Ripple Rock Squadron
Ripples from the Rock
July 2021

So grateful for this beautiful, warm, calm weather we are having lately...

(A Message from National)

“After a year of no face-to-face meetings that has hit this organization like many other businesses and not-for-profit organizations hard we are now seeing the provinces slowly opening their doors and relaxing some of the restrictions. We now feel that we can authorize face-to-face operations subject firstly to provincial and municipal rules and secondly to the meeting protocol ‘rules’”.

This is good news for our local squadron because it means we can start to get back to normal especially when it comes time for training. If all goes well, we look forward to holding a boating 2/3 course in October this year.

Secondly, we can also look forward to social gatherings again. We are not sure what this looks like but we will keep you posted later in the summer.

Please spread the word when you see some dates on our website.

Have a great summer!

RRPS bridge members

Inside this issue

SHORE POWER CORDS AND RECEPTACLES

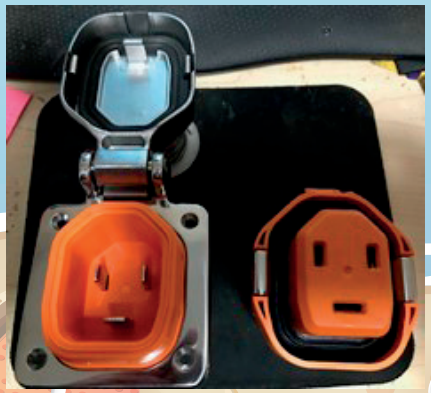
I have been receiving more and more requests from customers to have their shore power inlet receptacles and cords updated. Some insurance companies have been offering discounts to customers to have this work done and I've been hearing of some that are now demanding that it be done.

So what is their reasoning for this? There have been a number of boat fires caused by overheated shore power connections. Those of you who moor your boat year round typically leave the boat plugged into shore power with electric heaters running in the winter to prevent the water systems from freezing as well as keeping mold and mildew at bay. A typical heater draws around 12 amps. If you are running 2 heaters, that's about 24 amps. There are also draws such as battery chargers. So with 2 heaters and the other power demands you are getting close to the limits of your 30 amp shore power system. Those limits were set when everything was new and in perfect condition.

After a few years of the cord being plugged in repeatedly and exposure to moisture and salt air, they start to deteriorate. The connection terminals get corroded and don't have as good of a connection as they used to causing electrical resistance. Resistance causes heat and heat causes increasing resistance. It's a cascading issue that results in a burnt shore power plug or worse a fire.

This is a receptacle and plug that failed. Thankfully there was no fire but it came close.

A few years ago a company called SmartPlug redesigned 30 and 50 amp shore power inlets and plugs. They come in different configurations but most commonly this is what I have been installing.



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It comes as a kit with a new receptacle that fits in the original hole with no drilling or modification required. The old plug is cut off of the cord and the new one is attached.

The SmartPlug boasts of 20 times the contact area of the connections and has a built in safety thermostat that cuts off the power if the temperature exceeds 200 degrees Fahrenheit. It's weather resistant and features a double locking system to keep the plug in place. The kit retails for around $276 and takes about an hour to install.

One other thing that I should mention about shore power. Many of the receptacles on the docks are 20 amp which your 30 amp cord will not plug into. You need an adaptor. I have seen a few of these adaptors in use in the marina.

They are about half the price of a proper adaptor cord but they are not waterproof and should not be used. Unfortunately, visitors to the marina have been known to borrow your expensive, proper adaptor. I recommend taping it securely to your cord to deter theft.

Safe Boating,

Lee Andrew

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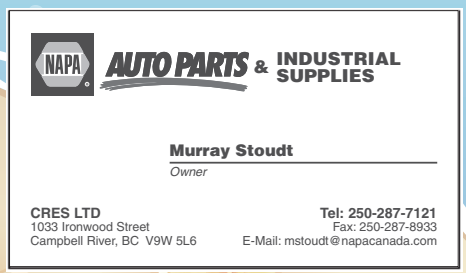
See CRES for NAPA Know How!!



