

1 Graduation Dinner / Change of Watch

This is our Social Event of the Year. This evening is multi-purpose:

- * We recognize our new graduates
- * We thank Squadron members who have donated their time during the past year - by awarding Merit Marks
- * We "swear in" next years Bridge.

Once again, we are holding our Graduation Dinner at Pinewood Park Inn.

Dinner will be Prime Rib, and as usual it 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 help welcome our new graduates into the Squadron.

DATE: MAY 02, 1998

TIME: Cocktails 1700 hours
Dinner 1800 hours

Cost: \$20.00 per person - taxes and gratuity are included in price.

To reserve, call Ivan Gough at 752-2920

CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON

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VHF RADIO STATION LICENCES NOT NEEDED!

By Grant Churcher, Membership officer

If you are a pleasure boater with a marine VHF radio, chances are the operating cost of your boat just dropped by about \$40.00.

Industry Canada plans to change the Radiocommunication Regulations, effective 1 April 1999, so that "certain ship radio stations no longer require a radio licence". To be exempt, boats must be operated only in the waters of Canada and the US, and the radio equipment must only be capable of operating "on frequencies that are allocated for marine mobile communications or marine radio navigation". That covers most of the off-the-shelf radios that pleasure boaters use.

Folks who qualify for this exemption should already have been notified by Industry Canada, and unless they specifically ask that their station licence be renewed, it will be canceled.

This raises some questions. What happens to my call sign? What do I use to identify the station? What is the proper calling procedure? Will the airwaves get cluttered? Some fear that "It will become like CB" (with apologies to any CBers reading this). A phone call to the Industry Canada (Spectrum Management) office in Sault Ste. Marie yielded the following information. The official was reading from a prepared memo, so the information "should" be the official word.

Industry Canada does not re-issue call signs; this has been the policy in the past and it will continue. For stations that have had a call sign in the past, that is still the official identifier for the station. For new stations that do not need a licence and therefore are not issued a call sign, the boat's name and/or registration number and/or licence number should be used for identification. Calling procedure stays the same (boat name/number followed by call sign), except that you don't use the call sign if you don't have one.

Whether the airwaves get cluttered or not is hard to predict. It will probably depend on how many people have not bothered to buy a radio because they did not want the hassle of applying for a station licence or the cost of the annual fee. There may be an increase in the number of radios in use, or there may not.

The issue of whether "it will become just like CB" (i.e. anybody can get and operate one) is easier to predict. It probably won't happen. To operate a marine VHF radio, people still need the Restricted Radio Operator's Certificate (RROC). The

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A couple of interesting conversations taking place on the CPS Newsgroup on the Internet of late:

The first was a question, specifically "where did the term 'Freeze the balls off a brass monkey' come from?"

There was much discussion and the two that make the most sense to me are listed below.

1. Archaic naval term referring to the triangular frame known as a monkey, used for holding cannonballs, pyramid fashion. During very cold weather, the monkey, being made of brass, would contract sharply and dislodge the cannonballs "off a brass monkey".

2. In the days of a sailing man-o-war, the cannon balls were made of iron. In the Royal Navy things had to be shipshape and they had a square brass tray with a lip made. On this brass trays they stacked the cannon balls (in port only). The brass trays were called the 'monkey's'. In extremely cold weather iron shrinks and they would sometimes fall off the monkey, hence the saying

There was more discussion quoting metallurgical engineers saying that the difference in contraction of the metals, unless the rack were very large, would not be sufficient to cause a ball to pop out. This was rebutted with: that the fault lay in the balls, not the monkey. Due to the haphazard methods of casting the balls the basic metal content was not always similar. Then in cold weather they would shrink or crack at different rates, causing the pyramid to become unstable and collapse.

Whatever you choose to believe the real origin to be is fine, but we can be reasonably sure the phrase comes from our navel past.

.....
The next discussion also caught my interest. "We recently read in a magazine that ancient mariners leaving Europe in search of the 'New World' kept 'Polaris', (the North Star), on the north or right-hand side of the vessel; hence the term 'starboard'. Can anyone tell us the origin of where 'Port' came from.

