

## Flare Day is On Again!!

The North Bay Power and Sail Squadron bridge is pleased to inform you that in association with the North Bay Yacht Club, we will be holding a Flare Demonstration and Spaghetti Supper on November 1, 2002 at 1800. This should be an opportunity to safely dispose of those old flares. We hope to demonstrate the correct method of discharging flares and if

possible, everyone will get an opportunity to give one a try. Bring your expired flares or come as you are and make use of some that we'll have there.

Flare demonstration will be at 1800 at the North Bay Yacht Club in Callander and the supper and cash bar will begin at approximately 1900 in the clubhouse. So we

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# CROSSCHOP

The Official Newsletter of the



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



Published Quarterly

### New CPS Membership Standard

There is a motion to be voted upon at the National AGM in October for which Commander Terry and the Bridge are requesting your input. By now you probably have received your fall copy of "Boats and Places" and if you have read about the upcoming AGM you may already have an idea of what I am talking about. There is a motion to reduce the exam requirement for full membership in CPS from the Boating exam to the Boat PRO exam. Now, to be sure you understand what this means; in a nutshell, the 12 week Boating course and exam which is the current requirement to become a full member will be replaced with an exam containing 36 multiple choice general boating questions, for which a passing grade is 75% and no formal class instruction is required. The general consensus among the bridge, frankly, is that this idea stinks, however we would like to hear from the membership on whether you feel this is a good idea or a bad idea. Additional information is contained in this newsletter and on our Web Site. We have set up a survey on our web site ([www.nbps.on.ca](http://www.nbps.on.ca)) where you can provide your vote, or if you would like to comment, please drop us an email using the links provided on the site. For those without Internet access, there is a mail in form provided in this newsletter where you can provide your comments and opinion. Or please call the squadron hot line at 499-2599 and leave your comments or opinions. Please take the time to review the information we have provided and let us know your thoughts. We will need all submissions by October 15, 2002 so time is short, please don't delay!

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## Commander's Message

Terry Lang AP

Greetings Squadron Members. Fall approaches (although somewhat slowly) and another boating season draws to a close. Not too many boaters can complain about the weather this summer. I personally got to spend a fair bit of time on the water this year and I'm very glad for it. I trust everyone survived the season and I hope your memories and photographs bring back many of warm thoughts throughout the winter season as I know mine will.

Our squadron has had a busy year. Past Commander Ford and myself along with our mates (Admirals) participated in a CPS Sail on lake Muskoka aboard the recently built Wenonha II with our hosts the Gravenhurst Squadron. It was simply a spectacular day. Anyone finding themselves in the area should go and cruise on one of their ships (the original steam ship, The Segwun, or the new boat, the Wenonha II). You won't be disappointed. Please see some of the pictures on the web site. We also took in the Toronto In-Water boat show, spent some time on a houseboat on the Trent-Severn waterway where we cruised through our first lock ever, as well as some time on another houseboat in Lake Temagami.

We are currently gearing up for our training season. Pass the word about our registration on Oct. 5th. For not much more than what our competitors are charging, we can offer the entire "Safe Boating Course"

and deliver quality training to boaters. Also, we have a couple of evening courses planned for PCOC training. Keep checking the web site at <http://www.nbps.on.ca> for details of upcoming events and training. I've heard that we already have 6 students signed up and the registration hasn't even taken place yet. This could be one of our best courses in years.

Flare day is sure to be a blast (pun intended), plan on coming out to the Yacht Club to see a demonstration and use up your old expired flares (more information in this newsletter)

I will be attending the National AGM on Saturday October 26th. There has been a lot of controversy over one of the proposed changes to allow people who pass the PCOC card exam become full members of CPS. I implore you to please send your comments in to any bridge member ASAP. This issue will be voted on at the AGM and to reflect the views of our squadron, I need some input from you. There is an online form on the web site to make things easy for you, or please e-mail me or phone, or write or send carrier pigeon, or whatever. Make your views known.

On a final note, even though it's fall and the boats are coming out, take a few moments for that final cruise and see the fall colour, then take some time and properly put your boat away. Do those little repairs that you have been putting up with all summer because in the spring you will forget. Have a safe fall!

## Overheard in Passing

Caven Ford P

If you want inside information, forget public relations releases and listen attentively to the scuttlebutt. Much of it is meaningless or erroneous, but by mining this vein of talk you may come up with an occasional gem. Scuttlebutt is half rumor and half gossip, of course. That is because it was first heard when British sailors gathered around a large butt, or cask, of water. For no known reason, such a container was nearly always placed close to a vessel's scuttle, or hatch with a movable cover. Crew members who went for a drink of water liked to exchange the latest rumors with their mates, so talk under a scuttle that sheltered a butt became "scuttlebutt".