COLLISION REGS QUIZ

You are out for an afternoon cruise from Discovery Harbour. You have crossed over to the Quadra Island shore, and ahead of you there is a 30' boat that appears to be drifting just offshore. The boat has this flag flying from its mast (the light blue is sky behind). What are you looking at?

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Answer to Collision Regs Quiz from previous page:

This signal (code flag Alpha) is allowed under the Collision Regulations for smaller vessels engaged in diving operations. Under these regulations, the vessel is considered to be restricted in manoeuvrability, so for all practical purposes other vessels must keep clear.

(There can be Narrow Channel or Traffic Separation Scheme considerations for large vessels, but these are usually not in conflict with a small vessel close to shore.) A big risk with diving operations where there is current, is that the divers may become separated from the vessel. They may surface some distance from the vessel, particularly up or down stream, so you should give the dive boat lots of clearance. Divers on the surface, particularly in a black wetsuit can be very hard to see, so keep a very good lookout the whole time…

Instead of the Alpha flag, some dive boats may use the so-called dive or divers flag. This is not recognized under the rules, but you should treat it the same way.

Captain Geoff recommends brushing up on your collision regs by going to the On The Water page of the website www.ripplerocksquadron.com to check our basic introduction to Collision Regulations.

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"Black Water" (Marine Sewage) by Capt. Geoff

A question about the current status of "pumping out" had me looking through the regulations to see what may have changed over the past few years.

Sewage in the ocean is never a good thing, but is a much bigger problem in areas where there is low currents, resulting in limited circulation of the water. Desolation Sound falls into this category, particularly many of the anchorages.

Back in 2006 the rules changed to stop boats pumping their sewage directly overboard wherever they wanted. There was a transition period up to 2012, and the rules do not seem to have changed since, although they are now lumped in with other pollution in the "Vessel Pollution and Dangerous Chemicals Regulations". They can be found here: https://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-69/index.html

The basic rule for B.C. tidal waters is that boats cannot discharge sewage within three miles of shore [96(1)(e)(ii)].

Discharges three miles or further from shore must be done "while the vessel is en route at the fastest feasible speed".

In our area, there can be no discharge in "designated sewage areas" (with one exception noted below). This includes Carrington Bay, Cortes Bay, Prideaux Haven, Roscoe Bay, Squirrel Cove, Manson's Landing and Gorge Harbour. Generally, these areas are within three miles of shore, but might come into play under the exemptions noted below. See Schedule 2 of the above regulations for additional location details.

Outside of designated sewage areas, there is an exemption if the waters are less than 6 miles from shore to shore [96(1)(e)(iii)]. Discharge must be done at vessel's fastest feasible speed during an ebb tide in the deepest and/or into fastest moving waters, farthest from shore (I'm paraphrasing here, see extract from regulations below for full details) . But this option is only allowed if there is no reception facility that can receive the sewage. There is no specific maximum distance from a "reception facility" in the regulations, but as there is a pump out facility in Lund, authorities may not accept boaters using the "6 miles from shore to shore" option when in some parts of Desolation Sound.

There is also an exemption if the sewage is "comminuted and disinfected using a marine sanitation device" ([86(2)]). This is generally not an option for smaller pleasure craft, but it allows pump out when only one mile from shore in our area, as long as the vessel is not in a designated sewage area. [96(1)(e)(i)]. In a designated sewage area, effluent from a marine sanitation device must have a fecal coliform count that is equal to or less than 14/100 mL [96(1)(b)].

