

CROSSCHOP

Official Newsletter of the NORTH BAY POWER AND SAIL SQUADRON

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Boating Basics Seminars and PCOC Exams

Our Squadron will be offering Boating Basics seminars and Pleasure Craft Operating Card (PCOC) exams running from March to June. The seminars will be held at 250 Clark St, Powassan.

If you take the Boating Basics seminar, the PCOC exam is "open book" using the Approved Boating Basics Handbook.

Dates and times will be announced soon. Visit our website www.nbpss.on.ca for more info, or call 705-980-0455.

Show and Tell

How fun to see what everyone is doing aboard their vessel! This new addition will feature members' photos and captions of where the photos were taken. Christine Brown agreed to go first, so here goes!!

This past summer our busy family was able to get out on the water more than ever! Here are a selection of some great photos out on the water!! Most of our boating is along the south shore of Lake Nipissing, so enjoy our photos as they bring back memories of summer.



Sunset on South Shore of Lake Nipissing, August 9



NORTH BAY POWER AND SAIL SQUADRON IS
A DIVISION OF THE CANADIAN POWER AND SAIL SQUADRON



CALENDAR

JANUARY 18-27

If you haven't gone already, the Boat Show is on until Jan. 27. A great chance to get a few deals and get stocked up for the summer! Review the [Member Benefits](#) for discounts from suppliers.

FEBRUARY 7

Bridge Meeting at 19:30 h. at the North Bay Yacht Club in Callander. All members are welcome to attend.

MARCH 7

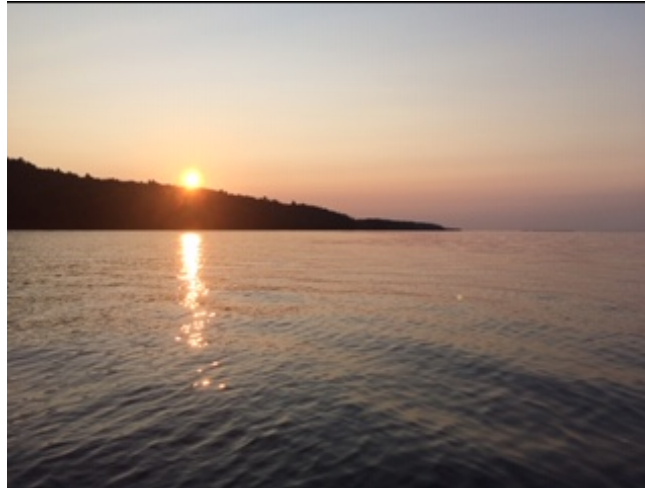
Bridge Meeting, 19:30 h. at the North Bay Yacht Club. Meetings are short - usually less than an hour - with lots of time to chat.

APRIL 4

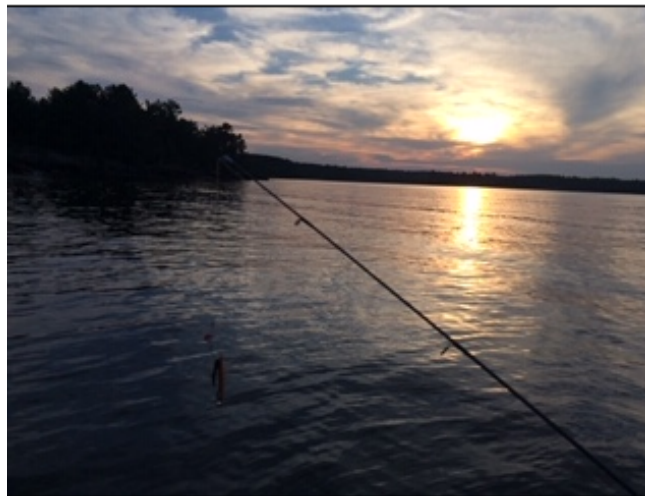
Bridge Meeting, 19:30 h. at Yacht Club on Greenwood Road, Callander. It will only be about a month to launch!

MAY

AGM with speaker. Date TBD.

