

Email: theforenaft@gmail.com

fore'n aft



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PUBLISHER & EDITOR

Christine Flett

CONTRIBUTORS

Jason Leuschen

Elizabeth Zweck

Bill Phillips

John Brewster

Ron Pennington

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WELCOME TO THE 2022 BOATING SEASON!



BY JASON LEUSCHEN, COMMODORE.

Good day everyone!

First, I'd like to announce that the Executive has a new power couple – Brad Power will be taking over the e-mail coordinator position, and his wife Justyna Pietraszek is taking on the position of Treasurer. Thanks for stepping up you two!

If you're inspired by these two newcomers taking on such awesome responsibilities, you are in luck because there are a few more openings on the Executive. Most critically, we need a new Harbourmaster. Bruce has written a detailed job description and is willing to mentor his replacement, so I don't see any reason why someone meticulous and clever wouldn't step forward to keep the club running smoothly. If Harbourmaster doesn't tickle your fancy, we also have openings at Fleet Captains Power and Sail, Trophy Officer and Publicity Officer.

With the hope that we're going to have a normal boating season, we're looking to hire a new club supervisor and dock stewards. A good supervisor goes a long way towards ensuring smooth operations and maximizing our fun on the water. If you know of anyone who would be a good fit for the job, please let me know and we'll keep them in the loop when the job is posted.

You should have received your membership renewal form by email on March 1. Please take the time to read the intro letter as the Flag has made some modifications and clarifications to the work policy that we hope will go a way towards making our volunteer policy more effective. Don't forget, taking on one of the above Executive positions would go a long way towards fulfilling your volunteer duty. Especially for those who cannot make the regular work parties, work on the Exec often offers the flexibility to be done from home on your own time.

Finally I want to end things with some good news. The leaky clubhouse roof has been diagnosed and repaired, so yes, we do at least have a roof over our heads.

A lot of progress has been made on the water supply, as well. The clubhouse water passed the test for lead, and we are purchasing a new treatment system so we can ensure potable water in the clubhouse. The club has also been the beneficiary of some military surplus in the form of some large water tanks which will be on a trailer and ready to deliver treated municipal water to your boat. A big thank you to all who contributed to these successes!

Cheers,

Jason.

jason.leuschen@yahoo.com



Available on Facebook
Ask to join CFB Trenton
Yacht Club Group.



Dieter and Margaret Zweck in 2021.

Photo: Elizabeth Zweck

DIETRICH (DIETER) ZWECK VON ZWECKENBURG

APRIL 4, 1926 – JANUARY 20, 2022

The Club was saddened to learn of the death of Dieter Zweck, an Honorary member and one of the longest serving. Dieter passed away peacefully at age 95 on January 20, 2022 at the Ottawa Civic Hospital.

Born in Germany in 1926, Dieter came to Canada in 1951. He married Margaret, his wife of almost 70 years, on December 8, 1951. Margaret died on September 3, 2021.

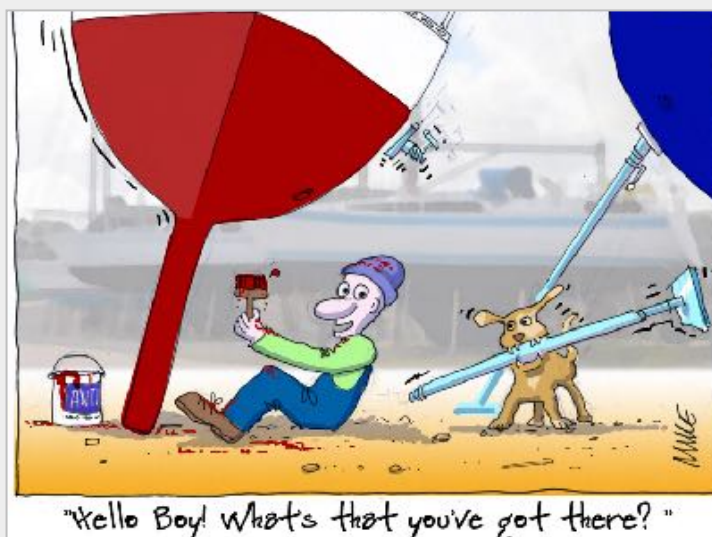
Dieter joined the CFB Trenton Yacht Club over 50 years ago in 1969. He was very active in both sailing and social activities. He contributed to the layout of race courses, and served for many years as editor of the Fore 'n Aft. His days of sailing and racing at the yacht club were very important to him and he was honoured to have been appointed a lifetime honorary member.

