

CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON



Published Quarterly

Merry Christmas

From your Squadron Bridge



Squadron Christmas Social

On Thursday December 8, 2005 the Squadron held it's annual Christmas social. Approximately 25 members were treated to many delectable snacks and pizza as well. While we were all enjoying our snacks, a DVD containing a view of cruising the Great Lakes was showing. Once the snack was winding down, our Secretary Caven presented some pictures and a short description of the rescue of fellow member Pat Onions during the Canada Day race this past summer and then our Executive Officer Doug Hay and Caven presented some more pictures and a discussion of their trip to the West Arm this past August. We were joined this year by a number of students taking the Boating Course or the Piloting Course. A good time was had by all as old friendships were re-kindled and new ones forged. Merry Christmas to all from your Squadron Bridge!

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TORONTO BOAT SHOW

WEDNESDAY JANUARY 18, 2006

Your Squadron has once again arranged for a day bus trip to the Toronto Boat Show: WEDNESDAY JANUARY 18th.

Bus Cost and Show Admittance will be **\$40 for CPS members and spouses** and \$50 for non members. Confirmation required by **JANUARY 05**.

Ontario Northland bus (with Bruce King driving) will leave from **Northgate** with pickup stop at **Callander Community Centre** & points south as required. Vehicles in North Bay should park off the Fisher St. entrance near the Northgate sign.

The last few years the bus has been close to sold out, so don't be disappointed **BOOK NOW!** As usual, some form of entertainment is to be provided on the bus on the way home.

Call Carol at 752-2223 to reserve.

ONLY 5 SEATS LEFT!!

BUS LEAVES NORTHGATE SQUARE	0745
BUS LEAVES CALLANDER COMMUNITY CENTRE	0800
BUS LEAVES POWASSAN	0815
BUS LEAVES SUNDRIDGE IGA	0845
COFFEE BREAK GRAVENHURST	1000
ARRIVE INTERNATIONAL TRADE CENTRE	1200
LEAVE BOAT SHOW	1730
*DINNER	1800
ARRIVE BACK AT NORTHGATE	2300



*Dinner at the Mandarin Restaurant at Queensway and Kipling. Buffet cost \$16.99 plus beverage and cost is \$13.60 plus beverage for seniors 65+.

We have made a bulk purchase of admission tickets to Toronto Boat Show. If you are planning on attending the show (and not going on the CPS bus), we have tickets available at a cost of \$9.00. Regular rate is \$15 for adult or \$12 for senior. To obtain tickets, call Carol at the above number.

Radar Stuff

In view of the upcoming Toronto Boat Show, I was doing some reasearch into Radar and came across the following, courtesy of West Marine:

What They Do

Radars let you see objects around you that would otherwise be invisible. They are of tremendous value when navigating close to shore or obstructions, around other vessels, and in avoiding collisions on the open ocean. When it's dark, foggy, rainy, or when objects are too distant, radar provides the "eyes" to see. How They Work

Radars consist of a display and an antenna. The antenna sends out a stream of RF energy which bounces off hard objects like sound bounces off a canyon's walls. When the energy is reflected back, the same antenna converts it to a signal which the display shows the user. Because the antenna rotates every few seconds, and because the display can calculate which direction the antenna is pointing, an accurate bearing is calculated. This lets the user know where the targets are. Radars also measure the time it takes for the radio energy to get to the target and back. This is displayed as the distance to the target.

What can you see with a radar?

Land masses and fixed objects for navigation. Your distance and direction from objects is easy to determine, and land masses which might be invisible show up prominently. Other vessels, allowing you to avoid collisions. The course of the river or channel you are navigating. Squalls and other local weather phenomena.

What to Look For

Display Type:

Radars are available with either LCD or monochrome CRT displays. LCDs draw less power, are much thinner and lighter, and are much more visible in sunlight. CRTs generally have greater resolution, can have eight levels of signal strength indicated (quantization), and have excellent contrast in low-light conditions. We generally think of LCD radars for sailboats and small, open powerboats, while CRT radars are for larger powerboats and sailboats with enclosed nav areas.

