

The

Seabreeze

September/October 2009



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Cowichan Power and Sail Squadron
15180 Central Road
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***Power & Sail Squadron
Bridge 2009 - 2010***

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Training Officer

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Administration Officer

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Barry Young 250-246-2292

Cruise Master

TBA

Reviewer for Squadron

TBA

Environmental Officer

TBA

Calendar of Events

September

8th, Boating course Shawnigan Lake school

9th, Bridge Meeting Maple Bay Yacht Club

10th, Boating Course Island savings centre

20th, District Meeting –location TBA

21—30 Other courses Weather, Instructor

Training,

October

10-12th—Thanksgiving Rendezvous– TBA

14th, Bridge Meeting – Maple Bay Yacht Club

TBA—Courses PCOC, VHF, GPS

TBA—Membership meeting



Cdr. Jim Peakman



Commanders Report August 2009 Cowichan Squadron

I hope this finds each of you enjoying this great summer and getting prepared for the busy training year we are planning. Your Executive and Bridge members have been busy organizing these courses, your support and assistance is also required to complete them properly. The Boating classes will continue to be offered at Shawnigan Lake School as well as Island Saving Center in Duncan. Please consider helping out as a proctor, we always need assistance in this area and it is one of the most important aspects of our training.

Over the past few years the Federal Government has been demanding higher standards for two of our mandatory courses that we offer to the public. The first is the Personal Operator Course and the second is the Marine Radio Course. As this deadline for POC to become fully mandatory approaches, numerous service providers have withdrawn from offering the Personal Operators Certificate Program. Just this past summer, a notable Life Saving Group, has decided to withdraw and have turned their records and materials over to the Canadian Power and Sail Squadron.

Of note, since about 1999 the Canadian Power and Sail Squadron developed a reciprocal agreement with United States Boating Authority, by which they recognize the CPS –POC, no other provider has this agreement. As we enter a new era of mandatory requirements and increased policing of these regulations we expect to get confronted with boaters who do not have this authorization on their POC card and will result in both confusion and frustration for these boaters. You need to know that this distress will be aimed at us unless we understand the issue and confront it whenever we can. If you have friends or know of boaters who do not have their POC through us you might want to advise them of this issue if in American waters (and around here that isn't very far). The only solution is to upgrade their card or stay out of American waters.

The other mandatory program is the Marine Radio Course (VHF). Again because of the Federal Governments demand to upgrade this program, other service providers have opted out, leaving CPS as the only service provider.

The program has been revised, upgraded and standardized via Power Point presentation and information disc with program content. Exams have been revised with more questions and a requirement that no one sits beside anyone writing the same exam. We now have to use multiple exams in both these mandatory programs.

We are presently offering VHF as a three evening class but discussions are taking place about adding another evening to increase our opportunity to add more practice/ practical time, especially with the new Digital Selective Calling requirements.

The real point of this discussion is the need to focus on making sure we are

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offering the best quality service we can, and we are under scrutiny, notably to demonstrate that CPS is committed to this, in both material as well as Instructor Training. We need to offer Instructor Training. on a regular and ongoing basis. This program has been recently revised and the focus is on an adult education model of training. Instructors present and future please sign up for the Instructors Training program to help us develop a strategic plan to address this need.

I think most of you will be impressed with this course and at the same time will demonstrate our commitment to quality training. Please contact our ATO Elective officers to register; we can only handle about half a dozen students at a time.

To help us with planning for member training we need your input, please send a note, email or a phone call with your ideas for courses you are interested in taking.

We have had a change in the Bridge makeup. Jim Doucet has resigned as our Treasurer and Karen Lerch has agreed to take over this position. We thank you Jim, for your assistance and support over the last couple years and a great big thank you to Karen, for her willingness to step on to the Bridge once again.

Thank you for your support in the past and we look forward to a busy and productive year ahead.

