

41st Annual Grad Dinner/Change of Watch May 5, 2002

Mark your calendar for the Squadron Dinner MAY 05. This is your Squadrons main social event of the year, and we would love to have YOU ATTEND. Some folks think it is mainly for new boating graduates, but it is a social, and all Squadron members are invited, - - - and welcome.

A couple of years ago we held our dinner at the Yacht Club, and we got favourable comments, so that's where it is going to be this year. The location is so picturesque, + the ice should be out, and the bugs shouldn't. The dinner is being catered, and the Yacht Club (courtesy

Bill Simkins) is going to run the bar for us.

DATE: Sunday May 05,2002
Time: Cocktails 17:30 hours
Dinner: Dinner 18:30 hours
Cost: \$20.00 per person - (taxes and gratuity included)

To reserve, call Carol Gibson 752-2223
For those who don't want to tackle all the steps - drive in the upper parking lot and come in the back door. 🍁

Issue 2002 Volume 1
March, 2002

CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON



Published Quarterly

Boat Show Trip a Huge Success

By Elizabeth Appleton

Once again, the annual boat show excursion was a great success, thanks to the absent (in body only) Carol Gibson. Much as she was missed, at least we didn't have to race to the Sun Dial buffet table ahead of her for fear she would eat more than her share.

We had the new and improved coach and had only a few vacant seats - about 52 attended. The bus was a tad confining to those people whose legs were longer than 12 inches. Food for thought for next year's bus. Maybe we'll have to put a height restriction on attending.

My boat show highlight was meeting Derek Hatfield who will be sailing solo on the "Spirit of Canada" beginning in September. This is one of those 'around the world practically' grueling trips and they were raising funds at the Boatshow. He autographed a certificate that I will give to a friend in recognition of a spot (lat/long) on Derek's planned track in the friend's name. I also will have my name printed on the "Spirit of Canada" as it makes its journey.

For those of you interested in the event, the e-mail address is info@spiritofcanada.net. He has been practicing in Lake Ontario during the winter in preparation for conditions that he will encounter in the Around Alone race.

Other than that, I did my bit to keep the economy rolling - saloon clock, sun hat, boat paint, etc. etc. I heard from others who attended that they didn't find it very interesting. I always like the boat show - there are always new toys to wish for, new technology to marvel at and new craft to "wow" over. Hope that you all had as good a time as I did. See you next year. 🍁



Squadron members disembarking on the show. Shown here, Training Officer George Graham (right) and our bus driver left.

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Boating Terms (humour)

Author Unknown

ALCOHOL STOVE - Compact stove used in small-boat galleys to bring liquids to body temperature and solid foods to cabin temperature, usually within one hour. Preferred over propane stoves by many boat owners since, in a pinch, its propellant may be served as a cocktail. Alcohol stoves are also sometimes used by boat owners, together with a valid insurance policy, to convert their craft to a liquid asset.

ANCHOR - Any of a number of heavy, hook-shaped devices that is dropped over the side of the boat on the end of a length of rope, and which is designed to hold a vessel securely in place until (a) the wind exceeds 2 knots, (b) the owner and crew depart, or (c) 3 A.M.

BATTERY - Electro chemical storage device capable of lighting an incandescent lamp of a wattage about equal to that of a refrigerator bulb for a period of 15 minutes after having been charged for 2 hours.

BERTH - Any horizontal surface whose total area does not exceed one half of the surface area of an average man at rest, onto which at least one liter of some liquid seeps during any 12-hour period and above which there are not less than 10 kilograms of improperly secured objects.

BOOM - 1. Laterally mounted pole to which a sail is fastened. Often used during jibing to shift crew members to a fixed horizontal position. 2. The sound produced when an alcohol stove is used to convert a boat to a liquid asset.

BUOY - Navigational aid. There are several types and colors of buoys of which the most numerous are: the black can (seen as a fuzzy black spot on the horizon); the red or green day beacon (seen as fuzzy black spot on the horizon); the red nun (seen as a fuzzy black spot on the horizon); and the vertically striped black-and-white channel marker (seen as a fuzzy black spot on the horizon).