Dieter inquired often about the club until his last days. He will be remembered at the helm of his sailboat, *SKOR*. We wish him fair seas and following winds as he sails off to rejoin his beloved Margaret.



CFBTYC EVENTS CALENDAR – SPRING 2022

April 2,9,16,23,30	Work Parties	8.00 am – 12.00 pm	May 18	Wednesday Night BBQ	6.00 pm – 9.00 pm
April 2	Spring SAGM	2.00 pm – 4.00 pm	May 19	Weed Management Mtg. (Tentative)	7.00 pm – 9.00 pm
April 6	Sail Race meeting	7.00 pm – 9.00 pm	May 20	Games Night (Tentative)	7.00 pm – 10.30 pm
April 13, 20, 27	Racing Seminars	7.00 pm – 9.00 pm	May 21	Belleville to Trenton Spirited Warm-up Race	1.00 pm – 5.00 pm
April 14	CPS Bridge Meeting	7.00 pm – 9.00 pm	May 25	Power Event	6.00 pm – 8.00 pm
April 19	Executive Meeting	6.30 pm – 8.00 pm		Greenleaf 3	6.30 pm – 8.30 pm
April 22	Games Night (Tentative)	7.00 pm – 10.30 pm		Wednesday Night BBQ	6.00 pm – 9.00 pm
April 23	First Lift-in Membership fees due	7.30 am – 4.00 pm			
May 4	Tune-up Race	6.30 pm – 8.30 pm			
May 7	Yard Sale (Tentative)	11.00 am – 1.00 pm			
May 8	Second Lift-in	7.30 am – 4.00 pm			
May 11	Power Event (Tentative)	6.00 pm – 8.00 pm			
	Greenleaf 1	6.30 pm – 8.30 pm			
	Wednesday Night BBQ	6.00 pm – 9.00 pm			
May 12	CPS Bridge Meeting	7.00 pm – 9.00 pm			
May 14	Cradle Day	8.00 am – 12.00 pm			
May 17	Executive Meeting	6.30 pm – 8.00 pm			
May 18	Power Event (Tentative)	6.00 pm – 8.00 pm			
	Greenleaf 2	6.30 pm – 8.30 pm			



The Club's latest honorary member is...

BILL PHILLIPS

One more name has been added to the Club's growing list of Honorary Members — that of Bill Phillips — in recognition of his long service and commitment to the Club.

Bill joined the club in 1993 and was a member of the executive for 25 years. After selling his boat, Bill moved to Sudbury to be closer to family.

It was observed during an executive meeting last fall, that Bill's tireless work for the Club over so many years deserved further recognition. A nomination to confer an Honorary Membership was approved by the four members of the Flag present at the meeting, namely Jason Leuschen, Andrew Hunt, Gerard O'Brien and Scott Creamer.

Trophy Officer Fletch has put together a shadow box (shown right) on behalf of Bill Phillips. It will be hung on the wall near the bar.

Bill's response to news of the award is printed below.



Bill's shadow box, assembled by Fletch, will be displayed near the bar in the Clubhouse.



Bill and Irene Phillips.

Dear Commodore Leuschen,

Thank you so much for the Honorary Membership that you have awarded me. I could not have had a more welcome present! My wife, Irene, and I joined the club in 1993 after both leaving full time jobs in Toronto.

We moved to Madoc, then moved again to Trenton in 1997 to be closer to the club as we found it was becoming the social and recreational focus of our retired lives. The friendships we enjoyed were many and lasting.