Jim Peakman
Squadron Commander

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**Annual CPS National AGM and Convention.
October 2010
Nanaimo, BC.**

Hello to all members of Vancouver Island North District. As you can see, VIND will be the host of the National AGM and Convention in October 2010. We will be hosting this event for about 350-400 delegates from across Canada, at the Nanaimo Conference Center. This is your chance to attend seminars and also the AGM at no cost to you. You can get to meet the National Bridge and all the people that you deal with thought out the duties of your jobs in CPS.

As this is a huge undertaking. Your conference Committee has been hard at work for the past year getting a start on what is required. Anyone whom would like to become involved please let us know and we will welcome you with open arms. We will need a great deal of volunteers during the week of the conference.

With every National convention comes competitions. Clifford Miller is looking after this section of the event, and has given me a overview of what goes on. He says that during the conference one of the exciting areas, the "Competitions Room" is open to all of us to enter or to view. He also says that each of us have hobbies that we excel at, so take the time to fill out the entry forms when they come out in the Port Hole. We may surprise ourselves.

There are certain rules for each division and they will be explained on the entry form. The competitions are judged by an independent panel, separate and apart from the conference. The divisions that are available are Training aids, Navigational Aids, Crafts, Scrapbooks, Publications, (Section 1 Newsletters, and Section 2 Personal stories poems and narratives). In Division 6 there is (section 1 Photography, section 2 Paintings and drawings and section 3 sculptures.) Division 7 has (section 1 Best of the web, section 2 computer graphic art, section 3 digital presentations and section 4 digital photography) There are special rules pertaining to Division 7.

All of the above information regarding competitions with a more detailed description will be put on our district Web page, VIND.ORG

If you have any further questions, please contact me via email.

'til next time

Sue Loveless
Chairman,
2010 Conference Committee
loveless@shaw.ca

Membership/Communications Report July 2009

Total Membership	400
Regular	196
Family Member	41
Junior Members	0
Life Members	7
Lady Associates	7
Regular Associates	142
Family Associates	6
Junior Associates	1
	<hr/>
	400
	<hr/>

There are 29 regular and family members who have not renewed.

Ian de Verteuil
Membership/Communications
748-6506

irdev@shaw.ca

A Cowichan Squadron Ferry Tale

“I don’t know what they are thinking. They’re like people who race trains at railway crossings. They know they shouldn’t do it but they do it anyway.” Trevor Clayton, BC Ferries Captain, was musing as he watched a power boat cross close to the bow of the Coastal Renaissance. “They say, ‘Oh yeah, I can make it’ but I don’t think they ever think of what would happen if their engine conks right about now.”

On July 11, 2009, Don Paget arranged for a number of Cowichan Squadron members to enjoy a view of recreational boating that few experience: a view from the bridge of the Coastal Renaissance – one of BC Ferries’ new ships -- on a return trip from Departure Bay to Horseshoe Bay. The new ships are the largest double-ended ferries in the world, carrying 370 vehicles and 1650 passengers

across the Strait of Georgia. They are fast and it takes them a long time to change direction, never mind stop.

It was inspiring to see the navigation technology on the Bridge.



We were allowed to sample some technology.

With the exception of when we were leaving the terminal or approaching it, we were invited to ask questions of the Captain and his Crew.

We were entertained by some of the Bridge jargon: Sail boats are referred to as Stick Boats; water craft of any kind that are within view of the bridge's binoculars are referred to as Targets. Leaving Horseshoe Bay, fifteen targets were identified.

