


Pine River Boat Club

Spring 2006 Newsletter

General

Welcome to the 2006 boating season. This newsletter is a summary of important 2006 boating season information, event dates and membership information. Please refer to the Boat Club web site <http://www.pineriverboatclub.ca/> for additional details. Dock requirement information, club by-laws & a pennant will be provided to all new members, along with any other information that was discussed at our Directors' meeting. Please inform your Harbour Master if there will be a delay or if you are not putting your dock in this year. Boat Club rules state if you do not put in a dock, your space will be given to the next boater on the list. Twenty-four foot boats are the reasonable limit acceptable for our river.

The Commodore's Signals

Looking back, 2005 was certainly a year of activity and involvement at our boat club. We experienced some beautiful boating weather and good use of our facilities.

A number of physical improvements have taken place at and around the facility including a new patio cover and BBQ. These, of course, helped with two successful social gatherings thanks to our Fleet Captain and crew. This is in keeping with our goal of social interaction among club members and community. Our Rear Commodore and company has been busy with a long awaited parking lot expansion. This has taken place to help with our trailer and dock storage, as well as the new shed to secure our supplies and equipment. A new flag pole now anoints the south side entrance.

We have had some safety and access concerns in the river and channel and are actively addressing these issues. Signage is to be enhanced to deal with safe speed and right of way concerns. As well, the board is diligently analyzing the needs and scope of potential dredging. We continue to respect the balance between our boating needs and our financial responsibilities to the membership. We are planning to be prepared.

Looking forward to 2006, I again encourage your appreciation for your board of directors. They represent you, the membership, but also look to your support and participation. In this way we can move ahead with improvements, continuing to enjoy one of the best boating environments on the Blue Water Coast.

Here at the Pine River Boat Club remember to be safe boaters and let us all keep the fun in it.

Your Commodore, Paul Proudfoot



Available in the Club storage shed for dock installation are large floats.



Attached to this newsletter is a copy of your record in the club files. Please check and return the corrections with your fees.

The On Time date for 2006 dues is March 31!!!

2006 Bridge and Board of Directors

		<i>cottage</i>	<i>home</i>
<i>Commodore</i>	<i>Paul Proudfoot</i>	519-395-3474	519-885-5218
<i>Vice Commodore</i>	<i>Renzo Marcone</i>	519-395-5192	
<i>Rear Commodore</i>	<i>Dave Hyman</i>	519-395-4695	
<i>Fleet Captain</i>	<i>Tim Johnston</i>	519-395-3762	519-748-4067
<i>Past Commodore</i>	<i>Richard Heath</i>	519-836-2437	
<i>Secretary</i>	<i>Gordon Cale</i>	519-395-2291	
<i>Treasurer</i>	<i>Liliane Nolan</i>	519-395-0087	705-389-3993
<i>Director</i>	<i>Peter Palubiski</i>	519-395-0115	519-846-0442
<i>Director</i>	<i>John Wood</i>	519-395-2721	519-679-4938
<i>Director</i>	<i>Dan Sevcik</i>	519-395-0298	519-748-1230
<i>North Harbor Master</i>	<i>Dan Sevcik</i>	519-395-0298	519-748-1230
<i>South Harbor Master</i>	<i>Paul Buttinger</i>	519-395-4300	519-579-5859
<i>Director @ Large</i>			
<i>Web Master</i>	<i>Barry Cress</i>	519-395-2657	519-747-2783

2006 Important dates

March 31	Last date for on time payment of 2006 dues	
April 30	Board of Directors meeting at the club house	10:30 am
May 21	Spring Annual Meeting of the membership	10:30 am
June 25	Docks should be in or Harbour Master told of delay	
July 29	BBQ at the Club House	6 pm
August 27	Board of Directors meeting	10:30 am
September 2	Corn Roast at the Club House	6 pm
September 3	Fall Annual Meeting at the Club House	10:30 am

Marg took the family 22 ft boat out one afternoon assuming that her husband had properly equipped the boat in the Spring. When stopped by the police they found her watertight light didn't work. Her lifejacket was not CSA approved. There was not a fire extinguisher, and the flares were outdated. Assuming everything else required was present, how much did it cost to pay the fine?
See page . 4 for the answer.