We brought a nice boat into the club, but it would not go fast. Then in 1999 we sold Inishannon and bought the boat we named Moma Bear. I guess there are better racer/cruisers than a well found C&C 29-2 — I just don't know what those boats might be. We sold the boat

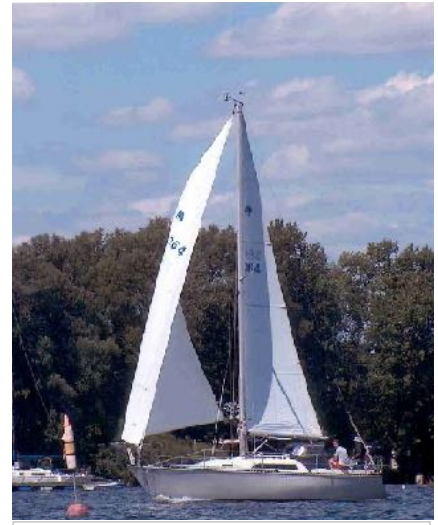
in 2019. Twenty years with a great boat and a wonderful crew. It was remarked that I won races because I had a good crew, I like to think I helped a little bit.

My dear wife, Irene was diagnosed with cancer in 2014 and died in 2020. I moved to the Sudbury area to be close to family. I include a couple of photos, one of Moma Bear on a beam reach passing the Waupoos mark, and one of the crew relaxing in the cockpit.

With age, memory dims. I would like to remember why the late great John Seddon, Bent Rasmussen and I chose to do an overnight single-handed sail/race from Chamont Bay to Main Duck. Perhaps dawn breaking astern as we approached the magic island was enough.

Thank you again to the club as a synergetic entity maintained by its individual members, and those same members who I remain proud to consider friends.

Bill Phillips.



A familiar sight, Moma Bear skippered by Bill Phillips, is shown on a beam reach passing the mark at Waupoos.



Relaxing on Moma Bear are (l-r) Joe Voorwinden, Dan McAuley, Bill and Irene Phillips, and Ron Dimock.

During the years 1900-20, interest in polar exploration exceeded the technical, mechanical and often the physical abilities of the explorers themselves. No less than 17 expeditions were launched involving hundreds of men. Many did not return. This is the story of one who did.

MEET TOM CREAN – UNSUNG HERO OF ANTARCTICA’S HEROIC AGE



Crean with sled dog pups, 1915.

There’s a pub in County Kerry called the *South Pole Inn* – not a name you’d expect to see among the rolling green fields of Ireland’s west coast.

But this was home to Tom Crean, a decorated member of three Antarctic expeditions during the Heroic Era 1900-1920. Crean served on both Scott’s polar attempts, and was with Shackleton on his epic 800 mile rescue mission across the Antarctic Ocean from Elephant Island to South Georgia.

In his book “An Unsung Hero,” Michael Smith describes Crean as “a large, outgoing and gregarious man who had extraordinary depths of courage and self belief, who repeatedly performed ... incredible deeds in the world’s most inhospitable, physically and mentally demanding climate. He was a serial hero.”

He was also minimally educated, rarely wrote letters, did not display his medals, and generally down-played his achievements even to his own family. Perhaps this is why, until recently, history has largely overlooked Crean’s extraordinary contributions to polar exploration.

Born in 1877 to a farming family near Anascaul on Ireland’s Dingle Peninsula, Crean left home at age 15 to become a seaman in the Royal Navy. In November 1901, his ship was docked in the same New Zealand port as Robert Falcon Scott’s vessel, *Discovery* which was preparing for his first Antarctic Expedition. When a *Discovery* crewman deserted, Crean volunteered, and was temporarily released from the Navy.

Reaching Antarctica in January 1902, Scott’s team erected a prefabricated hut near Mont Erebus on Ross Island which became known as Hut Point. Intended as sleeping quarters it turned out to be too draughty so was mostly used for storage.

Polar exploration at that time was hard graft. Supplies of food and fuel had to be loaded onto heavy sledges and hauled manually across miles of ice and snow. Crean made three man-hauling trips over the Ross Ice Shelf (known as the Barrier) to lay down supply depots for the polar party, impressing Scott and others with his resourcefulness and stamina.

Returning to duty in 1904 Crean was promoted on Scott’s recommendation to Petty Officer 1st class. In 1906, Scott requested Crean serve with him on the battleship *Victorious*. He was with Scott in 1907 when news came that Shackleton’s *Nimrod* Expedition, while setting a new record, had failed by just 97 miles to reach the Pole. Scott told him “I think we’d better have a go next.” An obvious choice for Scott’s *Terra Nova* expedition, Crean was one of the few men recruited who had previous Antarctic experience.



