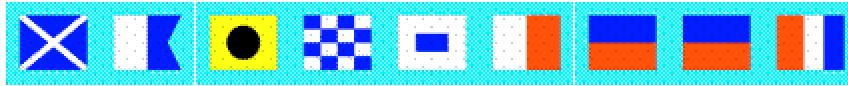

The Mainsheet



August 2005

Commander's Message

The boating season is half over, and we are closing in on the beginning of your Squadron's fall teaching sessions. Mother Nature has dealt us a hot, sunny, and humid boating season. Overall, she has given us a wonderful summer. Enough wind to make us sailors happy and enough calm and sun to make the power boaters happy. This hot weather has led the masses to seek relief at or on our many lakes, beaches and rivers. But with this unusually hot weather she has also taken from us. This year we hear every weekend that we have lost one or even several souls to a boating accident or drowning. Who would have ever thought on the Canada Day long-weekend we lost more people to drowning than we did on our highways? This is truly unbelievable and sad. We all understand we are blessed with such a wonderful resource of recreational waterways in the province. But we, as a Squadron much continue to promote safe boating and water safety to not only Squadron members but to the general public. Obtaining the PCOC card is a bare minimum of understanding boating safety and enjoying recreational boating. I truly believe that the Canadian Power and Sail Squadrons Boating Course should be a minimum requirement for owning and operating a pleasure craft. Education should be a life long endeavour. If you have taken The Boating Course, why not enhance your education and pleasure with taking our advanced courses, Piloting, Advanced Piloting and Celestial Navigation, or one of our several elective courses. Why not encourage your family, friends, loved ones or colleagues to enroll in one of our courses. Perhaps, then we can begin to reverse the tide of boating tragedies and the many

drownings that blazoned our headlines this summer. Be sure to check our your Squadron's website at <http://oakville.cps-ecp.org> for our schedule of classes. Wishing you a safe and happy rest of the boating season. I'm looking forward to seeing you in class for one of our fall or winter sessions. I know I will be there taking another course. Will you?

This year we celebrated our 50th year of teaching boating safety in the Oakville area. We combined our celebration with our winter class graduation at the beginning of June. Representatives from the Mayor's office, CPS National, York West District, and TOWARF graced our podium. I want to thank all delegates, members and graduates who attended the ceremonies. Unfortunately, the noise level at Carmen's in the Oakville Banquet and Conference Center was appalling. Our event was placed between two wedding receptions with extremely loud music. We could barely carry out the agenda, and what should have been an evening of celebration became an ordeal. We only have a 50th anniversary once and the intrusive noise spoiled the whole evening. Carmen's response to our complaints was unsatisfactory. We will certainly not be booking any more events there.

On a better note, any Squadron member who wishes to purchase an Oakville Power & Sail Squadron 50th Anniversary burgee, cost \$10, please contact me at 905-847-8352 or peter.houzon@sympatico.ca

Respectfully submitted,
Cdr Peter Houzon, P

2005 - 2006 Courses

As always, we are offering Boating with a choice of evenings - either a Monday or a Tuesday this year, 7 pm - 9:30 pm. You may have met new boaters, or have family who are moving into their own boats. Encourage them to take the course, and remind them that the course includes the PCOC exam. For those who use their boat primarily for fishing rather than cruising, we are also offering a PCOC course separately in October.

We are also offering the Marine Radio Seminar, now including Digital Selective Calling, which qualifies you for a Marine VHF licence. The PCOC and VHF courses are open to non-members as well. You could remind your boating friends that even if they do not need a station licence for their boat, they do need a personal licence to use the radio. That still seems to be a cause of confusion. We *never* tell if anyone has been using a radio illegally for the last 20 years. We are educators, not enforcers.

Other electives, to be offered in the winter session include the CPS Weather courses.

For more complete information, contact the Training Officer, Ziggy Gaweda at 905-567-1338, fax 905-567-3946, or by e-mail to ziggy100@sympatico.ca.

Your Radio and Digital Selective Calling

If you have been looking at marine VHF radios recently, you will have noticed that all new radios are labelled as having DSC capability. DSC is **D**igital **S**elective **C**alling. Do you need the capability? DSC does add an extra layer of security.

DSC uses Channel 70, a digital channel, never used for voice. Because the signal is digital, it can carry a great deal of information. Every DSC enabled radio can be assigned a Maritime Mobile Service Identifier, or MMSI. This is issued by Industry

Canada, and is a unique number, which can be used to identify you and your boat. DSC radios can also be connected to a GPS unit, and will display your position, but even better, will transmit your position with a call. Every DSC radio also has a DISTRESS button. When the button is held down for 5 seconds or so, the radio automatically sends a distress call, with your position if it is connected to a GPS unit. The call is sent repeatedly until acknowledged. This is obviously a great help to a search and rescue team.