CABIN - A cramped closet-like compartment below deck where crew members may be stored until needed.

CATALOG - A list provided by manufacturers of items that are currently unavailable, or that have been dropped from production entirely.

CHART - 1. A large piece of paper that is useful in protecting cabin and cockpit surfaces from food and beverage stain. 2. A common decorative motif on place mats. 3. A nautical map that assists the boatman in determining whether he is on the water (blue on charts) or on land (yellow).

CIRCUIT BREAKER - An electromechanical switching unit intended to prevent the flow of electricity under normal operating conditions and, in the case of a short circuit, to permit the electrification of all conductive metal fitting throughout the boat.

CREW - Heavy stationary object used on shipboard to hold down corner of charts, anchor cushions in place, and dampen sudden movements of the boom.

FISH - Any living creature that does not call the Coast Guard when face with the prospect of being submerged for more than one minute.

FIX - 1. The estimated position of a boat. 2. The true position a boat and its crew is in most of the time.

FLASHLIGHT - Tubular metal container used for storing dead batteries prior to their disposal.

FLOATSAM - Anything floating in the water from which there is no response when the offer of a cocktail is made.

FLUKE - The portion of an anchor that digs securely into the bottom, holding a boat in place; also any occasion when this occurs on the first try.

HAZARD - 1. Any boat over 2 feet in length. 2. The skipper of any such craft. 3. Any body of water. 4. Any body of land within 100 yards of any body of water.

INLAND WATERS - As defined by the Coast Guard, areas of territorial waters abutting or passing through heavily populated regions, where a man who falls overboard will dissolve before he drowns.

LIFE PRESERVER - Any personal floatation device that will keep an individual who has fallen off a vessel above water long enough to be run over by it or another craft.

MARINA - Commercial dock facility. Among the few places, under admiralty law where certain forms of piracy are still permitted. Most marinas have up-to-date facilities for the disposal of excess currency that may have accumulated on board ship, causing a fire hazard.

PASSENGER - A form of moveable ballast.

PORTHOLE - A glass-covered opening in the hull designed in such a way that when closed (while at sea) it admits light and water, and while open (while at anchor) it admits light, air and insects (except in Canadian waters, where most species are too large to gain entry in this manner).

RACING - Popular nautical contact sport.

RADAR - Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with "blips", which represent other sailboats, large cargo vessels, and supertankers.

RELATIVE MOTION - The motion of one boat in relation to another on which the first is converging. If direct convergence occurs, one or both of the boats may develop downward motion.

RULE OF THUMB - Hitchhiking at sea is both illegal and inadvisable.

SCUPPERS - Customary disembarkation points for prudent rodents.

SEA BAG - 1. Canvas sack in which a sailor's gear is carried. 2. Aging mermaid.

SEXTANT - An entertaining, albeit expensive, device, which, together with a good atlas, is of use in introducing the boatman to many interesting areas on the Earth's surface which he and his craft are not within 1,000 nautical miles of.

SHIPSHAPE - A boat is said to be in shipshape when every object that is likely to contribute to the easy handling of the vessel or the comfort of the crew has been put in a place where it can not be retrieved from in less than 30 minutes.

SHIP-TO-SHORE RADIO - A combination radio transmitter/receiver that permits captains and crew members to obtain wrong numbers and busy signals while at sea.

SWIMMING - A form of solo waterborne navigation, ordinarily practiced over short distances, whose expense, compared with sailing, is negligible, since the most costly item - the boat - is dispensed with entirely.

TACK - To shift the course of a sailboat from a direction far to the right, say, of the direction in which one wishes to go, to a direction far to the left of it.

WAKE - 1. Horizontal track in the water caused by passage of a boat. 2. Ceremony held if that track becomes vertical.

