

Pointe au Baril





Courtesy on Pointe au Baril Waters

Adapted from Boating Safety Tips on the Internet

The following excerpts from various Boating Safety Tips found on the Internet are incorporated here, meant as a resource for our members to use as they see fit. Honestly, this stuff is boring to read - until you have reason to access it to learn the answer or prove a point. We hope that by taking the time and energy to collect and print this material, it will emphasize to everyone just how important boating safety is for ALL of us.

Hilde Clark, Editor

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Please help keep Pointe au Baril waterways safe for all to enjoy! Should you witness unsafe boating, please call the number below to report what you have seen. If enough calls are received regarding the same boat being used inappropriately, the OPP will step in and talk to the person involved to encourage safe boating!

Observed Unsafe Boating Call-In number (888) 310-1122

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The dictionary defines courtesy as “respect for and consideration of others”. The age-old adage says it best: “Do Unto Others as You Would Have Them Do Unto You.” “Good manners and courtesy (admirable traits at anytime) are age-old traditions of the sea and become the hallmarks of the competent pleasure boater,” says the US Coast Guard.

So someone might ask, what are good manners? One might begin by suggesting that the ‘right’ thing to do can be measured by what you would do if your mother were watching or the most important person you wished to impress. But the only time we know we’ve ingrained those manners is when we do it when no one is looking.

On the road, we urge drivers to respect the rights of others; and it should be no different on the water. Courtesy and consideration are very important when boating.

Being on the water means freedom to many boaters, but abusing that freedom can prevent other boaters and property owners from enjoying the peacefulness of the waterways and shorelines. Lack of courtesy also creates a need for more restrictive laws.

Responsible boaters know the rules of the water and make sure they are followed. They are always conscious of their noise level and speed while on the water, showing respect for fellow boaters.

Because boaters usually do not have their own personal boating areas, they must share the waterways with other types of water users. It is not unusual to see sailors, kayakers, divers, personal watercraft operators, canoeists, anglers and commercial boats all operating on the same waterway. This is especially true in Pointe au Baril. Therefore, courtesy will help reduce conflict between everyone and allow for a pleasant and safe day on the water.

We Pointe au Barilers should always keep in the mind the reason why we came to PaB in the first place. Didn’t we come to slow down and relax – for a vacation – a break from our normal busy routines, to take the time to do the things we want to do? Does that not involve slowing down to enjoy it? So what if it takes us 10 minutes instead of 5 to get somewhere – you might be amazed at the beauty one sees when you do!

GEORGIAN BAY BOATERS AND COTTAGERS CODE

In a water-based, largely water access only community we are all boaters. Both recreational boaters and cottagers share the same concerns about safe enjoyment and environmental protection of our waterways. This code is intended to apply to all boaters; cruising yachtsmen, cottagers venturing up the shore for a cruise or going to and from the marina and anyone using smaller craft, be they resident or visitor. This code has been developed cooperatively by both The Ontario Boating Forum and the Georgian Bay Association to set responsibilities and expectations to help ensure that we peacefully coexist.

1. **Respect private property.** Absolutely do not go ashore without permission if land is posted or has a cottage or building on the site. If you are a landowner, you are encouraged to post your property. Property owners should be polite and reasonable in asking trespassers to leave their property. Trespassers should comply promptly with a request to leave private property.
2. **Anchoring near cottages.** All stakeholders are entitled to maximum privacy. Anchor and camp out of sight of cottages whenever possible. While cottagers don't own the water, they cannot move their cottage the same way that a boat can be moved. Conversely many bays have traditionally been used as anchorages.
3. **Occasionally it may be necessary to anchor close to a cottage for safety reasons.** This may be due to wind, water depth or other safety concern. When this occurs, boaters and cottagers should engage in open and friendly communication. If you have anchored close to a cottage because of an emergency or safety reason, explain your situation to the affected cottagers as soon as possible. If cottagers are unhappy about proximity, let the boater know that you are the owner of the adjacent land and would appreciate a little more space. Suggest an alternative anchorage that would be more suitable for both parties.
4. **When going ashore on crown land.** Always leave with everything that you brought ashore. This includes refuse. It also includes dog faeces where reasonably possible.
5. **Fires on crown land.** When going ashore for a picnic, always abide by fire safety rules including temporary fire bans. Some sites are posted for "No Camp Fires". In such areas, the best alternative is a cooking stove. If you must have a fire and you are in an area where fires are allowed, attempt to use safe public fireplaces and be sensitive to overuse of "deadfall" which upsets the ecological balance of the site. It's best if you bring your own firewood. Always drown your fire before leaving.

