

# THE PORT CREDIT LIGHTHOUSE



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## NOTICE

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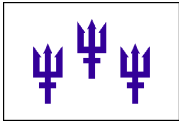
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In order to reduce the Squadrons operating costs, your Bridge has decided to issue our newsletter "The Lighthouse", electronically to members for whom we have a valid e-mail address. This will commence with this edition.

If you are receiving a mailed copy of this newsletter and wish to help reduce our operating costs, please provide us with your current e-mail address. You can do that by going to the national website at [www.cpsboat.ca](http://www.cpsboat.ca) and update your profile.

Commander Bradbeer and his wife Iwona at the CPS Conference In Halifax.





## Commander's Message

Another year has come to an end and another year of boating is just around the corner. 2011 was filled with new and wonderful challenges. Iwona and I had the privilege to represent Port Credit at the Canadian Power and Sail Squadron's National Conference in Halifax. At the Conference I learned many things about upcoming changes to CPS. The mood was very positive and I am convinced that CPS is moving in the right direction. Many changes to the Boating course will take place over the next few years that will make it easier for people to attend and complete the required work.

Clearly, the demands on peoples time have made it difficult to commit to the 12 weeks of classroom instruction required to pass the Boating Course and it will therefore be broken into shorter sections (modules) that will individually require less time to complete.

CPS is also starting a new on-line course which will allow students to obtain their PCOC cards at home. The on-line course will continue to be of a higher standard than those on-line tests, currently found on the internet.

As for our squadron, Port Credit has been busy with Boating, Boating Basics, Junior Navigation and VHF classes. Of particular interest was a request made by the Halton School Board to have Port Credit provide a Boating Basics course to High School students as part of their curriculum for which High School obtained a credit.

A special thanks to Port Credit Yacht Club for their continued alliance with us allowing us to hold specialty classes like VHF and GPS as well as hosting our monthly bridge meetings.

Volunteering for CPS has proven to be a great thing for me and I encourage you to get involved. If you are interested in learning more about CPS please contact us. We always need teachers, proctors (teacher assistants) Bridge Officers and all sorts of other helpers. The social life is great and offers many benefits and rewards.

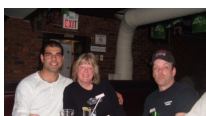
So why not take another class, wouldn't you like to be able to read a tide schedule or even read the clouds and do your own weather forecasting, we offer so many interesting courses.

Finally, I would like to take a moment to personally thank all our volunteers, including our teachers, bridge members and everyone else who selflessly give of their time to ensure our squadron continues to run and offer top notch boating training.

This past summer was fantastic for boating and I sincerely wish you a safe and happy boating season in 2012.

Brett Bradbeer Cdr.

**Social Evening Every Third Tuesday "The Harp"  
Wings Night 55 Lakeshore Rd East  
Port Credit Come and Join Us 1900 hours**





## Port Credit Squadron Training News

Our classes for the upcoming winter and spring season will start the day after the Boat Show finishes. Come along to Lorne Park School on January 23<sup>rd</sup> and join us in learning new skills and talking about boats until the weather warms up again.

For more information and to register for any of our courses go to [www.cpsboat.ca](http://www.cpsboat.ca) or call our training officer Pauline Wettlaufer 905-820-2538 or email at [paulineuu@sympatico.ca](mailto:paulineuu@sympatico.ca)

**BOATING:** This course is for anyone who needs to be more confident on the water. We emphasize safety and beginning navigational skills. A one year membership in Canadian Power and Sail Squadrons is included with a successful completion of the course. The PCOC card is also included. 13 weeks

**BOATING BASICS:** A four evening course to qualify you for the PCOC card. The perfect course for any family member who will be using any water craft this coming summer.

**SEAMANSHIP:** This course builds on the material introduced in the Boating Course including both traditional and electronic navigation. How to deal with various emergencies and how to “learn the ropes” of knots, hitches, bends, and splices. 13 weeks

**BOAT and ENGINE MAINTENANCE;** (previously called Marine Maintenance)

This course will teach you how to make your vessel look good and function properly. This will help you decide when to do the work yourself and when it would be advisable to call in a professional. 13 weeks

**GPS and ELECTRONIC CHARTING:** Combining these two CPS courses is a logical progression. A refresher on GPS usage will be followed by instruction on how to use the Electronic Chart Plotter that Santa gave you for Christmas. This 6 week course will start on February 27<sup>th</sup>.

**FUNDAMENTALS OF WEATHER:** Whether ashore or afloat the weather is a most important part of our day. From this course you will gain a much better understanding of weather forecasts .8 weeks.

