1900 HMCS Prevost, London
- 15th - bus trip to Toronto Boat Show (see page 4)

- 16th - WOD meeting, St. Thomas (details on District website)
- 21st - Squadron Fall Course Graduation (see page 2)

FEBRUARY

- 1st - Deadline for Feb. London Line submissions.
 - 8th - Squadron Bridge meeting, 1900 HMCS Prevost, London
 - 19th - HMCS Prevost Rum Tasting (see Dave the Bartender)
 - 25-27th - London Boat/Fishing Show
- FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 4.

Visit the London Squadron Website: www.powerandsail.ca



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from the helm COMMANDER
STEVE WAITE



If all my carelessly laid plans ferment to fruition, as you read this I should be in transit around the Horn. Cape Horn that is, some 600 odd nautical miles north of Antarctica enjoying 'midsummer. The trip has been characterized as '... sailing around this remote point and then through the Drake Passage was (and is) one of the most challenging nautical routes on the planet. The violent stretch of chaotic water between Antarctica and South America, one frequented by icebergs, huge waves and plagued by gale-force winds, is crossed by sailors with great trepidation.' Oh, I know what you are thinking ... "How did he get Admiral Gayle to accompany him?" Smooth talking, convincing rhetoric, confident leadership, or the usual bait-and-switch? I call my technique 'Commitment prior to Circumstances'. By the time she knew what she was in for, it was too late. There was much research and discussion over the appropriate gear to pack ... how many parkas, should I take my sextant, appropriate footwear, but we settled on the minimal gear that could fit into the Spartan bunks we've been assigned. Rations are apt to be sparse and meals will be likely far between. How big is our vessel, you ask? I'm uncertain as I write this but I'll ask Holland America and get back to you.

All the Best in this Holiday Season, and we shall see you next year!

Commander Steve Waite formally invites all members, instructors, proctors, students and guests to our ...

**Fall 2010
COURSE COMPLETION GRADUATION**

Please come on out and join in the celebration of welcoming our newest members and the achievements of our course graduates.

**Friday January 21st, 2011
HMCS Prevost Wardroom
Light buffet at 1800, Graduation Process at 1900
No charge, and dress is casual.**

LONDONLINE

If a man is to be obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most.
E. B. White

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and Sail Squadrons) to inform and advise members and students.
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Just Ask John

John Gullick fields many of the calls for information that come to CPS Headquarters in Toronto. Here are just a few and many more may be viewed on our National website.

Is the CPS Pleasure Craft Operator Card any different from the others?

Yes. The CPS PCOC courses and tests are the only ones approved by both Transport Canada and the US National Association of Boating Law Administrators (NASBLA). As such the PCOC card is the only one officially recognized in both the US and Canada. US States may choose to recognize other PCO Cards but they are not obliged to do so unless they have received individual NASBLA approval.

I have just received my Pleasure Craft Operator Card (PCOC) from CPS. Am I required to have it with me when I am operating my personal watercraft?

Regulations state that you are required to carry the PCO Card with you while operating any powered vessel and produce when requested to do so by any law enforcement officer. They will also usually ask for some sort of photo ID as well. The fine for not carrying your PCO Card is \$250.00 plus local expenses which can raise the amount to over \$300.00.

Where do I go to get a vessel license and / or transfer ownership of my vessel?



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Transport Canada has contracted with Service Canada to manage the vessel licensing system. You can go to any one of 320 Service Canada offices across the country.

What information do I need to license my vessel?

You need a bill of sale. If the vessel has already been licensed you will also need the vessel license signed off by the original owner.

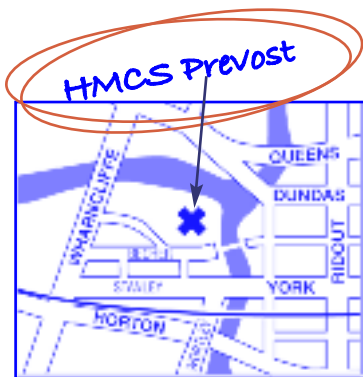
Do I need to carry the vessel license on board my vessel?

Yes. The law requires that you carry a copy of the vessel license on board your vessel. I suggest that you take a copy of the original, laminate it and keep it in a safe place on board. Keep the original in a safe location at home. Do not laminate it as you have to be able to assign it to a new owner if you sell your vessel.

I hear that there are a number of changes coming from Transport Canada that will affect the Pleasure Craft Operator Card program. Is that true?

