

## 47th Squadron Annual General Meeting

Please mark Thursday May 01, 2008 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 will have a social and some sort of entertainment or presentation.

Please see the colored insert in this newsletter for more details and please make an effort to attend this important meeting and social function.

Issue 2008 Volume 1

April, 2008

# CROSSCHOP

The Official Newsletter of the



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



Published Quarterly

### Grad Dinner / Change of Watch

DATE: Sunday May 04, 2008

TIME: Cocktails 1730 hrs  
Dinner 1830 hrs

COST: \$20.00 per person

RESERVE: Carol Gibson 752-2223

Please mark your calendars and plan on attending our annual Graduation Dinner and Change of Watch, our Social Event of the Year.

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.

Again this year, we will be at the North Bay YACHT CLUB 283 Greenwood Rd Callander for this gala event. Diane's Catering is serving Turkey with all the trimmings. Reserve early as we are limited to 60 in the yacht club hall.

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## Commander's Message

Doug Hay AP

Our boat is back in the sun and we're anticipating our next big adventure. I hope all of you have your eyes set towards your own vessels and looking forward to the coming boating season.

The training season was once again successful with Boating and Piloting completed. Congratulations to the successful students. For next fall if there is interest, Marine Maintenance may go ahead, and our willing and able instructors are still looking for a few equally interested students for Seamanship Sail. Hopefully we will continue to see interest in other advanced and elective courses as this is where you really benefit by being a CPS member. There has also been a ground swell of interest in some of the electronic navigation courses. Please contact our training officer or one of the Bridge members and voice your interest.

Over the winter we had a very successful Christmas social and the annual bus trip to the Toronto Boat show was again well organized and well attended. Thanks go to the organizers.

As always, my thanks go out to all of the many volunteers, without whom, the Squadron would not function or exist. We welcome anyone with even a few hours to join in the activities and give something back to your Squadron. I look forward to your continued support of the Squadron for the coming year.

As noted elsewhere in this issue of Crosschop, the annual general meeting is coming up shortly. You are invited and encouraged to attend to support your squadron. The graduation dinner and change-of-watch ceremonies follow a few days later. Come out a meet your new Bridge. I'm looking forward to seeing you there.

Just a reminder for the coming season, check your safety gear and purchase any replacements as required. If you did not do so at haul-out, inspect your vessel now and make those repairs or upgrades. Why spoil your day on the water as a result of a breakdown or worse. Please enjoy a safe boating season and promote safe boating. And toss a wave to your fellow boaters. I'll be watching to wave at you.

Doug Hay  
Cdr.

## Keystone Lodge Update

Caven Ford P

When planning your summer trips on Lake Nipissing, don't forget that Keystone Lodge is once again open for business. Under new management and after some renovations, the lodge is once again serving good food to the boating traffic on the river. For more information or to make reservations call 705-763-2340 or toll free 1-888-763-2342.

## Boat License Information

Caven Ford P

All pleasure craft powered by 7.5 kilowatts (10 horsepower) motors or more are currently required to be licensed unless they are registered. As of April 2006, licensing is handled by Service Canada which has a good website explaining how to apply: <http://www.servicecanada.gc.ca/en/sc/boats/how.shtml>

Pleasure craft licences must now be renewed every 10 years. Existing pleasure craft licences will remain valid until the licence holder moves or the ownership of the vessel is transferred. All licence holders must advise Service Canada if there is a change of name or address from that which appears on the licence.

According to the Small Vessel Regulations of the Canada Shipping Act: "A person who has the care or control of a vessel that is required to be licensed shall produce the licence for that vessel forthwith at the request of an enforcement officer or a customs officer" This means that you are required to carry the paper license (or a photocopy) on the boat at all times. Also, according to the act: "Every person who fails to comply with, or contravenes, any provision of the Licensing Regulations is liable on summary conviction to a fine of \$250" So, if you are caught driving a boat with no license or numbers, you could receive two fines of \$250.00 each! You may have the numbers on the side of your boat, but do you also have the paper copy of the Pleasure Craft License as well? If not, you could be subjected to a \$250.00 fine if checked this summer. This license requirement is not to be confused with the Pleasure Craft Operator Card (PCOC) or Boat License as it has become to be known. That is a whole other item and subject to it's own rules, regulations and fines.



