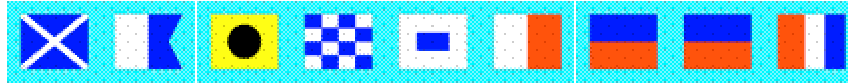


---

# *The Mainsheet*



*May 2006*

---



*West Redonda Island with the Martin Islands in the foreground*

*Cruising on the "BOATING" chartlet*

If you have taken the "BOATING" course recently, you should recognize the island names. When the course was overhauled, the old chartlet using the Main Duck Island region of Lake Ontario was replaced with a part of CHS chart number 3538, Desolation Sound and Sutil Chanel, on the west coast. That chartlet should definitely not be used for navigation - it looks as though the longitude scale was stretched to make the chartlet fit a standard page. See the article inside.

## *Commander's Message*

As your latest Commander, I am pleased to be allowed to steer the Oakville ship for the coming year. Oakville Squadron has had many Commanders before me and I would like to thank them all for making us one of the leading members of our organization.

Past Commander Peter and all his crew deserve a round of applause for the work well done.

This year ahead looks to be very important for CPS as our Planning Committee and Operating Committee, have identified and have made commitments to some very critical direction changes to our organization.

We must address these changes with well thought out decisions. In the past these observations were put on the shelf and not acted upon.

Anyone has the opportunity to voice their likes or dislikes to these ideas. We do not want to destroy what we have achieved in the past 60 odd years, but we must move on as times have changed. Our customers are demanding the use of higher technology and different requirements.

We have a large population of boaters that will need our help to obtain the basic PCOC certification and we all know that this is not sufficient to be a safe and well informed boater. We must take advantage of this tremendous number of future students. We need to be diligent to encourage them to take our full boating course, become members and help us with our cause.

Our graduating boating students will all be asked to join our Squadron on the 24<sup>th</sup> of May at the BHYC. The advanced courses graduates will also be recognized at the graduation celebration, please come out to

support these hard working boaters and welcome them to join in on our activities.

Enjoy your summer, let's get lots of boating in, after all we have made our waterways safer for us to enjoy.

Cdr John Hinksman SN

## *Changes at "Metro Marine"*

Well, of course the Bronte marina is no longer Metro Marine - it is now run by the Town of Oakville. There will be some changes of course, and Rob Mackay, the Harbourmaster, has been meeting with interest groups over the course of the winter. At a meeting in Bronte Harbour Yacht Club, Mr. Mackay emphasized that the Oakville Harbours are funded by boaters, not taxpayers. Parking fees at Bronte brought in \$17,000 for example.

Some of the more obvious changes are the new TravelLift and mast crane truck that the Town has purchased. Boat owners launching and hauling at Bronte may be relieved to hear that Dave Belford is still operating the TravelLift - that operation is best left to experienced people!

The harbours office is now located in the Bronte marina, and some rebuilding is planned to improve both the utility and appearance of the office area. The old trailer which housed the Metro Marine office has gone.

Other changes include the fuel and pumpout docks being open 7 am. To 7 pm. seven days a week, and improved hazardous waste disposal facilities.

There are also plans for improvements to the hydro and water supplies, completion of the boardwalk along the creek bank - and possibly the creek will be dredged this winter.

## Oakville Power and Sail Squadron 2006 - 2007 Bridge



The 2006 AGM was held at Oakville Trafalgar High School on April 20<sup>th</sup>. The new bridge members are:

Seated facing the camera - Past Commander Peter Houzon, AP. Immediately behind him are MAREP Officer 1<sup>st</sup> Lt Georgie Ramsay SN (on the left) and Secretary P/D/C Beryl Durrant (right). Back row, left to right, Membership Officer P/Cdr Fraser Farmer AP, Executive Officer P/Cdr Stewart Robinson SN, ATO 1<sup>st</sup> Lt Hugh Ramsay SN, Treasurer 1<sup>st</sup> Lt Pat Morrissey AP, Social Officer 1<sup>st</sup> Lt Richard Bodt, Flag Officer P/Cdr Don Singular P, ATO 1<sup>st</sup> Lt Nelle Gaweda P, Training Officer Ziggy Gaweda P, Oakville's new Commander John Hinksman SN. On the extreme right is District Commander Herman Todd N, who pledged the new Bridge. Looking on is the Commander's wife Doreen, who is a Past Chief Commander of Canadian Power and Sail Squadrons.

Most of the new Bridge are returning from the 2005 - 2006 year, which was a very successful one for Oakville. Although we had to cancel the Fundamentals of Weather and Global Weather courses because of low enrollment, Oakville received the W.A. Ripley Trophy for the best results and excellence in teaching Advanced and Elective courses.

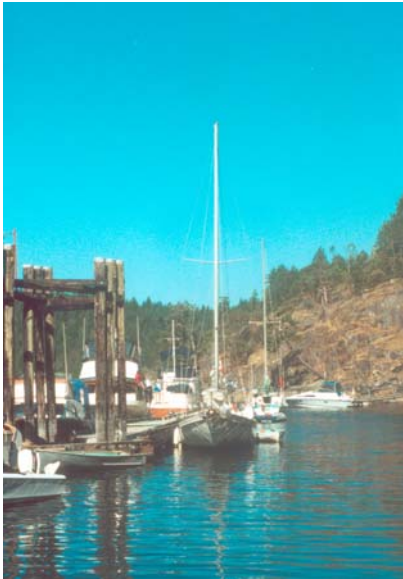
Course offerings for 2006 - 2007 should be posted on our web site in July 2006.