Yes, we expect a number of changes to take place this fall. Here are comments that were recently made by our Chief Commander Mal Blann: "For many years CPS has promoted the need for the Pleasure Craft Operator Competency (PCOC) program to include more comprehensive information, tougher exams, a mandatory education component, and tougher controls. Transport Canada (TC) has now substantially improved the accreditation requirements for Registered Providers to include a TC approved mandatory training manual covering 256 knowledge requirements (up from 149), a National Card Database, Official Language requirements, and Quality Management System. TC is also implementing more stringent protocols for online testing which includes mandatory education modules based on an approved manual and new 50 question exam similar to what CPS has been using (vs. 36 currently used by other providers). Some registered Providers are now withdrawing from the program.

We expect to confirm CPS accreditation and initiation of related on-line testing by the fall Conference. PCOC is here to stay and we welcome the enhancements to the program. While the PCOC from CPS will still not be fully adequate for every recreational boater, it will be for many and will provide a good base for further education for all. Here is a bit more information about Mal's comment on the more stringent on line testing protocols; For on-line testing, a person will no longer just be able to challenge a test. They will have to log on for a defined period of time and go through a series of learning modules. At the end of each module they will have to answer a short quiz which they must pass before they can go on to the next module. When they have successfully completed all the modules, they can then challenge the 50 question test. *con't on page 4 ...*



19 Becher St.
London, Ontario

from page 3 ... Can people still cheat the system? Yes, but it will be much harder to do and there will be much more learning going on and that is what is most important. Transport Canada just field tested a number of new tests in both French and English and is in the process of refining them. The new CPS course is just about finished its final review and we expect the new national PCO Card data base to be functional later this year.

All in all, a number of welcome changes. Operator Competency have had their Pleasure Craft Operator Cards accepted even though they represent a level of proficiency far below the International standards. It seems to be the official Canadian Government logo on the PCO Card that does the trick.

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When, Where, and How much	Includes
January 15, 2010 0800 - 2000 Departing and arriving at HMCS Prevost (see map, above) \$80.00 per person	Bus Transportation Admission to the show Dinner at the Mississauga Mandarin (coffee or soft drink included, Cash bar)

Payment must be received by December 30, 2010. Space is limited so book early!

FOR MORE INFORMATION, CONTACT
PETER HAMMOND AT
519-685-0864 OR
PETER.HAMMOND@PRIMUS.CA

To reserve your seat(s) send a cheque made out to 'London Power & Sail Squadron' to:
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Meet The Members

If you'd like to submit a member or yourself to be profiled, respond to the same questions you see below (or be creative!) with a suitable photo and send them to the editor by email. This month's candidate is the London Squadron's Certificate Officer **Horst Ammann**.

How and when were you introduced to boating?

I was around 12 years old when my friends and I found a reserve gasoline fuel tank which was dropped by an air force fighter plane. We converted it into a one person paddle boat. We were proud when we put it into the water. It floated very well. This was the beginning of my love for the water. However owning a bigger boat never entered my mind until I suffered my first heart attack during a soccer game as a referee. While recuperating I was invited onto a sailboat. Well that was it. In 1978 I purchased a 23' sailboat (Paceship23) and in 1979 I ordered a 31' Hughes. I named it "Referee". It was my pride and joy. It was a happy day when she was launched in April 1980.

How and when did you get involved with the Power and Sail Squadron?

I soon found out that buying a sail boat and actually sailing it were two different things. After my first outing, the neighbour next to my slip advised me to take a course in basic boating with the then Canadian Power Squadron. I registered in the fall of 1979 for the Basic Boating course. Later I took the Seamanship Sail and Advanced Piloting courses. I found it very beneficial to have this new knowledge and made good use of it. Since all the courses were taught by experienced volunteers, I wanted to give something back to this wonderful organization so I volunteered as a proctor and co-instructor for several years.

What are your present boating activities?

I am not active anymore on the water. We sold our Referee

after 23 years of beautiful, enjoyable, tranquil and some stormy encounters.

What are your future boating plans?

I have no boating plans at this time due to my health.

What are your present non-boating activities?

I am still active in some boating programs with the London Power and Sail Squadron. Presently I volunteer as an examiner for the VHF Radio and the Boat Pro courses. I am also an appointed officer on the London Squadron Bridge as the Certificate Officer.

Looking back at our boating days, I can say I do not miss the hard work that is necessary when the spring and fall arrive at lift-in and haul out time. My wife Shirley and I enjoyed lots of good times and many great sails. We crossed Lake Huron several times and sailed along the Michigan coast. We enjoyed exploring Georgian Bay, the North Channel and the Manitoulin Island. Some evenings in the winter, Shirley will bring out one of the old VHS tapes of our many trips and reminisce about our happy times on the water. We remain grateful that we sailed safely for over twenty years. Thank you to the Instructors of London Power and Sail Squadron.





