



January, 2012

# Scuttlebutt

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## NOTICE

In order to reduce Squadron operating costs, your Bridge has decided to issue our newsletter, "Scuttlebutt", electronically to all members for whom we have a valid e-mail address. This will commence with this edition.

If you are receiving a mailed copy of this newsletter, and wish to help reduce our operating costs, please provide us with your email address. You can do that by either going to the national website at [www.cpsboat.ca](http://www.cpsboat.ca) and update the information in your profile, or by sending an email to [keith.nettleton@sympatico.ca](mailto:keith.nettleton@sympatico.ca), who will look after this for you.

As an added benefit for your reading pleasure, the electronic copy is in colour.



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## COMMANDER'S MESSAGE

Mary and I attended the National AGM in Halifax this past October. We were completely charmed by the city - its historic buildings, the Citadel overlooking the beautiful harbour, the public gardens, and last but not least, with the warmth and hospitality of its citizens.

The meetings I attended were most informative and were presented enthusiastically and professionally. Nevertheless, there was an underlying feeling that changes must be made in order for us to be competitive. We are no longer, and haven't been for some time, the only "show in town." At present, four Canadian providers of PCOC are currently doing business on line. There will be five when we catch up and log on. In the past six months these four providers have processed 300,000 PCOCs. If you would like to read my full report on the conference, please email your request to me at [davidburt@rogers.com](mailto:davidburt@rogers.com) and I'll be happy to send it along to you.

Our Christmas Dinner/Dance on Saturday, November 26, was one of the best, in my humble opinion. A great group, just fewer than 40, came out and had a magical time. Mimico Cruising Club provided their famous roast beef and fish entrée choices. The evening was made complete with the addition of great music from our DJ, Robert. In the absence of our District Commander, Attila Soti, who was unable to attend due to a prior engagement, David Agnew, our Past District Commander, gave a gracious address to the group with his reminiscences of past events, including the formation of Etobicoke Squadron. Our deepest thanks go to Jean Hillock for the planning and successful conclusion of this special night.

Last August, Ron McCutcheon was kind enough to invite Mary, our son Jason and me out for a good morning of fishing on his Sport Fishing Boat named Catnip II. Mary has submitted a great story of her observations as a first timer to sport fishing in this issue of Scuttlebutt. I think it's a great read. Ok, I'm biased. I am also looking forward to Ron's submission in our next issue, which I'm told paints a clear picture of the techniques used in the art of serious sport fishing on Lake Ontario.

Don't forget the International Boat Show. A CPS member in good standing can volunteer to help man our booth. Your admittance to the show is free and upon confirmation of your participation, the Squadron will pay for your parking. There may be a few spots still open. On line registration is:

<http://cpssignup.ca/volunteer/event/toronto/tibs2012>

With hopes that you had a Merry Christmas and/or that you enjoyed any of the other celebrations that occur during this festive season, Mary and I wish you and your family, a very healthy and Happy New Year.

David Burt



## Etobicoke Squadron Courses

The fun doesn't have to stop when the boats leave the water. Continue to enjoy boating activities year round by taking a course from the Canadian Power and Sail Squadron. CPS –ECP is Canada's largest association of recreational boating enthusiasts. The Etobicoke Squadron holds courses at the Etobicoke Collegiate Institute (ECI) on Tuesday evenings. Brief descriptions of each course as well as start dates and durations are shown below. For more information or to register for any of these courses, go to the Etobicoke Squadron website; [www.cps-ecp.ca/etobicoke](http://www.cps-ecp.ca/etobicoke)

If you have any problem registering for a course, please contact the Squadron Training Officer (Milvi Ester) at 416.347.5316 or [milvi.ester@hotmail.com](mailto:milvi.ester@hotmail.com).

**BOATING:** This course is for anyone who wants to become more confident on the water. BOATING includes boat operation, safety training, chart reading and navigation. After passing the final test you will receive a Pleasure Craft Operator Card (PCOC), and become a CPS-ECP member.

**BOATING BASICS:** This four night course prepares you for the Pleasure Craft Operator Card (PCOC) exam. Successful completion of the test, entitles you to a one-year CPS-ECP Associate Membership.

