

## Annual General Meeting

Please mark Thursday April 27, 2006 on your calendar and come out and participate in your Squadron's Annual General Meeting. At this meeting, among other things, you will get to meet the members who have agreed to sit on the squadron executive bridge for the coming year. Come out and see old friends or meet new ones. Refreshments are served and there is a cash bar. As is the usual custom: following the business portion of the meeting we are to be entertained

and informed by a presentation by Al and Ann Oswald on their time spent cruising the North Channel. As well, time permitting, there will be a demonstration of the latest NDI electronic charts of Lake Nipissing and the French River, using Fugawi Software. Please see the insert in this newsletter for more details and please make an effort to attend this important meeting and social function.

Issue 2006 Volume 1

April, 2006

# CROSSCHOP

The Official Newsletter of the



## NORTH BAY <sup>Power Sail</sup> SQUADRON

Published Quarterly

### Grad Dinner / Change of Watch

This is our Social Event of the Year please mark your calendars and plan on attending our annual Graduation Dinner and Change of Watch.

The evening is multi-purpose: We welcome new graduates into the CPS family. We thank Squadron members who have donated their time during the past year either by teaching courses, or serving on the Squadron Executive, by awarding Merit Marks. We "swear in" next year's Bridge.

This year, we have reverted back to the North Bay YACHT CLUB 283 Greenwood Rd Callander as the location for this gala event. They have done kitchen / bar renovations and it is such a "nautical setting" with all the water (ice??) to view. Diane's Catering is serving turkey with all the trimmings. Reserve early as we are limited to 60 in the yacht club hall.

As usual, our dinner 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 welcome our new graduates into the Squadron.

DATE: Sunday April 30, 2006

TIME: Cocktails 1730 hrs  
Dinner 1830 hrs

COST: \$20.00 per person

RESERVE: Carol Gibson 752-2223  
Caven Ford 752-2951  
Terry Lang 497-3705

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## Line Quiz

Doug Hay P

### Captain's Test

Line up and listen closely: The simplest gear is often the most important. And line generally falls in the simple category. But is it? There are many types of line that can be used for many purposes. Take this test to untangle the mysteries of rope. (Answers on the last page)

- 1) Tradition states that the only rope aboard a ship is the \_\_\_\_
  - a) tow rope
  - b) bell rope
  - c) anchor rope
  - d) conning rope
- 2) A person knowledgeable in knots could be called a master of \_\_\_\_ seamanship
  - a) knottage
  - b) marine spike
  - c) marlinspike
- 3) Whipping prevents line from \_\_\_\_
  - a) unraveling
  - b) twisting
  - c) tangling
  - d) hockling
- 4) The most basic components of line are called \_\_\_\_
  - a) fibers
  - b) yarns
  - c) strands
  - d) braids
- 5) An example of line constructed by twisting is \_\_\_\_
  - a) three-strand nylon
  - b) double plaited
  - c) double braid
  - d) braid
- 6) Twisted line can be manufactured with a twist to the right or the left. The direction of the twist is known as the \_\_\_\_
  - a) lay
  - b) lead
  - c) torque
  - d) twist
- 7) You can tell whether a line's twist is right or left by comparing the twist of the line to the letters \_\_\_\_
  - a) C and N
  - b) S and Z
  - c) Q and P
  - d) R and L

## Notmar Update

Caven Ford P

From the Notices to Mariners as reported by your Squadron Marep Officer Dave Byrnes:

LAKE NIPISSING - LIGHTS TO BE DISCONTINUED.

Reference chart: 6035

The Canadian Coast Guard intends to permanently discontinue the following aids to navigation:

Little Sturgeon River light (L.L. 1444) (46°21'43"N 79°44'47"W)

Laronde Creek light (L.L. 1444.2) (46°22'08"N 79°42'36"W)

Comments on this action are solicited from mariners and other interested parties. Comments should be directed

to the Supervisor, Marine Aids Program, 28 Waubeek St., Parry Sound, Ontario P2A 1B9, Telephone (705)

746-2196, Facsimile (705) 746-4820, E-mail ChilderhoseR@dfo-mpo.gc.ca, within three months of publication of

this notice. Any objections raised should state the facts on which they are based and should include information

on safety, commerce, and public benefit to support their statement.

## Flotsam and Jetsam

Caven Ford P

### What are "sea legs"?

To "have sea legs" is to be able to walk calmly and steadily on a tossing ship, or to become accustomed to a new or strange situation.

