



November 2016 Cruising Panel Newsletter

1. SKS student material/curriculum

Start Keelboat Sailing Instructor material was prepared in the spring and instructor clinics were conducted in Alberta, Ontario and Quebec. The content and results of the clinics are being reviewed. Once the reviews are completed the materials used for instructor development will be posted in the resources section of the Sail Canada website.

2. Professional Development for PCOC instructors

One requirement of the Transport Canada Quality Management regime for PCOC instructors demands that instructors complete some professional development (PD) activities during their annual certification period. In order to meet this requirement we will be asking that instructors indicate the PD activity they completed in 2016. In this first year of the implementation of this requirement Sail Canada will be accepting a range of PD activities. PD should reflect approximately a day in duration and may be composed of a number of shorter duration sessions. Identified PD activities may be reviewed and instructors asked to provide additional information or proof of attendance at the identified PD activities.

Examples of activities that will be accepted include:

- Participation at a provincial annual symposium / Conference
- Participation at a National symposium / Conference
- Completion of first aid training
- Completion of training that will enhance teaching, coaching or presentation skills
- Attendance at 2 or more Cruising or Powerboat Instructor meetings that include a training component
- Completion of training focusing on skills or knowledge relating to vessel operation or to any of the topics included in the PCOC syllabus
- Completion of a Sail Canada program certification
- Completion of a Sail Canada Instructor Module
- Recertification of a Sail Canada Instructor certification
- Completion of a Coach Boat Safety Course
- Attendance at a Race Official Seminar
- National Committee Work
- Provincial Committee Work

3. Canadian Cruising and Keelboat Instructor Forum

An on-line forum has been set up to provide a place for Canadian cruising and keelboat instructors to share ideas and opinions about cruising and keelboat training in Canada.

For the time being, the link to access the forum is <http://DiscoverySailing.com/forum>.

A number of sub-forums have been set up - but the provisional list may be altered or expanded depending on user feedback.

There are a few simple rules:

- One must be a registered member of the forum in order to post
- The forum is for all cruising and keelboat instructors – Sail Canada, RYA, IYT, ISPA, ASA, others
- The forum will be kept civil! ...No inter-organizational bashing. :)

Any suggestions may be emailed to dave@discoverysailing.com

Let's all make it work! Please use it!

4. Sail Canada Website New Capabilities

The capability to support a resources section accessible to school administrators who are not registered instructors has been added to the Sail Canada website. School managers and administrators who are interested in access to this site should contact Genevieve Manning (gen@sailing.ca) and Jamie Gordon (jamie@sailing.ca) to discuss their requirements.

The ability to improve the organization the Member Resources section of the website has been implemented. Initial effort will focus on the material currently available on the site to Cruising Instructors. Expect to see improvements in this area in the coming weeks.

5. Reminder about new Navigation standards

The Coastal Navigation standard has been reworked and divided into two parts. These have been named Basic Coastal Navigation and Intermediate Coastal Navigation. There have been minor additions to the standard, specifically inclusion of knowledge of use of a current atlas, reference to collision regulations that may impact the navigation process as well as the ability to estimate intermediate tidal heights based on any tables and to estimate intermediate currents when currents are presented in a chart embedded table. In addition, a new plotting standard has been adopted and is presented with examples in a document separate from the standards. The two coastal navigation standards have been translated and should be accessible on the Sail Canada website.

Basic Coastal Navigation will be a prerequisite to award of the Sail Canada Intermediate Cruising Standard. Intermediate Coastal Navigation will be a prerequisite to award of the Sail Canada Advanced Cruising Standard. The plotting standard is reflective of the plotting used by the Canadian navy as well as internationally and applies consistently to all Sail Canada navigation standards. The plotting standard is now presented in document separate from the Basic and Intermediate coastal Navigation standards.

The effective date for the new navigation standards is January 1, 2017. An overlap period of a few months is expected where the existing Coastal navigation standard may be awarded. This is intended to accommodate courses that overlap the date of introduction of the new standard. This overlap period will end June 30, 2017. Once this overlap period has ended, records of award of the existing standard will be maintained however only certifications under the new standards will be accommodated.

The planned evaluation process for the Basic standard is an open book in class exam. The Ontario version of this exam is in final review exam variants for the charts used for training should be available in the next 2-3 weeks.