SAFE BOATING INNOVATION

Our local waters in Pointe au Baril are now very challenging due to low water conditions. There is very little margin for error while transiting through channels familiar to us all. Adapting to these conditions has required the establishment of the outer route from Hemlock Channel to Empress Channel. Despite this, families continue to navigate further in order to enjoy picnic destinations, Georgian Land Trust properties and well beyond this concentrated archipelago to open water.

Weekend commuters are faced with darkness and often, poor weather conditions on a Friday trip to the cottage. The Outer Channel markers are difficult to spot in heavy weather or dusk conditions for many of our members.

Never fear PaBIA Members! Technology that was previously reserved for large marine vessels can assist your navigation in all conditions. It is increasingly common to see the use of relatively inexpensive marine global positioning satellite (GPS) chartplotters!

MARINE GPS CHARTPLOTTER

Imagine the ability to plot the position of your boat relative to a nautical chart and receive comprehensive information on your navigation course. Marine GPS chartplotters combine the global positioning satellite navigation systems commonly used in automotive vehicles and electronic charting systems traditionally found in shipping industry. The electronic navigation charting (ENC) system is by definition a compass and charts held in internal memory. Combined with GPS capability, the heart of a chartplotter is a database of charts, readily available and subject to updates. The combined technologies provide extremely accurate positioning relative to the chart of the waterway. Your boat's position is displayed graphically on the screen relative to shore, markers and navigational aids, and depth. When sonar capabilities are added, these units become effective fish finders for avid fisherman.

Marine GPS chartplotters are usually mounted onto a fixed surface. Marine GPS chartplotters also have external antenna connection capability, which provides various mounting options in all different boat types. Units can be sized to the boat that you operate and multiple screens can be situated for activities like fishing.

BENEFITS

Boaters who travel in local channels can benefit from this technology as effectively as those who regularly travel in open water. Most boating hazards are found in our narrow channels and become particularly difficult at night.

Imagine travelling in fog or darkness by way of "instruments only". Or saving route information (way points) to your favourite picnic island on a sunny day and be able to return to your point of origin safely should the weather change negatively on a subsequent visit.

This practical innovation is an excellent safety measure for those lucky cottagers who are able to extend enjoyment of their cottages well into the 'off-season'. Our own Chairman of PaBIA's Low Water Access Committee, Bill Watts has deployed a unit on his boat throughout summer and fall of 2013 and reports very positive performance in evening and bad weather situations.

This technology is now very cost effective relative to a few years ago. Units can be obtained upwards of a few hundred dollars with impressive capabilities. Fish finding applications are often bundled into the capabilities for fisherman. Multi-screen units can be deployed for fishing applications.

Using a GPS chartplotter, in effect, it lights up the Bay for the user!

OPTIONS

There are three basic choices for this technology on your boat:

- 🚫 A handheld GPS device,
- 🚫 Computer connected to GPS,
- 🚫 Marine GPS chartplotter.

RECOMMENDATIONS

All options are usable for the budget conscious but marine GPS chartplotters are the most practical and effective alternative. As a boat operator, you must be able to easily read the GPS information laid over the nautical charts. The larger screen and feature-activated buttons allow for easier operation that is very important in critical situations. Size matters with screen choices.

In summary:

- 🚫 Always go with the biggest screen that budget allows and one with the ability to alter display brightness.
- 🚫 Units can add depth, heading and multi-function screen splits that further require larger screens.
- 🚫 Colour screens are more money but easier to read important features.
- 🚫 There is an antenna and other features built into the display head of recreational models but external antenna capability is available should placement of units be difficult.
- 🚫 Keep paper charts as a backup for longer trips.
- 🚫 Avoid units that are water resistant and look for waterproof versions.

PaBIA is raising funds to deploy this capability on our new, deep water patrol boat and plan to transfer plotting information for water testing locations, GBLT properties and other patrol duties from out-dated handheld GPS units to this effective navigation aid.

ALL RECREATIONAL BOATERS in our water-access-only community, which operate in all weather conditions, travel at night, and/or appreciate the distant attractions of our unique archipelago, SHOULD TAKE ADVANTAGE OF THIS COST EFFECTIVE TECHNOLOGY.