1. The side opposite to starboard used to be called larboard and it doesn't take much imagination to realize how confusing that could become. Since the larboard side was the side of the ship to the dock it became known as port. What I had learned was that the starboard side was so called because it was the side of the ship with the steering board (rudder) while the lading board was on the opposite or larboard side.

2. "Starboard" comes from the Old English "sterbord" which means "steering board" the old ships were steered by means of a large oar or board on the right-side of the boat. "Port" came as a result of the confusion between StarBoard and Larboard (the lading, or loading, side of the ship- obviously the other side from the steering board) Since the left side was always at port it became

known as the "portside".

Incidentally, "Stern" comes from the Old Norse "stjorn" which means "steering"

More utterly dispensable Naval trivia.

Joint Cruise with Yacht Club

Your Bridge is in the process of planning a joint cruise with the Yacht Club. Anyone with ideas or if you are willing to help plan this event, please contact a bridge member for details. Tentatively we are planning on going to Keystone on July 17th, 1999. Watch for more details.

IN MEMORIAM

We regret to announce that long time member Sandy MacNabb passed away last month after a short illness. Sandy joined the North Bay Squadron in 1965 and was a loyal member for 34 years. He was Commander for the 1970 and 1971 terms and in 1972 he received the Hickson trophy for dedicated service. Our sympathy goes out to his family. Sandy will be missed by all.

STORES

Is your flag
Tattered or Torn?

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from our Supply officer:
Carole Gibson

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(705) 752-2223

Literature Corner:

By Elizabeth Appleton, Executive Officer

I read another book: "Survive the Savage Sea" by Dougal Robertson. This is a true account of the 38 days that he, his wife, their two children and a young student were shipwrecked (their sailboat was holed by a whale and sunk within minutes). They were near the Galapagos Islands (I think) and spent the first few weeks in a survival raft and then when that became unrepairable, they had to abandon it and survive in the 12 foot dinghy they had been towing. They survived mainly on raw turtle and fish, not to mention turtle blood, livers, and rainwater. It was a good read



Fish Fry 99 at Jackie Fry's

Gord and Jackie Restoule are hosting a large one day fish fry on Sunday August 8th, 1999. They have invited the Power Squadron to participate (as we have in the past). There is more boat space and new/more docks available this year. We should plan to meet around 4:30 at their docks for cocktails followed by dinner. This event is one of the Squadron's highlights for 1999. Don't be left out. Mark your Calendars early. Cost: \$12 per person (at the door. Correction: at the dock)

For more information, please contact a bridge member, check the info line, or check the web site as the time approaches. We will have more info for the June News letter.



Dues Due

Just a reminder.....

You will be contacted by national headquarters very shortly to renew your membership in the Canadian Power and Sail Squadron. Please send in your membership dues ASAP!. It is important for the survival of our local chapter.

Another year has come and gone. Yes the time sure flies. Fortunately this winter wasn't as hard as some of the winters of the past and it's almost boating season again. YaHoo!

This year you will be sending your registration right to National. It is important that you supply your birth date on the reply card. This is the requirement so that National can send your operator proficiency card and thus exempt you from writing the exam.

Watch your mail!



Commanders Message:

By George Graham

Spring is fast approaching and it is time to prepare for the coming boating season. Over the past winter there have been many changes to the boating regulations, from the requirement for boater proficiency cards to changes in the mandatory equipment that we must carry on our boats. There has been a new safe boating guide printed that lists mandatory equipment required for all boats.

The bridge will be planning some events for the coming season, so look for the schedule and mark them on your calendar. A good time is had by all that take part in these events.

The graduation and change of watch will be held on Sunday May 2, 1999. I extend an invitation to all members to come out and welcome our new graduates and the incoming bridge.

I am hoping to see many of you at the AGM and the Graduation dinner. Plan to attend, both events will be entertaining.

Commander George Graham P



Boat Show Trip a Bust

For those of you who haven't heard, our Annual trip to the Toronto Boat show this year never happened. Just not enough interest?????? We'll try again next year (I hope).