## Alcohol Consumption and Boating

Caven Ford P

Did you know that if you are caught driving a boat while having above the legal limit of alcohol in your blood, you can be fined just as if you were caught in a car. Not only that, you can lose your drivers license as well. Alcohol consumption and boating do not mix. However, what happens after you are finished boating for the day?

When is it legal to consume alcohol? I know many times I have enjoyed a cold brew or two while BBQ'ing up a fine steak at the stern of my boat while bobbing peacefully at anchor. Is it legal for me to do that? What about crew on my boat? Can they drink while under way? Can we drink when we are anchored or tied up? I have often thought it would be nice to know the answers to these questions before some law enforcement officer explains them to me while writing up my ticket. Ignorance of the law is no defense! So, I took it upon myself to peruse the various laws and such to try to figure out the answers. What follows is my interpretation and is in no way to be construed as legal advice. As I understand things, this is how the law sees alcohol consumption on a boat:

It is only lawful to have or consume liquor in your residence, a premise that is licensed for the consumption of alcohol or a "Private Place". This does not apply to the possession of liquor in closed containers. Now, your boat is not your residence. A tent could be your residence if it is used and occupied as a dwelling, in which case you can consume alcohol in it. Now, in some cases we have boats that contain sleeping accommodations and such, so it is arguable that they could be considered dwellings however, the law says it is not. It is however, under certain situations, considered a "Private Place" and as such, alcohol can be consumed under specific circumstances.

A boat that exclusively carries freight and is under the command of a licensed captain is considered a private place. I doubt that covers many of us. A boat that contains permanent sleeping accommodations and permanent cooking and sanitary facilities (other than a boat used to carry passengers for hire) is considered to be a private place while it is at anchor or is secured to the dock or land. So, if you are at anchor or tied to a dock or shore and meet all the other requirements it is lawful for you or your crew to consume alcohol. Not only that, but if you are secured to a dock or land to which the public is not ordinarily invited or permitted, then the dock or land is also considered to be a private place except at the times when the public is permitted access or invited to it. I find this a little confusing, but I believe it means that technically when we consume alcohol on the beach at the Manitou Islands while the boat is tied to shore, it is arguable that we are consuming it on a private place. However, I can think of reasons why this particular scenario is not allowable too. This one requires more research. I suppose you are fine to drink on a dock at a friend's cottage while your boat is tied there, but are not legally allowed to consume alcohol at the dock at Keystone

## Ship's Stores

Carol Gibson S

Now that boating season is upon us, this is the time to replace that frayed flag, treat yourself to a North Bay Burgee unique to our Squadron, or purchase a "Tilley" style hat for those hot sunny days that we are impatiently waiting for.

We have a limited supply of heavy duty CPS flags 8"x 13" @ \$25.00. (Screen printed version is \$9.00) 12"x 20" CPS flags for those with larger boats sell for \$10.00

Burgees are available for \$15.00, and hats are \$9.00 CPS Crests are \$3.50 each.

We have also purchased a quantity of "Wheelies". They are advertised as a floating, all-season, safety-rope delivery system for outdoor enthusiasts. This is a locally made heaving line that packages 50 ft of floating line in a compact, tangle less method and can be hung for convenience, instead of being at the bottom of your line cupboard. They sell from the manufacturer for \$34, but by making a bulk purchase, we can offer to our members for \$20.00 including taxes.

Call Carol at 752 2223 to purchase any of the above.

## Alcohol Consumption and Boating

Cont'd

Lodge (unless their liquor license allows it). You could drink on your boat anywhere you are tied to the dock at the North Bay Marina but you could only consume alcohol if you were tied to those docks that have controlled access and not the 'public' portion.

Incidentally, any boat owned or operated by the Canadian Coast Guard is automatically considered a private place.