COURTESY ON THE WATER

Isn't it interesting that as the number of vessels on our waterways increases each year, marine customs such as *common courtesy, good manners and the golden rule on the water* become THE PRIMARY INGREDIENTS of boating safety.

Practicing these traditional amenities, Coast Guard Auxiliary instructors point out, is largely the exercising of common sense and fair play, and respecting the rights of other boaters. And, it sets an excellent example for the novice skipper.

In cruising you undoubtedly have had a hand wave from the crew of a passing vessel, an indicator of people enjoying their pastime. And you cheerfully responded. There are a number of boating courtesies, and examples of bad and good boating manners, that are worth speaking about. Following are some of the more important areas we need to be aware of.

SPEED

Keep it down in narrow channels, anchorages, harbors, near docks and in the vicinity of fishing vessels, water skiers and small sailboats.

Every vessel shall at all times proceed at a **safe speed** so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

The state of **visibility**;

The **traffic density** including concentrations of fishing vessels or any other vessels;

The manageability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

At night, the presence of background light such as from shore lights or from back scatter from her own lights;

The state of wind, sea and current, and the proximity of navigational hazards;

The draft in relation to the available depth of water.

WAKES

Severe damage to moored or docked boats, docks and seawalls can result from heavy wakes. Keep your wake down in confined areas. You can be liable for damages. **If you can see white water behind your boat while you are driving, you are causing a wake, and need to slow down.**

Remember that per the regulations, **you are responsible for your wakes.**

Besides the potential to cause damage, there is just as important the discomfort and safety to other boaters to consider. One needs to consider two things: the displacement of water by the boat AND the speed of the boat.

What if you are in a rowboat or canoe with small children and a large boat comes by full speed? What would you want the boater to do? I would think the obvious is to want the boat to slow down...to lessen the size and force of the wake on the little boat. Remember the magnitude of the wake varies with displacement; so **the larger the boat, the greater the wake it produces.**

Going across the front of the Jib dock is a primary example of the need to be courteous to the boats docked, but perhaps more so for those boaters who might be just coming in or leaving the dock area. When a boater crosses in front of the Jib at full speed, both the size and force of the wake cause havoc for those docking or leaving as well as for the boats banging the docks..

Courtesy on the Water

BOW RIDING

An extremely dangerous practice, especially where children are concerned.

BUZZING

The boating hot “rudder” shows his lack of courtesy by buzzing the docks at the station or the Ojibway, swimming areas, near their neighbors as well as other boats.

RIGHT-OF-WAY

If the other boat fails to recognize your right of way, the well-mannered, prudent skipper will avoid a collision by giving way.

OVERTAKING

Any vessel overtaking any other shall first determine the safety of the maneuver and then keep out of the way of the vessel being overtaken.

If a vessel is overtaking a boat towing anything, be sensitive to one’s wake as a disrupting factor for the towing boat. If too fast, the wake has the power to do damage. If slowing down, the wake gets larger. Only when one has slowed down before getting to the towing craft, should one then proceed to pass at a speed just greater than the towing boat.

HEAD ON

When two power-driven vessels are coming at each other in a channel, each shall alter her course to starboard so that each shall pass on the port side of the other.

CROSSING SITUATIONS

When two power-driven vessels are crossing perpendicular to one another, the vessel on the starboard side has the right of way.

FISHERMEN HAVE RIGHTS TOO

Not every boater is a pleasure boater. Fishermen, either trolling, at anchor or drifting deserve your respect. When operating around boaters who are fishing, take extra care to control your wake. People often stand up in their boat to cast or reel in a fish. Your wake could tip the boat and cause someone to fall overboard. Remember you are responsible for your wake. Do not invade their territory. Fishermen deserve their fair share of the water as well.

ANCHORING

Only the thoughtless or selfish boater anchors in mid-channel, or ties illegally to a buoy or navigation aid. In doing so, the boat obscures the safety aid from others.

PWCs

PWCs, having become popular a decade ago as recreational toys, have more recently begun to be used more for transportation than recreation and have found more acceptance in these times of high gas prices and low water levels in the shoally GB area.

However, the noise (both loud and repetitious) within the PaB islands is disconcerting to the islander who comes to PaB for the peace and quiet and love of nature. For the PWCer who thinks it is great fun to go in circles to create waves large enough to jump over, isn’t being considerate for the cottager out on their deck reading a good book, watching for wild life and listening to the sounds of nature. Gratefully, the manufacturers have heeded the cries for quieter engines and coupled with responsible drivers, makes for a dependable mode of transportation. One concern mentioned comes from cottagers whose docks are in a narrow passageway that PWCers use as a racecourse. Please be cognizant of swimmers who are potentially in the water near their docks in these narrow areas and slow down accordingly.