VHF RADIO STATION LICENCES NOT NEEDED! (Cont'd)...

change in the regulations means that anybody can have a VHF radio without any further paperwork or cost, but not everybody can legally operate one. Effective radio communication has always depended on whether operators are well-trained, and follow the procedures they have been taught. That won't change, regulations or no regulations!

The Power Squadron offers a course in VHF radio operation (including the Industry Canada exam) for those who want to get their RRO Certificate. Times are announced in the newsletters, and you don't have to be a member to take the course.

Well another boating season is fast approaching. I know I have to keep reminding myself that the ice is still on the lake and I can leave the boat in the back yard for a couple of weeks longer. It is all I can do not to get her out and start tinkering again. Where did I put that list, last Fall, of things she needed done?

Have you got your card yet? I cannot begin to count the number of times I've been approached with questions about the new Operator Competency Requirements from the Canadian Coast Guard (CCG). It seems the media attention of a couple of months ago has raised more questions than it answered. It got to the point where I was confused by what I was hearing and had to go back and check it out. So, here is the latest from CCG. I'll break it down to the three major areas; Operator Competency, Age horsepower restrictions and Minimum Equipment Requirements. Most of this information is quoted directly from the CCG website:

Operator Competency:

"The *Competency of Operators of Pleasure Craft Regulations* require operators of pleasure craft fitted with a motor and used for recreational purposes to have proof of competency on board at all times. These requirements are being phased in over ten years (see table).

Proof of competency can take 1 of 3 forms:

1. proof of having taken a boating safety course prior to April 3, 1999;
2. a pleasure craft operator card from a Canadian Coast Guard accredited course provider following a test;
3. a completed rental boat safety checklist (for power-driven rental boats).

The operator card is good-for-life. Boaters can obtain their card after receiving a mark of at least 75% on a Canadian Coast Guard accredited test after having completed an accredited course. Boaters also have the option of taking this test without first completing a course. Professional mariners will see their qualification recognized."

The phase in period is as follows:

Operator Competency Requirements

How this applies to operators** of pleasure craft fitted with a motor and used for recreational purposes	Date at which proof of competency required on board
All operators born after April 1, 1983	September 15, 1999
All operators of craft under 4m in length, including personal watercraft	September 15, 2002
All operators	September 15, 2009

**These requirements apply in areas outside the Northwest and Nunavut Territories at this time.

**Applies to non-residents of Canada and whose pleasure craft is in Canada more than 45 consecutive days. Operator card or equivalent issued to a non-resident by their state or country will be considered as proof of competency."

Age Horsepower Restrictions: *

How this applies to operators of pleasure craft fitted with a motor and used for recreational purposes	Power restrictions as of April 1, 1999
Under 12 years of age, and not directly supervised**	Can operate a vessel with no more than 10 hp (7.5 KW)
Between 12 years and under 16 years of age, and not directly supervised**	Can operate a vessel with no more than 40 hp (30 KW)
16 years of age and over	No power restrictions

*These requirements apply in areas outside the Northwest and Nunavut Territories at this time.

**Directly supervised means: accompanied and directly supervised by a person 16 years of age or older.

Age-horsepower restrictions come into effect on April 1, 1999. These restrictions prohibit operators under the age of 16 year from operating craft above specified horsepower limits. This applies to the operation of pleasure craft fitted with a motor and used for recreational purposes. If an operator is accompanied and directly supervised in the pleasure craft by a person 16 years and older, the age-horsepower restrictions do not apply. These restrictions also prohibit persons under 16 years from operating personal watercraft regardless of whether they are accompanied by an adult."

Minimum Equipment Requirements:

Depending on the size of your vessel the following, from the CCG web site, are the required equipment (list does not include Personal Watercraft and is limited to craft up to 12 m or 40 feet):

6 M Powered Pleasure Craft (not over 6 M in length):

- one Canadian-approved personal flotation device or life jacket of appropriate size for each person on board
- one buoyant heaving line of not less than 15 m in length
- one manual propelling device OR an anchor with not less than 15 m of cable, rope or chain in any combination
- one Class 5BC fire extinguisher, if the pleasure craft is equipped with an inboard engine, a fixed fuel tank of any size or a fuel-burning cooking, heating or refrigerating appliance
- one bailer or one manual water pump fitted with or accompanied by sufficient hose to enable a person

using the pump to pump water from the bilge of the vessel over the side of the vessel (note: A bailer or manual water pump is not required for any multi-hull vessel that has subdivided multiple-sealed hull construction)

- a watertight flashlight OR 3 Canadian approved flares of Type A, B or C
- a sound signaling device or a sound signaling appliance
- navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility.

