

Flare Demonstration set for May 2, 2003

The North Bay Power and Sail Squadron, in conjunction with the North Bay Yacht Club will be holding another flare demonstration at the Yacht Club in Callander. The evening starts at 1800 with a flag raising ceremony to commemorate the club's 50th birthday and will be followed by the flare demonstration. This is a great opportunity to dispose of (fire off) flares that are out of date or almost out of

date. Also it is a great chance to try them out even if they aren't out of date. If you have never had the chance to use a flare it is better to get the experience on dry land before you need one in an emergency. The Yacht Club will be selling refreshments as well, with Hamburgers, Hot Dogs, Sausages, Chips and veggies being available.

Issue 2003 Volume 1

April, 2003

CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON

Published Quarterly

42nd Annual Grad Dinner / Change of Watch

This is our Social Event of the Year please mark your calendars and plan on attending our annual Graduation Dinner and Change of Watch.

The evening is multi-purpose:

- We welcome new graduates into the CPS family
- We thank Squadron members who have donated their time during the past year either by teaching courses, or serving on the Squadron Executive, by awarding Merit Marks
- We "swear in" next year's Bridge.

Once again, we are holding our dinner at the Yacht Club in Callander overlooking beautiful Callander Bay. The dinner is being catered by Diane's Catering of Corbeil, and the Yacht Club (courtesy Bill Simkins) is going to run the bar.

As usual, our dinner is on a Sunday night. This is planned so you can work on your boat all weekend, and then treat yourself and your mate to a nice dinner out, as well as enjoy the fellowship of other C.P.S. members. Come and welcome our new graduates into the Squadron.

DATE: Sunday May 4, 2003
 TIME: Cocktails 1730 hours
 Dinner 1830 hours
 COST: \$20.00 per person

RESERVE: Call Carol Gibson 752-2223 (after April 14th)

In This Issue:

Commander's Message	2
Squadron Dues	2
Legend of Stove Cove ...	3
Training Department Notes	3
Seller's Vessel Disclosures	4
Overheard in Passing	5
Weather Tips.....	5
2003 AGM.....	5
Nautical Humor.....	5
National Safe Boating Week.....	6
Nautical Humor.....	6
Overheard in Passing	6
What's in a Name	6
Squadron Regalia	6
Shirt Order Form	7
Weather Tips.....	8
Overheard in Passing	8
Nautical Humor.....	8

Commander's Message

Terry Lang AP

Greetings Squadron Members. As I look outside, I see melting snow! Yes, Melting. It's been a long hard winter indeed. Up until a week ago, we still had the first snowflake that fell last October on the ground, but it's days are now numbered. As the hard water turns to wet again, visions of boating are becoming quite strong. Time to prep the boats and be ready for first launch.

Let me be the first to officially welcome our 11 new squadron members. The grads from our 2002/2003 boating course. Congratulations and welcome! I look forward to meeting each of you at the graduation/change of watch ceremony on May 4th and presenting you your flag. I also want to encourage the rest of the membership to come on out and help me welcoming our newest brethren.

We are in the process of planning many events this summer so please stay tuned to the newsletter, flyers and the website for upcoming events and dates. It is shaping up to be a busy, fun filled summer.

Speaking of web sites, I would also like to invite you to check out our new District web site. You can find it on the web at www.voyageur-cps-ecp.org. The covering picture was taken from "Lucy II" from Providence Bay, Manitoulin Island. The boat belongs to past District Training Officer, Jerome Pilon and was taken one fine day last summer when he took Past Commander Ford and myself out for a day of Salmon fishing. I look forward to our return visit this summer.

Finally, I'd like to thank my bridge for all the hard work and for helping me manage the Squadron this past year. I could never have done it without such a fine bunch of folks standing behind me. Next year is shaping up to be an even better year. There are still a few areas that we could use some help on the upcoming Squadron Bridge so if you are interested in helping out, please contact me. It's very important to keep fresh ideas coming onto the bridge.

Have a great boating season,

Terry Lang AP
Commander



North Bay Squadron Dues Hold Steady

Carol Gibson S

By now most of you will have received your bill from CPS National Headquarters for annual dues.

North Bay is probably the only Squadron in Canada whose members don't have a dues increase for the upcoming year.

At the National AGM in Kelowna BC in October 2001 a motion was passed to reduce the early registration discount for full members from \$5.00 to \$3.00. We felt this, in reality, means a dues increase. Your 2001-02 Squadron Executive discussed this at subsequent Bridge meetings and we felt it was unnecessary to pass this increase along to our members at this time since the financial status of North Bay Squadron was exceptionally healthy.

