

CROSSCHOP

Official Newsletter of the NORTH BAY POWER AND SAIL SQUADRON

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Marine Radio (VHF) Certification



We will be holding the Maritime Radio Course and Certification on Saturday, February 22 from 9 a.m. - 5 p.m. at 250 Clark St, Powassan. Cost for the course is \$100 for NBPSS members and \$125 for non-members.

Please pass this on to anyone you know who may be interested. If you operate a maritime radio, you must have a Restricted Operator Certificate - Maritime (ROC-M) with DSC Endorsement. It's the law.

You must register by January 31 in order to review the course materials and learn the phonetic alphabet prior to the seminar.

To register, call **705-980-0455** and leave your contact information.

Boating Courses

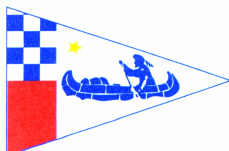
The North Bay Power & Sail Squadron also runs other boating courses. This includes Boating Basics and Pleasure Craft Operating Card (PCOC) exam, Boat & Engine Maintenance and more.

Anyone interested can call **705-980-0455** and leave your contact info.

Some courses are in person, while others are available online. More info about the courses is available at <https://www.cps-ecp.ca/course-catalog/>.

nbpss.on.ca

 facebook.com/northbaypowerandsail/



North Bay Power and Sail Squadron is
a division of the Canadian Power and Sail Squadron



FEB 6

Our next Meeting will be held Thurs, Feb 6 at 19:30 h at the North Bay Yacht Club, 305 Greenwood Rd, Callander. Join us as we discuss our upcoming courses and other activities.

FEB 22

Marine Radio Certification Course. Register by Jan. 31 by calling 705-980-0455.

MAR 5

Bridge meeting starts at 19:30 h. All members are welcome.

APR 2

Meeting at NBYC, starting at 19:30 h. Come out and find out what is happening!

MAY 7

Join us for the Squadron's Annual General Meeting and Elections. 19:30 h at the North Bay Yacht Club in Callander.

MAY 29-31

60th Anniversary of the NBP&SS, Change of Watch and Voyageur District AGM.

All members are invited to attend this weekend event. Friday meet members from across the district, Saturday is all about North Bay and Sunday is the District AGM.

More details to come.

60th Anniversary, Change of Watch and Voyageur District AGM

From Friday, May 29 to Sunday, May 31 our Squadron will be celebrating 60 Years in North Bay.

When you come out to celebrate with us, you'll meet members from across our Voyageur District. Friday night will be a Wine and Cheese, Saturday will be tours of the Museum, Farmers Market and Gateway Brewery as well as a Chief Commanda Cruise. The evening we will be celebrating our 60th Anniversary and Change of Watch dinner. Saturday you can meet at the Yacht Club in Callander for the Voyageur District AGM.

Save the date! Look forward to seeing all of you there.

Commander's Message

Hello Members of the North Bay CPS Squadron!!

In August of 2019, I sent a letter to all members requesting help to fulfill Bridge positions. I'm very happy to report our success in recruiting a new Treasurer.

Our squadron still needs your help to fill a few important positions including Executive Officer and Squadron Commander for next year. When you fulfill these positions you will be volunteering with some pretty great people who are dedicated to safe boating and education.

If you can spare an hour or two each month to attend bridge meetings, and are interested in either the executive officer or commander position we would love to hear from you! These positions are fundamental in communicating with District Squadron and our National office.

Please consider volunteering with NBPSS – we have a ton of fun!!

You can reach out to me in several ways: 1) email – chris@tlccnet.com 2) phone 705-497-3705 or 3) pop in for a visit.

Thank you for maintaining your membership with NBPSS and CPS! Speaking of membership, please head over to the newly launched CPS-ECP website and reclaim your profile and see all the wonderful new benefits of belonging to CPS-ECP.

See you all soon!

