

# Boating Course **Student's Notes**

Canadian Power & Sail Squadrons  
Escadrilles canadiennes de plaisance  
Scarborough, Ontario

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This course has been accredited by the Canadian Coast Guard strictly on the basis that it meets the minimum requirements of basic boating safety knowledge set out in the Canadian Coast Guard Boating Safety Course Standard.

CANADIAN POWER & SAIL SQUADRONS

# BOATING COURSE

## Introduction

### Safe Boating Through Education

Boating is fun and, compared with road travel, is remarkably safe. *The Canada Yearbook* lists 13,657 accidental fatalities in 1990, of which 3,831 (28%) were due to motor car accidents. For the same year, Canadian Coast Guard figures show 214 (1.6%) boating fatalities, including commercial fishermen.

This does not mean that those who go boating can be foolhardy. The sea, the rivers and the lakes are not tolerant of those who use their waters in an ignorant or careless fashion, but the dangers can be reduced if boaters learn more about their chosen recreation. Those who enroll in this Canadian Power & Sail Squadrons *Boating Course* are taking the first step. Boating is fun - but safe boating is more fun!

With over 30,000 members in 1998, CPS is the largest safe boating organization in Canada and is dedicated to promoting high standards of navigation and seamanship. It is an entirely voluntary organization, whose members receive no remuneration for their work. It has offered Safe Boating courses to the public for over 60 years and, because of its record, is held in high esteem, both by regulatory bodies and by all levels of government. Some further information about CPS is given in Section 24.0.

Each member of CPS belongs to one of the 179 Squadrons that are grouped into 18 Districts, and span Canada from coast to coast. This course is being offered to you by the members of:

\_\_\_\_\_ Squadron, which is in \_\_\_\_\_ District.

The Squadron Training Officer is \_\_\_\_\_

The Course Instructor's name is \_\_\_\_\_

Your Proctor's name is \_\_\_\_\_

## **Objective of the *Boating Course***

This is the first of many steps that can help Canadians become better and safer boaters. The course is designed primarily to meet the needs of boaters who wish to become *safe* boaters. It is aimed primarily at those with boats less than 8m long. Initially, new boaters will probably take only one-day cruises; will run for cover at the first sign of bad weather, and will spend the night ashore, or in some safe harbour. In short, it is intended to provide elementary instruction in boat handling, for those who wish to know how to operate a boat safely in sheltered waters, during daylight hours. Those who have had considerable boating experience should be aware that this is the primary objective of the course.

Despite the best intentions, it is sometimes necessary to travel at night, or be exposed to adverse conditions; these aspects are therefore touched upon, but not in great detail. Those who pass the *Boating Course*, and become members of CPS, will have an opportunity to take the *Piloting Course*, which builds on the information imparted in the *Boating Course*. Its aim is to make a *safe* boater into a *competent* one by offering a more extensive study of seamanship and boat handling. Those who pass the examination for the *Piloting Course* can take the *Advanced Piloting Course*, the aim of which is to convert the competent boater into a *coastal navigator*.

The *Boating Course* is intended to be neither difficult or time consuming, but those taking it should expect to spend some time doing homework.

Acquiring a knowledge of the course contents is the responsibility of the individual student. Those who miss classes cannot expect the rest of the class to wait for them to catch up. The proctors will give special assistance to those who need it, but they should not be expected to fill in for missed lectures. Students who have registered for the course, paid the required fees and passed the final examination, will be deemed to have passed the course, and be eligible to apply for membership in CPS.

## **Course Structure and Content**

**Part 1** of the *Boating Course* reviews, for the novice boater, the various tasks undertaken from before launching until after lay-up. It begins with a description of the characteristics of different types of hull and power unit; lists the equipment that **must** be carried, as well as some that should be; suggests a pre-season maintenance schedule; outlines the skipper's legal responsibilities; explains how to handle a boat under various sets of circumstances, and gives tips on how to deal with some emergencies and special situations. Also included are sections on compasses, lines and knots and Canadian Aids to Navigation.

**Part 2** of the *Boating Course* interprets the mass of information included on a chart; deals briefly with elementary navigation (piloting); discusses anchors and anchoring techniques and concludes with an outline of the steps to be taken before the boat is put away for the winter. There is also a section of optional, supplementary topics such as tides and trailering.

The course is taught in whatever sequence the local Squadron finds most convenient. Once all of the sections that contain the information from the Canadian Coast Guard (CCG) Minimum Boating Safety Course Standard have been completed (Part 1), the student can write the CCG accredited examination. Successful applicants will receive their Pleasure Craft Operator Card, and can apply to become a CPS Associate Member.

Completion of Part 1 and Part 2 will enable the student to sit the final CPS evaluation, which will review the entire course. Successful completion will entitle the candidate to apply for **full** membership in CPS.

The complete *Boating Course* provides 30 hours of classroom instruction. The two most popular patterns are weekly sessions of two hours each for 15 weeks, or weekly sessions of three hours each over 10 weeks.

### **Use of Technical Terms**

Every profession has its own technical terms, which express in a single word what would otherwise require many words to describe. Since the profession of mariner is a very ancient one, many strange-sounding terms are used on boats, and an understanding of their meaning should be part of every mariner's knowledge. A glossary of nautical terms is included in these Student's Notes.

### **Course Material**

The material supplied for this course consists of:

- Student's Notes
- CPS Plotter
- Canadian Coast Guard *Safe Boating Guide*
- Canadian Coast Guard *Collision Regulations (International Regulations for Preventing Collisions at Sea, with Canadian modifications)*
- Training Chart "A" (Chart M170)
- *Symbols and Abbreviations used on Canadian nautical charts (Chart 1)*
- *The Canadian Aids to Navigation System*

An electronic calculator, while not a necessity, is also recommended. Each student will also need dividers, notebook, pencils, an eraser and, for the section on "Knots", a 6.5 mm line about 2m long.

### **Evaluation Format**

In keeping with modern practice in the national education system, and recognizing that many of those taking the CPS courses have not written a formal examination for many years, heavy emphasis in this course is placed on self-evaluation. There is a separate manual of homework questions for most instructional sessions.

**Instructors have been asked to set aside time at each class meeting to raise any points that are not fully understood.**

The format for the final evaluation will be a closed-book test similar to the homework and tests that have been taken during the course. It is expected that the final evaluation will generally be completed within three hours.

### **Reference Material**

For those who wish to read more about some of the topics covered in this course, a short Bibliography is provided.

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