The ability to adjust to a new situation or difficult conditions, as in "She's only spoken in public a few times; she hasn't found her sea legs yet." This expression was first recorded in 1712 and then referred to, as it still does, the ability to walk steadily on board ship, especially in rough seas. By the late 1800s it was being transferred to other challenging situations.

"Sea legs" also refers to a medicine used to prevent or lessen sea sickness. It is an antihistamine that blocks receptors in the "vomiting center" of the brain, thus preventing the most unfortunate symptom of sea or motion sickness.

## Boat Proficiency License Opportunities

### ATTENTION BOATERS MANDATORY BOAT OPERATOR LICENSING IN EFFECT

Not everyone needs it yet, however the time is near when all will. The NORTH BAY POWER & SAIL SQUADRON will be offering the following Courses to achieve your Operator Proficiency Card:

Boat Pro Course: \$50.00 (includes exam cost)

Discounts offered for multiple family members.

Youth Boat Pro Course (Minimum 10 years old):

May 06 from 9:00 am to 4:00 pm (you must pre register)  
North Bay Yacht Club, Callander.

Adult Boat Pro Course:

May 27 from 9:00 am to 4:00 pm (you must pre register)  
North Bay Yacht Club, Callander.

For more information, call our Boat Pro Officer, Pat Onions at 752-5678, or call our squadron hotline at 499-2599 or visit our website at <http://www.nbpss.on.ca>

## Safety Courtesy Inspections

*Caven Ford P*

Starting spring 2006, CPS-ECP is embarking on an exciting new program to assist Ontario boaters better prepare their vessels and themselves for the coming season.

Working with Transport Canada, our Boating Safety Specialists will visit you at your marina or launch ramp to review many of the safety devices either required by law or recommended for your specific boat.

You will receive a report from the Specialist that provides a summary of what they found and any safety improvements they may suggest.

The program is free of charge and provided as a courtesy only. The information collected is used strictly for safety statistics and not enforcement.

Several bridge members are preparing to take the course to become Marine Safety Specialists in June. If you are interested in joining us, please call the squadron hotline and let us know. We will contact you with details of how you can get involved.

If you would like to have a courtesy inspection of your vessel, please call and let us know. Once we are qualified, one of our new Marine Safety Inspectors would be glad to conduct one for you. Remember, these are free, and not for enforcement but safety purposes only. It might be better to find out you don't comply now than to have an enforcement officer tell you. The squadron phone number is 499-2499.

## Line Quiz

*Cont'd*

- 8) Most three-strand line is \_\_\_\_
- a) right-handed
  - b) left handed
  - c) made of sisal
  - d) made of Dacron
- 9) You should always coil the line in the direction of its lay.
- a) True
  - b) False
- 10) Line that is hockled is \_\_\_\_
- a) chafe protected
  - b) prestretched
  - c) kinked
  - d) unraveled
- 11) Line commonly hockles when used for \_\_\_\_
- a) docking
  - b) towing
  - c) anchoring
  - d) springing
- 12) Coiling line flat, in concentric circles, is know as \_\_\_\_
- a) flensing
  - b) flemexing
  - c) flandering
  - d) flemishing
- 13) Connecting two parts of the same line with thread, twine, or tape to form a loop is called \_\_\_\_
- a) whipping
  - b) worming
  - c) seizing
  - d) faking
- 14) Line that's been wormed has \_\_\_\_ running with the lay in the grooves between the strands
- a) tape
  - b) adhesive
  - c) mud and grit
  - d) twine

## French River User Fees - Update

*Caven Ford P*

You may recall a previous announcement that the powers that be are considering implementing user fees for use of the French River by transient boaters. While camping permits will continue to be mandatory and enforced for those camping on-shore, at this time, no concrete plans to institute fees for boats using anchorages provided within the French River Park boundaries nor for tying to shore are in place for this year. Stay tuned for updates though, as the plan is not dead, rather nothing has been implemented this year.

## Squadron Launches 'My Squadron'

Terry Lang AP

Welcome to "My Squadron"

. My squadron is a new part of our website that is individualized just for you.

My Squadron has 3 sections, one is for you to maintain your personal demographic information. In here, you can keep us informed of your email address, how you would like to receive your Crosschop (email or regular mail), maintain your address and update your boating information.

The second area is information just for members. This includes official squadron downloads, meeting minutes, and others. Minutes and other such information that we deem for members only, is being removed from our general access website and now available only to members via "My Squadron".