At no time is it permitted to have open alcohol or consume alcohol while under way. You also do not have to be secured 'for the night' in order to consume alcohol. Just remember, if you do drink and then plan to continue boating, the effects of alcohol are multiplied on the water and you still have an obligation to have a blood alcohol count that is lower than the legal limit for driving a car.



## A Coincidence

Pat Onions

During the winter of 1983 it was decided that I would sail my new boat SLP JJAM, a Goman Express 30 to Newport Rhode Island to watch the Americas Cup races

with a crew of myself, Bill Simkins, Don Merritt and Lee Rice. Bill trucked the boat to Parry Sound where we launched it at the Sound Boat Works. After spending the day rigging the boat and because most of the crew only had a week to spare to get to Oakville (where my folks lived), we decided to make a night sail to Tobermory.

Arriving in Tobermory in the early dawn ahead of thunder and lightning that was occurring to the south of us, we caught up on some much needed rest ready to

make another night sail down Lake Huron to Sarnia. However, that night the winds blew up to gale force winds from the South West. There was no way we could

make it Sarnia. The winds continued to blow all the next day. By evening the winds moderated somewhat and clocked around to the West. It was decided that we

would leave that night. With reefed main and working jib, and although the seas were rough, we were making good time trying to stay on the West side of the

Jake but keeping out of the shipping lanes that also run on the West side. Bill Simkins got sick (he blamed Dots pork chops but I knew otherwise) and crashed out below. Somewhere between Port Elgin and Kincardine the sky cleared momentarily to show the moon. Lee dived below to get his new sextant to take a

moon shot. Before Lee was back topside the night turned blacker than black and I could hear this weird sound.

I yelled for all hands to get the sails down. Before the jib was down Hurricane force winds hit us. Securing the sails as best we could I started the engine to maintain steerage. Then again before I knew it a jib sheet got washed over the side and fouled the prop. Lee said let the boat lay a hall. I put a little rudder on and locked the helm. The boat rode the waves remarkably well. With mounting seas too unbelievable heights for the Great Lakes, we all got quite

sea sick, nervous tension set in and it was hard for us to move our arms and legs properly. I went below to

cont'd...

Lay on the cabin sole while Lee and Don chose to sit in the cockpit under the dodger with life lines attached. With seas breaking over the boat the cabin did stay quite dry.

I do not remember how long I lay below before Lee came down to say we were being blown towards the lee shore and we were running out of sea room. Somehow we had to get the boat under way. Feeling as we were, it took a supreme effort to get a double reef in the main and raise the sail. It was a relief to charge off at 6 or 7 knots! About the same time we noticed a bright light on shore. Lee, as navigator checked the charts to declare it must be the Light house at Point Clark. With this in mind we set sail for Goderich.

Now it is some 24 years later and although I have since heard of Point Clark I really had no idea where it was land wise. It is about 20 km. South of Kincardine. As it has turned out I along with my daughter and son-in-law have purchased a house in the community of Point Clark and are a three minute drive

from the historic light house itself. The lighthouse marks a very dangerous shoal that lays about two nautical miles off shore. Point Clark is one of three historical lighthouses built along the shores of Lake Huron in the 1850's. The two others being in Kincardine and on Chantry Island off the town of South Hampton. They are all Nautical Historic sites maintained by Parks Canada and manned by collage students who conduct tours of Lighthouses in the summer time.

As of Dec 27, 2007 the Point Clark Lighthouse is one of a series of lighthouses being published as the latest additions of Canadian Stamps.

### FOOTNOTE

While we were successful in making it to the harbor of Goderich it by no means ends our adventures to Oakville but that is another story to be told. As a side light, the reason Don Merritt chose to come with us is because his Great Uncle William Merritt was instrumental in going to England to raise the funds necessary to build the Welland Canal. It had been Don's lifelong desire to transit the present Welland Canal and of course was part of our trip to Oakville.

Pat Onions

## Flotsam and Jetsam

*Caven Ford P*

Handy tips gleaned from the internet:

Hose Guards:

Don't throw away that old hose. Cut a piece about a foot long, split it and put it around your dock lines and anchor lines where they pass through the chocks to prevent chaffing.