WEATHER HELM - Marked tendency of a sailboat to turn into the wind, even when the rudder is centered. 'Tis is easily countered by wedging a heavy object against the tiller. *See CREW.*



Our Web Address
[Http://www.nbpss.on.ca](http://www.nbpss.on.ca)
Phone: (705)499-2599

Come Cruise the Wenonah II

By Terry Lang



At a recent district meeting, Gravenhurst Power Squadron extended an invitation to all squadrons in our district to join them for a Pre-Launch cruise of the recently re-built Wenonah II Steam Ship. The cruise will take place on Saturday June the 8, 2002 at a cost of \$25 per head. Early registration is advised as space is limited.

Due to the continuing and overwhelming popularity of the R.M.S. Segwun (the oldest working steamship in North America), and the demand for increased capacity, the Muskoka Steamship and Historical Society is pleased to announce a new legend: the construction of R.M.S. Wenonah II, a brand-new and magnificent sister ship, scheduled for service in May, 2002. Featuring state-of-the-art designs that duplicate the imagery of the past, while reflecting advanced construction and operating systems, this proud 127 foot vessel will preserve the 1907 Muskoka style in historical details.

Wenonah II will provide a spectacular new carrier for regular cruises, charters, special events, corporate affairs - or just quiet, romantic dinners for two in the glow of the evening sunset. And where the Segwun's focus has been on Lake Muskoka, Wenonah II will now allow both ships to cover Lakes Rosseau, Joseph and Muskoka.

Plans call for test sailing in September 2001 and a Gala Launch Ceremony to commemorate Wenonah II into daily service in May, 2002.

By extending the popularity of heritage water cruises to all three Muskoka Lakes, Wenonah II will bring benefits to everyone in the area, today, and for generations to come.

The Muskoka Steamship and Historical Society is a non-profit organization incorporated with charitable status. With a mission of preserving the Muskoka Tradition, the Society oversees the R.M.S. Segwun, Wanda III and other artifacts of the steam era. Principal projects are:

Phase 1: The complete restoration of the Royal Mail Ship Segwun - completed.

Phase 2: Building of Segwun Heritage Centre, which contains the Society's Interpretive Centre, gift shop and administrative offices - completed.

Phase 3: Restoration of Mrs. Timothy Eaton's 1915 steam yacht Wanda III - completed.

Phase 4: The completion of the Wenonah II for the 2002 sailing season - in progress.

Phase 5: Wooden Boat Museum, Boathouse and Training Centre - tentative date summer 2002. (This complex will provide the Society with a structure to house the Wanda III and collect and display Muskoka's vintage watercraft. As well, a training school will be initiated for teaching maintenance skills required for the preservation of wooden boats.)

The successful completion of the Wenonah II project will help preserve the RMS Segwun indefinitely. And it will assist the Historical Society to continue celebration of Muskoka's marine history through the new projects listed above.

Members of the general public are encouraged to join the Muskoka Steamship and Historical Society. You can obtain an application form at the Segwun Ticket Office or Interpretive Centre, 820 Bay Street, Gravenhurst ON, P1P 1G7.



Voyager District AGM

The Voyager District Annual General Meeting will be held in Sudbury on Saturday May 25, 2002 at the Howard Johnson Plaza Hotel and Caswell Conference Centre, in the Regency North Room, 1691 Regent Street, Sudbury, ON. They are still looking for a secretary and a couple of other District Bridge positions need to be filled.

Our own Commander Ford will be giving a presentation on Electronic Navigation.

There will be one more general District meeting before the AGM on Sunday April 7th in Sudbury, also at the Howard Johnson Plaza Hotel and Caswell Conference Centre.

For more information, contact Caven Ford, 752-4807



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Sale of the Whitney III

By Terry Lang



This article is being included in this issue as more of a look into our local history than as an advertisement for the current owner. If you are interested in purchasing, the agent with the power of sale is in Port Dover

First a little history of the old girl....She worked for a lumber company on Lake Nipissing and on Lake Temiscaming. She was mentioned in historical books such as "From Dugout to Diesel" professor Van Den Hazel, Nipissing University.

She is currently owned by Jack Dacey and is located in Sault Ste Marie Ontario.


