



Special points of interest:

- Boating Course Registration: now. Course starts after Thanksgiving
- Overnight Boat Show trip
- Mal Blann is our new Chief Commander
- Take an advanced or elective course this winter with NBPSS
- Yellowknife Cruising
- NBPSS Membership Roster

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Boating Course Registration



Whether you are interested in powerboats, sailing vessels or kayaks, this course is for you! The Boating Course provides in depth boat operation and safety training. As well, you will experience the challenge of plotting and navigation.

Successful completion of the accredited midterm exam will allow you to receive your Pleasure Craft Opera-

tor Card (PCOC). By passing the final Boating Course exam you will join Canada's largest association of recreational boating enthusiasts with the benefits of a full CPS membership.

Registration is now underway for the North Bay Squadron Fall/Winter Boating course. Please Call George Graham (705) 724-5579 or email: grahamgeorgea@gmail.com to reserve your spot in this class. Take a boating course this winter.

If you are receiving this newsletter, you have already taken the boating course as it's the basis for membership in CPS. How about passing along the information to a

friend or relative that may benefit from our bread and butter class. Last year was the first year in our 48 year history where we couldn't get enough students to hold a class. We want to fix that this year. Please pass this along to anyone you think will benefit from our Basic Boating Course, help us grow our organization and help us keep our waterways safer.

Courses will begin the first Monday after Thanksgiving and held at Chippewa High School starting at 7:00 pm. Cost is \$200 and only \$125 for each additional family member (shared manual). Lets make this the best course ever so we can make next year the safest season ever.



Overnight Boat Show Trip

Bruce King is organizing an overnight bus trip to Toronto Boat Show.

Date planned is Friday Jan 15, 2010.

The bus will leave North Bay Friday morning on an ONR bus.

You will overnight at Toronto Westin Harbour Castle Hotel. Return to North Bay Saturday

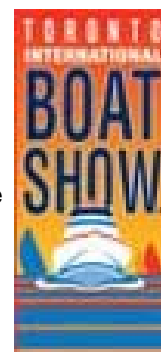
evening.

Cost (based on 2 sharing a room) for bus and hotel is \$104 per person including taxes

Meals and admission to show is extra.

If interested, give Bruce a call at 751-1391- A.S.A.P Rooms are tentatively reserved until early December and space is

first come, first serve. The North Bay Squadron is not planning a day trip to the show this year.





CPS Chief Commander
Malcolm "Mal" Blann

**"Mal is the 35th
Chief
Commander of
CPS..."**

New CPS Chief Commander Sworn In

On Saturday Oct 3rd, at the CPS National AGM in Sherbrooke Quebec, Current CPS Chief Commander, Harry Cole completed his 2 year term and the new Chief, Malcolm (Mal) Blann was sworn in.

Mal and his wife Carol live in Parksville, on Vancouver Island (BC), having relocated from Vancouver when they both retired in 2006 from banking careers that spanned in excess of 41 years. Mal has been a member of Sur-Del Squadron, Pacific Mainland District since 1976, and presently holds 33 merit marks.

Mal became a member of Governing Board in 2000 by virtue of his District Commander position and upon becoming a P/D/C, was asked to serve as a General Director. In 2002 he became the National Secretary, moving to the position of National Treasurer in February 2003. In 2005, he accepted the position of National Administrative Officer, and in 2007 he advanced to his current position as National Executive Officer.

He is a power boater who is presently 'between boats' and looking forward to getting back into boat ownership and regular operation of a rec-

reational vessel.

Congratulations and welcome Chief Mal. Steer our ship well.



New Chief Commander Mal Blann being sworn in by past Chief Commander Serge St-Martin at the CPS AGM in Sherbrooke Quebec. Mal is the 35th Chief Commander of

The CPS Mission Statement

Every once and awhile, it's good to step back and remember what our organization is about.....here is our mission:

To increase awareness and knowledge of safe boating, by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating.

Seamanship Course offered

The North Bay Power and Sail Squadron would like to offer the Seamanship course (which was formerly the Piloting course) and the next course in line after the boating course. Seamanship builds on some of the techniques introduced in the Boating Course. Seamanship uses traditional navigation, GPS fixes, Way Points, along with the introduction of Deviation, in the three homework cruises, and the examination take home cruises.

This course offers: interpretation of charts, the DR plot, bearings, fixes, running fixes, and Collision Regulations; and the exciting concept of plotting and labeling in True and Magnetic, adopted by the Training Department.