In non-distress situations, the MMSI is used much like a phone number or pager. DSC radios have the ability to store MMSI numbers (again like your phone) and the number can be labelled with the name of the boat. No need to remember a rather long number. To contact a boat, call up its MMSI, and send the contact call on Ch70. All DSC radios will receive the signal, but only the radio with the MMSI you have entered will respond, and gives the crew of the boat called an audible alert. After contact is made on Ch70, both vessels switch to a working channel as before. Many radios have the ability to switch to a working channel automatically.

If you are buying a DSC radio, ask a few questions. Is the radio a true Class D radio with a separate receiver for Ch70? (There is another specification, SC101, which does not have the same capabilities as Class D. SC101 is legal only in North America, not in Europe). You may want to know how many MMSIs can be stored. How easy is it to enter data? Some of the more expensive radios have a keypad, which helps.

These radios cost from a little under \$200 to well over \$600.

The Coastguard will continue to monitor Ch16 for the foreseeable future. The date for implementation of DSC at Prescott is now April 1st 2006. Freighters are no longer required to monitor Ch16, but at the moment, in the Great Lakes, they are still monitoring it. If you cannot raise a large vessel on

Ch16, you should try Ch13, the bridge-to-bridge channel.
Your old VHF licence is still good - you do not need another licence for DSC. BUT, you DO need

to read the manual! These radios have many more features than a regular radio, but it takes time to learn how to use them.

50th Anniversary Dinner and Graduation



Left to right: Dave Elliot, Commander, TOWARF, Nelle Gaweda P, Assistant Training Officer, P/C/C David Durward, SN, National representative, Cdr Peter Houzon P, D/Lt/C Pauline Wettlaufer AP Lt/Cdr Ziggy Gaweda P, Training Officer, Councillor Jeff Knoll representing Anne Mulvale, Mayor of Oakville.

This was an event which everyone who attended will remember for a very long time! As Peter Houzon wrote in his remarks, the event was not perfect. Incredibly, our event was sandwiched between two weddings. If we had known, we could have had a dinner-dance and saved the cost of a DJ. Just choose your music, and dance beside the wall it's coming from.

Despite the problems, we *did* celebrate 50 years of teaching boating safety, and that is no small achievement. We look forward to the next 50 years with confidence. P/C/C David Durward was the representative from National, and presented a plaque commemorating the 50 year mark. Dave Elliot, Commander of the Town of Oakville Water-Air Rescue Force, also presented a plaque. Presentations were also made to David Durward and to Jeff Knoll, who spoke on behalf of the Town

of Oakville. The Town now has a 50th Anniversary pennant for display. Our guest speaker was local historian Lorne Joyce. Many of our members are not originally from Oakville, and may not know much about the area - particularly its maritime history. Lorne knows it all, and presents his material with interest and authority. Fortunately, we had a sound system which allowed him to compete with the weddings.

The evening ended with the presentation of certificates to all those who had passed the various courses. David Durward pledged the new Boating graduates. A well deserved award was to Peter Mack, who completed his Full Certificate, and is now designated a Senior Navigator. Peter Mack SN has been teaching various courses for Oakville for many years, and does a fantastic job.

Two ladies deserve a big vote of thanks. Georgie Ramsay SN made sure that everyone found a table, and introduced Lorne Joyce and his wife to guests. Nelle Gaweda P arranged for the plaques that were presented during the evening, and made sure that the certificates - particularly the Boating Certificates, were presented to the correct people.

Join us for a course in our 51st year



Some Cruising Notes

In a long ago issue of the Mainsheet, it was suggested that members might like to share some of their cruising experiences with other members through the Mainsheet. Paul O'Hara sent some information which was published two issues ago, and here we have an update of his Trent-Severn Cruise, and northwards from there.

Paul left his Carver 34 "Whale Song" in Orillia over the winter, and set out from there with the intention of going as far north as time permitted. At the time of writing he is still moving. Some of the photographs show just how important careful navigation is in those waters.



Parry Sound, lots of space



Parry Sound, less space

Another narrow spot in Parry Sound.
Not for the faint of heart.



Paul obviously likes a challenge. A starboard hand daymark
Is directly in line with and behind a port hand buoy.
Chart reading skills essential This is in the Killarney area.



Killarney area again, another puzzle.
I expect the next set of images from Paul will be from the
North Channel cruising grounds.