Kitty Litter Below:

When you put your boat up for a period of time put a few boxes of kitty litter below. It will absorb moisture, reduce mildew, and eliminate odors.

The Handy Coat Hanger:

Always have a metal coat hanger in your tool kit. It can be used to:

free hose blockages

hook something in an inaccessible area

used to replace a cotter pin

used as a temporary tie down

free blocked limber holes

Piloting Using Echoes:

As kids we all thought that echoes were fun and interesting but did you know you could use them in piloting? Note the time in seconds from a signal to the return echo from a cliff, iceberg, wharf, or moored freighter. Every second's delay indicates a distance off of 1 cable, or 200 yards. Every 10 second's delay indicates a distance off of 1 mile.

This rule could be useful in fog some day. A blank pistol shot produces a sharp echo, but the ship's bell or horn will work as well. Even a loud hailer works in close quarters. The Rule of Thumb at work here is that sound travels about 1 mile in 5 seconds.

## Origins of Terms

*Caven Ford P*

Rule of Thumb:

The original "Rule of Thumb" is thought to be the principle adopted by shipmasters to avoid dangers. They would never allow their vessel to approach a danger nearer than the distance that corresponded to a thumb's width on the chart. On a large-scale chart with plenty of detail they could navigate closer to potential dangers than on a small-scale chart with less detail.

## How Would you like your Crosschop

*Terry Lang AP*

Did you know that you even had a choice? Well you do. You can now choose to receive your edition of Crosschop either electronically via e-mail, by traditional snail mail, or both. You can change your delivery method whenever you want as well. To change your delivery method, simply go to our web site [www.nbpss.on.ca](http://www.nbpss.on.ca). From there, click on "MY SQUADRON". You will have to log into that members only area (the instructions are on the site) While you are there, please verify that your mailing address and / or e-mail address is correct. We occasionally send out e-mail announcements between newsletters regarding upcoming events and such. If we don't have your email address, you will not receive these updates. There is a spot in "My Squadron" to opt out of these e-mails too of course. All information is collected under our privacy policy. It is for the sole purpose of inter-squadron communication and will never be used for anything else. If you don't have Internet access, you can call our membership officer Grant Churcher (476-6677) and request your change.

## Important Dates to Remember

*Caven Ford P*

The next meeting of the Voyageur District Council will be held in Sudbury on Sunday April 20, 2008 at the Margaret Laugheed Community Centre.

The Voyageur District Annual General Meeting will be held in Bracebridge on Sunday June 01, 2008.

The North Bay Squadron's Annual General Meeting s on Thursday May 1, 2008 and the Graduation dinner is on Sunday May 4, 2008, both at the Yacht Club in Callander.

All members are welcome at any of these meetings and are encouraged to attend!

There will be a Boat Pro course (to obtain your Pleasure Craft Operator's Card) on May 03, 2008 at the North Bay Yacht Club. Call Carol to sign up (752-2223)

**Next Bridge Meeting is the AGM  
Thursday May 01, 2007 @ 1930  
North Bay Yacht Club, Callander  
All Members andSpouses welcome.**

## Abandon Ship Procedure

*Adapted from an online article*

The decision to abandon ship is usually very difficult. In some instances, people have perished in their life raft while their abandoned vessel managed to stay afloat. Other cases indicate that people waited too long to successfully get clear of a floundering boat.

Once the decision is made:

- Put on all available waterproof clothing, including gloves, headgear, and life jacket.
- Collect survival kit.
- Note present position.
- Send out MAYDAY message.
- Launch life raft attached to ship.
- Launch dinghy attached to life raft.
- Try to enter life raft directly from the boat (if impossible, use minimal swimming effort to get on board).
- Don't forget the EPIRB (emergency position indicator radio beacon).
- Get a safe distance from the sinking vessel.
- Collect all available flotsam. The most unlikely articles can be adapted for use under survival conditions.
- Keep warm by huddling bodies together.
- Keep dry, especially your feet.
- Stream a sea anchor.
- Arrange lookout watches. - Use flares only on skipper's orders when there is a real chance of them being seen.
- Arrange for collecting rainwater. Ration water to maximum one-half quart per person per day, issued in small increments. Do not drink seawater or urine. If water is in short supply, eat only sweets from survival rations.