Above: Scott’s crew man-hauling a sledge up Beardmore Glacier in 1912. Crean is third left in harness.

Below: Photo by Scott of his camp on Beardmore.



Scott set out for Antarctica on board the *Terra Nova* in June 1910, anchoring in McMurdo Sound in Jan. 1911. He established a base at Cape Evans near Hut Point. Crean was on a team dispatched to lay three supply depots: Safety Camp, located 2 miles on the Barrier; Corner Camp, 35 miles from base where the polar team would turn south; and One Ton depot, 170 miles from base, named for its large stash of supplies.

Returning to base, Crean and two others were stranded when the sea ice broke up overnight, separating them from their sledges, surrounded by killer whale-infested water. Crean saved their lives by leaping from floe to floe until he reached the Barrier edge where, after ascending the cliff face, he was able to get help.

Scott began his attempt on the Pole in Nov. 1911 taking with him 15 men divided into teams of four men: three support parties to place supplies for the returning polar party, which was not expected back until March 1912. Theirs would be a round-trip of 1800 miles to be undertaken mostly on foot, each man hauling about 200 lbs. in weight.

The outward journey was in three stages: 400 miles across the Barrier, 120 miles climbing Beardmore Glacier to altitude 10,000 ft, then 350 miles to the Pole itself. Crean was among the final eight to march onto the polar plateau, reaching 87°S, about 168 miles from the pole.

Not until Jan. 4, 1912, did Scott announce who would accompany him to the pole – Edgar “Taff” Evans, Edward Wilson, Lawrence Oates and Henry Bowers – making a five man polar party, instead of four as expected..

Smith calls this “an astonishing decision, since the entire enterprise had been founded on groups of four with food and fuel carefully measured... The little tent would be even more cramped, and cooking for five on the howling Polar Plateau would take much longer, slowing the party’s progress at the very time when they needed to travel fast.”

Perhaps it was knowing that the Norwegian, Roald Amundsen was hard on his heels, but in changing his plan so late in the game, Smith believes Scott made two fundamental errors. First, he chose his team at the wrong time, and second, he chose the wrong team. He believes Crean would have been a better choice than Taff Evans who, besides being exhausted from months of near-continuous sledge hauling, had recently cut his hand badly with a saw. The resulting infection was to prove fatal.

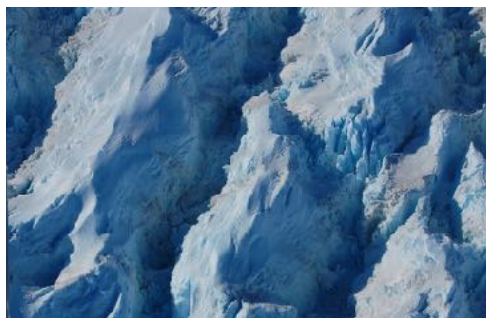
Disappointed not to be going on to the Pole, Crean, William Lashly and Lt. Ted Evans, began the long march back to base. They faced a journey of 750 miles, hauling a 400 lb. sledge in some of the toughest conditions in the world. What’s more, without Bowers, they were now one man short.

Still, they made good time at first, averaging 17 miles a day. But coming off the plateau they became disoriented in a blizzard and found themselves miles off course at the Shackleton Icefalls, 2,000 ft. above Beardmore Glacier and the next supply depot. With food short they could ill afford a three-day detour. Instead they opted to risk glissading down the falls.

The descent was terrifying. With no breaks on the sledge and little directional control, they bounced from one ice ridge to the next, dodging huge chasms, or in one case shooting right over the gap. They reached a dizzying 60 mph before the sledge capsized, rolling over and over dragging the helpless men with it, finally coming to a shuddering halt at the head of Beardmore glacier.



Aerial view of Shackleton Icefalls with Beardmore Glacier and Mount Darwin in the distance.



Aerial view of Beardmore Glacier showing the ice canyons described by Crean as “gargantuan”. Others have compared them to Manhattan skyscrapers.