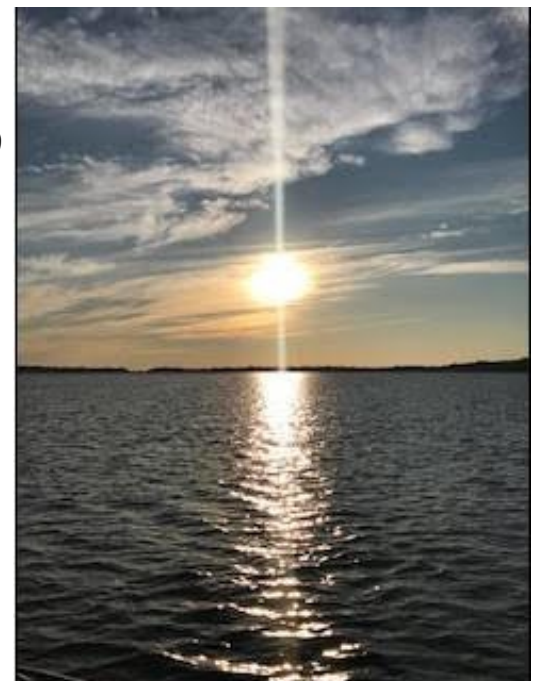


**Sunset Cross Point
Aug 12**



**Sunset Aug 24,
South Shore**

Callander Bay September 9



Member Benefits

Just a reminder that the CPS membership comes with many benefits, including discounts from various companies.

More information on the suppliers who provide discounts, go to Page 4 or visit the [Canadian Power Squadron website](#), under Membership, Benefits.

Electrical How-To's: Connections

Winter is a good time to give your electrical systems a good going over. Well, you may want to wait for it to warm up a bit.

You can read this first article about electrical connections, from Ask Andrew, in [Canadian Yachting](#)

Knots

During the long winter months it's a great time to practice your knots, since you don't use them for months! Go to [Grog's Animated Knots](#) for any and all knots explained with animated drawings.



Wasi Falls, Sept 9

Sunset, Lake Temagami, Aug 31



Lake Temagami,
Sharp Rock Inlet,
Sept 2

2018-19 NPSS Bridge

COMMANDER
Christine Brown

EXECUTIVE OFFICER
Vacant

ENVIRONMENT OFFICER
Doug Hay

EDUCATION OFFICER
Vacant

SECRETARY/
NEWSLETTER
Jill Faulkner

SUPPLY OFFICER
Kym Eedy P

TREASURER/YACHT CLUB
LIAISON
Michael Eedy P

MEMBERSHIP OFFICER
Rev. Grant Churcher S

PUBLIC RELATIONS
OFFICER/PAST
COMMANDER
Anne Taylor AP

ELECTRONIC
COMMUNICATION
Terry Lang AP

MAREP
George Graham AP

SQUADRON HISTORIAN
Ivan Gough

ADMINISTRATIVE
OFFICER
Andrew Taylor

AUDIT REVIEW
Sandra Hay

Member Discount Codes

For membership discounts some suppliers require you to supply the customer code to take advantage of the discounts offered. You will also be required to supply your Membership number. Here is a list of suppliers that provide discounts, updated Dec. 12, 2018. Just click on the names to link to their websites.

[CPS-ECP Education](#)

[Cowan Insurance Group](#)

[Canadian Yachting](#)

[L'Escale Nautique](#)

[C-Tow](#)

[Weems and Plath](#)

[icom canada](#)

[Sunsail](#) *Promo Code CNBDM*

[Salus Marine Wear](#)

[Canada Rope and Twine](#)

[Nautral Marine](#) *Code: NMHCPS25P*

[Dock Links](#) *Code: CPSDEAL*

[Rona](#)

[National Car Rental](#) *Code 3233144*

[Choice Hotels](#) *Client ID # 00088301*

[Great Lakes Cruising Club](#) *Code: CPS1819*

[CPS-ECP Membership](#)

History on the Lake



The Screamer was a tugboat built in 1922 for the John B. Smith sawmill in Callander.

When it was first launched it was top heavy and listed dangerously in turns. So they hauled it back to the dry dock and added a second hull over top of the first to stabilize it. It could haul up to 10,000 logs.

After a couple of decades of service, dry rot was discovered between the hulls. They removed the engine and the wheelhouse, towed her to Smith Island and burned her. (the wreck in the first bay of the middle channel).

Thanks to Norm Bailey for sharing this. Information also from the [West Nipissing Our History](#), [Upper French River Cottagers Association](#), and [Callander Museum](#).

CROSSCHOP is a quarterly newsletter for members of North Bay Power & Sail Squadron. It is published March, June, September and December.

We believe the information in this publication is accurate and reflects contemporary expert opinion. However, NBPSS assumes no responsibility or liability for the accuracy or sufficiency of this information, nor does it endorse any product, system or method not originating from CPS that is mentioned in this publication.

If you have any stories, photos, or other ideas, please contact the editor, Jill Faulkner at 705-493-7131 or nautical4life@gmail.com.