### Act Like a Captain

Being a good captain involves a certain amount of acting. In emergency situations, the crew of a vessel looks to their leader in an almost unconscious way to determine their own level of anxiety. If the captain projects a calm and confident attitude, the crew will be reassured and since an anxious crew means poor judgment and performance, a captain should do all he or she can to keep the crew calm. The idea here is not to lie to your crew, and certainly not to fake a fearless, macho manner, going down with the ship is a pretty dumb plan. The idea is that, by maintaining a calm, deliberate attitude in the face of a dire situation, you can help your crew remain effective and perhaps help save lives. If you need to fake that attitude to some degree, so be it.

**NORTH BAY** Power Sail **SQUADRON** 

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## 2007-2008 Squadron Bridge

### Commander

Doug Hay AP 752-3670  
E-mail: [dshay@sympatico.ca](mailto:dshay@sympatico.ca)

### Executive Officer vacant

E-mail: none

### Training Officer

George Graham AP 752-3201  
E-mail: [graham@etnl.com](mailto:graham@etnl.com)

### Secretary

Caven Ford P 752-2951  
E-mail: [caven.ford@fordholdings.net](mailto:caven.ford@fordholdings.net)

### Treasurer

Mike Eedy P 494-9219  
E-mail: [meedy@cogeco.ca](mailto:meedy@cogeco.ca)

### Membership Officer

Grant Churcher S 476-6677  
E-mail: [churcher@vianet.on.ca](mailto:churcher@vianet.on.ca)

### Boat Pro Officer

Vacant  
E-mail: none

### Marep Officer (H/W)

Dave Byrnes JN 495-1330  
E-mail: [dbyrnes@northbaypolice.on.ca](mailto:dbyrnes@northbaypolice.on.ca)

### Public Relations Officer

Anne Taylor AP 472-7872  
E-mail: [rmtaylor@sympatico.com](mailto:rmtaylor@sympatico.com)

### Supply Officer

Carol Gibson S 752-2223  
E-mail: [caron.cooke@sympatico.ca](mailto:caron.cooke@sympatico.ca)

### Electronic

### Communications Officer

Terry Lang AP 497-3705  
E-mail: [terrylang@tlcconsulting.on.ca](mailto:terrylang@tlcconsulting.on.ca)

### Squadron Historian

Ivan Gough AP 752-2920

### Squadron Auditor

Maria Ermel

### Port Captain

John Size JN 497-3355  
E-mail: [capsize@vianet.on.ca](mailto:capsize@vianet.on.ca)

### Admin. Officer

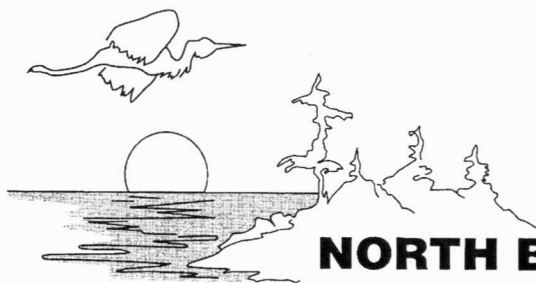
Greg Seaman AP 476-3304  
E-mail: [gregs@nipissingu.ca](mailto:gregs@nipissingu.ca)

### Yacht Club Liaison

Bill Simkins AP 475-6507  
E-mail: [simkinsj@vianet.on.ca](mailto:simkinsj@vianet.on.ca)

### Past Commander

Elizabeth Appleton AP 476-0364  
E-mail: [e.appleton@cogeco.ca](mailto:e.appleton@cogeco.ca)



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## **NORTH BAY <sup>POWER</sup> SAIL SQUADRON**

*Voyageur District*

**TRAINING IN SAIL AND POWER BOATING**

*A Division of Canadian Power and Sail Squadrons*

### **North Bay Power and Sail Squadron** **48<sup>th</sup> Annual General Meeting**

04-April-2008

#### **NOTICE OF MEETING:**

To all North Bay Power and Sail Squadron Members:

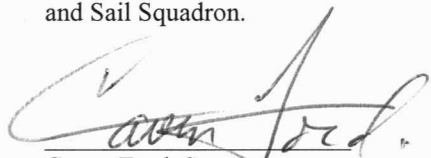
Date Thursday May 01, 2008 at 1900  
Place North Bay Yacht Club – Upper Lounge  
Greenwood Rd. Callander, ON.