Dazed, the men struggled to their feet. They were black and blue, their clothes in tatters, but amazingly no bones were broken.

After resting and replenishing their supplies, they began the descent of Beardmore. This took seven nerve-racking days and involved guiding their cumbersome sledge over a maze of crevasses, pressure ridges and “gargantuan” canyons. The greatest hardship was that the ice was too fractured and unstable to risk pitching their tent, depriving the exhausted men of that small comfort.

By mid-glacier the going became smoother, and a first sighting on Jan. 21 of the Barrier brought triumphant whoops that the worst was now over.

But joy was short-lived. Evans, the only navigator in the group, was showing clear signs of scurvy with bleeding gums and painful swollen legs. By Feb. 9 when they reached One Ton depot, he was too weak to walk. Lashly and Crean sledge-hauled him 70 miles to Corner Camp, but Evans continued to deteriorate.

They were 35 miles from Hut Point – a three day march at their current pace – but it was clear to both men that Evans would not survive the journey. In fact, all were in poor shape suffering from dehydration and insufficient fresh food.

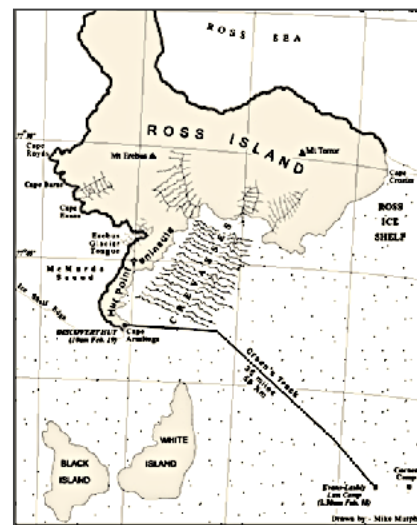
Crean volunteered to go on alone for help. With no tent and only some chocolate and three biscuits, he walked 35 miles across the Barrier through knee-high snow in 18 hours, arriving at Hut Point on the point of collapse, just ahead of a fierce blizzard which would have killed him. Rescuers found Evans close to death. He was transported to base, then to New Zealand where he made a full recovery.

The shocking condition of Lt. Evans and his team raised the first real concerns for the safety of Scott’s party. By April, as the long Antarctic winter closed in with still no sign of the polar team, the grim reality began to hit home. Winter that year was particularly harsh. Not until late October was it possible to send out a team to search for them.

On Nov. 12, Crean spotted a partially buried cairn 12 miles short of One Ton Depot. It was a tent. Inside were the frozen bodies of Scott, Wilson and Bowers. Scott’s diary revealed that both Taff Evans and Larry Oakes had died earlier. It also confirmed that Amundsen had beaten them to the Pole by five weeks.

Back home, Crean was promoted to chief petty officer and awarded the Albert Medal for his solo walk that saved Evans’ life. During a visit to his hometown, he bought a run-down pub mainly for its licence with the intention of retiring from the Navy and settling down.

But fate had other plans for Tom Crean, retirement would have to wait.

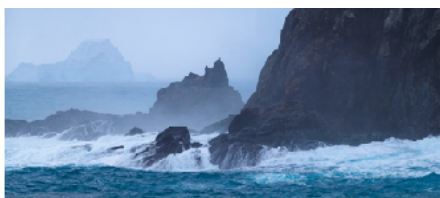


Crean's 35 mile trek across the Barrier to Hut Point.

Crean's next venture was as 2nd Officer on Ernest Shackleton's 1914-16 *Trans-Antarctic Expedition*, called "*The Greatest Journey on Earth*." But Shackleton's plan to cross the continent was upended before it began when, shortly after arrival in Jan. 1915, his ship *Endurance* became trapped in ice on the Weddell Sea. After nine months, the ship succumbed to the ice on Nov. 21.



Above, launching lifeboats from the ice floe.
Below, tiny inhospitable Elephant Island.



Adrift on the ice, the 28 men drifted north but on April 9, 1916, the floe suddenly broke up. Loading three lifeboats with supplies, the stranded crew launched themselves into the ice-filled ocean hoping to reach Elephant Island, 100 miles to the northwest.

