

5th Annual Squadron Barbeque - June 27, 2004

The North Bay Power and Sail Squadron's 5th annual BBQ will be held on the beach at the Manitou Islands on June 27, 2004. The event will kick off around 1400. A few of us will be out there early to try to grab part of the beach for the BBQ. Those of you with bigger boats that can't get to shore, give us a call on the VHF (we will be monitoring Chanel 68). Some one will be more than glad to scoot out to ferry you in. We plan to begin cooking around 1600. Done in plenty of time for the fishermen amongst us to get that evening fish in, or the rest to get back to port before dark. The Squadron will supply all the food and soft drinks for the BBQ for Squadron

members and their immediate families. If you wish to bring a guest, they are welcome. We will ask guests for a small donation to cover the cost of the food. We plan on purchasing the food as close to the date as we possibly can, but we will need to know who is coming to get the right amount of food. Please contact Caven Ford at 752-4807, caven.ford@fordholdings.net or Terry Lang at 497-3705, terrylang@tlcconsulting.on.ca

There will be games for the kids, swimming (if not too cold), fun, sun (hopefully) and a really good meal.

Come out and join us for a great afternoon on the lake!

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CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON

Published Quarterly



Great Summer Activities

Caven Ford P

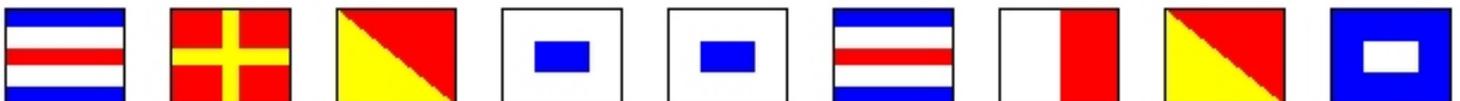
This summer your squadron has planned a number of activities or has been invited to participate in some of the North Bay Yacht Clubs activities. Please mark your calendars and come out and enjoy as many of these great activities as you can. Participation of the squadron members is what makes them fun and worthwhile!

- Cruise to the old Chief Commanda for Dinner in conjunction with the Yacht Club's race on Saturday June 19, 2004 at 1830
- As mentioned above, don't miss the Squadron BBQ on Sunday June 27, 2004 at 1400.
- As in previous years we have been invited to take part in the Rendezvous with the Yacht Club at Keystone on the weekend of July 16, 17 and 18, 2004
- Cruise to Sturgeon Falls during Fiddle Fest August 13, 14 and 15, 2004
- Dinner Cruise on the New Chief - Wednesday August 18, 2004 - 1800

Check out some articles and further descriptions of these activities elsewhere in this newsletter. Please make an effort to come out and attend one or more of these great activities. We hope to see you there!

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Merit Marks/Graduation - 2004

The "reward" for performing a minimum of 20 hours of service to the Squadron in any manner is in the form of a Merit Mark. If someone achieves 20 Merit Marks, they become a Life Member.

The following people received Merit Marks for work this past year and the numbers indicate the total Merit Marks they have earned. These Merit Marks were awarded at the Graduation and Change of Watch ceremonies on Sunday May 2, 2004:

| | |
|--------------------|----|
| Alan Oswald | 1 |
| Richard Taylor | 3 |
| Anne Taylor | 4 |
| Remi Bellehumeur | 5 |
| Grant Churcher | 6 |
| Caven Ford | 6 |
| Bill Simkins | 7 |
| Michael Eedy | 7 |
| Terry Lang | 7 |
| Pat Onions | 8 |
| Ann Oswald | 8 |
| Elizabeth Appleton | 10 |
| George Graham | 10 |
| Dave Byrnes | 11 |
| Maria Ermel | 18 |
| Carol Gibson | 21 |
| Don Whyte | 21 |
| Ivan Gough | 24 |
| John Size | 42 |

The following were the Boating Graduates for this year, ably taught by George Graham AP:

Ken Ayres
Norm Bailey
George Bruemmer
Matthew Bruemmer
Joe Carmichael
Bev Inglis
Bob Inglis
Robert Kidd
Sandra Kidd

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The following were the Seamanship Sail Graduates ably instructed by Pat Onions AP:

Norm Bailey
Donald Bell
Gail Geddes-Bell
Stefan Board
Dave Byrnes
Doug Hill
Sherry Hill
Ray Morel
Jim Radigan
Paul Whitehead

And the following were the Fundamentals of Weather Course Graduates ably instructed by Don Whyte SN:

Dave Byrnes
Grant Churcher
Kym Eedy
Michael Eedy
George Graham
John Landrie
Peter Rutland
Kathy Rennie
Greg Seamen
Brenda Walsh
Glen White
Don Whyte

Yes, Don taught the course and then wrote and passed the exam along with his students.

Congratulations to all our graduates once again this year! A job well done!

