

1st annual CPS Bar-B-Q ~~Cancelled~~

The 1st annual CPS BBQ unfortunately had to be canceled due to high winds. Ah, one of the nasties of boating on lake Nipissing. True you can't control the weather, and even though I did do a little prayer for nice weather for the event, (and got a nice sunny day) I forgot to specifically ask for NO WIND. Something to remember for next year. Make that moderate winds otherwise you sail boats wouldn't be able to get there either.

We had planned on crossing to the Goose

Islands for our Bar-B-Q, but early that morning, one of our scouts reported large waves, making it unsafe for some of the smaller crafts to make the journey. Thanks to everyone who planned on attending this event. It would have been the most attend event the bridge had organized if everyone who signed up would have shown up and we will definitely plan a similar event next year. 🍂

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CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON

Published Quarterly

Cruise on Chief a Success

By Mike Eedy

Friday 25 Aug 2000 was a beautiful calm sunny day. Perfect weather for a cruise on Lake Nipissing as those members of the squadron who joined us discovered.

While it's great fun to pilot your own boat, sometimes it's nice to relax and let someone else do the driving. And I don't believe anyone's boat affords the view from the third deck of the Chief Commanda unless you want to go up somebody's mast in a bosun's chair.

John Size's commentary provided an interesting counterpoint to the visual beauty. There was a small disagreement over the colour of the weather buoy by the Goose Islands with the Captain though <BG>. I'm jealous of all the folks who own those lovely cottages in the French River. Also took the opportunity to update the waypoint in my Garmin 45 GPS for the docks at Keystone Lodge, while the Chief was docked there letting a tour group disembark.

I finished the day with a smile, a slight sunburn (I should know better) and a little sorry for those who missed out. If anyone is interested, I'm willing to coordinate another Chief cruise next year, so start planning ahead now. 🍂



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New Membership Benefit for CPS - Sam the Record Man

Sam the Record Man will offer the following discounts to CPS Members when they present their membership cards to any of their stores across Canada:

20% off all regular priced compact discs, cassettes, videos, laser discs, accessories and DVDs.

10% off all sale priced merchandise \$16.99 and above, excluding accessories.

There were a few problems with the start up this benefit but the offer has now been clarified by letter the content of which was circulated to all Sam the Record Man corporate and franchised stores across Canada. 🍁



New Phone Number

The N.B.P.S.S. has obtained a new phone number. Write this down: 499-2599. Please phone this number to leave a message for any bridge member, listen to information about important upcoming events, inquire about courses, etc. This will be the primary contact number for our squadron.

A bridge member will be checking the answering machine regularly, and updating the message for all important upcoming events. Stay tuned. 🍁



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Courses / Training

BASIC BOATING:

Unfortunately, the fall Basic Boating course will not be held this year due to insufficient enrolment. Anyone who expresses interest will be advised that their names will be held for the course in the New Year. Anyone interested in taking the basic boating course is asked to contact George Graham or leave a message on the squadrons answering machine 499-2599

SEAMANSHIP POWER:

We are in the process of locating an instructor for this course. Once that is done, then the course will be scheduled and made available. This course expands upon the Boating Course to provide the knowledge necessary to become a safe and proficient operator of a power-driven vessel.

Course content: Power trains, engine controls and instruments; handling and cruising under power; mooring and anchoring; legal responsibilities; engine and trouble diagnosis; fuels and fuel systems; electrical systems; cooling and lubrication; maintenance and fire safety.

There is a growing number of people wishing to take this course. Please phone the squadron 499-2599 or contact George Graham to reserve your spot.

WEATHER:

It may also be possible to include a weather course over the winter schedule due to the cancellation of the fall Boating course. 🍁

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Commanders Message:

By Caven Ford

Well, another boating season is drawing to a close. I don't know where it went; the time sure flew for me this summer. Although I didn't get out in my boat as much as I would have liked, I did manage to enjoy a few trips. Now it is almost time to put her away for another winter.