WATER SKIING

Avoid following any boat pulling a skier or recreational tow. If someone falls, you cannot believe how fast the trailing boat can catch up.

♦ Water-skiers, tubers, etc., **SHOULD** stay **DIRECTLY BEHIND THE BOAT** when traveling through the **NARROWS**.

♦ Do not ski around the buoys in the narrows.

♦ When dropping a ski, drop it in front of your own property and retrieve the dropped ski as soon as possible.

♦ All boats pulling a water-skier or recreational tow must have a qualified observer in the boat (12 years or older).

♦ No water-skiing or towing between sunset and sunrise or when visibility is too poor to be deemed safe.

♦ All water-skiers, tubers, etc., **MUST** wear a CACG approved PFD Type I, II, or III.

♦ All boats used for water-skiing must be equipped with a ladder, steps or similar means by which any person being towed can be taken from the water.

DOING UNTO OTHERS AS YOU WOULD HAVE THEM DO UNTO YOU

Giving the other fellow a helping hand when you spot a distress signal is the mark of marine courtesy.

CIRCUM-NAVIGATING REGATTA AND SAILING RACES

When approaching a Regatta or Sailing Race in progress by boat, please be aware that a boat's wake greatly affects the performance of the person or boat in the race. Please notice any buoys and make a slow wide arc around the marked area to avoid disrupting the racers. It only takes an extra minute of your time, and you might even enjoy watching the festivities as you go.

THE NARROWS

♦ Water-skiers, tubers, etc., **SHOULD** stay **DIRECTLY BEHIND THE BOAT** when traveling through the **NARROWS**.

♦ Do not ski around the buoys in the narrows. Please use common sense, courtesy and extra caution at all times

♦ Powerboats must yield right of way to canoes, sailboats, rowboats, and swimmers. It doesn't take too much effort to slow or turn; you may get a smile or wave in return.

♦ All craft must display running lights, red and green-fore, white-aft, from sunset to sunrise. It's amazing how well an unlit boat blends into the water at night. If other boat operators can't see you, they can't avoid you.

♦ Keep to the right when approaching another boat head-on. When approaching at a right angle, the boat on the right has the right of way.

♦ If you are in trouble, the distress signal is 5 or more short blasts on the horn or a red flag.

NARROW CHANNELS

A vessel proceeding along the course of a narrow channel or a navigable channel shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

A **boat that is following the current** shall have the right of way over an up-bound vessel going against the current and shall initiate the maneuvering signals. The vessel proceeding up-bound against the current shall hold as necessary to permit safe passing.

A **motorboat or sailboat** shall not impede the passage of a boat that can only safely navigate within a narrow channel or fairway (canoe or kayak, etc).

A vessel engaged in **fishing** shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

A vessel shall not cross a **narrow passage** or fairway if such crossing impedes the passage of a vessel that can safely navigate only within such channel or fairway, such as a canoe or kayak.

A vessel **nearing a bend or an area of a narrow channel** or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness

- S-Turn
- Orion Island
- Frederic Inlet
- West End of Ojibway Island
- Main Channel just west of Brignall Banks
- Main Channel near Champlain Monument Island and historical marker
- Hemlock Channel
- Chicken Channel
- UGO IGO Channel
- Steamboat Channel
- Channel 10 (Good News)

No vessel shall anchor in a narrow channel.

In Pointe au Baril, narrow channels also means the potential for swimmers in the water swimming across a channel. Boats and PWCs must use caution when maneuvering through those areas rather than seeing how adept one is at clearing the channel at full speed.

RESPONSIBILITIES BETWEEN VESSELS

A **power driven vessel** underway shall keep out of the way of:

- | | |
|--|-----------------------------|
| a vessel not under command | a vessel engaged in fishing |
| a vessel restricted in her ability to maneuver | a sailing vessel |

A **sailing vessel** underway shall keep out of the way of:

- | | |
|--|-----------------------------|
| a vessel not under command | a vessel engaged in fishing |
| a vessel restricted in her ability to maneuver | |

A **fishing boat** when underway shall, so far as possible, keep out of the way of:

- | |
|--|
| a vessel not under command |
| a vessel restricted in her ability to maneuver |
-