Antenna Type:

The ability of a radar to separate closely adjacent targets is dependent on the width of the antenna. Wider antennas can show more separation. We would imagine that the U.S.S. Enterprise's antenna can clearly show two mice, inches apart, as separate radar targets from several miles away. Unfortunately, at several thousand pounds, this particular antenna array would have rather severe negative stability implications for the average pleasure boat.

Small craft antennas are either radomes or open array types. Radome antennas enclose the rotating parts in a plastic dome, which keeps moving parts from snagging on running rigging or small children. Because of their narrower antennae, radomes have a wider horizontal

Traning News

Caven Ford P

We currently have some 25 students taking a Basic Boating Course and the Piloting Course. In the New Year we are looking to increase those numbers by offering 2 additional courses. Pat Onions has agreed to teach a Seamanship Sail course starting in January. The Seamanship Sail course provides the knowledge required to operate a sailboat safely in most conditions. Building upon the skills gained in Piloting, this course will acquaint the beginner sailor with day-sailing in protected waters, and allow experienced sailors to sharpen their skills. Emphasis is placed on how a sailboat works and the special terminology associated with sailboats and sailing, as well as practical seamanship. While there is no chart work or navigation, the particular problems of piloting under sail, and making progress to windward are discussed. Membership in CPS is not a prerequisite for this course so if you know a non-member who may be interested, or are interested yourself, please call Pat at 752-5678 for more details and to register. Cost of the course is only \$50.00 for members and \$60.00 for non-members.

The other New Year offering is the second installment in the Weather series. Global Weather expands on concepts introduced in the Fundamentals of Weather course. You may choose to take this course for general interest or because the far horizon tempts you to sail beyond sheltered waters. In this course you will study topics like El Niño, summer monsoons, or lake effect snows. Work with measurements such as air pressure, temperature, dew point and wind direction/speed to sharpen your forecasting skills. Appreciate the inner workings of tropical cyclones (hurricanes) and Chinooks. Develop skills in offshore sailing and advance planning including the use of weather services and interpreting data. This course is open to members and non-members as well and the cost is set at \$60.00. This course is taught by Don Whyte who can be contacted at 476-4883.

Radar Stuff cont'd:

beam width, meaning that adjacent targets can get clumped together. The horizontal beam width on radomes runs from 4° to 7°.

Open array antennas are exposed, so you can see the antenna spinning. These antennas can be as much as 48" in width. Like a longer VHF antenna, this focuses the transmitted energy, resulting in longer ranges and narrower horizontal beam widths (2-3.5°). However, they are not suitable for sailboats under 50' or so, and powerboats generally have to have a hardtop, radar arch, or mast mounting location which is relatively isolated to support an open array.

Transmit Power:

Small radars have between 1.5 and 4.0 kW of

Lets Think Summer

Caven Ford P

It is winter and the snow is down and the boats are put away until spring. It is time to think of what you might do next summer. Here is one thing to keep in mind for next summer. In June, your squadron is planning on another cruise to the West Arm. We have tentatively set the weekend of June 23 to 25, 2006 as the weekend we will be conducting another cruise to this beautiful part of the lake. Accommodations for sail boats will be planned, so do not hesitate to join us if you are interested. Last summer's trip was well received. We are planning the trip sooner in the summer to hopefully take advantage of the higher water levels and low bug levels at that time of year. If you are interested in joining us, please mark the date on your calendar and give us a call to let us know you would like to go. Stay tuned to Crosschop for more details.