Consequently, at the North Bay AGM May 1, 02 the following motion was presented and passed:

"The portion of the annual Membership Dues retained by the local Squadron be reduced by the sum of Two Dollars (\$2.00) to make up for the early registration discount claw back by National".

This will be reflected on the 2003 Dues.

For your information, the breakdown of the 2003 dues structure is as follows:

Regular Member:

Total dues \$33.00 (if paid before April 30)

Of which the breakdown is:

National: \$23.00

District: \$3.00

Squadron: \$7.00 (down from \$9.00)

Additional Family Members:

Total dues \$16.50 each (if paid before April 30)

Of which the breakdown is:

National: \$11.50

District: \$1.50

Squadron: \$3.50 (down from \$4.50)

4 Season Fun

Giesler
marine

> Boat Storage
> Shrink Wrap
> Winterizing
> Service

299 Elm St. Powassan Ontario
(705) 724-2100

Power In Tune With Nature
HONDA
MARINE

Johnson
OUTBOARDS

PRINCECRAFT
Boats

ski-doo.

THE LEGEND OF STOVE COVE

Pat Onions

The legend revolves around Hector "Red" Pinecone and Anabelle "Annie" Plank, who grew up at the turn of the century in the small Northern town of Sawdust, Ontario.

When World War 1 broke out Colonel Splinter, the lumber baron of the north, formed the "Lumber Jack Regiment" and it was automatic that Red join up. When Private Pinecone built boardwalks at a furious pace that saved the regiment from sinking out of sight in the mud, Colonel Splinter promoted Red to Sargent and gave him the Wooden Medal of Honor.

Returning home a hero, it wasn't long before Annie flirted her way into Sargent Pinecones heart and they were married.

Red announced that the Colonel had given him a Foreman's job at Logging Camp #9 on the French River. They were also permitted to take their wives. Annie agreed to go only because she thought it might be fun to flirt with the other lumber jacks.

It was after Annie had flirted her way into the camp managers tent on the pretense of being hired to count logs, that Red decided to build a cabin on "Wright Island" across the bay to get her away from the temptations of camp life. When Red had finished the cabin and bought furniture along with the best white porcelain cook stove that he could buy, he had it shipped to camp #9.

Annie had consented to move to the cabin but in the meantime had a devious plan to scuttle the move. When moving day arrived Red had loaded all their belongings on a raft along with the cook stove. Annie said she would ride on the raft to make sure nothing fell off.

As they neared the cove where the cabin was, Annie silently cut the lines that secured the stove and gave it a shove. Suddenly the raft upended, the oven door flew open and Annie was tossed in the air landing neatly in the open oven. As the stove hit the water the oven door slammed shut sinking to the bottom along with poor Annie.

The R.C.M.P were called in but it was declared "an accident" and Red was cleared of any misdoing.

Footnote:

Now if one travels down the main channel of the French River past "Solid Comfort Lodge" and before you come to the entrance to Dokis Village you will pass Wright Island to port. Rounding the west end of the Island and keeping reasonably close to shore you will find Stove Cove half way up the Island. It has been sometime since I have visited the cove and maybe the stove is gone, but again looking to port as you enter, the stove rests in 8 to 10 feet of water close to the entrance. The Island is private but there is room for a couple of boats to swing at anchor. Better still, move well into the cove and take a line ashore. The cove is well protected in all winds.

P.S. On a clear moonlit night, high on the rocky point opposite the stove you might even see THE GHOST OF ANNABELLE.

Training Department Notes

We continue to offer exam challenge sessions and Boat Pro courses from time to time. The Coast Guard intends to phase out the exam challenges so we won't be able to offer these some time in the future. Watch the web site (www.nbpss.on.ca) and the local papers for details. If you are interested in any course we offer you can call our hotline and leave a message and someone should get back to you shortly. The number is: 499-2599.

Here is a list of the challenges with some local marinas we know of at this time:

Hunter's Bay: around Easter at North Bay Mall

North Country Yamaha: March 23 to 29-Northgate Square

Idylltime - May 2, 3 & 4 - Northgate Square

We also offer short courses and exam sessions where we provide a couple of hours instruction on important topics and then the exam is given. At this time we are planning on the following sessions:

April 14, 2003 at 1830

April 28, 2003 at 1830

These sessions will be at the Yacht Club in Callander, cost is \$30.00 per person and includes your Pleasure Craft Operator's Card upon successful completion of the exam. Please reserve your seat in one of the courses by calling Elizabeth at 476-0364.