According to Transport Canada, the penalties for not complying are fines of up to $1 million or up to 18 months imprisonment, or both. http://www.bccdc.ca/resource-gallery/Documents/Educational%20Materials/EH/FPS/Fish/SEWAGEDISCHARGE_ENG.pdf

To keep our waters pristine, please use the pump out facilities in ports around our area. Campbell River has two options. At Fisherman's wharf https://www.fishermanswharfcampbellriver.com/ and Discovery Hbr., which has a pump out boat that can come to your berth. https://www.discoveryharbourmarina.com/facilities. Pump outs are also available in Lund (https://lundharbourbc.wordpress.com/), Powell River (https://powellriver.ca/pages/harbours-and-mooring) and Comox (http://comoxharbour.com/).

If you are wondering about larger vessels; ships of more than 400 tons and more than 15 persons, must be 12 miles from shore to discharge sewage [96(1)(c)] unless using a marine sanitation device, in which case it can be 3 miles from shore.

The above article is based on my reading of the regulations as of Spring 2021. It has no legal standing. If you have questions or need clarification, please consult the regulations or Transport Canada's Office of Boating Safety (Pleasure Craft) or Transport Canada Marine transportation (Commercial).

Calm Seas.

Extracts from "Vessel Pollution and Dangerous Chemicals Regulations" 2012, related to the 6 nautical mile option:

96 (1) For the purposes of section 95, sewage may be discharged if

...

continued on page 7

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- **(e)** in the case of a vessel that is in Section I waters or Section II waters but not in the inland waters of Canada or a designated sewage area, and that is of less than 400 gross tonnage and is not certified to carry more than 15 persons,

…

(iii) if it is not feasible to meet the requirements of subparagraph (ii) because the vessel is located in waters that are less than 6 nautical miles from shore to shore, the discharge is made while the vessel is en route at a speed of at least 4 knots or, if the discharge is not feasible at that speed, the discharge is made

(A) during an ebb tide, while the vessel is en route at the fastest feasible speed and into the deepest waters that are located the farthest from shore, or

(B) while the vessel is en route at the fastest feasible speed and into the deepest and fastest moving waters that are located the farthest from shore.

…

- **Subparagraphs (1)(c)(i), (d)(i) and (e)(ii) and (iii)**

  (3) In addition to the circumstances set out in subparagraphs (1)(c)(i), (d)(i) and (e)(ii) and (iii), the sewage may be discharged only if the discharge does not cause visible solids to be deposited on the shoreline.

- **Subparagraph (1)(e)(iii)**

  (4) Subparagraph (1)(e)(iii) does not apply if a reception facility that can receive the sewage in an environmentally safe manner is available to receive it.

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Spot the inconsistencies:

The wind came out of the south east, it was blowing around 15 kn's gusting 18. All was good; the weather report said that overnight the wind would drop to 5 Mph.

We were at anchor in a small bay off Saturna Island. We arrived just before sunset with the wind howling at 20 kn's, we took a mooring ball as we were unsure of our anchor especially with an on shore blow.

Night was about to be on us; the night was always dark black like a shroud over the sky. Occasionally we could spot some stars they would peep out from behind the clouds.

It was such a clear night that we could see the outline of fellow boater anchored close by. The stars lit a path to their anchor. We were going to set up the bbq but the rain threatened so we were unsure. After dinner of bbq'd ribs and prawns, we settled back to a beautifully warm evening and drank a glass of good red wine.

Perfect evening, as the rain fell, I laughed as the raindrops fell into my glass diluting what was an ordinary Chardonay, maybe it would taste better now.

As the weatherman had predicted as the evening grew into night the wind picked up blowing stronger with each hour that went by, it must be blowing 30 kms/hr now. Luckily there was no rain as this would have been very uncomfortable at anchor, especially stern tied to shore.

The wind dropped as morning showed her face through the cockpit windows. It was bright and sunny day and with such light wind at a knot or two I could see a great sail day coming, we would have the boat healed over gunwales in the water.

I left the comfort of the cabin and hoisted the mainsail pulling hard on the main sheet as the sail rose up the mast I lifted the anchor and left the bay. Today would be a good day.

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Call ahead (250-204-2192) if you have a topic to add to the agenda.

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