The third area is mainly for bridge officers whereby we can generate mailing lists for Crosschop, maintain awards pages, maintain course grades, etc. The whole system will become the central data system for the entire squadron.

What do I do and how do I get to it? First of all, you will need to know your membership number. Your membership number is your user name. You will find it on your certificate and on most correspondence from national (renewals, etc). Membership numbers is in the form 123456NAM. The second thing you will need is your postal code which is also your password. Entered as A9A 9A9 in capitals and including the space.

Of course, all information collected is collected and held in accordance with our privacy policy. You will never be contacted for any thing other than official Squadron business and your email addresses will never be distributed to any other organizations.

From our main website ([www.nbps.on.ca](http://www.nbps.on.ca)), click on the "MY SQUADRON" link.

We have 4 tasks for all of our members who have Internet access:

1. Double check your address and update if required
2. Sign up to receive your newsletter via e-mail which help us with the increasing postage costs to keep you informed
3. Update your boating information for our boat registry page (how other members can contact you on the water)
4. Check and update your e-mail address so we can keep you informed of special squadron events

We are progressing to serve you better. This new system will also help us reduce our operating costs by reducing the postage required for mailings and by centralizing all our data collection services. Reducing operating costs, helps us keep the squadron dues levy as low as we can. This system also makes us one of the most technologically advanced squadrons in the entire country. Please update your information and help us help you.

## Vessel Licensing Changes

From the CPS website

Transport Canada has just announced major changes to the Vessel Licensing System which is currently being operated for them by the Canada Border Services Agency. On April 1, 2006 Transport Canada will repatriate the vessel licensing system and have it managed by Service Canada through its 320 locations across the country. All data for the new system will be captured and retained electronically as opposed to the paper only system being used now. On April 1st vessel owners will be able to go to any Service Canada office to license new vessels or transfer ownerships at no charge. A new numbering system will be introduced but owners will be able to retain their vessels current number if they so wish. All paper records will be transferred to Service New Brunswick for systematic filing and storage. Law enforcement and search and rescue organizations will be able to access vessel licensing information for any emergency situation. Electronic records will be available almost instantly and two to three hours will be required to have a paper search conducted.

After the new system is up and running a process to enter the existing data is being proposed and a renewal system to get all current vessel licenses into the new data base is also being considered. It is proposed that this renewal system take place over a five year period at no charge.

Anyone interested in having their current vessel license entered into the new system will be able to so after April 1st, again at no charge. This is highly recommended because in an emergency situation, Search and Rescue and Law Enforcement officers will now be able to immediately access the information that has been electronically stored in the new system.

## GPS Seminar

Caven Ford P

It will soon be time to get the boats back in the water and get back to making our way from point to point. Most of us probably haven't used our GPS's all winter. Hopefully you put it away with a fresh set of batteries in the fall.

Time to break it out of storage, install a fresh set of batteries and see if we can remember how to make it work. On Sunday May 7, 2006 at 0900, the Power Squadron will be conducting another hands-on GPS seminar. The purpose of this seminar is to make sure we know how to make it work. How do we set the declination, how do we adjust the projection to match the charts we have on board. Topics of discussion are generally wide open and subject to the wants and needs of the participants. Typically we will look at waypoints and routes and how to enter them into our GPS's as well as tips on how to use them in our boats. We will have some waypoints of interest that can be entered in your GPS.

Space is limited, so please call Carol to pre-register at 752-2223. Cost is \$20.00 per person and bring your own GPS.

## 1421 - A Book Review

*Pat Onions AP*

About a year ago my son lent me a book that he thought would be of interest to me. Since that time I have read the book twice.

The book published in 2002 is simply called "1421" and I would suggest that everyone read it, as it may change the course of history.

Although further study and explanation is on going the 14 years of exhaustive research done by the author is pretty positive proof the facts are true.

Gavin Menzies, the author, was born and educated at an early age in China, he later moved to England to continue his studies. He joined the Royal Navy at a young age later serving on H.M.S. Newfoundland and later taking Command of his own sub H.M.S. Rorqual. His expertise as an Astro Navigator took him around the world, (and if you read between the lines even under the Polar Ice Cap) to which he states in his own words, "to follow in the footsteps of the Great Explorers of the World" After leaving the Navy he returned to China to follow his interest in Chinese History.