We left the Coastal Renaissance with greater respect for the challenge that pleasure boaters can present to commercial shipping. The aim of the Canadian Power & Sail Squadron is to increase boating safety and enjoyment by providing instruction and education in all phases of seamanship and navigation, both power and sail. The Cowichan Squadron offers a full sleight of courses to

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HELP WANTED

Six regular or Associate Members to organize two Boat Pro classes in our attachment area. (From Shawnigan Lake to Crofton and Lake Cowichan) Duties include, setting venue and dates. Job entails arranging for pre-registration and getting information out to local media and use of relevant flyers. Support and assistance available for the Squadron on request. With September 2009 deadline approaching the public need for this certificate is growing. Your support in this activity amounts to about 10 to 12 hours for the two courses. Please call Marguerite Vogel at 250-746-6537

Continued from page 11 July/August issue

If sealed, the battery is bad and should be replaced. If the State-of-Charge is BELOW 75% using either the specific gravity or voltage test or the built-in hydrometer indicates "bad" (usually dark or white), then the battery needs to be recharged BEFORE proceeding. You should replace the battery, if one or more of the following conditions occur:

If there is a .050 (sometimes expressed as 50 "points") or more difference in the specific gravity reading between the highest and lowest cell, you have a weak or dead cell(s). Using the battery manufacturer's recommended procedure, applying an Equalizing charge may correct this condition.

If the battery will not recharge to a 75% or more State-of-Charge level or if the built-in hydrometer still does not indicate "good" (usually green or blue, which indicates a 65% State-of-Charge or better).

If a digital voltmeter indicates 0 volts, there is an open cell.

If the digital voltmeter indicates 10.45 to 10.65 volts, there probably is a shorted cell. A shorted cell is caused by plates touching, sediment ("mud") build-up or "treeing" between the plates.

6. Load Test The Battery. If the battery's State-of-Charge is at 75% or higher or has a "good" built-in hydrometer indication, then you can load test a car battery by one of the following methods: With a battery load tester, apply a load equal to one half of the CCA rating of the battery for 15 seconds. (Recommended method). With a battery load tester, apply a load equal to one half the vehicle's CCA specification for 15 seconds.

Disable the ignition and turn the engine over for 15 seconds with the starter motor. **DURING** the load test, the voltage on a good battery will NOT drop below the following table's indicated voltage for the electrolyte at the temperatures shown:

Continued page 11

ensure that our students are knowledgeable, considerate and safety-conscious boaters.

The BC Ferries Cruise illustrates yet another facet of boating. We hope that this will again become a regular learning opportunity for CPS students and members.

We thank Captain Clayton and his Crew for their willingness to expand our safe boating horizons.



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LOAD TEST

Electrolyte Temperature °F	Electrolyte Temperature °C	Minimum Voltage Under LOAD
100°	37.8°	9.9
90°	32.2°	9.8
80°	26.7°	9.7
70°	21.1°	9.6
60°	15.6°	9.5
50°	10.0°	9.4
40°	4.4°	9.3
30°	-1.1°	9.1
20°	-6.7°	8.9
10°	-12.2°	8.7
0°	-17.8°	8.5

If the battery is fully charged or has a "good" built-in hydrometer indication, then you can test the capacity of a deep cycle battery by applying a known load and measuring the time it takes to discharge the battery until it measures 10.5 volts. Normally a discharge rate that will discharge a battery in 20 hours can be used.

For example, if you have an 80 ampere-hour rated battery, then an average load of four amps would discharge the battery in approximately 20 hours. Some new batteries can take up to 50 charge/discharge "preconditioning" cycles before they reach their rated capacity. Depending on your application, fully charged batteries with 80% or less of their original rated capacity available are considered to be bad.

7. Bounce Back Test The Battery. If the battery has passed the load test, please go to Tip #8, below. If not, remove the load, wait ten minutes, and measure the State-of-Charge. If the battery bounces back to less than 75% State-of-Charge (1.225 specific gravity or 12.45 VDC), then recharge the battery and load test again. If the battery fails the load test a second time or bounces back to less than 75% State-of-Charge, then replace the battery because it lacks the necessary CCA capacity.

8. Recharge The Battery. If the battery passes the load test, you should recharge it as soon as possible to prevent lead sulphation and to restore it to peak performance.

To be continued



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