6 M - 8 M Pleasure Craft (over 6 M in length but not over 8 M in length):

- one Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
- one buoyant heaving line of not less than 15 m in length OR one life buoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line of not less than 15 m in length
- a re-boarding device if the freeboard of the vessel is greater than 0.5 m
- one manual propelling device OR an anchor with not less than 15 m of cable, rope or chain in any combination
- one bailer or one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel
- one Class 5BC fire extinguisher, if the pleasure craft is a power driven vessel, plus another class 5BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance
- a watertight flashlight
- 6* Canadian approved flares of Type A, B or C (*exempt from carrying pyrotechnic distress signals if: operating in a river, canal or lake in which it can at no time be more than one mile from shore OR engaged in an official competition or in final preparation for an official competition and has no sleeping arrangements)
- a sound signaling device or a sound signaling appliance
- navigation lights that meet the applicable standards set

out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility

8 M - 12 M Pleasure Craft (over 8 M in length but not over 12 M in length):

- one Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
- one buoyant heaving line of not less than 15 m in length
- one life buoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line of not less than 15 m in length
- a re-boarding device if the freeboard of the vessel is greater than 0.5 m
- an anchor with not less than 30 m of cable, rope or chain in any combination
- one bailer
- one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel
- one Class 10BC fire extinguisher, if the pleasure craft is a power driven vessel, plus another class 10BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance
- a watertight flashlight
- 12* Canadian approved flares of Type A, B, C or D, not more than 6 of which are of Type D (*exempt from carrying pyrotechnic distress signals if: operating in a river, canal or lake in which it can at no time be more than one mile from shore; OR engaged in an official competition or in final preparation for an official competition and has no sleeping arrangements)
- a sound signaling device or a sound signaling appliance
- navigation lights that meet the applicable standards set out in the Collision Regulations



Pay if you Pass.....

The North Bay Power and Sail Squadron will be setting up a booth at the North Bay Mall on April 8 & 9, 7-9 p.m. April 10, 10 a.m. - 4 p.m. during the Hunters Bay Boat Show. At our booth, you can write the operator license exam. You will only have to pay the \$20 fee if you pass. (Note: the \$20 is the Government fee, the Squadron gets \$0 for this). We will have a quantity of 'Boat Pro' manuals on hand for sale at \$10 each.

I use the word you very loosely above as the circulation of this newspaper does NOT need to write the exam (only members get this publication, and if the members renew their membership and supply their birth date to National, you will get your card automatically.) This however is an excellent opportunity for your spouses, friends, kids, etc. to get their licenses. So spread the word. Hope to see you at the mall.

North Bay Power and Sail Squadron

P.O. Box 71, North Bay, ON
P1B 8G8 (705) 494-4427

Report from Cyberspace

By Terry Lang P

We have been getting quite a bit more activity on the web site... especially now that I've linked the proper address with National and advertised it on a few search engines. For anyone who has visited the North Bay Power and Sail Squadron's web site, and for those who still need to go and check it out.... here is the correct address: www.bigfoot.com/~nbps

The company that provided the old free address that I was using for our site went out of business. The new address is a URL for life address. I.e: it doesn't matter where we host the site in the future, this will still be the correct address. Please update your browsers.

New Enhancements: come and check out the new links to current news. There is a whole section pointing to relevant, recent news stories. If you find other cool stuff, forward me an e-mail and I'll add it. Another new feature is our greeting card section. You can send a virtual greeting card to anyone with some local nautical content.

Keep checking the site for upcoming events. As always I'm looking for feedback.

Terry Lang
Newsletter Editor and Webmaster



1998-1999

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