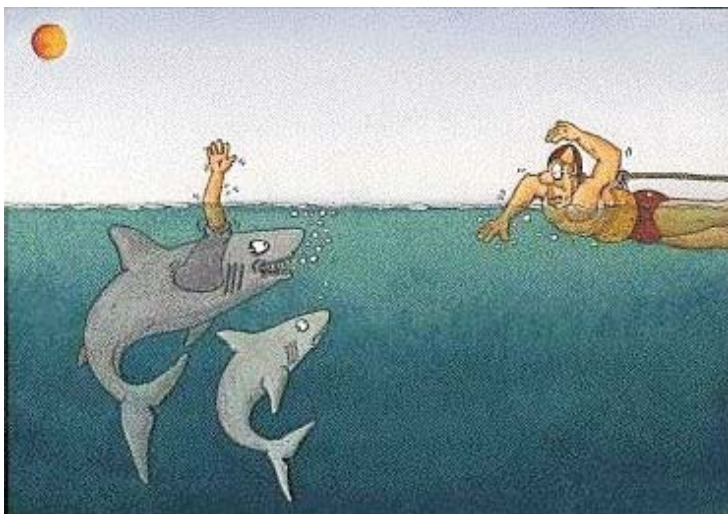
Flotsam and Jetsam

As a result of a near mutiny the overbearing and arrogant captain was forced to see a psychiatrist by order of the commodore. As soon as the captain became comfortable on the couch, the psychiatrist began the session by asking the captain, "Why don't you start at the beginning?" The captain said, "Okay. In the beginning I created heaven and the earth..."



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See Son...this is why I save these bits!

Radar Stuff

Cont'd from previous page

transmit energy. Greater output power means that you are more likely to see weak targets that do not have a high radar cross section (RCS). While increased power also allows you to see farther, it is far less important than the height of your antenna, the height of your target, and the target's ability to reflect radar. Transmit power is more important in poor weather, since fog, drizzle, and rain absorb the radar energy and greatly reduce radar range. Ability to Interface to other Electronics:

Everyone seems to want to interface electronics together, and radars are particularly susceptible. The most common connection is with a GPS feeding the radar information about navigating to the next waypoint. The radar repeats this information, allowing the user to concentrate on one display at a time. Many radar/GPS pairs can place the location of the destination waypoint right on the radar image, so that its reflection and position appear superimposed. Some radars can take a target's location and create a waypoint from it.

Another popular option is to interface a chart reader with the radar, so that the radar can display digital charts. You can toggle between either image with the push of a single button. Raytheon, Furuno, and Si-Tex all offer this capability.

Common Radar Functions

All radars have one or two EBLs and VRMs. An EBL, or Electronic Bearing Line, accurately measures the relative bearing to a target from your position, while a VRM, or Variable Range Marker measures the distance. This provides the range and bearing to the target, which is necessary for calculating whether there is a threat of collision.

Many radars have Interference Rejection, which omits signals caused by other radars operating in the immediate area. Rain Clutter and Sea State controls let you optimize the image for different environmental conditions. The Gain of the radar is generally set manually for the best image, but more and more radars have Auto Gain which changes the gain based on the range selected.

While you may think your boat is the center of the universe, most radars will allow you to put the vessel off-center, so that you can optimize the range. For example, if you are traveling along a coast 3 miles offshore, you can move the center of the display to one side and use the 2-mile range, thus providing more detail but still allowing you to see the coastline. A related function is zoom, which allows you to "blow-up" any area on the display by a factor of two for greater detail.

Flotsam and Jetsam

I am not a fast captain.
I am not a slow captain.
I am a half fast captain.

Fire Safety Onboard

Various on-line sources

Fire safety is something that everyone who owns or operates a boat should practice. Each year, boating fires and explosions injure hundreds of individuals and cause millions of dollars in property damage. While there is a greater chance for a fire or explosion on a boat than on land, many of these accidents can be prevented. Fuel and fuel vapors are two of the leading ingredients in all boating accidents involving fires and explosions. Keep fuel and vapors in their proper places and make all of your boating trips fire safe. If underway and a fire starts, stop the boat and position it so the fire is downwind. Order everyone to put on life jackets. If possible try to turn off the fuel source to the fire. Grab the extinguishers and control the fire. (You should check the gauge on your fire extinguisher regularly to ensure that it is charged properly. Also, check the seals to make sure nothing has been tampered with. Remember, you should have the extinguisher recharged after you have used it.) In General or Seasonally be alert for damage to your boat's fuel system. Over time, fuel fittings and fuel hoses wear out. Inspect these fittings and hoses regularly, especially near the engine where engine heat and vibration can accelerate deterioration.