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Why not give the gift of safety this Christmas?

Choose one of the courses on the next page (7) and purchase a gift certificate to cover the cost!

Find out more, contact Mark Hunsberger @ hunsy@rogers.com for information.

Course	Description	Duration	Location	Cost
Electronic Charting	This course takes over where Navigating with GPS leaves off, with the more advanced features of electronic charting. Learn about the different kinds of electronic charting, how they were developed, their advantages and disadvantages, and how to use them in a practical manner. Get the latest information about connecting your GPS to a laptop, desktop, PDA or tablet computer, and the use of navigational programs for computers. You get practical knowledge by using an electronic charting program that is included on the accompanying CD with over 200 electronic charts.	6 Weeks starting Jan 4	CCH Dundas & Colborn, London	Mem. \$82 before Jan 1 \$67 Non-Mem. \$95 before Jan 1 \$85
Boating	Whether you are interested in powerboats, sailing vessels or kayaks, this course is for you! Enjoy boating activities year round by taking The Boating Course. The Boating Course provides in depth boat operation and safety training. As well, you will experience the challenge of plotting and navigation. Successful completion of the accredited examination (midterm) will allow you to receive your Pleasure Craft Operator Card (PCOC). Passing the final exam allows you the opportunity to join CPS-ECP (Canada's largest association of recreational boating enthusiasts) and receive the benefits of membership.	16 Weeks starting Jan 6	PREVOST Beecher St. London	Mem. \$220 before Jan 1 \$195 Non-Mem. \$238.50 before Jan 1 \$213.50
Seamanship	Boating got you out there, let Seamanship get you back", the life you save maybe your own! This course is designed to enhance your knowledge of navigation, traditional and GPS plotting, emergencies, seamanship and boat capabilities (hulls, buoyancy, stability, weather, wind and waves, current and leeway). Successful completion of the Boating Course is a suggested prerequisite.	16 Weeks starting Jan 6	PREVOST Beecher St. London	Mem. \$165 before Jan 1 \$140 Non-Mem. \$250 before Jan 1 \$225
Marine Radio VHF ~ DSC	Be prepared to write the exam for the Restricted Operator Certificate (Maritime) with DSC Endorsement. To operate a maritime radio, you need the certificate. It is the law! The Maritime Radio course teaches emergency radio procedures, as well as everyday operating techniques to you and your family. In module 1, you will be taught the uses of marine radios, choice of frequencies, operation, phonetic alphabet, procedural words and phrases. Module 2 covers Digital Selective Calling and the Global Maritime Distress and Safety System, (DSC/GMDSS). All mariners, including recreational boaters, will want to take advantage of the many features and capabilities of this innovative form "automatic" radio. Secure your lifeline. Be sure that you and your family take the Maritime Radio course.	4 Weeks starting Jan 11	CCH Dundas & Colborn, London	Mem. \$76 before Jan 1 \$61 Non-Mem. \$96 before Jan 1 \$81
Radar for Pleasure Craft	Now that the cost of radar has been drastically reduced to the point where entry level units can be had for about \$1200, many boaters want to learn more about this valuable safety device. This new CPS course, "Radar for Pleasure Craft" teaches the use and capabilities of marine radar. You learn how to interpret the screen, how to use the various controls, how to measure distance and bearing to other boats and to hazards. You learn about radar's abilities and limitations. It is important that you understand the meaning of a unit's specifications when selecting a radar and the course explains these. This course manual has over 130 pages and also comes with a CD that can be used on a PC computer. Among the CD's various features is a radar simulator that allows you try out the common radar controls including VRM, EBL, ERBL, etc. Learn collision avoidance in the safety of your home using the simulator's MARPA capability.	4 classes Mar 23~Apr 19 No class on Apr 12	CCH Dundas & Colborn, London	Mem. \$82 before Jan 1 \$67 Non-Mem. \$95 before Jan 1 \$80

Are You Up To Date?

Over time, things change. We move, change our phone numbers, switch our internet providers, or just change our email addresses. If you fall into any of these categories and are wondering why information is not being sent to you, perhaps it's time to visit our National website and review your personal information on file.

Please consider giving the site a visit to make sure your file is up to date and lets keep in touch!

Updating this information will keep the lines of communication open!

Equipment or Info Power or Sail



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