Graduation Dinner a Huge Success!

Caven Ford P

The May 2 Graduation / Change of Watch Dinner was a great evening. The Royal Canadian Legion put on a fine roast beef dinner for us and it appears that all had a fine time. The evening was capped off with the swearing in of the new bridge. Along the way we handed out some awards as well. Sandra and Robert Kidd were jointly awarded the Windsor Trophy which is awarded to a boating student based on a number of criteria including the National exam in which they both achieved a mark of 97%. As well, the John Size Maskinoge Trophy was awarded to Pat Onions for outstanding service to the Squadron. Congratulations to all.

We welcomed 10 new graduates into the CPS fold and our new Commander was sworn in by myself as the representative for the Voyageur District. Elizabeth then swore her new bridge in for the coming year.

Coming Events

Along with the up coming Squadron BBQ, are a number of other exciting Squadron Activities:

Dinner on Old Chief Commanda June 19, 2004 at 1830:

The North Bay Yacht Club is organizing a sailboat race from Callander to the North Bay docks and have the old Chief booked for dinner that evening. If any CPS members are interested in joining the group for dinner, we are most welcome. Please call Bill Simkins at 475-6507 to reserve.

Rendezvous at Keystone July 17, 2004:

Once again the North Bay Squadron has been invited to join the Yacht Club for dinner at Keystone Lodge in conjunction with their weekend race to the French River. Cocktails are in the Lodge at 1800. You can order off their menu, or have one of the house specials. This has proved to be a really enjoyable get together the past few years - this year should be no exception. Please call David Tafe at 497-0839 for more information or if you plan on attending so Keystone can be sure to have lots of food available

Chief Commanda Dinner Cruise August 18, 2004:

Once again we will be enjoying the 2-1/2 hour dinner cruise aboard the chief Commanda 2. Pre reservations are a must, and Michael Eedy (494 9219) is waiting anxiously to hear from you by Monday August 16, 2004. Entrée & dessert selection must be given at time of reservation. Choices:

1. Potato Crusted Pan-fried Fillet of Pickerel
 2. Charbroiled New York Steak BBQ'd on board
 3. Chicken Kiev with white wine / mushroom sauce
- With Potato and vegetable. Cost for cruise and dinner is: \$45.00 adult; \$43.00 senior. We'll meet at 1800 at the ticket office on the Government Dock and the boat sails at 1830.

Cruise to Sturgeon Falls:

The North Bay Yacht Club is holding another cruise to Sturgeon Falls during their Fiddle Fest on August 13, 14 and 15. Last years group said they had a very enjoyable time. The town of Sturgeon Falls will be providing overnight security for boats staying over the weekend. For more information call David Tafe at 497-0839.

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Seasickness

From an Internet Article

Seasickness is caused when the minute inner ear organs that enable a human to balance are disturbed by the motion of the boat swaying and pitching. This movement sets off alarm signals to the brain causing nausea, headache, dizziness, and sometimes vomiting. This condition can be intensified by the lack of fresh air and inactivity. It can also be a person's worst nightmare at sea. Seasickness affects many people to varying degrees - even sailors with years of experience. Looking on the bright side, the body adapts after time. Fortunately, several remedies can be taken before setting sail. Pills can be obtained over the counter which help most people by sedating the balancing organs. The pills can cause drowsiness and should be taken with care. Some people find special wrist bands effective. There are also stick-on patches that can be worn on the skin behind the ear, but these are obtained by doctor's prescription only. You can often avoid seasickness by staying busy and keeping your mind occupied by taking over the helm or any other activity that will keep you above decks. Look at the distant horizon rather than the water close at hand. Take deep breaths and drink plenty of water. The worst thing that a person can do is go below decks with no land or horizon to look at. Reading or staring at an object will assuredly bring on the affects of seasickness. If you are seasick and can't bear it anymore, lie down on your back with your eyes closed. This will greatly reduce the affects.

Overheard in Passing

What does it cost for a ship or boat to use the Panama Canal? The Panama branch of the Barwil worldwide shipping agency network has a website that contains a Panama Canal toll calculator. Enter the vessel's length, beam, and something called the "PC/UMS Net" and it does the rest. The calculator even itemizes an additional 2,000 dollars of miscellaneous charges including taxes, telexes, and fumigation fees. The highest Canal toll was \$141,344.91, charged to a cruise ship called the Crown Princess, and the lowest toll ever paid was 36 cents by Richard Halliburton, who swam the Canal in 1928. Now you may be wondering what PC/UMS Net is. You may have a hunch it is a measurement of weight, but it sounds more complicated than roadside truck scales. According to the official bilingual site of the Panama Canal Authority, on the toll assessment page, we learn that the rules of the game had changed back in 1994, in order to comply with a new, worldwide standard for measuring the weight of vessels. This system is referred to as the Panama Canal Universal Measurement System (PC/UMS). Using this system, the weight of a vessel is calculated by applying a mathematical formula to its total volume. Non-cargo ships are assessed based on the vessel's water displacement. Some Panama Canal final notes: It's nearly 8,000 miles shorter to traverse the Canal than to go around South America... that's a huge savings in fuel and time. And swimming the Canal is not recommended these days.