## Late Season Boaters Likely to See Swans

Carol Gibson S

If any late season boaters are in the Callander Bay / Lavasse area of Lake Nipissing, you are likely to see Trumpeter Swans swimming around.

They have been spotted quite recently in the area between the Lavasse River and Gauthier Bay (on North West side of Callander Bay). Boats and people don't seem to alarm them - just keep some distance. With the shallow water and shoals around them, it makes for quite a safe habitat.

The swans were deep in the marsh until mid August when they were observed taking their first flights around the Bay. Now that they can fly with impunity, they are swimming along the lakeshore - knowing they can get away if necessary. Recently they were observed flying along the North Shore of Callander Bay. I was told it looked like a "white ribbon". Upon viewing with binoculars, it was noted they were flying wingtip to wingtip.

If you get the opportunity to boat in the area, these huge majestic birds are awesome to observe. It is expected they will stay around until freeze-up.

## 4 Season Fun

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## Our Houseboat Trip from Omemee to Fenlon Falls - Spring 2002

Terry Lang AP

The day finally came May 31, 2001, the Commander and Immediate Past Commander of the North Bay Power and Sail Squadron (and their families) arrived at the charter company and boarded their house boat. She was a 40-foot Sea Hawk fresh from a winter's storage and ready to start the season of charters. We temporarily named our vessel the SS-NFW short for Sailing Ship: Nothing F ^ %\$%# \$ Works (we'll get to that later in this article).

It was a windy night when we arrived, 30-knot winds gusting to over 60-knots. The owner of the company ruled that no houseboats left the dock tonight. "No Problem" I said.... this gives us a chance to go over our charts again and plan the next days cruising (not to mention a perfect opportunity to break the seals on our Rum and start the weekend off with a few toasts to the safe boating gods).

Next came the boating lessons.... Ok, some boats have appliances that work different than others and learning a bit about our 'new' surroundings was a bit interesting, but I kinda had to yawn when the 16-year-old pimply-faced summer student started to tell us how to read charts. This followed by a stimulating slide show (2 bulbs and 2 projectors later - even on shore, nothing worked!) teaching us everything we needed to know about how to get one of these crafts from one end of the Trent-Severn system to the other. A close inspection of the boat indicated that the only new item aboard this boat was the prop. (Which was returned to the owner in the same shape it left in by the way....). So, there we were, ready and very anxious to get out on the water. It was a somewhat sleepless night. We did manage to get some sleep once we realized that we had to manually turn off the water pump when we were done with it.

06:00 came early when our Past Commander's 2 year old asked me if I could read him a story. Well, I'm up now I guess.

A quick breakfast and time to hit the open water, actually open water is somewhat relative here as this end of the lake is a big weed bed. Hug Left, then Hug right. Up the lake we go. We were told to stop every 20 minutes or so, jam the throttle into reverse and chop the weeds off the prop. Funny, I don't remember that from my basic boating course.

Bobcaygeon was the destination. We heard that it was a nice town, country shopping, friendly, and they have a lock. We have never been through a lock before and that was one of the underlying objectives of this trip.

...Continued on page 4...

## Nautical Humor

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....."

## Training Department Notes

Registration for this years Boating course is scheduled for Saturday October 5, 2002 from 1300 to 1600 at the Rotary Picnic Shelter at the North Bay Waterfront. Cost for the 13 week course is \$100.00 and successful participants receive their PCOC card and a 1 year membership in CPS! If you know anyone interested in learning more than the minimum required, please pass the date along.

We continue to offer exam challenge sessions and Boat Pro courses from time to time as time and demand dictates. Watch the website ([www.nbpss.on.ca](http://www.nbpss.on.ca)) and the local papers for details. If you are interested in any course we offer you can call our hotline and leave a message and someone should get back to you shortly. The number is: 499-2599.

The Seamanship Sail course is a couple of individuals short of a full class. Pat Onions is eager to get started so, if you or anyone you know is interested in the course, please call our hotline or our training officer, George Graham at 752-3201

As always we are more than willing to try to arrange a course, so if you are interested in anything at all, just drop us a line or call 499-2599 and leave a message or contact any bridge member and we'll see what we can do to put it on.