## *Cruising the "BOATING" Chartlet*

Members who took "Boating" in the last few years will be familiar with the names West Redonda Island, Squirrel Cove and Refuge Cove, all of which are used in the practice cruises. In the summer of 2003, I was invited by a friend to sail in the Desolation Sound area, and it was just this year that I saw the new chartlet, and realized it was from that area. The photographs may help make the course a little more real!

### **Refuge Cove**



An interesting place, with a section of the fuel dock reserved for aircraft. Entering or leaving the cove, boats need to keep a look out for aircraft taking off or landing. There was a general store with food, beer, wine, books, fishing lures and boat fittings. Showers were charged separately from the dock fee, since most boats anchor out and dinghy ashore for shopping and showers. The one public phone only took credit cards, and mail pick up was once a week. The amenities included a garbage barge where, for \$2 a bag, boats could drop off their garbage.

### **Squirrel Cove**



This was a very popular anchorage. We anchored overnight, and by morning there was not much space left. The cove is sheltered from almost all wind directions, and has several easily accessible walks. Squirrel Cove also has a public dock, mostly used by commercial boats, and the general store will even lend out tools to boaters. Very trusting!



## Squirrel Cove again



On the way out we could not resist a close look at this one. Old, wood - I'm glad I do not have the upkeep of this one - but she is a beauty.

## Melanie Cove



This one is cheating a bit, since Melanie Cove is in Prideaux Haven which is off the chartlet to the North East. It is included because it is such a beautiful anchorage, and very well protected. Another reason for including it is that it shows "Water Music", my friend's boat, in the foreground.

## *Some notes on West Coast Cruising*

For those of us who do our boating at the west end of Lake Ontario, the West Coast is really a different experience in many ways. For Georgian Bay or Thousand Island sailors, the change in scenery is not quite so dramatic, but when the view from a boat is the CN Tower, oil refineries and industrial sized chimneys, the scenery is stunning. So is the number of boats in the anchorages. When I expressed surprise at the use of an almost 1:1 scope when anchoring, I was told that there is no room to use the official CPS 7:1 ratio! In a lot of anchorages, boats are moored with an anchor from the bow and a line to a tree or rock ashore, as is done often in the Georgian Bay/North Channel area.

Boats do need to be self sufficient. Places with supplies and water are few and far between, so planning is needed. Lake Ontario is not very scenic, but we do have a port every few miles, usually with stores within walking distance. Pumpout stations are almost non-existent, so boats have small holding tanks and macerators. Even with this, discharge of sewage is forbidden in many areas where there are oyster or mussel farms.

Because of the sheer number of islands, a GPS is very useful, and the spot heights on islands on the charts are very helpful in deciding which island you are looking at!

Although I am a confirmed sailor, I must admit that the Desolation Sound area is really powerboat country. We would be finishing our second cups of coffee in the cockpit, watching power boats arrive, anchor, then unload their kayaks and inflatables and take off to explore the small creeks or the shore. We never hear of anyone being eaten by bears, so, perhaps next time...

## *Coming Events*

This year, for the first time in a long while, the District 6 of the United States Power Squadron is holding a Rendezvous in Ontario. The location is Port Credit Yacht Club, from July 24<sup>th</sup> - 27<sup>th</sup>. Details of events are not yet available, but will be posted on the Port Credit Yacht Club web site. Information may also be posted on the York West District site at <http://yorkwest.cps-ecp.org>.

Safe Boating week is May 20<sup>th</sup> - 26<sup>th</sup>. Again, few details available. Check the TOWARF and Oakville web sites. Information will be posted as it becomes available.

"The Store Mason's Chandlery" in Port Credit Marina is again hosting a Safe Boating weekend May 27<sup>th</sup> and 28<sup>th</sup>. Try different types of PFD, review man overboard procedures, view a flare demo DVD. This is also one of the very few times that you can dispose of old flares. Police and fire stations are not interested in taking old flares, and the local hazardous waste sites are not licenced to take flares. Remember that really old flares can become unstable.

The CPS Annual Conference is some time off - October 25<sup>th</sup> - 28<sup>th</sup> in Vancouver. However, if you intend to enter any of the various contests which are run, now is the time to start planning. Photography is one area that may will interest a lot of members. For more details go to [www.cps-ecp.ca](http://www.cps-ecp.ca) and enter Members' Moorings. You will need your Membership number and postal code to enter this Members' only part of the site.

You checked your safety equipment. Your flares still within their expiry date? Don't forget your first aid kit.

## *Proposed changes to CPS*

You probably saw this in the Porthole, and really meant to do something, so here is a reminder. The Governing Board of Canadian Power and Sail Squadrons is considering making substantial changes to the organization, and need members input. You are asked to respond to the six questions below before June 1<sup>st</sup>. E-mail responses to [harrycole@shaw.ca](mailto:harrycole@shaw.ca) with a copy to [srobinson40@sympatico.ca](mailto:srobinson40@sympatico.ca)

1. How do you feel about the possibility of a name change?
2. How do you feel about our logo?
3. How do you feel about the uniform issue? Should we have any uniforms? Should we reduce the number from nine to four?
4. How do you feel about our use of ranks to designate officers' positions? Should we move to more corporate identities for our Governing Board and other officers?
5. How do you feel about restructuring our membership requirements to make our organization more accessible?
6. How do you feel about rewarding our volunteers with speciality items or discounts on our store items?

Please take the time now to respond.

## *Submitting Articles for the Mainsheet*

Articles from members on boating topics are welcomed. Send them to the editor, Hugh Ramsay at [hughramsay@gmail.com](mailto:hughramsay@gmail.com), or call 905-827-3005 for a snail mail address.