In April we will again instruct the **VHF (Maritime Radio (ROC)M** course at PCYC. This popular seminar is available on line now for pre-registration.

Pauline Wettlaufer

**All classes are held at Lorne Park Secondary School**  
**Lorne Park Road/ Truscott Drive. Mississauga**

**All courses start on Monday evening January 23<sup>rd</sup> at 1900 hrs (7:00pm)**

**Exception is GPS/Electronic Charting starts February 27<sup>th</sup> 1900 hours**

## **MAYDAY      MAYDAY      MAYDAY**

This is Motor Yacht Boatel I . We are a 65 foot white trawler with green canvas flybridge. We are 5 miles off the coast of Lantana Beach, Florida. We have engine failure and are drifting north in the Gulf Stream - assistance is required. Two adults on board. Over ...



As a boater the scariest word you'll ever repeat is Mayday. We were headed south from Lake Worth Inlet in Florida to Miami Beach on our trip south to the Bahamas

### **Our Cruise Plan on November 28, 2005**

We listened to the weather channel on the VHF radio again in the morning for Jupiter Inlet to Deerfield Beach and from Deerfield Beach to Ocean Reach out to 60 nautical miles. The transmitter was down at Lake Worth so we called TowBoatUS to relay the weather information to us. Little did we know that we would later be calling TowBoatUS again for assistance a second time later that day.

The forecast was East Southeast 10 to 15 knots with 2 to 4 foot seas. The forecast was to be the same all week until Thursday when the waves were to increase to 4 to 6 feet. We had a good forecast so we decided to pull up anchor at 0800 and head further south to Miami Beach and wait for good weather to cross the Gulf Stream. Once clear of the break wall of Lake Worth Inlet it was apparent that the waves were more than the predicted 2 to 4 feet. We reassessed the situation and decided to continue south since the weather forecast wasn't going to get any better during the week. We hoped it might get better once we were further away from shore. We cruised for a couple of hours with the waves off our port bow causing us to roll. We settled back for a long day with 57 nautical miles to go with a reduced speed of 6 to 6.5 knots due to the current of the Gulf Stream. We estimated eight to nine hours to Miami and then another 8.9 nautical miles to go to anchor near Key Biscayne. We needed to steer to port to catch a better angle of the waves so that we wouldn't roll as much, however that was taking us further out into the Gulf Stream and would mean that we would have to come broad side to the waves to turn into Key Biscayne in the dark. We had been to Key Biscayne already last year and knew that the entrance was well marked and that we could navigate in the dark.



### **Our Revised Cruise Plan**

Twice the spray from the waves came up to our fly bridge and slapped us in the face. At 1130 the rolling started to get worse rather than better and the winds appeared to have increased. After studying the charts again, I suggested to Ted that we change our course to head for the Bahamas. The forecast for tonight looked good and hopefully the waves would drop to the 2 to 4 feet as predicated. Our course would be East Southeast and we would be heading directly into the waves, taking them on the bow rather than broadside. At 1200 once we were past a tug and barge cruising alongside us, we changed our course. We set the new waypoint for Hens and Chickens at Isaac Rocks, north of Bimini and aligned ourselves on our new heading which was now much smoother. At 1215 I reached over for the cell phone to call our shore contact Brian to advise him of our revised cruise plan when we heard a loud chugging and thumping sound. I yelled back to Ted "something's wrong".

### **The Breakdown**

The RPM dropped and the engine temperature rose to 240 degrees. Ted initially thought it was the fuel filter so he ran down to the engine room to switch over to the spare filter. The autopilot alarm was going off and I tried my best to keep us on course. By the time Ted came back up we were broad side to the six foot waves. We dropped the RPM and the engine started to cool down. We suspected that we had also lost steerage. Ted went back down to check the engine again and indicated we might need to be towed.

### **The MAYDAY call**

I quickly called TowBoatUS and gave them our position and explained our problem. For the next 45

long and painful minutes we rolled back and forth broadside to the waves. I kept continuous contact with TowBoatUS and also hailed another tug & barge coming towards us with a Securite call that we were disabled and in distress. TowBoatUS were trying to decide what approach to use with us due to the size of our boat and also the sea conditions. The waves were now 6 to 8 feet rather than the 2 - 3 feet as earlier forecasted. TowBoatUS came back to inform us that due to the sea conditions the tow would not be covered under our unlimited tow insurance. If they came out it would be under a salvage situation with two boats at a cost of \$300.00 per hour from the time they left port and they would require payment as soon as we arrived at dock. Frankly we had no choice; here we were 5 miles off shore, disabled, drifting and being tossed around with the waves. The TowBoatUS person responded that we could always call the Coast Guard. At that very moment I looked up and caught sight of a Coast Guard Cutter coming towards us, who had obviously heard my previous MAYDAY call.