**MARITIME RADIO:** The Restricted Operator Certificate (Maritime) or ROC(M) is required by anyone using a marine VHF radio. In an emergency situation, the Digital Selective Calling (DSC) function included in all new VHF radios can literally be the difference between life and death. If you received your ROC(M) before DSC was introduced, return and get your DSC endorsement.

**FUNDAMENTALS OF WEATHER:** Whether sailing or power boating, we must consider the weather every time we venture off the dock. This course will cover many of the significant aspects of the formation and behaviour of the weather around us. You will gain a much better understanding of weather forecasts.

**SEAMANSHIP:** (suggested pre-requisite: Boating Course)

This course builds on the material introduced in Boating, including both traditional and electronic navigation. Seamanship explains how do deal with weather, wind, waves, tides, and tidal currents as well as man-overboard, and medical emergencies. In addition, you get to "learn the ropes", from knots, hitches, bends, and splices.

**Boat and Engine Maintenance:** (Previously called Marine Maintenance)

Boaters take pride in keeping their vessels looking nice and functioning properly. This course will teach you the tools and materials needed to perform common maintenance tasks. This will allow you to decide what work to do your self and when to hire a professional.

**RADAR FOR PLEASURECRAFT:** This new CPS course, teaches the capabilities and use of marine radar. Radar can be a valuable tool for both collision avoidance and navigation. Learn why radar use is not limited to conditions of poor visibility.

<b>Course</b>	<b>Duration</b>	<b>Start Date</b>
Boating	14 weeks	Tuesday, Jan. 24
Boat and Engine Maintenance	14 weeks	Tuesday, Jan. 24
Fundamentals of Weather	7 week	Tuesday, Jan. 24
Boating Basics	4 weeks	Tuesday, Mar. 20
Radar	4 weeks	Tuesday, Apr. 17
Maritime Radio	4 weeks	Tuesday, May 8

The fish are jumpin' - and thus, with that clarion call ringing in our ears, David, Jason and I, on a clear, bright day in August, found ourselves at 7.30 a.m. on Dock A at Mimico Cruising Club. There, we met Ron McCutcheon on his boat, "Catnip II". This was my first foray into the world of sport fishing and I was



duly impressed with Ron's display of rods, lures, downriggers, dipsey divers, and other paraphernalia.

With Ron's GPS set for the Blue Zone, we left MCC's snug harbour, and in no time at all we were underway to the fishing grounds. I hadn't a clue as to what sport fishing entailed, but the veil of my ignorance was soon to be lifted.

Upon arriving at our destination, Ron shut off Catnip II's main engine and switched to his trolling motor, also called a "kicker". As he proceeded to prepare the lines, he explained to us how to watch the rods' tips for a strike. With six lines

in the water, our pleasant conversation was suddenly interrupted by Ron shouting, "**FISH, FISH**". Jason, David and I all jumped up and before we knew it, Ron had placed a rod in Jason's hands. He started reeling in whatever it was that was out there, and before long Ron had a Chinook salmon in the net. Pictures were duly taken and our first fish of the day was returned to the briny, after being revived with water sprayed from the wash down hose. The deck had no sooner been swabbed when, once again, Ron shouted, "**FISH, FISH**". This time I was the lucky one to receive the rod. Whew, I didn't realize what hard work it was to reel in these critters. I was just about to give up when Ron grabbed his net and helped me pull in our next fish.

Well, from then on, things got really hectic, what with Ron sighting and then shouting, "**FISH, FISH**". At one point, Ron, David and Jason, were all reeling in fish together. Ron, the Great Maestro conducting his symphony orchestra, was one moment up on the transom, the next back down on the deck, waving his arms as he directed Jason to "come here" and David to "go there" and "oh, by the way, watch out for the other lines while you're at it" - all the while reeling and netting his own fish so he could help David and Jason with their catches! It was all I could do to avoid their flailing arms and legs as they danced



with their rods and reels, and the fish flew on to the deck. The fish really were jumpin' and we had a good hour or two of this mayhem. Finally, all was calm and the fish seemed to have settled down for an