The Whitney III is a Russell - Alligator flat bottom tug boat. She displaces 25 tonnes and is 46 feet in length with a 11 foot, 6 inch beam. She is powered by a Cummings 250 diesel engine and can carry 200 gallons of diesel fuel.

In 1908 the Gordon Lumber Company at Cache Bay (1900-1965) had several alligators over the years. They approached Sturgeon Falls boat builder Fred Clark, from the remarkable Clark family, to build an alligator called the "Veuve." Clark later built several other alligators and steam boats. The "Veuve" lasted a decade and was replaced by the Whitney (1918-1937) which ran for twenty years and was replaced by the Whitney II (1938-1955).

Improvement in alligator construction is indicated by the fact that the Whitney III (1945-1965) was steel-hulled and diesel driven. Paddlewheels had been replaced by propellers as an option many years before, making the boats six feet narrower and more maneuverable.

The Whitney III was built by the Russell Brothers Company of Owen Sound, which replaced West and Peachy as the main producer of alligators

Numerous other alligators, too numerous to mention here, plied the waters of Lake Nipissing and its rivers and tributaries over the years.

If you are interested, You can pick her up for the asking price of \$75,000 

Commanders Message:

SPRING 2001

By Caven Ford



Officially it is spring, although it doesn't really look like it outside yet. Hang in there; it'll be all over soon and we'll once again be enjoying the water.

As you start thinking about the summer's activities, don't forget that if you operate a motorized pleasure craft four meters (13.2 feet) in length or smaller, you are required to show proof of competency by September 15, 2002. This includes dinghies and any other powered pleasure craft, including those with electric motors. Also, lets not forget that if you or anyone you know was born after April 1, 1983, you need one now. Your squadron is offering a variety of venues to obtain the Pleasure Craft Operator Card. Please see list of challenge sessions elsewhere in the newsletter.

As you see from the extras in this newsletter, we are rapidly coming upon our own Annual General Meeting. I encourage all members to try to attend this meeting as you are part of the squadron and as a member you do have a vote. Come on out and exercise your right! And bring a friend or spouse along to enjoy the reception and presentation after the meeting.

This coming AGM marks the end of my term as Commander. I'd like to thank everyone who helped out over the past two years and especially those members who have served with me on the bridge. I've enjoyed my term as Commander and look forward to serving the Squadron in some other capacity.

Hope to see you on the water soon.

Caven Ford P 



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Pleasure Craft Operator Card (PCOC)

By Terry Lang

The question that I get asked the most when I get talking about CPS is "Oh Yea....Do I need my boating license yet?" or something to that effect. Here is a brief summary of the rules and is provided for convenience only. More details are available from the Federal Department of Fisheries and Oceans (http://www.ccg-gcc.gc.ca/obs-bsn/regs_e.htm).

Who needs one?

Operators of "boats" (pleasure craft fitted with a motor and used for recreational purposes) require a PCOC* if they are:

- > Born after April 1, 1983.
- > Operating a boat under 4 metres (including PWCs) after September 15, 2002.
- > Operating a boat after September 15, 2009.

Age restrictions:

- > No one under 16 years can operate a personal watercraft (PWCs).
- > Age restrictions: Operators under 12 without supervision* are restricted to 10 hp (7.5kw). Operators 12-16 years of age without supervision* are restricted to 40 hp (30kw).

(* Supervision is by someone 16 or older)

The **Competency of Operators of Pleasure Craft Regulations** require operators (as noted above) of pleasure craft fitted with a motor and used for recreational purposes to have proof of competency on board at all times (Federal Dept. of Fisheries and Oceans 1999). The Regulations are being phased in over a ten year period. Starting in April 1999 operators 16 years and under will be affected. The Northwest and Nunavut Territories are exempt at this time. Non-residents and visitors who stay over 45 days must show competency. **By September 15, 2009, all boaters will have to carry proof of competency to operate a boat.**

Proof of Competency:

- * *Pleasure Craft Operator Card (PCOC)* will be the most common way boaters will prove competency. The PCOC can be obtained from a "federally approved agency". You take a boating safety course, pass an exam, then pay a fee for your PCOC. The card is good for life - unlike a license, it cannot be taken away. You can study on your own, take classroom instruction (highly recommended), or "challenge" the exam from one of these agencies. Boating Safety Accredited Courses are authorized by the federal **Office of Boating Safety (OBS)** to private companies.

