

HI,

Hope all of you are having a wonderful summer. Welcome to those of you who are new to the position. Every month I will be sending you info as in this month's letter and if you have any info, need help or changes. Let me know and we'll see what we can do.

Hope some of the info is suitable for your squadrons' news letters .

D/Lt Nancy De Gagne .VIND Marep

Find attached the notice to Mariners for July and Aug :

Items of interest are :

Elec Navigation Charts – Ladysmith and Dodds Narrows are on their released products lists

Chart corrections:

3475-Chemanus Bay –depth of wreck change

3527 –Bayne Sound –Deep Bay entrance markers etc updated

Also in the Notships:

A Mooring Buoy outside Schooner Cove with fl/ y is in place

Check for active WG military zone-VHF Channel 10 Winchelsea Control if transiting thru.

**\*Storm Damaged \*\*Fulford\*\* Harbour Marina Closed for Repairs\***

/June 8, 2006./ Winter storms severely damaged many of the docks at Fulford Harbour Marina (south end of Saltspring Island) and they are closed to all visitor traffic. Check back here for updates on when they'll reopen.

**\* False Creek Anchoring Permit System Starts Aug. 1\***

/July 7, 2006./ The new False Creek anchoring permit system will go into effect August 1, 2006. The free permits will be required for any boat anchoring in Vancouver's False Creek overnight or for more than eight hours during the day.

From April 1 to September 30, boaters will be able to anchor up to 14 days (during a 30 day period). Permits will be available from the Vancouver Boating Welcome Centre located at the False Creek Yacht Club, on the north shore of False Creek just under the Granville Bridge. For more information, see the link at <http://www.tc.gc.ca/mediaroom/releases/pac/2006/06-p06e.htm>.

**\*Regulations**

<http://www.pacificyachting.com/categories.php?op=newindex&catid=3>: Don't Pump That Head!\*

Posted on Tuesday, July 25 @ 16:48:15 PDT by pyeditorial

from Pacific Yachting

/The proposed new sewage discharge regulations may have a major impact on recreational boaters./

On June 16, 2006 the federal government published in the Canada Gazette Part I, new proposed sewage pollution prevention regulations that will affect all small vessels with heads installed. In B.C. currently has three sewage pollution prevention regulations in place, two of which apply to smaller (under 400 GRT) vessels—The Pleasure Craft Sewage Pollution Prevention Regulations, applicable to pleasure craft, and The Non-Pleasure Craft Sewage Pollution Prevention Regulations, applicable to smaller non-pleasure vessels. The International Maritime Organization (IMO) regulations regulate vessels of 400 GRT and over.

The two “small vessels” regulations, drafted in the late 1980s, permitted individual provinces to ban the discharge of sewage into designated environmentally sensitive bodies of water. Provinces applied for a “no-discharge” designation for a body of water, the Canadian Coast Guard evaluated the application, and the “no-discharge” designation was approved or rejected. Currently, B.C. has 17 designated “no-discharge” zones. This means the current regulations only restrict sewage discharge in a few designated areas, and vessels are permitted to discharge untreated sewage in most coastal B.C. waters.

**DRAFTING NEW REGS** In 2001, a new Canada Shipping Act was proclaimed, necessitating a review of all regulations in effect to ensure they were consistent with the new Act.

With the assistance of a working group that included several representatives from recreational boating organizations, the Pacific Region of Transport Canada drafted sewage pollution prevention regulations that were forwarded to Transport Canada in Ottawa. The draft contained this statement in section eight: “The availability of approved reception facilities shall be a prerequisite for the designation of areas.” The rationale was that “Canada is obliged under International Convention to provide facilities in ports and terminals. Reception facilities (pump-outs) are what make it possible for a small boat to operate using holding tanks. Reception facilities (pump-outs) must be easily accessible to vessel operators in all waters covered by these Regulations. The Regulations could not be enforced in remote locations unless the availability of pump-outs is assured.”

IS ANYONE LISTENING? From 2004 to 2006, numerous meetings were held between the recreational boating representatives and Ottawa staff of Transport Canada. Presentations were made to Regional Canadian Marine Advisory Council (CMAC), National CMAC and National Recreational Boating Advisory Council (RBAC) meetings concerning a number of problem areas. Transport Canada agreed to accept the recommended reduction in the distances from land for the discharge of sewage from four miles to one mile for treated sewage, and from 12 miles to three miles for untreated sewage. Transport Canada would not accept the recommended prerequisite of availability of reception facilities (pump-outs), the recommended exemption of “record keeping” for small vessels, nor the changes to operational testing of marine sanitation devices (MSD’s).

On June 17, 2006 in the Canada Gazette Part I, the new Regulations For The Prevention Of Pollution From Ships and For Dangerous Chemicals were published. Division Four contains the sewage regulations. Transport Canada had accepted the recommended reductions in distances from land for discharge of sewage for the smaller vessels; however, the regulations also mandate that sewage be discharged at a speed of at least four knots, which may be unrealistic for some types of vessels.

Other recommendations made by pleasure craft representatives were not accepted. The problems that exist are significant. Assuming the definition of “from the nearest land” can be interpreted literally, some of the problems include:

**PUMP OUT WHERE?** Sewage discharge will be restricted even in areas unlikely to have any sewage reception facilities. The recommendation from the Transport Canada Pacific Region working group—“the availability of approved reception facilities shall be a prerequisite for the designation of areas”—has not been incorporated. This recommendation mirrored that of the IMO’s Marpol Annex IV, which requires that reception facilities be provided for large vessels over 400 GRT. In other words, in B.C. reception facilities must be made available for these large vessels, but not for smaller vessels such as pleasure craft and small commercial vessels.

**RECORD KEEPING** The new regulations also require that every vessel maintain a detailed log recording the date and time of sewage transfer, whether the transfer was internal or external, overboard or to a holding tank, the quantity of sewage transferred, the vessel’s speed if underway, position of ship at start and finish of transfer, quantity of sewage transferred, and so on. Entries are to be made in the log without delay every time a transfer is made, and if the transfer is to a reception facility (pump-out), a receipt must be obtained from the reception facility.

**HEAD TESTING** The strict standards applicable to “operational testing” are in the new regulations and would appear to invalidate the use of Type II MSDs, shown as approved elsewhere in the regulations. Type II MSDs are flow-through treatment systems that disinfect fecal coliform bacteria to specific levels and limit the discharge of suspended solids.

For more information on the regulations, visit the Canada Gazette web site,

[/www.canadagazette.gc.ca/](http://www.canadagazette.gc.ca/). Boaters concerned about the impacts of these regulations can write to Mr. Tom Morris at Transport Canada ([morrist@tc.gc.ca](mailto:morrist@tc.gc.ca)). Copies should also be forwarded to the Honourable Lawrence Cannon, Minister of Transport ([cannon.l@parl.gc.ca](mailto:cannon.l@parl.gc.ca)) and to your local Member of Parliament. The deadline for comments is September 17, 2006. —Norm Dyck

/Norm Dyck is a life-long boater and active member of the Canadian Power and Sail Squadrons, Coast Guard Auxiliary and Council of BC Yacht Clubs. A past chief commander of CPS, life member of the CCGA, and past president of the COBCYC, he currently chairs the Regional Recreational Boating Advisory Council.