HUNTERS BAY MARINE



RR No. 1, CALLANDER, ONTARIO P0H 1H0
TELEPHONE (705) 752-3666
FAX (705) 752-4826

Sales & Service
Dockage & Storage
Factory Trained Technicians

LEGEND.
BOATS

MERCURY
Outboards *MerCruiser

Triton
BOATS

Sellers Vessel Disclosure

With Spring here and boating season about to start up, the following is offered as an aid in the purchasing of a used boat as it covers some of the items a buyer should be concerned about. This is only offered as an example and should not be construed as a legal document.

I, _____, certify to the best of my knowledge the following information regarding my vessel is described as follows:
_____. (Year/Make/Model, HIN)

1. Has not sustained any hull damages as a result of collision or grounding.

Has sustained hull damages as a result of collision or grounding and is described as follows: _____

2. Has not sustained any damages as a result of flooding or sinking.

Has sustained damages as a result of flooding or sinking and is described as follows: _____

3. Has not sustained any damages as a result of fire.

Has sustained damages as a result of fire as follows: _____

4. Has not been repaired as a result of warranty claim.

Has been repaired as a result of a warranty claim and was repaired by _____ and described as follows: _____

5. Has not sustained a lightning loss.

Has sustained a lightning loss resulting in damages and is described as follows: _____

6. Has had no major propelling engine or generator problems or rebuilds.

Has had major propelling engine or generator problems or rebuilds as described as follows: _____

7. Has had no peel, sand blast or grind out of osmotic blisters.

Has had peel, sand blast or grind out of osmotic blisters and prophylactic coatings described as follows: _____

8. Liens:

My vessel is not subject to any liens.

My vessel is subject to the following liens: _____

First lienholder name/address _____ Balance due _____

Second lienholder name/address _____ Balance due _____

Signature of Owner: _____ Date: _____

The above information was disclosed to the prospective buyer by the seller (prior owner) of the vessel _____ and said information is acknowledged as having been disclosed and taken into account for the agreed price on the above described vessel between seller and prospective buyer.

Signature of Prospective Buyer _____ Date: _____

Witness: _____ Seal

Overheard in Passing

Caven Ford P

SOS.

This international distress signal does not stand for "Save Our Ship" or "Save Our Souls." It does not stand for anything. First recommended at a radio telegraph "inference" in 1906, then officially adopted in 1908, it was selected because it is easy to remember and transmit (three dots, three dashes, three dots), and easily recognized. In fact, it does not really even consist of the three letters S, O, and S; it is sent as a composite group, as if it were composed of the three letters. Nor is SOS a "Morse code" signal, in the opinion of many telegraphers who confine "Morse" to the code used on land lines in the U.S. and Canada, not the international code in which SOS is sent. (Some authorities, however, consider "Morse" a general term covering both international and U.S.-Canada land line codes.) In the code used by U.S. land line operators, three dots, three dashes, and three dots would not, even if sent as letters stand for SOS; the letter O in this code is two dots, not three dashes.

As can be seen, SOS is not, thus, an abbreviation, and should be printed without any periods after the "letters." Finally, SOS is entirely a *code* signal; the international distress signal used in voice transmissions is "Mayday," perhaps selected because it sounds like French "m'aider", help me.

2003 Squadron AGM

Caven Ford P

The 2003 Squadron Annual General Meeting is set for Wednesday April 30, 2003. Please see the insert provided with this newsletter for the notice of meeting and the report of the Nominating Committee. Please try to come out for the meeting. A cash bar and refreshments will be provided for after the meeting and we are lining up a mystery speaker to make a presentation that should be of interest to most boaters.

**Next Bridge Meeting
Wed Apr. 16, 2003 @ 1930
North Bay Yacht Club, Callander
All Members and
Spouses welcome.**

Weather Tips

Caven Ford P

These tips are provided to help you observe the weather. These are generalizations good for large bodies of water and temperate climates. Local conditions, such as the location of land, may cause some variations, especially in local wind direction, to the observations and predictions.