Conditions were horrendous with fog, snow and icy wind-driven seas but, guided by *Endurance* Captain Frank Worsley, they landed on the tiny island seven days later. It was a harsh place to be marooned with little fresh food, winter fast approaching, and no chance of rescue since no one knew where they were.

Shackleton, Crean, Worsley and three others embarked on a desperate mission to inhabited South Georgia Island some 800 miles NE in the *James Caird*, a 22 ft whaler hastily reinforced with raised sides and a false deck to provide shelter.



The *James Caird* departs for S. Georgia Island.



Drift of *Endurance* through Weddell Sea and 1916 journeys to Elephant Island & South Georgia. A 2022 search has located the ship in near-perfect condition 3,000 metres below the ice. It will not be raised.

At the mercy of ocean currents, 'shooting the sun' Worsley's only means of navigation, they endured ice build-up, huge swamping waves and hurricane-force winds that threatened to sweep them past S. Georgia. After 15 days, they landed at King Haakon Bay on the island's SW shore.



King Haakon Bay on S. Georgia Island.

With a broken rudder ruling out any chance of sailing round to the north shore whaling stations, Shackleton, Crean and Worsley set off on foot to find a way across the island's glaciated mountains. Their historic 40 mile trek was completed without tent, sleeping bags or compass, their only equipment being 50 ft. of rope, an adze, and boat screws hammered into their boots as crampons.

36 hours later, on the verge of collapse, their clothes soaked through after climbing down a waterfall, the men staggered into Stromness Whaling station. They were a terrible sight with their long matted hair, their unshaven faces blackened from months of cooking on blubber stoves. But their incredible double crossing – by sea and land – was met with undisguised admiration by the ocean-hardened Norwegian Whalers.

A steam-powered boat was dispatched to fetch the men waiting on the beach. But rescuing the 22 castaways on Elephant Island took four months and four attempts due to ice. Despite a sparse diet of seal meat and penguin, all had survived the harsh Antarctic winter.

For his part in this incredible rescue, Crean was promoted to Warrant Officer and in 1916 was awarded his third Polar Medal at Buckingham Palace.

A year later, Crean married Nell Herlihy of Anascaul whom he had known since school. His last naval assignment was at Rosyth dockyards in Scotland where he suffered an injury that affected his vision. Retiring on medical grounds in 1920, he and Nell opened the South Pole Inn.

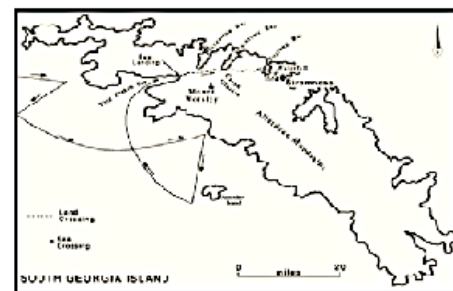
In 1921 Shackleton, 47, embarked on a fourth Antarctic voyage. But, despite his deep admiration for "The Boss," Crean could not be persuaded to join him. "I have a long-haired pal now," he said.

Shackleton set out, stopping at Grytviken in S. Georgia for final preparations where he died suddenly on Jan. 5 1922. He is buried near the now-abandoned whaling station. Tradition holds that visitors to his grave should drink a toast in his name, preferably with whisky.

Crean died on July 27, 1938 of a ruptured appendix one week after his 61st birthday. He is buried in County Kerry.

Landmarks named for him include Mt. Crean (8,630 ft) in Victoria Land Antarctica; Mt. Crean (2,300 ft) in Greenland; Crean Glacier and Crean Lake on S. Georgia.

In 2021, the Irish Government announced that a new research vessel being commissioned would be named the 'RV Tom Crean' in his honour.



Map of South Georgia shows 1916 path taken by the *James Caird* and route across the island.

In January 2013, a joint UK-Australian team led by explorer Tim Jarvis, became the first to replicate Shackleton's historic 1916 double crossing – the open boat sail from Elephant Island to South Georgia and crossing of the S. Georgian mountains from King Haakon Bay landing site to Stromness Whaling Station.

Transport Canada approves Electronic Visual Distress Signal Devices

BY JOHN BREWSTER, CPS, RCAF TRENTON SQUADRON.