Your Squadron is gearing up for the fall and winter training sessions. Unfortunately, due to a lack of interest, the fall boating course has had to be cancelled. It seems that interest in this particular course has waned over the years. At a recent District General Meeting, the same sentiment was expressed by most of our District's Squadrons. Enrollment is down all over. With a classroom at our disposal and some free time on our hands, the Squadron has decided to run a couple of elective courses. Some details still have to be ironed out but at this time we are looking at offering the Seamanship Power Course (8 nights) and the Weather Course. If you or someone you know is interested, please contact the Squadron and leave a message at 499-2599, or any of the Bridge members to be sure you get on the list. As well, as usual, if there is enough interest in any other course, please let us know, as we are always more than happy to arrange something. While you are at it, why not surf over to our website and take a peek. I have been looking at some of the others across the country and we have one of the best I've seen so far. It is updated as often as possible and is a good source of information on what we have to offer.

Hope to see you in the classroom! 🍁

Caven Ford P

Alcohol and Boating

What are the laws regarding transporting alcohol (ie a cooler of beer) in an open boat - not to drink while underway but to enjoy at a beach or at anchor where the boat includes a designated driver.

The immediate answer that should spring to everyone's mind from the boating course should be the boat requires sleeping accommodations, a head and stove.

A search on the law from a number of references on the WEB with Coast Guard, DFO, CPS, and others might actually surprise you. All the literature you will find will boil down to 3 things:

1. Each province has it's own laws regarding drinking and boating.
2. Each province has a variation of the law stating that it is an offence to drive a boat while under the influence.
3. Only Ontario states that to have alcohol on board, the boat must have a head, sleeping accommodations, etc.

Ontario's has somewhat archaic liquor laws technically prohibit the transportation of alcohol other than to one's place of residence. In other words, in Ontario it is, I think, technically illegal to take a bottle of wine to the house of a friend as a thank-you for dinner or a house-warming gift. Most people up here ignore or don't know about that provision. Similarly, it is technically illegal in Ontario to carry alcohol on a vessel unless it is stored on a different level than the helm. The latest regulatory change of which I am aware essentially applied the same legislation to boaters as that applicable to driving an automobile, and linked on-water offences to the individual's drivers licence.

Many summer cottages in Ontario are water access only, so, if I am correct, it is technically illegal for a cottage owner to transport alcohol to their cottage by boat unless the helm is on a different level than the rest of the vessel - makes for an interesting scenario for someone whose transportation consists of a bowrider or other type of runabout, doesn't it? Luckily, if the container is sealed and stowed and the boater is simply transporting the alcohol to their cottage, most police officers have enough common sense not to enforce the Liquor Act quite as strongly as it is written.

Consumption, on the other hand is a different matter. A vessel with an operating head, galley and sleeping accommodations (with the necessary accouterments, such as pillows, sheets, or sleeping bags, etc.) is deemed to be the operator's place of residence, and alcohol may be consumed while the vessel is at anchor or docked. I do not think there is any provision that varies the legislation by virtue of the presence of a designated driver, and consumption on a private vessel while under way, by any passenger, is prohibited. The only exception is for commercial vessels such as charter tour boats with appropriate liquor licences.

In the CPS Boating course, we actually suggest that all evidence of consumption be properly dealt with before the anchor is weighed or the vessel leaves the dock. Glasses washed, bottles stowed, empties consigned to appropriate storage facilities for ultimate disposal.

Our liquor laws in Ontario may be restrictive and dated, but at least they send the right message. To my mind, there is no excuse for operating a vessel of any size or style while under the influence. Given the risks associated with drinking and boating, it is important to teach all Boating students that alcohol can impair their ability to operate their boat, and that responsible boaters do not drink and drive nor allow their passengers to overindulge while on the water. It's a heck of a lot more fun on the water than under the influence, especially when the local constabulary idles up beside you for a safety inspection. 🍁

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CAROLYNN PETERS
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TOTAL MEMBERSHIP - 155



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