- Inspect fuel tanks annually. Pay particular attention to bottom surfaces which may have been in contact with bilge water. Also check to see if any part of the tank could have rusted or been damaged due to rubbing and abrasion. Permanently installed fuel tanks and closed compartments that contain engine or fuel tanks must be vented to the outside.
- Be sure the fuel pipe is securely mounted, grounded, and located where spilled fuel would be directed overboard. Fuel fill hoses that are dry and cracked or soft and mushy should be replaced immediately.
- If a hose or fuel tank is leaking, replace it before using your boat.
- Use only marine-rated parts for repairs.
- On a boat with portable fuel tanks, make sure the vents can be closed and the tanks have a vapor-tight, leak-proof cap. The vent on a portable tank should be open when the motor is running, but when the tank is not in use, the vent and the cap should be tightly closed.
- Make sure any powered ventilation (a bilge blower) is operating properly.
- Be sure heating and cooking appliances on board are secured and operate properly. Refer

on inspecting for leaks in valves and connections; NEVER USE A MATCH.

- Make sure flammable items are stowed safely and cannot come into contact with cooking or heating appliances or hot engine parts.
- Make sure fire extinguishers are Coast Guard approved and in working order - that gauges register and nozzles are clear.
- Take a boating safety course and learn the correct use of a fire extinguisher aboard a boat.
- Repair all bare wires and loose electrical connections; they might cause a short in your boat's electrical system, which could start a fire.
- Do not store disposable propane cylinders or charcoal lighting fluid on board.
- Conduct a bow to stern inspection checking for fuel leaks.

Before casting off get in the habit of performing these brief steps:

- "Sniff" your bilges. Usually your nose is the best fuel/vapor detector. It will mean getting down on your hands and knees, but it's the best way to do it.
- Operate the bilge blower for AT LEAST FOUR MINUTES before starting an inboard engine. If you still smell fumes, try to locate the source and make repairs before starting the engine.
- Make sure the location of your fire extinguishers is known to all passengers and they know how to operate them.
- When refueling, close all hatches, ports and other openings; shut off all engines and motors; and refrain from smoking. Fill all portable tanks on the dock.
- After refueling, wipe up or wash off any excess or spilled fuel; open all hatches and ports; and let the boat air out. "Sniff" your bilges. Operate the bilge blower for at least four minutes before starting an inboard engine.

**Next Bridge Meeting
Thursday January. 12, 2006 @ 1930
North Bay Yacht Club, Callander
Come out and take part!**

Twas the Night Before Christmas on a Boat

TWAS THE NIGHT BEFORE CHRISTMAS and all through the boat,
The bilge pumps were hustling to keep us afloat, The children were nestled
all snug in their berths,
(We sleep here most nights to get our money's worth)

As Ma read Jackie Collins and I guzzled beer, She said "You've had
enough, now come to bed dear."
Then out on the dock there arose an uproar As I reached in the Igloo to
get just one more.

So up went my head out of the hatch. (Though I should have thought first
to undo the latch.)
I saw stars for a moment, and as quick as a blink My wife yelled, "See,
you've had too much to drink!"

The moon on the water lit the marina up bright (Which was good, since the
kids had lost my flashlight.)
Then what with my wondering eyes should I see,
But a fat, fuzzy old guy in a Bayliner Capri.

Instead of an outboard hung on the rear, Tied to the bow were eight tiny
reindeer.
More rapid than Reggie, these coursers they flew, And on each of their
hoofs was a Toppers shoe.

With crashing and bashing and banging and knocking, I knew in an instant
they must be docking,
"No Dasher! Hold it, Dancer! Damn you Prancer and Vixen.
Stop, Comet! Grab a line, Cupid! Get bumpers, Doneer and Blitzen!
Look out for that boat! Watch that seawall! Now fend off, fend off, fend off
all!"

He was dressed in a red cap ringed with fur trim Along with a Speedo that
covered just a fraction of him.
I was shocked and astonished. What could I say? I also go boating dressed
exactly that way.

He then grabbed a bag, a bulging huge sack,
And hoisted it up onto his back,
He also had sponges and a mop in his grip, As he waddled his way o'er to
my slip.

He said "My name's Nick, and my friend, I can tell
That your gel coat needs buffing and your teak looks like hell.
Your vinyl needs cleaning, your lockers arranging, Your holding tank
pumping, and your oil a-changing,
You've put these jobs off for too long and you know it.
So here's all that you need. This time don't blow it."

Then as quick as he came, he was back on his boat,
His reindeer revving and eager to tote.
"Merry Christmas!" he called as they cruised through the night.
"And regarding the beer Joe, your wife she is right."

2005-2006 Squadron Bridge

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