VHF Station License Update

From an email from CPS-ECP

In 1999 Industry Canada de-licensed marine and aeronautical radio sets and entered into negotiations with the United States for a reciprocal agreement for aircraft and boaters crossing the border into the USA, the idea being that we would not require a license in either country. Recently, in post 9/11 USA, other issues have taken the forefront and this issue was relegated to the back burner for the time being and an agreement was never reached.

As a result, our exemption only applies in Canadian and International waters. When a vessel or aircraft is in the sovereign territory of any foreign administration, the provisions of the ITU apply, which requires that all stations be licensed unless there is a treaty between the administrations involved.

Since we do not have a treaty with the United States at this point in time, you will require a license to fully comply with international law. It is fairly inexpensive to obtain and maintain your Canadian licensing, and these days licensing, operators certificates and passports are all considered very good things to have with you should you venture across the border.

If you have further questions please contact Jim Laursen at Laursen.Jim@ic.gc.ca or Michael Krenz at Industry Canada.

Ship's Stores

Carol Gibson S

Now that boating season is upon us, this is the time to replace that frayed flag, treat yourself to a North Bay Burgee - unique to our Squadron, or purchase a "Tilley" style hat for those hot sunny days that we are impatiently waiting for.

We have a limited supply of heavy duty CPS flags 8"x 13" @ \$20. and 12"x 20" CPS flags for those with larger boats sell for \$9.00

Burgees are available for \$15.00, and hats are \$9.00

We have also purchased a quantity of "Wheelies". They are advertised as a floating, all-season, safety-rope delivery system for outdoor enthusiasts. This is a locally made heaving line that packages 50 ft of floating line in a compact, tangle less method and can be hung for convenience, instead of being at the bottom of your line cupboard. They sell from the manufacturer for \$34, but by making a bulk purchase, we can offer to our members for \$25.00 including taxes.

Call Carol at 752 2223 to purchase any of the above.

Predeparture Checklist

Caven Ford P

Use this checklist as a starting point for your important items to remember or check prior to leaving the dock and as a final review of important safety items.

- Ensure you have adequate fuel for your planned trip. The rule is one-third out, one-third back and one-third for safety.
- Check all fluid levels; water, antifreeze, battery, oil and transmission. Add to your list any fluid levels for other needed equipment, such as cooking or generator.
- Ensure you have an engine maintenance manual on board and are familiar with it.
- Ensure your batteries are fully charged. If they aren't, ensure you find out why before you leave the dock.
- Check your supplies of spare parts and tools. Be especially mindful of what you can bring to plug leaks and repair your propulsion system.
- Check the marine weather forecast beyond the planned duration of your trip.
- Ensure your bilge pumps, both manual and electric, are working.
- Ensure your mandatory safety equipment is on board and is in working condition. Ensure your guests know where the life jackets are and how to use them.
- Ensure your emergency kit is on board containing such items as a first aid kit, dry clothes, signaling equipment and dried food. Ensure your guests know where it is.
- Ensure your navigation lights are functioning. This should involve operating them for 30 minutes.
- File a Trip Plan with the marina or another responsible person.
- Ensure your VHF radio is working, if you have an operator's licence.

Next Bridge Meeting
Thur. Sept 9, 2004 @ 1930
North Bay Yacht Club, Callander
All Members and
Spouses welcome.

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

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Your Opinion Please

Caven Ford P

Your opinion is being sought regarding whether life jackets should be mandatory for small vessels under six meters. Some background:

The Canadian Safe Boating Council is seeking opinions whether operators and passengers in all open recreational vessels less than six meters should be required to wear life jackets / PFD's, while underway. It is intended to establish a CPS position statement on the issue; therefore squadron/district input is being sought.

It is hoped that all squadrons will put the question to as many members as possible and report to respective District Councils by October. District Commanders in turn are asked to include results in their report to the October Governing Board. At the February Governing Board most board members favored the proposal.

In order to establish consistency, you are asked to report in one of the following categories.

Do not support/General support/Strong support.

We are interested in hearing your opinion on this subject, so please write to the bridge at the address on the bottom of Page 4 or hit the website and email us your comments and opinions.

Here is some background information from the Safe Boating Council:

In 2002, the Canadian Safe Boating Council struck a Lifejacket/Personal Flotation Device (PFD) Taskforce to review and develop options concerning increased PFD use for recreational boaters in small craft. In October of that year, the Taskforce contracted with SMARTRISK, to develop a research paper summarizing the best available evidence, pro and con, pertaining to mandatory lifejacket/PFD use.