The book starts with the history of "Zhu Di" who was the last Emperor of the Ming dynasty. Although a great visionary, he was ruthless and his subjects were his slaves. In his time he spent all the riches of China on building his "Forbidden City", building his grand canal 1 600 miles long (the canal is there to-day) rebuilding and expanding the wall of china as well as maintaining a vast army. All this extravagance led to his down fall. He maintained a Navy of Warships and commissioned the building of over 1 000 Merchant ships. Among these were his "Treasure Ships", great Chinese Junks 500 feet long and sporting up to nine masts. China had been trading with India and the East coast of Africa as far back as 800 and 900's. Under Zhu Di's direction he appointed his Grand Eunuch, Zheng He, Commander in Chief of his fleet of ships. He assembled a flotilla of over 100 ships that set off to map the Indian Ocean and sail further down the East coast of Africa. This fleet was divided into five different groups with an appointed Admiral in command of each of his Treasure Ships and his appointed fleet. These ships carried Navigators, Mathematicians, Astronomers, Engineers, Cartographers, and a vast army of personnel including Concubines that totaled over 30 000. The smaller ships carried food and supplies for the cattle and animals they brought along. All this took place in 1421.

While two of these fleets returned for the Indian Ocean including Zheng He himself, three of the fleets rounded the tip of Africa (Cape of Good Hope) and went on to discover the West Indies, the Americas, the Pacific Ocean, and Australia. All this 80 to 100 years before Columbus, Magellan, and 200 years before Cook claimed to discover Australia.

I found it intriguing to think I sailed in the footsteps of these explorers. In Newport Rhode Island is Signal Hill, a place I stood a number of times during the 1983 American Cup Races. There is a tower on the hill, thought to have been built by the British. However, Mr. Menzies concludes, it was built by the Chinese, because it resembles the

## 1421 - A Book Review

*Cont'd.*

architecture of the Chinese and duplicates other towers the Chinese built around the world. He explains how they navigated using the Polaris Star in the North and Southern Cross in the South. How they eventually figured out how to plot "Longitude" with the aid of a Water Clock and using the eclipse of the sun.

Hong Bao, Admiral of the fleet that sailed up the coast of North America, was forced to abandon a number of subject in Nargansett Bay, Newport Rhode Island, because he didn't have enough food to feed all aboard on the return to China. Ancestors of Natives have been found to have traces of Chinese blood through DNA testing.

When what remained of this great fleet (less than 10%) returned to China in 1423 they found Zhu Di had been disposed of and the Mandarins had taken over. China went into exile and all historical records including those of the great fleets were destroyed.

I found reading the book challenging, particularly if you refer to the numbered paragraphs at the back of the book as to where he found the information to supplement his research. Not only is the book an account of discovery, it is also one great history lesson, covering all the great explorers like Columbus, Magellan, Vasco de Gamma, Cook, etc. that followed the Chinese. Also how they obtained copies of maps that the Chinese had made, so all had an idea of where they were going before hand.

Gaven Menzies has a web site at [www.1421.tv](http://www.1421.tv). Also the book may be obtained through Alison Peden, Librarian for the Callander Library. There is also a two-part DVD available on line that explains and documents the theories of the Author. If enough interest were show, I would consider ordering the DVD's.

## Summer Activities

*Caven Ford P*

Once again your squadron is planning a BBQ. It is a little later in the summer this year. If you are already planning your summer outings, mark Sunday July 9, 2006 on your calendars now. Venue is planned for the beach at the Manitous or, if weather prevents that, at the Yacht Club in Callander.

If members, family and friends are looking for a trip down the French River culminating in a fish fry, let Pat Onions know by calling 752-5678. Jim Dickson owns a home on the Dokis Reserve and he can accomodate 15 to 25 people at a cost of \$10.00 each for a fish fry.

Stay tuned for more information on a couple more Summer activities in the next issue of Crosschop. Specifically, in August, there will be the Chief Commanda Dinner Cruise and the Fiddle Contest in Sturgeon Falls. We will fill in the details as they become available.

## Water System Care

How to sanitize or re-commission the water system in your boat or RV, from an email submitted by Peggie Hal, Marine Sanitization specialist and author:

Only use to re-commission the system annually (on in the event it becomes contaminated, requiring sanitizing). Adding a little to each fill is a very bad idea...so is too much or too little, left in too long or not long enough. Here are the directions for re-commissioning...they conform to section 10.8 in the A-1 192 code covering electrical, plumbing, and heating of recreational vehicles, and approved and recommended by competent health officials. It may be used in a new system, a used one that has not been used for a period of time, or one that may have been contaminated.