Seamanship, explains the skills needed to understand the hazards of weather, wind, waves, tides, and tidal currents and how to deal with them.

When unforeseen circumstances arise such as man-overboard, and medical emergencies the seamanship course counsels the student, as to where and how to acquire the skills to deal with potentially life-threatening situations, and of course you can "learn the ropes", from knots, hitches, bends, and splices.

This course will only be offered if there is sufficient students signed up. Please contact Doug Hay to reserve your spot.

Doug.hay@cementation.ca 705-752-3670.



Yellowknife NWT and the Yellowknife Cruising Club—By Pat Onions

Yellowknife at 62 degrees and 27 minutes has to be the most Northern city in Canada. For those of us that live in Ontario and if you have a map of Canada that shows the parallels of latitude you would see that Yellowknife is on the same parallel as the top of Hudson Bay.

Yellowknife with a population of 20 000 became the Capital of the North West Territories in 1967 and was declared a City in 1970. The city sits on the North West side of Yellowknife Bay that reaches down to the main body of water that is Great Slave Lake. Although Gold was discovered in the early nineteen hundreds it was not until 1936 when Con Mine went into full production. This brought an influx of people to the area that made a haphazard town on a rocky point of land that extends out into Yellowknife Bay on one side and Back Bay on the other side. Yet it wasn't until after World War II that Giant Yellowknife Gold Mine was established that Yellowknife began to grow. Now with the discovery of Diamonds in the rocks North of Yellowknife things are really busy. There are 3 established mines owned by; B.H.P. BILLITON ING, DIAVIK DIAMOND MINES & De-BEERS CANADA INC. These mines have a combined resource of 40 billion dollars. There are also 2 more mines ready to go into production soon. Yet I wonder, as the estimated life span of the mines is 20 years.

Driving the 300km around the top of Great Slave Lake at the combined communities of Rae Edzo you drive over a bridge that spans the North West arm of Great Slave Lake. The 100km from here to Yellowknife is up, down and around the rocky barren reaches of the Canadian Shield. You do get an inkling that you are approaching civilization passing a gravel pit with some construction equipment. Around the corner is a very impressive Airport with one of Ward Air's old plans on a pedestal. Then you get a glimpse of some tall buildings. To me, to see this appear out of the wilderness was like some kind of fantasy land. All of a sudden there are houses, streets and cars buzzing around.

While the old part of town, down on the point holds onto its rustic character with commercial docks, float planes bases, and warehouses, mixed with some modest homes, stores and pubs and with streets with unusual names such as "Ragged Ass Rd." it move up town with streets running in a North South direction and Avenues in an East West direction in a much more orderly direction. The downtown area is where the high rise office buildings are along with banks, hotels and up scale restaurants and stores. It is all of eight blocks long. It is really a miniature City. 50 Avenue or Franklin Avenue leave the downtown area and continues to the West where Walmart, Canadian Tire and all the fast food outlets are. It is also where all the commercial businesses are and subdivisions with condominiums, row houses and mostly modular homes.

The City is not without it's problems. While most of it is on rock there are dirt sections that sit on permafrost. There are also several small lakes with low lying swampy areas. Building in this area causes home and building to shift while roads have paved over sink-holes causing slopes side to side. Power for the City comes from oil fired diesel turbines that turn large generators. I was told a good part of the power goes to heat the water whether it is through underground pipes or trucked to holding tanks that are housed inside the houses or building during the winter months.

Yellowknife is not without some vegetation as trees and brush do grow around the shoreline of the various lakes while evergreens cling to the cracks and crevices amongst the rocks. While some people do try to grow flowers or have flower boxes most yards are bare with paved over front yards that are used for parking. Also parking seems to be a problem around the condos and row houses.

I must say that the Legislative Building on the shore of Frame Lake is very impressive with a closed dome roof built to resemble an Igloo. It must be interesting with the Native people getting the right to Govern their own people when you have the Inuit on one hand and the Dene Nation (a combination of three Indian Tribes) on the other hand. Joined by a short bridge is Latham Island, which is a Dene Nation Community. They must lease some lots because on one side of the Island there are some far out looking homes that are perched on the rocky cliffs. Also across the bay is another Dene Nation Community

It was discouraging and must be for the people of Yellowknife when we first went to the Tourist Centre to be met by a group of drunk natives, both male and female, so impaired that they couldn't get up and beg for money. What a shame.