Christine Brown
Commander, NBPSS

Astronomy Club

We had a fascinating presentation by the Astronomy Club in December and learned how small we are in comparison to the rest of the stars. [Here is a link to their website](#) so that you can learn more about their club and astronomy general. <http://www.gatewaytotheuniverse.org/>

CPS Website

The new Canadian Power Squadron-ECP website is up and running. While there were some initial glitches, you will find lots of great info and valuable links. Be sure you go online and log in to register your email so that you'll continue to get updates from them. <https://www.cps-ecp.ca/>

Fueling Tips

Whether you fuel up your boat at a gas dock in a marina or use portable containers, you need to take safety and environmental precautions. [This article from BoatUS](#) has some great tips to be safe and spill free. <https://www.boatus.org/clean-boating/fueling/tips/>

Size Matters

When can a boat rightfully be called a ship?

An excerpt from a PassageMaker Magazine article authored by Robert Reeder, July 2019

What is the difference between a ship and a boat? It's one of the questions asked often. One would imagine that after several thousand years of seafaring, we'd have a simple and concise answer. We don't. Most of the answers are somewhat true some of the time, but never true all of the time.

Ships sometimes ride on larger ships; boats sometimes carry smaller boats. Some boats have multiple decks. Some ships lack permanent captains or crew, while some boats have both. And, like ships, larger multihull boats don't heel much when they turn. Add to this the variety of new hull types that do not conform well (or at all) to traditional ship design, and the challenge of answering the question seems even more daunting.

The fact that military, commercial and recreational vessels all use different tonnage conventions doesn't make the task any easier.

In trying to ascertain the magic size beyond which a boat is unambiguously a ship, it's useful to look at where a variety of sources—commercial and military—converge.



USS Buckley, DE-51, the lead ship of the most prevalent U.S. destroyer escort class of World War II.

The smallest class of military vessels universally considered ships is destroyer escorts. The next smallest military vessels (corvettes and patrol boats) are unambiguously called boats. Pictured above is the USS Buckley, the lead ship of the most prevalent U.S. destroyer escort class of World War II. The Buckylys were 306 feet long with a

2018-19 NPSS Bridge

COMMANDER
Christine Brown

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Vacant

ENVIRONMENT OFFICER
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SECRETARY/NEWSLETTER?
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ELECTRONIC
COMMUNICATION
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MAREP
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SQUADRON HISTORIAN
Ivan Gough

ADMINISTRATIVE OFFICER
Andrew Taylor

AUDIT REVIEW
Sandra Hay

displacement of 1,673 long tons. Those specs are a good benchmark, as the Buckley's are the smallest U.S. naval vessels to be considered ships.

Next, consider the realm of U.S. Coast Guard licensing for the U.S. Merchant Marine. The licensing categories are based on gross register tonnage (GRT). A register ton is a measurement of volume: 100 cubic feet. GRT is the total volume of all the permanently enclosed spaces on a vessel.

The Coast Guard categories for small boats, large boats and ships are based on tonnage. Vessels of 0 to 1,600 gross tons generally fall into the small and large boat categories, while vessels of more than 1,600 gross tons usually are categorized as ships.

While we may seem to be converging on a clear definition—vessels less than 300 feet length overall or less than 1,600 gross tons are considered boats. So where does the Convention on the International Regulations for Preventing Collisions at Sea (COLREGS), adopted in 1972, draw this line? While the terms ship and boat are never explicitly defined, the regulations split fairly cleanly among vessels less than 164 feet long, vessels 164 to 300 feet long, and vessels greater than 300 feet.

This breakdown aligns nicely with the unofficial USCG licensing categories of small boat, large boat and ship. So, greater than 1,600 tons, regardless of how that tonnage is calculated, defines a ship. Longer than 300 feet can also define a ship. That figure is entirely consistent with the USS Buckley, which was 306 feet, our starting point.

Thus, if a vessel crosses any one of these thresholds (1,600 tons or 300 feet) it may be considered a ship.



Soviet Akulas

Now that it appears we've settled that, a final note: In almost every discussion delineating ships from boats, someone at some point mentions that submarines are always boats, regardless of size.