We are online at nbpss.on.ca

Marine Surveys Explained

*Here is an excerpt from a booklet *Surveys and Sea Trials* being prepared by Doug Hay. It is based on his experience purchasing a used trawler. October 2018.*

Purchasing a vessel is an exciting process fraught with navigational hazards that can test the tolerance of even the most patient sailor. Much of the maddening part is trying to ferret out a boat's problems before you buy so that it doesn't become your problem. But don't be afraid to look at well worn used boats that can be made into great cruising boats.

The Survey Process

When you decide on a certain vessel, the more you know about potential problems and how to spot them, the more comfortable and productive your boat-buying experience will be. The survey process consists of three distinct aspects:

- a haul out to inspect the hull and exterior fittings;
- a static in-water inspection and;
- the sea trial to evaluate the engine and overall vessel performance; the steering, controls and systems; and examine and test structural hull elements under load.

The order may vary but no survey is complete without performing all three aspects.

However, know that the parts of the vessel which are inaccessible are not part of the survey. This includes behind linings, under fixed cabin floors, etc. unless they can be viewed through easily accessible lids or hatch covers.

The Pre-Purchase Survey

Don't scrimp here. The possible financial consequences of skipping a survey can be significant. While a survey may not be cheap, it is a small price to pay for due diligence.

While most surveys go without a hitch, do not get complacent. Banks and insurance companies will often demand a survey before they get involved. But the broker and the current owner are interested parties as well, and everyone wants the transaction to go through.

The Marine Surveyor

Hire a Certified Marine Surveyor experienced with the type of vessel you are buying to do the pre-purchase survey. Ask them for references, samples of similar survey reports to your vessel and ask lots of questions. A qualified surveyor won't balk!

The Surveyor checks the boat's condition, the systems for basic operation, compliance with applicable regulations and standards, and identifies any warning signs that might require a follow-up inspection

by a specialist. They also determine the overall value of the boat. But it is not their role to tell you whether or not to buy the boat.

A pre-purchase survey is fairly standard and is based on what the surveyor believes the average boat buyer both needs and wants to know.

Every boat comes with a work list, but it's a surveyor's job to define what's on that list as objectively as possible. However, buyers often establish their own requirements. While you are free to make any arrangements with your surveyor, market forces created the "pre-purchase condition and value" survey.

If you think pressuring your surveyor to overemphasize many issues will drive the purchase price down, you might want to rethink that approach. The survey report will also be sent to your insurance company. Inflating issues may prompt an expensive list of work that's required before they will issue a policy.

Mechanical Inspection

Hire a qualified and experienced marine mechanic who is knowledgeable about the engine on the boat and can do diagnostics during a sea trial. The mechanical power systems, including the engine, can be quite complicated depending on the boat. Again there is a cost, but if a major engine repair or replacement is needed, it will be more economical to find out before you purchase the boat.

Insurance Purposes Survey

A Seaworthiness Survey may be requested by the Insurance Underwriter to determine whether the vessel in question is insurable from the company's viewpoint. It is seldom as comprehensive as a pre-purchase survey or may only be a cursory inspection of the vessel. The Underwriter sets the survey criteria and will determine what is acceptable from an insurance risk point of view.

The surveyor may or may not be certified by a recognized accreditation body and may just be a contractor acceptable to the Underwriter. As the vessel owner, ask the surveyor about their qualifications and the extent of the survey. An

insurance purposes survey should not be accepted as a pre-purchase survey. It is only an inspection and will not involve a haul-out nor will it cover any operational aspects as a sea-trial would.

Why have an insurance purposes survey done? By having a survey, you are hiring a third party to conduct a "clear-eye" inspection of your vessel. Over time you adjust to your vessel, overlooking the little things - I'll fix them later - sometimes not recognizing minor or even major safety or maintenance issues.

A qualified surveyor will inspect the condition of the vessel and reports the findings to you. The cost is minimal versus identifying outstanding issues. Depending on the size and complexity of the vessel, it may be recommended to do a condition survey on a regular basis.

Conclusion

Don't view a survey as a bad thing. View it as an opportunity to improve your vessel above and beyond its current condition, maybe even upgrading to the latest safety and construction standards.

Think of your skills and abilities to maintain a safe and seaworthy vessel and remember your responsibility as a skipper towards your crew and guests. Your time on the water is invaluable. Vessel problems, maintenance or safety issues take away from that. Use a survey to your benefit.

by Doug Hay



Christmas Party

The North Bay P&SS held their Christmas Party on Thursday, Dec. 6, 2018 at the North Bay Yacht Club. Members enjoyed great potluck food as well as free pizza.

We had fun talking boats with fellow boaters, some we haven't seen in a while!

Thanks to Mark and Debbie Bridge, from the North Bay Yacht Club for tending bar and taking good care of us.

Here are photos from the evening.