Six years after US approval, electronic Visual Distress Signal Devices (eVDSD)—otherwise known as LED flares—have now been approved for use in Canada. This means recreational boaters no longer have to carry and ultimately dispose of hazardous explosive materials.

Over the past several seasons—with support of CFB Trenton and partnered with CPS Bay of Quinte SQN and Prince Edward SQN — RCAF Trenton SQN has provided a means for boaters not only to dispose of their expired flares but, more importantly, to learn how to fire them properly.

In addition, the National CPS has partnered with CIL to provide 40 venues across the country where boaters can dispose of expired flares, buy new ones and ask questions about the use of flares.

While actual numbers are not available, it is estimated that only 30 to 40 thousand flares were exchanged for new ones — a fraction of the 12 to 24 million flares believed to be circulating in Canada — all classed as dangerous goods. Of those flares, between six and seven million are likely to be disposed of in landfills, an environmentally unsound practice due to the risk of contaminating groundwaters.

During FLAREX 2021, CPS handled over 800 flares of all types from local boaters. 741 were returned to CIL under *The Handling of Dangerous Goods Act*; 90 spent flares were disposed of in landfill.

Typical of what was seen at the training exercises were: type B flares flaring out the wrong end (held by the boater); pistols exploding; multiple misfires; boaters not expecting the noise they create, and how short the actual in-air time is. Over 80 percent of flares were Type B 12-gauge, either twin or single star type. Participants also commented they now see the reason to carry smoke flares for daytime use.

Our squadron has developed a documentary which will be available to all Canadian Squadrons to serve as a training tool for the use, dangers and handling of marine type pyrotechnic flares.

A March 2020 article in SIRIUS SIGNAL by Surfrider Foundation, an organization dedicated to clean water, ocean protection and reducing plastics, found most boaters either keep their expired flares on board as back-ups, or store them off-site in a garage or shed. Some discard them in a trash can or even throw them overboard into the water where they remain intact seeping toxic chemicals into our waterways.

According to a 2017 article in POWER BOATING.com, one illegally dumped flare can contaminate 900,000 litres of water. The same article estimated that while some seven million flares expire each year, less than 10 percent are disposed of properly.

We're all aware of the Small Vessel Regulations, in particular Sec. 213 which deals with visual distress signals, how many we should have, and under what circumstances. Section 4 allows an alternate solution, which is what took the time with the recent Transport Canada policy change.

Since 2017 there have been several articles in Canadian boating journals, as well as a motion introduced in the House of Commons by Gord Brown, MP for Leeds-Grenville-Thousand Islands, all requesting that the Transport Committee review the need for pyrotechnic flares on pleasure craft. These were in an effort to have them replaced with an LED flare like that approved by USCG in 2016.

These pleas for change all raised the issue that there is no opportunity to learn how to operate flares, due to legislation banning their use other than in an emergency, by which time it is too late. The shelf life for pyrotechnic flares is only four years from date of manufacture, regardless of when purchased. In addition, they're considered dangerous under *The Handling of Dangerous Goods Act*, presenting handling and disposal problems.

Another expressed concern was that flares last only a few seconds, and may be hard to see in daylight. Considering this, are there really sufficient flares on your boat to last until someone locates you?

In June 2021 Transport Canada revised Small Vessel Regulations in recognition of certain dangers, by reducing the number of rocket flares required based on a specified requirement to carry smoke flares.

Pyrotechnic flares are explosives, as such, they are very dangerous items. Many contain perchlorate salts which have been known to cause hypothyroidism in humans. According to the US Coast Guard, they may even be carcinogenic.

Pyrotechnic flares are explosives, as such, they are very dangerous items. Many contain perchlorate salts which have been known to cause hypothyroidism in humans ... they may even be carcinogenic.

A recent EPA study found over four percent of US public drinking water systems were contaminated with perchlorates. According to Surfrider Foundation, "These sources of perchlorates cannot only be attributed to flares, but at the rate these expire and end up in landfills and waterways, their effect on the environment and our health is mounting".

These concerns enticed the USCG and other government agencies to seek safer alternatives to pyrotechnic flares, leading to LED flares being accepted as a legal alternative in 2016.