## Nautical Humor



## HUNTERS BAY MARINE



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## Houseboat Trip...

Continued from page 3

Now, being expert modern navigators that we are, out came the electronic charts, moving map software, and GPS's. I plugged in my portable inverter to the dash, and guess what...it didn't have enough power from the battery to power my inverter. (250 watt Statpower). Well, it kind of did, but not enough juice from the battery (with the boat running) to power up my notebook. GRRRR...good thing that we can navigate with paper charts. The boat did come with a pretty good set of paper charts and an excellent book of sailing directions. So much for the routes and waypoints that we laid out ahead of time.

I'm not going to dwell on the fact that the bed wouldn't stay down, the doors wouldn't stay closed, the curtains stay up and the fridge stay lit (like I said, nothing worked), nor that it didn't have a VHF, nor depth sounder or many other things that would make life easier, because Bobcaygeon is now in sight. What were those instructions again? Oh yea, don't tie up beyond the blue line because that means that you want to go through the lock. The only spot to tie up on this particular day was a 41 foot spot (once another houseboat moved up a bit) alongside a good moving current by the cement wall. So, we turn the boat around, and smoothly (well, kind of a smoothly since we had a 40-foot Carver literally bearing down on us) slid the 40 footer in and tie her up. A few nervous moments, but we did it and how about a toast to celebrate! Here we met a fellow in the house boat in front, who graciously pulled his houseboat forward giving us the 41 feet that we needed, who's in-laws were visiting from Hong Kong. He was taking them out on a houseboat for the weekend. He was telling us that not only had he never driven a houseboat before, this was his first time driving a boat! Wow...welcome to boating the hard way! Piloting a 40 foot bath tub that you can't make go straight no matter what you do is not the way I'd like to get introduced to boating, but to each their own. Not only that, but he had to take over control in a hurry when his admiral threw up her hands and walked away from the helm jabbering something about "not being able to do this", leaving the houseboat in gear and steadily moving towards the concrete wall at about 6-knots! After hearing his horror story we weren't quite so concerned about our own adventures.

Into town for lunch and ice cream, let the ladies do some shopping. Check out the lock-COOL-Can't wait to go through it, but it would have to wait till tomorrow. The wind was down a bit, but not enough that we wanted to try anchoring our 5 tonne palace in it. Besides, the flukes on the Danforths were bent and twisted and didn't look like they'd hold a rubber raft on a calm day. \$10 bucks later, we had our over night camping permit from the lockmaster and there we were, docked for the night. Time for more rum and a nice dinner later at one of the local establishments.

Sunday, a brand new day, and through the lock we go. One word: Incredible! That much water, moving that fast to lift that much weight that high. When you stop to think about it, it's pretty amazing. It's even more spectacular when you are in the lock. I'm sure that the next time I go through a

lock it Won't be quite so magical, but this first time definitely was. And I must say we did famously for a group of greenhorns. With past commander Ford at the helm, his wife sitting on the two year old with the other two children as backup and me and my admiral at the ends ready to loop our lines through the cables at the side of the lock, we were like a well oiled machine. I swear I saw a huge smile on the lockmaster's face when we were in place and ready to be lifted. Although, with some of the horror stories we heard and judging from some of the battle scars on our boat, it was probably more from relief that we didn't smash something than admiration for our obvious boating skills!

We day cruised up to Fenelon Falls where we learned something important...as I was giving directions, ahead slow, dead slow, stop, reverse, Reverse, REVERSE, REVERSE!!! Caven was putting it into reverse and giving it throttle, but nothing was happening. I remember hearing "IT IS IN REVERSE!!!" then, BANG!, we hit the pier. Damn near took it out, and definitely got the attention of everyone that was standing on it. Luckily, and I mean luckily, no damage. Yes, even the damn gearbox didn't work! After the big bang there was a smaller thud as the gearbox finally dropped into reverse. With the help of some of the folks on the pier, who I'm sure were laughing at us at this point (note, we never did put up the CPS flag, so didn't have to take it down in disgrace) we finally got the SS-NFW tied up, checked for damages and were very relieved to find none. Not even a scratch to 'Deloris' the 14' fishing boat that we were towing along. Lucky!

Into Fenelon Falls for lunch and, cool! They have an even bigger lock. We watched the lock activity for a while and headed back down the lake to Bobcaygeon. We ended up spending the night at the exact same spot as we did the night before.

Monday, the final day of our charter. A leisurely breakfast, and a morning cruise back to Omemee to return the SS-NFW.