### **The Rescue**

We made contact with Coast Guard Cutter "Gannet". We realized now that we had lost steerage although we regained it for brief periods of time. We had regained power to the engine however we feared causing more damage trying to limp back to Lake Worth on our own. The Coast Guard suggested that we have likely snagged a line on our running gear. They circled around us a few times and we discussed options and approaches to bring us into tow. At this point our chart table flipped up-side down due to the rolling caused by the waves. The cutter manoeuvred into position to take us into a stern tow and we cut power to the engine as directed. We were now DIW or Dead in the Water as the Coast Guard referred to it. Ted donned his life jacket and stood at the bow to catch the tow line while the boat rolled and pitched in the waves. They circled twice more trying to get into position to throw us a tow line. On the third attempt Ted managed to secure the tow line on our Sampson post. At 1400 hours we began the two hour tow for 11 nautical miles to the sea buoy north of Lake Worth inlet with regular half hour communications with our host tow. "Gannet" informed us that we would be doing a rendezvous at sea with another Coast Guard boat that would take us into Lake Worth inlet.

### **The Rendezvous**



At 1600 we arrived at the sea buoy and waited for 10 - 15 minutes for our rendezvous boat, Coast Guard 417474 to arrive. Once they arrived we dropped our connection with Coast Guard Cutter Gannet, gave our thanks and waved good-bye to our rescuers. 417474 once again made several attempts to throw a tow line across our bow. Once again we were under tow for another 40 minutes in 6 to 7 foot seas to the mouth of Lake Worth inlet. We were once again rolling against the waves but we knew it would soon be over. At 1700 we were through the channel and Coast Guard 417474 came up beside our port stern to take us into anchor in the south anchorage. We paid out the rode and 417474 went into reverse to set our anchor. George and one of his crew came on board Boatel I to fill out the report and to inspect to ensure that we were not taking on water. We said thank you once again to our second Coast Guard team.

### **The Aftermath**

As I went below to get the ship's documentation for the Coast Guard, I got my first view of the destruction. In our saloon the chairs were overturned; broken plates were tossed about on the galley floor, a door had broken off one of our cabinets in the galley and the blender was lying under the table in the dining room along with our kitchen knives. Our cactus plant had fallen and there was sand all over the lower helm. I stepped over the debris and went below to discover our dryer had walked across the floor in our engine room. At the end of the day the damage was minor and we were once again safely at anchor. We settled down for a much needed drink and dinner at sunset.

### **The Days After**

The next morning we tied a safety line to Ted and in strong currents he dove under the boat on SCUBA gear to inspect the running gear. It took 20 minutes to dislodge the huge chunk of 3/8 inch rope that was wrapped around our rudder, prop and shaft. Coast Guard 417474 came by twice during the day to check on us to make sure we were okay. Ted checked over the engine as I proceeded to clean up from yesterday's disaster. The initial check on the engine and all systems appeared fine however we discovered the engine would not start. Ted exhausted all possibilities and finally decided that we needed a mechanic to look at the engine. We were informed that the

mechanics could not come out to anchor and that we had to bring the boat into dock. Once again we hailed TowBoatUS for a tow into dock where we remained for the next eighteen days as our engine was rebuilt.

**In Review**

Incidents at sea can and do happen unexpectedly. Our Marine Emergency Duty Training, VHF Marine Radio and Power Squadron courses enabled us to react quickly and calmly to the situation. A sea anchor would have been useful in keeping us into the waves during the wait for rescue and is top on our list to buy. Although we never saw the rope in the water, it is always prudent to keep a constant watch for floating objects in the water. And finally, we are eternally grateful for the assistance and professionalism of the US Coast Guard boats.

**About the author**

In 2004 Diane and Ted Greene made the radical decision to leave the Canadian winters and their busy, fast paced careers behind. Their passion for boating led them to the decision to step off the corporate treadmill early and to pursue a different kind of lifestyle life, one filled with travel and adventure. After 7 years they continue operate Toronto's only Boat Bed & Breakfast [www.boatel.ca](http://www.boatel.ca) during the summer and travel whenever possible to the Bahamas during the winter.



**THE PORT CREDIT SQUADRON MINI BOAT**

Pictured is our own mini sail boat shown on display at the Port Credit Canada Day parade.



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