Canada has now followed suit. A policy statement issued Nov. 9, 2021 by Transport Canada, indicated acceptance of eVDSD in lieu of pyrotechnic distress signals on pleasure craft that must carry flares in accordance with small vessel regulations. In effect, the policy says the following:

2.1 When carried with an approved smoke signal, Transport Canada recognizes that an electronic visual distress signal device can be carried instead of all approved rocket parachute flares, multi star flares, hand flares or a watertight flashlight if the electronic signal is determined to have:

a. met the requirements of the Radio Technical Commission for Maritime Services (RTCM) Standard 13200.0 by a product certification Body, or been accepted by the USCG. A Transport Canada approved smoke signal must be carried with the eVDSD for daytime alerting.

The eVDSD must have certification stating it has been tested and meets requirements of RTCM standard 13200.00. Devices must be labeled with the statement "complies with RTCM Standard 13200.0 for an eVDSD" (emerged from USCG testing). If the device does not include this statement, it cannot be used as an alternative to pyrotechnic distress signals.

The policy does not replace the acceptance of approved pyrotechnic distress signals, it just adds additional choices.

In my opinion, just as we should be getting off plastic due to its dangerous affects on the health of both human and aquatic life, we should also be getting off pyrotechnic flares. They are chemical-based products and thus potentially lethal.

Continued on next page.

Electronic Flares contd.

By John Brewster.



Above, Sirius Signal device recently approved for use by recreational boaters in Canada.

Characteristics of eVDSD:

An electronic signal that meets the standard will have:

- Signal characteristics in the form of a two-colour cyan (blue) and red-orange S-O-S light sequence;
- Near-infrared signal so it can be detected with night vision goggles;
- An operating temperature of -1°C to $+30^{\circ}\text{C}$;
- A storage temperature range of -20°C to $+55^{\circ}\text{C}$;
- An average effective intensity of at least 50 candelas;
- At least two hours continuous operating life.

Make sure you practice use of the eVDSD, but not in a place where it might accidentally cause a search and rescue response.

The eVDSD will come with an operating manual which includes instructions for use, maintenance and care.

This device is available by a number of options including Marine Outfitters, Kingston; The Rigging Shop, Toronto, and Amazon.ca.

Remember, the only acceptable eVDSD to replace pyrotechnic flares is the two colour type, not the single white option.

ORION, a supplier of pyrotechnic flares, also makes an eVDSD, however this is NOT approved by Transport Canada and, according to trials, has been found to be less reliable than the device made by SIRIUS. JB

FROM THE ARCHIVES: First published April 2001.

SPECIAL BULLETIN

BY RON PENNINGTON, HISTORIAN.

DATELINE: APRIL FIRST, 2001.

Hydrographic personnel, while studying satellite photographs of 8 Wing Trenton, have observed that the bridge footings across the causeway to Baker Island and the CFB Trenton Yacht Club, have shifted from their original location.

Base and 8 Wing engineers have taken core-samples from the causeway, and evaluation of these samples reveal that the fill used for the causeway contains large amounts of a mysterious black substance. Further tests show that the black substance is rubber.

The fill used for that end of the causeway was taken from the end of the runways when the old ones were extended to accept modern high-speed and much heavier aircraft. Thousands of touch-and-go landings on the old runways, caused thick layers of the rubber, and it is this substance that is making the footings unstable and unsafe for heavy traffic.

Plans are underway to dig up the footings and replace them with more substantial approved MOE material. The causeway bridge will be closed to ALL traffic for these repairs. This operation will begin on April First. The engineers will provide a temporary bridge for pedestrian traffic ONLY.

The Yacht Club Lift-In scheduled for 28 April, 2001 will proceed on schedule. In order for this to happen, we will need two cranes, so lift-in costs will probably double.

One crane will couple a sling to the bridge-span to take the weight, while the other crane crosses the span. Then the other crane will repeat the performance from the island side of the bridge till both cranes are across.

Every piece of equipment and supplies will have to be hand-carried across the temporary pedestrian bridge. Docks on shore will have to be lifted in at the same time.

This will be a long expensive day – maybe two days – so leave your quick tempers at home.

Remember the date: April 1, 2001. RP