6. IE Clinic Announcement

An IE clinic to be conducted on the West coast was advertised in the last newsletter. Proposed dates for the clinic are February 17 – 19 2017. Clinic applications are available on the Sail Canada website. Look for the ***Instructor and Coach Training*** selection in the ***Events*** drop-down menu on the Sail Canada website or [click here](#). IE clinics provide an excellent opportunity for aspiring and existing Instructor

Trainers in the keelboat and powerboat systems to develop and share expertise and to contribute to the Sail Canada keelboat and Powerboat training systems.

7. Sail Canada Intermediate Cruising Checklist

One additional checkoff item has been added to the Intermediate Cruising checklist supported items. This item, added early summer concerned holding vessel on a compass course while sailing without land reference. Text added as a checklist item is: *“Efficiently sail by compass no land reference (5 min)”*.

8. Instructor Insurance

There have been a number of questions concerning instructor insurance and how it applies to instructors that use their own vessels for the delivery of Sail Canada keelboat or powerboat training. For these individuals the insurance coverage they carry for pleasure craft vessel usage may not provide coverage when the vessel is used in a non-pleasure craft mode – to deliver training for a fee – unless they have written permission from their insurer. The Skippers’ Plan™ agents have indicated that the instructor insurance provided as part of instructor annual registration is not designed to cover instructors who teach on their private boat. Skippers’ Plan has developed an insurance product that should be of interest to instructors that teach on their own boat.

This program is designed for a boat owner who teaches the Sail Canada syllabus aboard their own boat. It was developed because use of a privately owned boat for a commercial purpose may invalidate the boat insurance. The Sail Canada Instructor Liability policy does not provide the same level of liability coverage as boat liability coverage (pollution, wreck removal, salvage, medical expense coverage etc.). This cannot be added to the SC policy and most instructors don’t require the policy to be changed. The Sail Canada policy also does not cover boats or other property that is in the care custody or control of an instructor and does not apply if teaching on boats larger than 15M.

Before creating the new policy the only option for instructors teaching on their own boat was to buy a commercial policy that might cost in excess of \$2000 and does not include many benefits of a private use policy like personal effects, voluntary medical payments and an accidental death benefit. This new Skippers’ Plan™ product provides an alternative with pricing at an affordable level. The pricing is about 30% to 40% more than what a person would pay to insure a boat used for private pleasure use. This new Instructor policy for boat owners allows owners to use their boat for the commercial activity of teaching sailing without invalidating their coverage. With the instructors policy in force a boat owner can teach as many courses as possible between April 1 and December 1 each year. The Sail Canada instructor liability coverage remains in effect and provides an additional layer of coverage.

This program is not intended for instructors who teach on other people’s boats. There may be implications for the boat owner but not the instructor. If the instructor is not named on that policy it provides no or very limited coverage for them. For these instructors the Sail Canada Instructor Liability coverage is adequate because the boat’s insurance policy is not invalidated when the owner receives instruction.

The new policy offered provides coverage in Canada and the northern US. The navigation area covered is defined in the policy as follows:

Coverage only applies while your “yacht” or “watercraft” is ashore in Canadian territory or within the continental United States of America or while operated within the navigational limits outlined below:

- 1. The inland waters of Canada and the United States of America not south of 40°N.*
- 2. The East Coast limited to an area not north of 52° N and not south of 40° N and not more than 100 nautical miles from shore*

3. *The West Coast limited to the coastal waters of British Columbia including the west coast of Vancouver Island and the west coast of the Queen Charlotte Islands, Puget Sound and adjacent waters, and the straits of Juan de Fuca, southeastern Alaska but not:*

(a) Outside (west) of a line drawn from 48°N 128°W to 53°N 134°W to 58°N to 137°W to Cape Spence

(b) On the coast of Washington south of 48°N

(c) On the Fraser River east of the mouth of the Sumas River

For more information on this product contact Petra Fischer (Petra_Fischer@ajg.com) or Andrew Robertson (Andrew_Robertson@ajg.com).

Please [click here](#) to view the [Sail Canada Instructor Insurance FAQ](#) provided by Skippers Plan.

9. VHF Distress, Urgency and Safety with MMSI Alerts

The International Telecommunications Union (ITU) is a UN body responsible for defining the communications capabilities and protocols to support GMDSS. The ITU is responsible for defining the format and content of distress, urgency and safety calls. With the spread of DSC capable radios, the ITU has modified the standard voice based calls to include an MMSI when the initial alert is sent via DSC. This year in Canada you may have heard distress, urgency or safety calls that included an MMSI number. Please follow the link below for information taken from the ITU publication defining the format for distress, urgency and safety alerts and messages.

[Distress Call Formats – November 2016](#)