Advice from the Ancient Mariner

With new members each year it is easy for old hands to forget to mention some of the fine points of docking in a river on the Great Lakes. While the Great Lakes have no significant tides they are prone to something called a seche. The water level in the river can rise or lower rapidly and repeatedly without obvious warning. While these are weather related the weather causing the seche may be occurring far out on the lake. I have seen a seche in the Pine River that had a range from high water to low water of more than two feet. A dock installed well above the waterline in the Spring may occasionally be covered by the river. Along with the rapid rise and drop can be a stiff current that runs in as well as out the river. If you leave your boat tied up in the river at your dock the possibility of a seche must be taken into account.

Without care a boat may either end up on top of a dock or hanging from it. Both these cases may lead to damage to your dock or a neighbours.

Don't tie your boat tightly to the dock or the dock may keep your cleat when the water drops. Alternatively a boat tied too tightly adds extra upward pull on a dock as the water rises. A boat tied loosely can also be a hazard. As the current pushes the boat around it may swing heavily against the dock or your neighbour.

The usual solution is the spring line. In addition to your normal dock lines, tie a line from the bow to the opposite end of the dock and another from the stern to the far end of the dock. These lines will create an X allowing the boat to rise and fall without it swinging wildly. Always respect the power of the river.



PCOC test is available from the Kincardine CPS

If you wish to challenge the test for the **Pleasure Craft Operator Card** contact CPS member Gordon Cale. Tests can be written by appointment by calling 395-2291 or by e-mailing to cales@hurontel.on.ca. The test is \$20. The Canadian Power and Sail Squadron also sells a self study book for \$20 that will prepare you for the test. The Canadian Power and Sail Squadron is authorized by the Canadian Coast Guard as a test provider.

Who Needs a PCOC?

If you were born after March 31, 1983 you had to show competency by September 1999.

If you operate a power boat of less than 4 metres (13.2 feet) you had to show competency by September 15, 2002. This covers personal water craft.

All other power boat operators must show proof of competency by September 15, 2009.

Other changes in safe practice

You must be 16 to operate a Personal Water Craft.

Children under 12, not directly supervised may not operate a power driven craft over 10 hp. Those over 12 but under 16, not directly supervised may not operate a power-driven boat of more than 40 hp.

What safety equipment do you need on your boat???

Powered Craft up to 6 metres in length (19'8")

- 1 approved and properly sized lifejacket (yellow, red or orange) or PFD (personal floatation device) for each person on board
- 15 m (50') buoyant heaving line
- 1 manual propelling device [oar] OR anchor with 15 m (50') of cable, rope or chain
- 1 bailer OR manual pump with enough hose to pump water overboard [Not required for multi-hull vessel that has subdivided multiple-sealed hull construction.]
- 1 Class 5BC **fire extinguisher** if vessel has inboard engine OR a fixed fuel tank OR fuel-burning heater, stove, or refrigerator.
- 1 watertight flashlight OR 3 flares* of Type A, B or C
- **Sound** signaling device (horn)
- Navigation lights must comply with Collision Regulations [Not required unless operated at night or in restricted visibility.]



6 - 8 metres in length (19'8"-26'3")

- 1 approved and properly sized lifejacket (yellow, red or orange) or PFD (personal floatation device) for each person on board
- 1 buoyant heaving 15 metres OR a life buoy 610 or 762 mm diameter (24"-30") attached to a buoyant line 15 m (50').
- a reboarding device [ladder] if the freeboard of the vessel is greater than 0.5 m
- 1 manual propelling device (oar) OR 1 anchor with 15 m (50') cable, rope or chain
- 1 hand-bailer OR manual pump with enough hose to pump water overboard
- 1 Class 5BC **fire extinguisher** if vessel is powered,
- A second Class 5BC extinguisher if there is a fuel-burning stove, fridge, or heater.
- Watertight flashlight
- Navigation lights must comply with Collision Regulations [Not required unless operated at night or in restricted visibility.]
- **Sound** signaling device
- 6 approved distress **flares**: three A, B, or C [Not required if vessel is engaged in racing AND has no beds/bunks; not required in inland waters where boat is never more than 1 nautical mile from shore.]