Chairman Cdr. Doug Hay  
Secretary Secy. Caven Ford

Agenda Roll Call  
Minutes of last meeting  
Business arising out of the last minutes.  
Correspondence  
Bridge Officers' Reports  
Old Business  
Report of the Nominating Committee  
Elections  
New Business  
Termination

A social with cash bar, refreshments and a presentation by.

Remember, all Squadron Bridge Officers, you have by virtue of your pledge, an obligation to attend this meeting. Total commitment and participation are the keys to the successful operation of the North Bay Power and Sail Squadron.



Caven Ford, Secretary



**SQUADRONS**  
Gracebridge Sudbury Huntsville  
North Bay North Channel Saut Ste. Marie  
Harry Sound Mantoulin In town



**NORTH BAY POWER and SAIL SQUADRON**  
**Nominating Committee Report**  
**April 04, 2008**

The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2008 / 2009:

<b>Squadron Commander:</b>	<b>Doug Hay P</b>
<b>Executive Officer:</b>	<b>Vacant</b>
<b>Training Officer:</b>	<b>George Graham <u>AP</u></b>
<b>Treasurer:</b>	<b>Michael Eedy P</b>
<b>Secretary:</b>	<b>Caven Ford P</b>

The following members are also willing to serve on the Squadron Bridge. Their specific areas of responsibility are listed below.

<b>Membership</b> Rev. Grant Churcher S	<b>Public Relations</b> Anne Taylor <u>AP</u>	<b>Squadron Communications</b> Terry Lang <u>AP</u>
<b>Supply</b> Carol Gibson S	<b>Marep – H/W</b> Dave Byrnes JN	<b>Boat Pro</b> David Blahey

Additionally, your Nominating Committee recommends the appointment or re-appointment of:

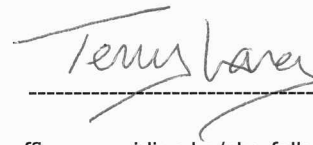
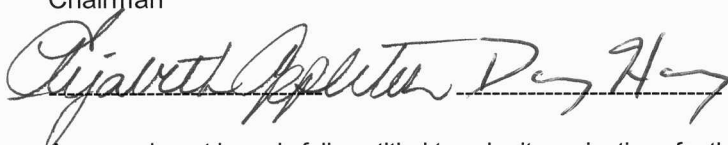
<b>Audit Review</b> Maria Ermel	<b>Sqdn. Historian</b> Ivan Gough AP	<b>Port Captain</b> Doug Hay P	<b>Environmental Officer</b> Dave Byrnes JN, Ivan Gough <u>AP</u>
<b>Yacht Club Liaison</b> Bill Simkins S	<b>Admin. Officer</b> Greg Seaman <u>AP</u>		

Respectfully Submitted,

P/Cdr Elizabeth Appleton AP  
Chairman

Cdr Doug Hay P

PP/Cdr Terry Lang AP



Any member at large is fully entitled to submit nominations for the above offices providing he/she follows the requirements laid down in Squadron Regulations, Article 12, which is quoted here for your information.

"Article 12 – Eligibility"

12.1 No member of this Squadron shall be eligible for election as provided in Section 11.6.1 of these Regulations at any Annual General Meeting unless nominated by the Squadron Nominating Committee or by a petition in writing signed by not less than five Members of this Squadron who (the petitioners) shall confirm the consent of their nominee to such nomination. All such nominations:

- "By the Squadron Nominating Committee, shall be filed with the Squadron Secretary at least four weeks prior to the date of the meeting at which such election shall take place, and it shall be mailed not less than 14 days before the meeting or,
- by petition, shall be filed with the Squadron Secretary not less than two days prior to the date of the meeting at which such election shall take place."