Now for South Africa

The article following is from a Boating student, Kristy Black, who was not content with the Great Lakes and canals, but instead took off to South Africa. Both she and Gary Thompson took the Boating course in the Fall of 2004. Gary had to cut the course short since he was going to South Africa to take the RYA Yachtmaster course. Kristy joined him after the course, and had some great sailing in waters very different from the Great Lakes. She also sent some photographs of the trip. Space does not allow us to print them all here, but perhaps the Oakville webmaster can be persuaded to put

them on our site. Don't forget that the Mainsheet is posted on the website in pdf format, and is in full colour there.



Sailing in South Africa

By Kristy Black

This spring, a local *Oakvillian* searched for a wilder coast to gain optimal sailing experience. That is why he ventured *towards* the 'Wild Coast' off of South Africa- a perfect match and breeding ground for daring amateur sailors. There were benefits *of course*. Gary Thompson was not sacrificing much in terms of pleasing sights and a satisfactory amount of sun! (*Kristy shown, right, at the chart table of a Bavaria 36 - Ed.*)

Starting at the pinnacle of the South African summer, he began a sailing course based in Cape Town with the Ocean Sailing Academy, with whom he would ultimately receive his RYA Yachtmaster Ocean certification four months later. Such a course included a successive graduation from Competent Crew to Day Skipper, Coastal Skipper to Yachtmaster Offshore. Sometimes in the classroom, but mostly on the water, Gary sailed from Cape Town up the west coast to Saldanha Bay, beautiful Club Mykonos, Langebaan and all the way up to Durban on the other side of the country and back.

Sailing a Leisure 42, Gary and four mates rounded the Cape of Good Hope on the journey to and from Durban. They endured the infamously difficult Atlantic-Indian Ocean crossing via Cape Agulhas, also self-explanatorily known as the 'Cape of Storms'! Along the way, the crew spotted wildlife common in the cold Southern Ocean, such as seals, penguins, albatross and hump back whales.

And then came the gorgeously playful dolphins, which chased along the bow wave, in the warmer waters.



Once Gary completed final exams involving a practical, written and oral exam, *I* came to meet him for some celebration, recreational sailing and more exploration!

Camp Bay, seen from land.

Through the Ocean Sailing Academy, Gary and I had the opportunity to stay upon a brand new Bavaria 36 for a few nights in a small coastal town up from Cape Town, called Langebaan. We night-cruised Saldanha Bay, moored and camped within a cave off of the adjoining Kraal Bay, but soon after we *jumped* over Madagascar to get to *Isle Maurice*! Mauritius is a fairly small island country, now inhabited by French and Mauritian Creole speaking people, but was found originally void of human life! The extinct Dodo bird usually represents this mountainous tropical paradise. The island has a strong taste of the east as well as Europe, providing an extremely cultural and unique experience.



A humpback whale off Capetown

We stayed with a friend on a mountain amongst the sugar cane... From there the ocean, lying at the end of the valley below us, taunted us. So, upon the Indian Ocean surrounding Mauritius we sailed Yacouba, a 28ft Hustler keelboat. Here the dolphin-like porpoises joined us as well. I had squeals of delight! Later on, during our stay we participated in a short race from the tourist haven of Grande Baie to Maritim, a Balaclava-based resort, where we moored for the evening.



After all though, sailing upon a local's small, rudimentary, hand-crafted, wooden keelboat was very refreshing for its bare simplicity. The mast was contrived of two levered tree branches roped together, which naturally curved toward the sea at the top, creating a shark fin shaped main sail. The Jamaican coloured sails reflected the vibrancy of the local Creoles singing, and playing the guitar for us onboard. Upon this boat we sailed to many of the tiny islands scattered around Mauritius.

We were also awarded our PADI Open Water Diver certification after ambitiously choosing to try scuba diving! We were able to get back out onto the Indian Ocean in several different speed boats and to penetrate the glossy, clear surfaces. All I can say is: *what a sight!*



Someone has to do the dishes, even in a sailing paradise.

From our experiences, I'd just like to pass on to you, that: the *Mauritian* area is an ideal place to sail because of the general proximity of interesting ports, from Toamasina (Madagascar) to St. Denis (Reunion), the Comoros, Seychelles, and the eastern African coastline. Mauritius itself is worth a peek as well!

Kristy and Gary are interested in taking delivery trips. They can be contacted at wilbesailing@hotmail.com - Ed.



Sunset from a Leisure 42

For information on courses, and to view this newsletter in colour, go to <http://oakville.cps-ecp.org>