afternoon siesta. After pulling in the lines, Ron shut down the kicker, restarted the main engine and turned Catnip II's bow homeward to MCC, where we proceeded to talk about our great fishing expedition over sandwiches and beer. Whilst Catnip II failed to attract any catfish (which, perhaps is just as well), she was more than up to the challenge of luring in, over a period of four hours, a total of 16 fish consisting of 1 Coho Salmon, 4 Chinook Salmon and 11 Steelhead Trout, ranging in size from 12 pounds down to shakers - so called because they are fish that are too small to pull the line out of the downrigger release. Instead of popping up the rod tip, they shake it. With one small exception, our haul was returned alive and well to its watery home. Somehow, a shaker had managed to attach itself to a line and, without intending to, this little fellow provided Ron with a tasty morsel for his supper that evening. It had been a great morning, and a great introduction to the excitement of sport fishing.

Being a neophyte to the world of sport fishing, I had envisioned our day would be spent on the calm waters of Lake Ontario under a cloudless, summer sky, where we would pleasantly while

away the hours waiting for the fish to take the bait. What a learning curve that idyllic day on the water proved to be. I've acquired a whole new respect for this sport and have come to appreciate the hard work and physical effort that it entails. All in all, it was a perfect summer's day, enhanced by the success of our expedition and the wonderful fish tales we brought home with us.



THEME "KEEP IT CLEAN GO GREEN"



**MACKENZIE WATTIE  
OF ETOBICOKE  
SQUADRON WAS  
THE FIRST PLACE  
WINNER OF THE  
CONTEST IN THE  
6 TO 12 YEAR  
CATEGORY**

**USE YOUR SAILS, OIL HURTS**

**HARRY STREIT  
PRESENTING  
MACKENZIE  
WITH HER  
AWARD**



## **PLEASURE CRAFT LICENSE**

There have been a number of recent changes regarding how you may obtain a Pleasure Craft License, as well as some of the requirements for its use. As you know, the License contains the I.D. numbers that you must display on each side of the bow of your boat. The license document must be carried on the boat at all times.

Over the years, these licenses have been available from various Government Departments such as Revenue Canada and Services Canada. At this time, they must be obtained from Transport Canada through their Pleasure Craft Licensing Centre in Fredericton, New Brunswick.

Licenses are required for all powered vessels that have one or more motors adding up to 7.5 kW (10hp) or greater. They are also required on dinghies or tenders carried on board or towed behind licensed vessels. In addition, licenses are required on all powered vessels operated in Federal waterways, such as the Trent-Severn Canal system or Toronto Harbour.

New licenses issued begin with a provincial designation such as ON for Ontario. No more of the 50E type designation that many of us are familiar with. These new licenses, which are free by the way, are good for 10 years and must be renewed at that time. If you still have the old 50E type license, you do not have to change, unless you wish to do so. This new system allow Search and Rescue personnel to access the data base at any time, providing information that could possibly save your life.

To obtain a new license, you can obtain an application form from any Services Canada Centre or download a copy from [www.tc.gc.ca](http://www.tc.gc.ca), then click on "Marine" and scroll down to "License my pleasure craft".

The new regulations also require that you keep Transport Canada informed of any changes affecting your license, such as a change of address or if you want to cancel a license; if for example, your boat was destroyed. You may also wish to get a duplicate license, if you have lost the paper document. This same form is to be used to advise TC of any or these situations.

If you are buying a previously licensed boat, you must use this same form and include a bill of sale, the original vessel license document signed off by the previous owner, and a signed COPY of a valid piece of government-issued identification. The completed documents are to be mailed to:  
Pleasure Craft Licensing Centre  
P.O. Box 2006  
Fredericton, New Brunswick, E3B 5G4

You have 90 days in which to obtain your new license. Keep all correspondence and documentation aboard until you have received it.



**CHRISTMAS PARTY**  
**NOVEMBER 26, 2011**

**AT**  
**MIMICO CRUISING CLUB**



**Photos by**  
**Harry Streit**





Toronto Radio



Etobicoke Squadron wishes to thank its partners for supporting our Squadron and promoting safe boating in the community. Please show your support by thinking of these local businesses when shopping in Toronto.

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