The Research Paper identified the following key findings, which support the recommendation for mandatory wear.

Drowning Rates Are Extremely High in Canada:

Canada's drowning rate is significantly higher than that of many western industrialized countries, with the exception of Finland and Norway.

The Economic Cost is High:

The estimated annual costs of \$80 million (foregone wages and other costs) are significant and warrant focused action.

Wearing a PFD/lifejacket is the Most Significant Factor:

Data from Coroner's offices indicates that 89% of persons who died were not wearing a lifejacket or PFD and in 31% of cases, PFDs or lifejackets were not even present on the vessel. Almost all of these fatalities are considered predictable and preventable

Cold Shock and Swimming Failure Are Not Understood:

The documented effects of sudden unexpected immersion in typical Canadian water conditions, including cold shock, reduced swimming ability and swimming failure are not well understood by the boating public but have been shown to be a major contributing factor in drowning. Research has shown that even excellent swimmers are subject to these serious effects.

Boats Less than 6 Meters are the Target:

The particular concern is the safety of operators and passengers in open recreational pleasure craft less than 6 meters in length.

Wearing is the Answer .Not Carriage:

Most victims never intended to be in the water. The current regulation requiring Lifejackets/PFD's in the boat does not consider the lack of time available to put on a lifejacket when needed or the difficulty of donning one in the water.

Perception of Risk:

Attitudinal studies indicate that most people do not consider themselves to be at risk due to their perceived swimming ability, boating experience and nearness to shore or availability of lifejackets in the boat. Most drowning occurs within 10 meters of safety.

Behavioral Change Campaigns are Not Enough:

Although safety education, social marketing, new flotation products and styles do appear to have improved public attitudes towards wearing PFDs, studies do not indicate that wear behavior has been significantly influenced.

Regulation Has Been Effective in Other Jurisdictions:

Regulation has proven to be a necessary and effective strategy to lead to behavioral change in other safety areas such as seat belt laws and bicycle helmet requirements.

Legal Responsibility:

A review of legal decisions, liability and duty of care interpretations indicates that legislation would assist the courts in identifying the balance of passengers' and owners' negligence in incidents of fatality and injury.

Public Opinion:

Current research and opinion polls indicate that the public would support mandatory wear legislation and that compliance would be high (84-93%). 39% of those surveyed were regular recreational boaters.

Enforcement Issues:

Enforcement stakeholders have indicated that enforcement of wear regulations would be easier than enforcing the current carriage regulations, but resources would be required to quickly obtain effective compliance.

Flotsam and Jetsam

Caven Ford P

Now available at the National Website: www.cps-ecp.ca

Pirates Ahoy! Information on Toronto 2004, the CPS National Conference and AGM scheduled for October 20 to 24, includes registration form, events list and National Competitions information. Watch regularly for additional information including an on-line registration form and Ship's Stores payment pages. These pages are also linked from Members Moorings:

[Http://ecc.cps-ecp.org/ftpacc1.htm](http://ecc.cps-ecp.org/ftpacc1.htm)

Now posted at Members Moorings :

[Http://ecc.cps-ecp.org/ftpacc1.htm](http://ecc.cps-ecp.org/ftpacc1.htm)

- Information and brochure describing a CPS Caribbean Cruise scheduled for February 2005 - register early to ensure your choice of cabin. (Go to Member Benefits)

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Useless Information

What is St. Elmo's Fire?

St. Elmo's Fire is a beautiful, eerie form of atmospheric electricity that usually appears in stormy weather around church spires, sailing masts, and airplane wings.

During thunderstorms, the air between the clouds and the ground becomes electrically charged, resulting in a "glow discharge" - the same phenomenon used in fluorescent tubes. This electricity is drawn to the closest conductor, usually the top of a tall building.

St. Elmo is actually a derivative of St. Erasmus, an early Christian martyr and the patron saint of sailors. During rough weather, frightened seamen interpreted the blue glow around the tops of the masts as a sign of his protection.

You'll also find a beautiful evocation of St. Elmo's Fire in Act I, Scene 2, of William Shakespeare's *The Tempest*. In the scene, the sprite Ariel describes playing havoc with a crew of unlucky sailors while disguised as the strange phenomenon: I boarded the Kings' ship; now in the beak, / Now in the waist, the deck, in every cabin, / I flamed amazement; sometime I'd divide / And burn in many places; on the topmast / The yards and bowsprit, would I flame distinctly / Then meet and join.

The sport of yachting must have been invented by a Dutchman. According to a 1992 Forbes Magazine story on the America's Cup competition, the word "yacht" comes from the Dutch verb "jacht." The translation means "to throw up violently."

2004-2005 Squadron Bridge

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