This is true. The largest submarines ever built were the Soviet Akulas, which are 24,000 long-ton displacement when surfaced (roughly the same as a Yorktown class aircraft carrier) and 547 feet

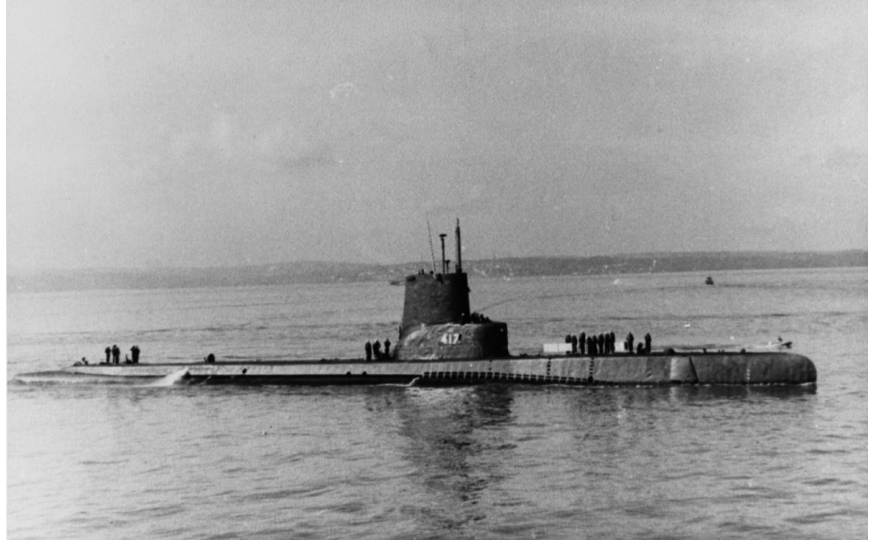
CROSSCHOP is a quarterly newsletter for members of North Bay Power & Sail Squadron. It is published January, March, June, and September.

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 or on Facebook.

long. They may be boats to their crews, but they are nonetheless ships by all standards.



The USS Tench.

So, where did this convention of referring to submarines as boats come from? Almost certainly, World War II. The three largest classes of submarines in the U.S. war fleet were Gato, Balao and Tench. All were 312 feet in length. The most voluminous, Tench, was 1,570 displacement tons surfaced—yet still unambiguously considered a boat.

And so, it seems, the debate continues.

Your Treasurer



Andy Geseron joins us as Treasurer and is excited to meet fellow boaters and learn more about the craft of yachting.

Andy is a current resident of North Bay Ontario but was raised in Sudbury. While his first love was flying and being a pilot, he bought his first boat with his wife in 2014 and quickly discovered this to be his new passion.

As his love for the water grew he decided to join the Power and Sail Squadron and more recently to become a member of our board. He is excited to share all that the Power and Sail Squadron has to offer and to help build recognition among the community.

Off the boat, Andy is the owner of Eagle Eye Drilling Services and offers longhole drilling, blasting, and consulting to underground mining companies.

We welcome Andy and thank him for offering his time and expertise to the Bridge.

Contest: Identify This Location

We did not have any correct answers for the photos from the last CrossChop, so we'll give you some hints. Photo #1 and #3 were taken in the French River - you just have to guess which Bay. The photo #2 is way west in Lake Nipissing.

Get your guesses in now for a chance to win a prize! Send your answers to nautical4life@gmail.com.

A draw will be held with the correct answers. The winner will win a Twiggs gift card and can only pick it up when you attend the next NBPSS meeting. See the [Calendar](#) on page 2 for dates.

Where is location #1?


















Location #2:



Location #3?



SAILORS, DO YOU KNOW HOW TO DO THESE KNOTS?

 Double Overhand Knot	 Figure Eight Double	 Suregon's Knot
 Lariat Loop	 Running Knot	 Bowline
 Double Carrick Bend	 Figure Eight Knot	 Sheet Bend
 Sheepshank	 Granny Knot	 Square Knot
 Hangman's Knot	 Sheet Bend Double	 Tiller's Hitch

BECAUSE YOUR POCKET DOES.