- Avoid a storm's centre by tracking its movement in relation to your course. Put your back to the wind and point to the left, that's where the storm centre lies.
- If you see storm clouds anywhere to the west or north of your position in a temperate climate, you are in the danger zone and may be in its path.
- Thunder is nearby if it crashes and bangs, far off if it rumbles like a timpani. Thunder travels at about one mile for every five seconds or, one kilometre for every three seconds.
- If the wind changes in a clockwise direction, fair weather is on the way. If the wind changes in a counterclockwise direction, fair weather is leaving.
- Doubling of wind speed quadruples its strength. Strength causes waves.
- High clouds are associated with weather about six hours away. Wispy and white indicate fair weather.
- Low clouds are from close-by weather systems. Dense and dark indicate ominous change.
- Standing with your back to the wind, look up. If high altitude clouds move from left to right, the weather will worsen; right to left, it will improve. If clouds move toward or away from you, expect little change.

Nautical Humor

An experiment took place on a student science research boat. A young student was studying a crab. In order to understand better the crab's motor capabilities, he tore off two walking legs and placed a piece of tasty bait in front of the crab. The crab crawled to the bait and devoured it. He then tore off two more legs and again placed some bait on front of the crab. Once again the crab crawled to the bait and ate it.

Finally the student removed the last two walking legs and again placed the bait. The crab, this time, never moved. The student, very excited, reported his initial findings to his instructor.

"If all of a crustacean's legs are removed it either loses it's eye sight or appetite; more information to come!"

National Safe Boating Week

Caven Ford P

The Safe Boating Council and the Canadian Coast Guard will be observing Safe Boating Week on May 17-23. Boating smart is an essential part of any day on the water regardless of where you boat. During National Safe Boating Week, the National Safe Boating Council, the National Association of State Boating Law Administrators and the Canadian Safe Boating Council, along with the Coast Guard Auxiliary, Power Squadrons, Army Corps of Engineers and other groups, organize local exhibits, provide special programs on safe boating and generate extensive media coverage. Although the 2003 Campaign kicks off during National Safe Boating Week, it's a year-round crusade that counts on grassroots activities and the support of many volunteer groups. Your Power Squadron is currently looking at possible activities to put on during Safe Boating Week. Watch the Papers for upcoming activities.

Overheard in Passing

Caven Ford P

Why is it unsafe to go swimming immediately after eating?

This is another of those old wive's tales that your mother forced you to follow. All your friends would be frolicking in the water, coaxing you to come in while you stood there, looking stupid, explaining that you just ate and had to wait an hour to swim or you would get cramps and drown. Your friends would just laugh.

Well, it turns out your friends may have had good reason to laugh. There is probably more chance of drowning on an empty stomach than a partially full one. The old reasoning went that food being digested in your stomach took blood away from other parts of the body, including your muscles. This lack of blood could cause muscle cramps and drowning. In fact, a little food in your stomach is good. Food supplies glucose to your muscles, which increases your energy. Long-distance swimmers have known this for years and always eat a light meal before swimming..

The real danger of cramping up comes from cold water and fatigue. Eating can decrease fatigue and also stoke the body's furnace to help keep you warm. Just don't gorge yourself and then take the plunge, as too much food can make you drowsy and slow your reflexes.

Our Web Address

[Http://www.nbpss.on.ca](http://www.nbpss.on.ca)

Phone: (705)499-2599

Nautical Humor

Gordon died. So Susan went to the local paper to put a notice in the obituaries. The gentleman at the counter, after offering his condolences, asked Susan what she would like to say about Gordon. Susan replied, "You just put, 'Gordon died.'" The gentleman, somewhat perplexed, said, "That's it? Just 'Gordon died?'" Surely, there must be something more you'd like to say about Gordon. If it's money you're concerned about, the first five words are free. We really should say something more." So Susan pondered for a few minutes and finally said, "O.K., then. You put 'Gordon died. Sailboat for sale.'"

What's in a Name

Caven Ford P

Last issues call for submissions of Boat Names and stories was not very successful. So here it is again: we are interested in compiling a list of boat names for our membership. A future issue of Crosschop will contain a listing of Member's and their boat names. While you are at it, why not take a few moments and relate any anecdote about the boat name or the meaning of it. The squadron website now has a means of submitting your contribution online if you are so interested or if you would like to jot down the information, please drop us a line at the address at the end of the newsletter.

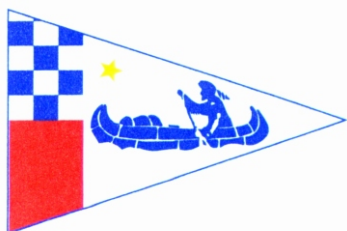


Squadron Regalia

The North Bay Power and Sail Squadron has arranged for some shirts with our insignia on them. The next page has a brief description and ordering instructions.