Law enforcement officials can issue tickets and fines for offenses under the Transport Canada Small Vessels Regulations or the Boating Restriction Regulations. Under this system you can plead guilty and pay your fine by mail, negating the need to appear in court where the infraction took place. This should increase the number of minor offenses charged by police. (from web)

The Ancient Mariner explains "Why the club objects to floatation under a dock."

The fact we are in a river on the Great Lakes means we must be prepared for changing conditions. Given that a seche may cover a dock with water, anything that makes a dock more buoyant is a problem. Each year new members rediscover the advantages of using some device to float their dock into position before setting it up. A variety of floats such as steel barrels and foam have been attached below docks to float them into place. The problem arises when the floatation is not removed. Last year I watched two members try for most of the day to remove their dock. The force of rising water on a floatation assisted dock can do the job quickly. If the floatation is not removed a seche will raise the dock posts out of the mud while the current pushes it over. The result can be damage to your boat, or worse your innocent neighbour's boat and dock.

Is wood not a floatation threat? Only in a very limited way. I have seldom seen a wood dock without extra floatation turn over. If it does turn over the cause is usually a failure to drive appropriate posts into the bottom to secure the dock. If your boat is bigger than a 16 foot aluminum runabout I wouldn't trust one inch fence post angle iron. On the other hand I have seen some nasty holes worn in the bottom of boats by angle iron.



The Pine River is narrow - there is no room for careless or rude boating. Please look out for one another. Have fun safely.

The following levels of fines under Canadian Regulations

License numbers marked incorrectly; Unlicensed boat \$125
Speeding excess of 10 km/hr within 100 feet of land

\$125 - 500

When fueling, failure to: use funnel, close doors or ports, switch off electricals \$125
Not enough flares, oars, paddles, anchor \$175
Competency requirements (no license) \$250
Age/horsepower restrictions \$250
Open Liquor \$200
Not enough PFDs, \$200 per missing PFD
No bailer, manual pump, \$175
No proper fire extinguisher \$245
No Buoyant heaving line \$125
Careless operation \$250 plus surcharges

So the day trip cost Marg or her partner

Light \$175

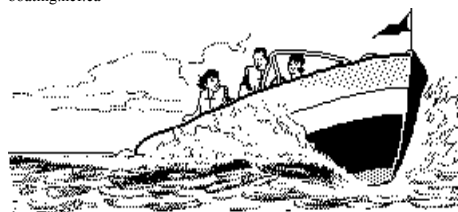
outdated flares \$175

PFD \$200

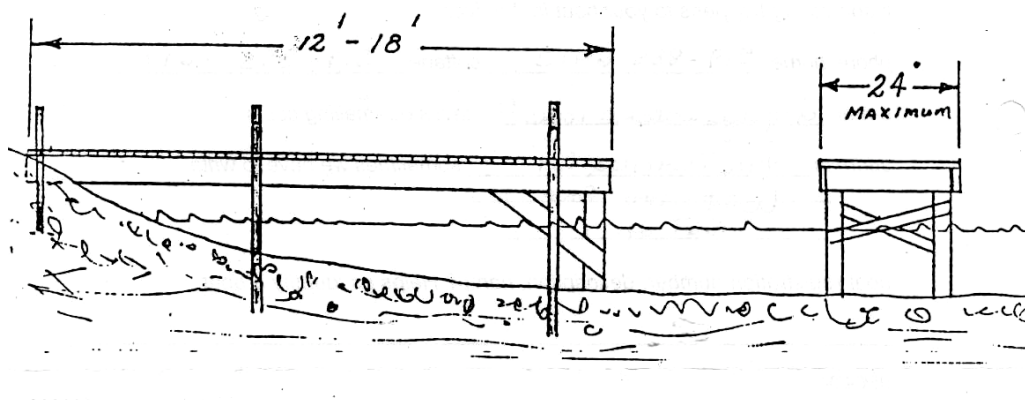
fire extinguisher \$245

Total \$795 Happy boating :)

data from several on line sources including safetyafloat.ca and boating.ncf.ca



This diagram was used when the club arranged our "water lot rental". It provides an image of the approved style of dock.



Return Your 2006 Dues To Pine River Boat Club

c/o Liliane Nolan

General Delivery

Dunchurch, ON P0A 1G0