On the other hand the native girls behind the counter were bright and courteous. They gave us a small button in the shape of a knife with the explanation that Yellowknife got its name from the brass knives the prospectors used to open their powder boxes so they couldn't cause a spark.

Our hosts while in Yellowknife were Jim and Udi Merritt. As good friend of Jim's parents I have know Jim since he was a youngster. Udi, whose parents are German, also grew up and went to school in North Bay. With five children the youngest daughter just graduating from high school this year, they are an interesting couple. Jim learned to fly while in North Bay and Udi learned to fly after she married Jim. Both earned their commercial pilots license. Moving West Jim has flown all over the Artic, over the North Pole and into Russia. As senior pilot for First Air, the major airline out of Yellowknife, Jim has settled

Yellowknife Cont'd...

down somewhat, flying the large Hercules aircraft cargo planes full of supplies into the Diamond Mines. Udi has given up her commercial license but is Airline Hostess on the commercial flights for First Air.

Last year the Merrits discovered a new interest, Sailing. They bought an older model C&C 25 equipped it with new sails and off they went. I couldn't believe it when in their novice year they sailed 150 miles down Great Slave Lake under the watchful eye of their oldest daughter and her boyfriend via a Floatplane. They also race the boat on a regular bases.

As I was going back to the Yukon this summer I thought a side trip to Yellowknife would be interesting and the opportunity to sail on Great Slave Lake would be a unique experience. I phoned Jim who said his boat would be in the water on the 15th of June and would be glad to take my son Terry and I sailing. He also asked if I would locate a used spinnaker for him. Thanks to the Stephan Board and Don Merriman we were able to supply him with spinnakers. Why should I be surprised that there is an organized sailing club in Yellowknife with it so far North, isolated, for sailboats, a short season, and with water just above freezing.

We arrived in Yellowknife on June 9th and had barely finished our supper when Jim jumped up and was anxious to show us their boat and Yacht Club. A short drive out of the City, the Club is located at the bottom of Back Bay which is on the North East side of the larger Yellowknife Bay. The club grounds are adjacent to the now defunct Giant Yellowknife Gold Mine.

Driving down rough gravel the parking lot has a locked gate at one end, and is above the boat yard. Walking down a sharp decline the clubhouse, to port, is a 60 foot long construction trailer with a large deck out front. One end is clubhouse while the other is workshop. Passing through the workshop is a two hole outhouse. They have no power or running water. While the boat yard itself is rough gravel the shoreline has a long face dock, long enough for four possibly five boats end for end. In some ways it mirrors our club with about 100 members and about 60 plus boats, ranging from day sailing to 35-36 foot boats. Some large boat members choose to dock their boats at the City Marina but everybody else has to swing on a mooring. The yard was busy with several portable generators supplying power to grinders and polishers. Jim has put his boat in early to use for instruction purposes. They had hired an instructor from Vancouver to show them all about Spinnaker flying but when he saw Jim's boat he said it was not properly rigged and refused to give any instruction regarding spinnakers. I saw him later giving dry land instruction to a group of novice sailors. After inspection of the boat that was moored along side the face dock, we discussed the rigging required to fly a spinnaker, more important, the requirements of a proper spinnaker pole.

Later we were introduced to some of his fellow sailors. I must say it was a pleasant change to be able to talk sailing again.

The next day Jim and Udi took the day off to show us around. The morning was spend touring at the airport showing us the plans that he had flown as well as inspecting the large Hercules that he now flies. In late afternoon Jim announced we were going sailing, "Great". Udi packed up a supper of very large sandwiches and with hot beverage off we went. Donning extra sweaters and Mustang floater coats we climbed aboard. With a brisk wind and the sails up we sailed around the end of Latham Island and down (which would be East) the side of Yellowknife past mostly commercial docks and the Coast Guard station. The only chart I saw of Great Slave Lake was a musty worn out chart in the club house and there was no marks to be seen down the length of Yellowknife Bay. Running down wind the broad expanse of the Bay, Udi brought out the sandwiches which we ate while underway. I showed Jim how to "hove to" under sail. After which I estimated to be 10 nautical miles I saw a gray expanse ahead of us. Jim took the tiller and we sailed right along the edge of the ice that was still on the main lake. This indeed was a unique experience. It wasn't until we turned into the wind we realized how much the wind had increased. Beating up wind with full working sails we were over canvassed and not rigged for a reef. However, I was impressed the way the boat handled it, making for an exhilarating but tiring sail back to the club. It was 10:30 with still plenty of daylight left and Jim wanted to keep sailing, but along with Udi I felt we had had more than a good sail so we call it a day. As the bay was quite choppy and blowing onto the dock Jim choose to take the boat out to it's mooring. The boat yard was still busy with people working on their boats.