Before beginning, turn off hot water heater at the breaker; do not turn it on again until the entire re-commissioning is complete.

Ice-makers should be left running to allow cleaning out of the water feed line; however the first two buckets of ice the bucket generated during re-commissioning and the first bucketful afterward--should be discarded.

1. Prepare a chlorine solution using one gallon of water and 1/2 cup (4 oz) Clorox or Purex household bleach (5% sodium Hypochlorite solution ). With tank empty, pour chlorine solution into tank. Use one gallon of solution for each 5 gallons of tank capacity. (There's an easier way: just use 1 quart of bleach/50 gal of water).

2. Complete filling of tank with fresh water. Open each faucet and drain cock until air has been released and the entire system is filled. Do not turn off the pump; it must remain on to keep the system pressurized and the solution in the lines

3. Allow to stand for at least three hours, but no longer than 24 hours.

4 Drain through every faucet on the boat (and if you haven't done this in a while, it's a good idea to remove any diffusion screens from the faucets, because what's likely to come out will clog them).

Fill the tank again with fresh water only, drain again through every faucet on the boat.

5. To remove excess chlorine taste or odor which might remain, prepare a solution of one quart white vinegar to five gallons water and allow this solution to agitate in tank for several days by vehicle motion.

6. Drain tank again through every faucet, and flush the lines again by fill the tank 1/4-1/2 full and again flushing with potable water.

## Water System Care

*Cont'd.*

While bleach (chlorine) IS corrosive, it's effects are cumulative. So the effect of an annual or semi-annual "shock treatment" is negligible compared to the cumulative effect of holding chlorinated city water in the tank for years. Nevertheless, it's a good idea to mix the total amount of bleach in a few gallons of water before putting it into either a stainless or aluminum tank.

The cumulative effect of carrying chlorinated water is far more damaging over time than the occasional shock treatment. And it's that cumulative effect that makes it a VERY bad idea to add a little bleach to each fill. Not only does it damage the system, but unless you add enough to make your water taste and smell like a laundry, it's not enough to do any good. Even if it were, any \_purifying\_ properties in chlorine evaporate within 24 hours, leaving behind only the corrosive properties.

## Spring Boating Tips

*Caven Ford P*

The snow is fast disappearing and the ice is starting to show signs that it may not be here much longer. A recent survey of the Lake shows most Ice Huts have been removed but a large number have left behind blocks of wood and other miscellaneous items associated with a winter spend fishing on the lake. Some of these items are going to float when the ice goes, so navigation during the first part of the year should be extra cautious and a watch for debris floating should be made.

Once you are in the water this spring, remember that the water will still be cold and even though the days are sunny and warm, you could still be in some serious trouble should you end up having to swim in it. Also be alert for the signs of hypothermia as you begin to explore those favorite fishing or cruising spots this year.



**Next Bridge Meeting  
Thur. Apr. 13, 2006 @ 1930  
North Bay Yacht Club, Callander  
All Members and  
Spouses welcome.**

## CPS Strategic Plan 2005-2010

Caven Ford P

At the 2005 National Annual General Meeting in Winnipeg last October, a strategic plan for CPS covering the next 5 years was adopted. The plan itself runs 29 pages and covers the mission of the Organization, its past performance and accomplishments, its strengths, its weaknesses, evolution of registrations in its courses, evolution of its membership, evolution of its revenues, analysis of its market and of its membership profile, contemporary issues and suggestions of strategies for the future and finally presentation of proposed goals and actions.

The proposed vision for the next five years is formulated as follows: "Create a boating education and membership environment which is attractive to the younger generation and modern families, providing products and services that appeal to them and meet their needs and which also serves recreational boaters who strive for further education" It covers the following 8 main areas:

- CPS-ECP mission
- CPS-ECP accomplishments and strengths
- CPS-ECP weaknesses
- Evolution: course registrations, membership, revenues
- Market analysis
- Contemporary issues and suggested strategies
- Vision for the future
- Goals and Actions

The document can be found by going to the CPS National Website, entering Member's Moorings and clicking on the link titled: "CPS-ECP Strategic Plan / Le Plan Stratégique" on the upper part of the left hand side. If you do not have access to the Internet and would like to review this document, please contact the squadron and a copy of the Strategic Plan can be sent to you.