Our own Regalia officer, Carol Gibson, has a supply of squadron hats and burgees, and the like. She can be reached at 752-2223.

CPS National Headquarters has an online store where you can order CPS regalia and items. Point your web browser to www.cps-ecp.org/shipstore/ and check out what they have to offer.



Order your very own.... North Bay Power and Sail Squadron Golf Shirt

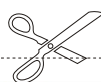


The shirts are a very high quality 'waffle knit' shirt made by Ash City, in Navy Blue. The cresting has our North Bay Squadron Burgee on the left breast and the CPS flag embroidered on the right sleeve. This shirt is available in both Mens and Ladies styling and sizes. The Men's shirt is shown in the picture, the ladies doesn't have a collar and of course is designed to fit ladies.

We will have samples available at the AGM (Apr 30) and the Grad/Change of watch (May 4) and you can order them



there, or send a cheque with this form to address below. The cost is \$45.00 + tax = \$51.75. This shirt is also available with a pocket for \$4.00 more. This is the cost that we get them from the embroiderer. The Squadron does not profit from the sale of these shirts.



Name: _____

Address: _____

Phone: _____

Send to:
Cdr Terry Lang
133 Cloverbrae Cres
North Bay ON P1A 4J4
(705) 497-3705

Style

Men

Ladies

Size

S

M

L

XL

XXL

Weather Tips

Caven Ford P

How to use a Barometer:

In order to use a Barometer correctly, readings must be taken regularly, usually every six hours, and recorded, or remembered. Some Barometers have a mechanical pointer that can be changed to the new reading, then left until it is time to take a new reading. Coming weather is indicated by the overall change in the Barometric Pressure, which is what the Barometer measures. Find the current reading and compare it to the previous reading to discover overall change and determine if the change is occurring slowly or rapidly. Compare the change to the current reading and the season to learn the approaching weather.

Overheard in Passing

Caven Ford P

Why are ships referred to as "she"?

Long ago, new sailing ships were dedicated to a goddess who supposedly protected the ship and guided it safely to its destination. An image of the goddess was usually carved on the ship's bow, and this carved image led to the ship's being referred to as "she." The political correctness movement is said to be trying to abolish this practice but it is proving to be not an easy task. Most of us continue to refer to our craft as "she".

Nautical Humor

Bob decided to scrape and paint his 21 foot boat. He didn't have any idea how much paint he would need but he remembered a friend who owns a similar size boat and he had just painted it the previous spring, so he gave him a call and asked how much paint he bought. The friend said 6 gallons, so Bob went ahead and purchased the paint.

He scraped and painted for days and in the end he only ended up using 4 gallons of paint. A bit irate, he phoned his friend back: "I have 2 gallons of paint left over!" To which the friend replied: "So did



 **NORTH BAY Power Sail SQUADRON** 

P.O. Box 71
North Bay, Ontario
P1B 8G8
Phone: (705) 499-2599
e-mail: nbps@bigfoot.com <http://www.nbps.on.ca>



2002-2003 Squadron Bridge

Commander

Terry Lang AP 497-3705
E-mail: terrylang@tlcconsulting.on.ca

Executive Officer

Vacant
E-mail:

Training Officer

George Graham AP 752-3201
E-mail: graham@efni.com

Secretary

Caven Ford P 752-4508
E-mail: cavenfor@bigfoot.com

Treasurer

Mike Eedy P 494-9219
E-mail: meedy@cogeco.ca

Membership Officer

Grant Churcher 724-1535
E-mail: churcher@vianet.on.ca

Boat Pro Officer

Elizabeth Appleton AP 476-0364
E-mail: e.appleton@cogeco.ca

Marep Officer

Dave Byrnes JN 495-1330
E-mail: dbyrnes@northbaypolice.on.ca

Public Relations Officer

Anne Taylor AP 472-7872
E-mail: rmtaylor@sympatico.com

Supply Officer

Carol Gibson S 752-2223
E-mail: caron.cooke@sympatico.on.ca

Electronic

Communications Officer

Terry Lang AP 497-3705
E-mail: terrylang@tlcconsulting.on.ca

Squadron Historian

Ivan Gough AP 752-2920

Squadron Auditor

Maria Ermel

Port Captain

John Size JN 497-3355
E-mail: capsize@vianet.on.ca

Environmental Officers

Ivan Gough AP 752-2920
Dave Byrnes JN 495-1330

Past Commander

Caven Ford 752-4807
E-mail: cavenfor@bigfoot.com