The next day we had to ourselves but after supper we again headed down to the Club to fly the spinnakers. It was still blowing quite hard so we decided to run through the routine with the boat secured tightly to dockside. We rigged the heavy duty whisker pole as a spinnaker pole, rigged the up haul and down haul and packed the chutes. We got the first spinnaker up okay but with the whisker pole bending and the boat straining at it's mooring I was scared we might blow the spinnaker out. We quickly dropped it. The Instructor I had mentioned earlier who was giving the dry land instruction at dockside did not look impressed as it disrupted his instruction and he did not bother to come over and speak to us. I left Jim with the first spinnaker and returned the other to its owner.

All in all it was a most interesting visit and one I will long remember

To see a clip of Pat Sailing on Great Slave Lake go to You Tube and enter Ice sailing on Great Slave Lake (<http://www.youtube.com/watch?v=gAtr9ISy>)



Words from the Commander

Greetings Members,

As we settle into fall, (not that we really had a summer this year), boats are being put away and your squadron gears up for our winter training season.

We are hoping to put on a good size boating course this fall/winter, so spread the word and see if there is anyone you would like to get involved.

The Squadron is busy and healthy. We have 130 regular members and membership renewals are progressing along. If you haven't renewed (check for your name on page 6 of this crosschop), please do so as soon as you can.

My boat is now put away for the season, but do to a couple of

health reasons, I find I need to sell it. Not to worry, I'm not getting out of boating, but am looking for a platform boat, or pontoon boat and am willing to make a trade. I have a 23 foot Carver with tandem trailer. It's equipped for Salmon Fishing with a travel cover, fenders, safety gear, lines, Scotty Downriggers, cannonballs, rods, reels, tackle and sounder. It's now in winter storage. Asking \$8,979.98. Call Dave or Chris 495-1330.



What's the sense of being Commander if you can't use your

column for personal purposes like selling a boat? The job comes with a few perks. Anyway, if anyone is interested, please contact me.

Other squadron news, our PCOC trainers are busy as is the rest of the bridge. The upcoming focus on membership retention is going to keep everyone busy. I hope everyone had a wonderful summer, and gets their boats put away safely. See you in the classrooms this winter, or hopefully at one of our social functions.

Dave Byrnes, JN
Cdr.



Commander of the North Bay Power and Sail Squadron: Dave Byrnes



Voyageur District News

Greetings North Bay Squadron, I'm just back from the National AGM in Sherbrooke Quebec. Although inundated with meetings which took up most of the 5 days I was there, I wasn't left with much time to explore the culture and colour of this beautiful place, But I did manage to do a bit. It was a very well run event and a great deal of business got accomplished.



Sherbrooke in colour! Unfortunately, the photo doesn't do it justice.

I met a few folks but the one that I want to make mention of is our National Environmental Officer, Kevin Jones. Kevin is 25 years old, took the boating course at 14, has been teaching the boating course since 15, and is the youngest CPS member to ever obtain their SN designation. Kevin is a very energetic individual who spends months at a time working aboard a Coast Guard ship stationed at St. Johns Newfoundland. Kevin and I hit off immediately and became friends. I tell you this story because officers like him are exactly what this organization needs. Young, energetic and ready to serve. It was a breath of fresh air.

MAP2 is on the horizon and the marketing team is working hard to brand the CPS name and to

retain members. Our training department is very busy as well, updating the remaining 4 courses and bringing our materials standard up to a new high.

CPS is investigating offering our PCOC course online, and possibly online testing as well. Transport Canada is trying to clean up this program and force the current providers doing online-testing to clean up their acts. No further online test providers are being allowed at this time, and the others may be forced to stop in the near future.

Finally, congratulations to our sister squadron Parry Sound on their bid to host "Tug Fest" next year in Parry Sound. I'll forward more details as it gets closer. Have a great fall.



District Commander of the Voyageur District: Terry Lang

Crosschop:

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