Your Squadron would like to request that as many members as possible take a good look at the document and provide feedback to the bridge or directly to the National bridge. If you require any assistance contacting anyone, please call the Squadron phone and let us know. The number is 499-2599.

Additionally, a separate questionnaire has been sent out asking for comments and opinions on some specific items in the Strategic Plan. Some move is afoot once again to re-shape CPS by changing logos and such. We greatly need your input before responding to this issue. Attached is the questionnaire and your comments and suggestions would be greatly appreciated. Please email your comments directly to Harry Cole at the address provided or simply let us know by email, mail or phone what your opinions are and we'll pass them along for you. Things are changing and it is best that all members are aware of these proposed changes and take this opportunity to make your opinions heard.

## Questionnaire

### CPS-ECP PLANNING COMMITTEE REPORT

Questions for the Squadron Members and Districts Councils. Answers to the following questions are required to assist in determining our future course of action relating to the Approved Planning Committee Report of 2005.

1. How do your squadron members feel about the possibility of a name change?
2. How do your squadron members feel about our logos?
3. How do your squadron members feel about the uniform issue?
  - i. Should we have any uniforms?
  - ii. Should we reduce the number from 9 to 4?
4. How do your squadron members feel about our use of ranks to designate officer's positions?
  - i. Should we move to more corporate identities for our governing board members?
5. How do your squadron members feel about restructuring our membership requirements to make our organization more accessible for training?
6. How do your squadron members feel about rewarding our volunteers with specialty items or discounts on our stores items?

Please email the comments, suggestions and other results from your discussions with your squadrons members to: [harrycole@shaw.ca](mailto:harrycole@shaw.ca) on or before June 1, 2006.

## Nautical Humor

A group of Skippers are walking through town looking for crew, when they see a five-story building with a sign that read, "Crew Association: Ship's Crew Available" Since they are without their crews, they decide to go in. The Security Guard, a very salty type, explains to them how it works. "We have five floors. Go up floor by floor and once you find what you are looking for, for crew, you can go there and make a selection. It's easy to decide since each floor has a sign telling you who's inside." Everything seems wonderful, so they start going up and on the first floor the sign reads, "All the crew on this floor are beginners." The skippers laugh, and without hesitation move on to the next floor. The sign on the second floor reads, "All the crew here are experienced, smart but weak." Still, this isn't good enough, so the Skippers continue on up. They reach the third floor and the sign reads, "All the crew here are experienced, smart and strong." They still want to do better, and so, knowing there are still two floors left, they kept going. On the fourth floor, the sign is perfect, "All the crew here are experienced, smart, strong and Former Americas Cup Champions." The Skippers get excited and are about to go in when they realize that there is still one floor left. Wondering what they are missing, they head up to the fifth floor. There they find a sign that reads, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"

## Line Quiz Answers

Doug Hay P

- 1) B. This exception notwithstanding, the generally accepted difference between rope and line is that line is a rope with a specific purpose.
- 2) C. The term is a reference to the pointy tool used in making knots and splices.
- 3) A. Twine wrapped tightly around the bitter end is the traditional way of whipping. Today we can use heat shrink tubing or liquid plastic.
- 4) A. Fibers make up stands. Strands or braids are made from groups of yarn.
- 5) A.
- 6) A.
- 7) B. If the direction of twist follows the direction of Z, it is known as "Z-laid" or "right-handed". If the twist follows the shape of S it is called "S-Laid" or "left-handed".
- 8) A.
- 9) A. Coiling against the lay causes the coils to twist instead of coiling neatly. Since most line is right-handed, coil it clockwise for best results.
- 10) C.
- 11) C. A hauled anchor may spin against the lay of the line, untwisting the strands. The next time you anchor - the next time a load is applied - the line kinks back on itself rather than follow its lay. Essentially, the retensioning relays the line in the wrong direction. A swivel between the anchor and chain helps prevent this.
- 12) D. Some thinks this looks cool, but we say its too sailboaty.
- 13) C.
- 14) D.

### Scoring

- 10-14 You're the marlinspike man!  
5-9 You're no land-lubbin' line tangler, mate!  
0-4 Tip your dock boys big, Bub.

Reprinted from Boating Magazine March 2006

The Piloting course discusses some of these topics in detail. Consider taking an advanced or elective course to increase your knowledge of safe seamanship.



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## 2005-2006 Squadron Bridge

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### Boat Pro Officer

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