All and all, an excellent weekend on the Trent. We saw lots of really nice boats; many flying CPS flags, some beautiful homes along the waterways, charted some new water, and had an excellent time despite all our troubles.

The Trent was beautiful, and I'd highly recommend visiting sometime. I'm sure that we'll be back someday ourselves. What I would like to pass on is when you are chartering a boat, whether it's a barge that kids from Toronto come up and party on and pound the hell out of every week, or someone's personal yacht that is maintained precisely to manufacturers recommended specifications, BE PREPARED FOR ANYTHING! You just never know what you are going to get or what you are going to run into.

### Our Web Address

[Http://www.nbpss.on.ca](http://www.nbpss.on.ca)

Phone: (705)499-2599

# Hull and Equipment Checklist

Caven Ford P

A handy list to keep around, especially at this time of year:

## Outside:

- Check bottom for damage.
- Check hull for needed repair, paint and / or wax.
- Check shafts and props or out drives and props; nuts and pins.
- Check rudder.
- Check cutlass bearings.
- Check the outdrive boot for wear, check cables for wear and check cable ends for lubrication.
- Check zincs, replace as necessary.
- Check deck fittings for integrity ... rails, cleats, handholds, ladders, lifelines. Clean, polish and replace as needed.
- Check standing and running rigging. Reverse as needed. Inspect / replace turnbuckles.
- Check hatches, ports and port lights for leaks and integrity.
- Check all lines and fenders. Reverse anchor rode yearly.
- Check and service anchor windlass.
- Check all blocks on a sail boat.
- Check and clean mast, fittings and equipment.
- Check windshield wipers.
- Clear cockpit drains.
- Check dinghy / life raft.

## Inside:

- Check hoses to through-hull fittings.
- Check all sea-cocks and gate-valves. Consider replacing gate-valves with seacocks.
- Inspect hose clamps. Hoses below the waterline should be double-clamped.
- Inspect packing in stuffing boxes. Replace if necessary.
- Check tanks for leaks and check tank fittings.
- Check bilge for unusual stains or fluids. Find source and repair.
- On a sailboat, inspect keel bolts for tightness and attachment area for separation.
- Ensure hull drain plugs are installed.
- Check and charge batteries.
- Install and check all electronics.
- Check and adjust compass.
- Inspect radar reflector.
- Inspect exposed wiring for wear.
- Inspect and / or test breakers and fuses.
- Rinse water tank.
- Check manual and pressure pumps.
- Check all mandatory safety equipment.
- Check bilge pump, strainers and switches.
- Check and update spare parts.
- Check and update charts and publications.
- Check emergency kit.
- Check distress signalling devices for date and compliance.
- Check fire extinguishers.

- Check ship's sound signalling devices.
- Test navigation lights. Operate for at least 30 minutes.
- Check steering assembly for wear and lubrication.
- Check hydraulic systems for fluid levels, leaks and abrasion.
- Lubricate cables as necessary.
- Check limber holes in bilge and ensure bilge is clean.
- On sailboats, check all sails.

## Engine:

- Replace ignition parts. Follow manufacturers recommendations.
- Clean engine surface and touch up as needed.
- Check engine oil and change oil and filter if not done in the fall. (This should be done at lay up)
- Check transmission lubricant or outdrive lubricant.
- Clean and replace air and fuel filters.
- Inspect all electrical connections for corrosion.
- Re-tension belts.
- Check cooling water intake and impellers.
- Check thermostat for clean flow and operation.
- Reconnect all hoses and / or check clamps.
- Check engine zincs.
- Check and re-connect all fuel lines and fittings for cracks and leaks.
- Fill fuel tank if not done in the fall.
- Once running, check operation of all gauges.
- Check alternator for charging capacity.

## Trailer:

- Check rollers and bolsters.
- Check wheel bearings.
- Check, clean and oil winch.
- Check cable.
- Check and lubricate tongue jack handle and wheel.
- Check lights, electrical connections.
- Check tire pressure.
- Check brakes — hydraulic levels.

## Other Equipment:

- Check optional equipment such as fridges, air-conditioning units, stoves and water heaters according to manufacturers' recommendations.

## Nautical Humor

The First Mate was in a rare mood as he finished drilling the crew. He barked out a final order: "All right, you idiots, fall out!" The men fell out, but one sailor stood firm.

The sailor stared at the First Mate and smiled. "There were a lot of them weren't there sir?"

# 2002 Paid Membership



## MEMBERSHIP ROSTER ON SEPTEMBER 24, 2002

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