Boat Rental:

Rental operators will be given a dockside test to replace the requirement for a PCOC.

Visiting or non-resident boaters will be exempt if their stay is shorter than 45 days. Operator card issued by your state or country will be considered as proof of competency. (All 16 U.S. states along the Canadian border either have mandatory boater education programs in place or being phased in.)

If you passed a **boating safety course (CPS boating course, CYA safety course, etc.) before April 1, 1999**, the course certificate or card will be recognized as proof of competency. Call your training organization or simply request a proper operator card from them. (CPS Basic Boating course graduates can receive a PCOC after filling out a simple form. Carry your proof of passing the course until your card arrives. 🍁

Please see Upcomming Challanges on Page 6 for our Spring/Summer Schedule



Don't Forget the North Bay Power and Sail Squadron Annual General Meeting is May 1st

The North Bay Power and Sail Squadron Annual Meeting will be held Wednesday May, 1st, 2002 at the North Bay Yacht Club (Greenwood Road, Callander) at 19:00 - Please see insert in this newsletter. See you there. 🍁



Shoot Off Your Old Flairs Day

As mentioned in the last issue of Crosschop, the bridge is still in the process of setting up a date/time that we can get together down at the waterfront and shoot off our old expired flairs. This will give you some experience in shooting off flairs should the need ever arise, and also safely dispose of the old out of date ones. Of course this will be set up and done through the Coast Guard and it will be publically announced. Watch for more details in the next issue as there should be some more concrete plans by then. 🍁

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Get Your Pleasure Craft Operator Card

Tell your boating friends (who don't have their boat licence) that they can challenge the exam on the following dates and locations:

April 2-5	6:00 - 8:30	Hunters Bay Marine display	New North Bay Mall
April 6-7	1:00 - 4:00	Hunters Bay Marine display	New North Bay Mall
April 20	10:00 - 3:00	Idylltyme Sports & Marine	2671 Trout lake Rd
April 27	10:00 - 3:00	N.Country Yamaha,	Pinewood Pk
May 4	10:00 - 3:00	Hals Marine	Hwy 11 North
May 4	10:00 - 3:00	Giesler Marine	299 Elm St Powassan
May 11	10:00 - 3:00	Power Sports	




We will have the same procedure as the last few years - write the exam for free, pay \$20. if you pass. For further information, please call our info line at 499-2599




Boat Pro Course Scheduled for April 20, 2002

Do you, or do you know someone who wants to get their PCOC (boat license), but think they might need a bit of instruction before writing the test? Well, you are in luck.

We are offering a Boat Pro course on April 20 at a location to be announced. Watch the web site, call our info line, or call our training officer for more details. 



Marep Report New Nipissing Chart Available

Get em hot off the press. There has been a new printing of Nipissing chart 6035 (The Main Lake Nipissing chart). It will have all the changes incorporated from over the years including proper location of bouys, lights, etc. The new chart has a date of December 14, 2001 in the legend. Make sure your charts are current. Marep: Just a reminder, if you find things out on the waterways that are not reflected on the charts, or reflected incorrectly on the charts, you are encouraged to contact our marep officer Dave Byrns and he can follow-up and get the information corrected with NDI. 



Parting Remarks

By: Terry Lang, Crosschop Editor

19 issues of Crosschop and 6 years later (wow, has it been that long) I'm turning in my editors keyboard for the right to fly the Commander Flag.

I must say that has been an absolutely wonderful experience for me bringing you the news and happenings of the North Bay Power and Sail Squadron for the past 6 years. I am proud of our organization and I look forward to serving in my new capacity as Commander for the next 2 years. Thanks for reading!



2001-2002 Squadron Bridge

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