



# Merry Christmas

From your Squadron Bridge



Issue 2002 Volume 4  
December, 2002

# CROSSCHOP

The Official Newsletter of the



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

Published Quarterly

### Boat Show 2003

Carol Gibson

#### TORONTO BOAT SHOW RELAX AND LEAVE THE DRIVING TO NORTHERN TRAILS

Your Squadron has once again arranged for a day bus trip to the Toronto Boat Show on **WEDNESDAY JANUARY 15, 2003.**

Cost and discounted show admittance will be **\$30 for CPS members and spouses** and \$40 for non-members. This price is based on a full bus - so bring all your friends. (Prices are up slightly this year due to increase in our costs).

Bus will leave from Northgate, with pickup stops enroute. Confirmation has to be finalized by **JANUARY 06**. Last year we had record attendance, and seats are limited, so **DONT DELAY!!!**

Call Carol at 7522223 or Elizabeth at 476-0364 to reserve. Prepayment required to ensure your seat and arrange the proper size bus. (Last year we had empty seats due to last minute cancellations).

Itinerary: (arrival times are approximate)  
BUS LEAVES NORTH GATES SQUARE at 7:45 A.M.  
BUS LEAVES WASSICENTRE at 8:00 A.M.

COFFEE BREAK GRAVENHURST INTERNATIONAL TRADE CENTRE at NOON  
LEAVE BOAT SHOW at 5:30 P.M.  
DINNER SUNDIAL (ORILLIA) at 6:30 P.M.  
ARRIVE BACK AT WASSIGASBAR at 10:00 P.M.  
ARRIVE BACK AT NORTHGATE at 10:30 P.M.

We have made a bulk purchase of admission tickets to Toronto Boat Show. If you are planning on attending the show (and not going on the CPS bus), we have tickets available at a cost of \$8.00. Regular rate is \$13 for a adult, or \$10 for senior. To obtain tickets, call above numbers



#### In This Issue:

Flare Day.....	2
Commander's Message.....	3
Overheard in Passing.....	3
National AGM Update.....	4
Training Department Notes.....	4
Nautical Humor.....	4
Ship's Stores.....	5
What's in a Name.....	5
Nautical Humor.....	5
Flotsam and Jetsam.....	5
Nautical Humor.....	6
Member's Boat Names.....	6
Squadron Bridge List.....	6



# Flare Day

Kay-SeaTaylor

How many people can say that they have ever shot off a flare? Well before the North Bay Power and Sail Squadron put on their flare night, I didn't even know how to use a flare, let alone shoot one off. So since I am probably like most people, and have little experience with flares, what's better than a few pointers?

On the cool and very breezy night of Friday, November 1, a group of approximately 50 people ventured out to the point at the North Bay Yacht Club in Callander. We experimented with many different flares and despite the cold, we found out some pretty interesting things.

First of all we tried out the "Gun". Surprisingly enough to me, it doesn't have that much of a kick when you fire it off. We found that the gun was pretty easy to use; however, these single flares didn't stay in the sky for very long therefore two flares must be fired within 15 seconds of each other. Twin star cartridges are easier to use than the single star.

We also tried the "Star Blazers". At first glance, these babies look like a lot of less baggage. These are actually not too bad when they work. We had more than half a bucket of duds (flares that did not fire). The trigger chain would pull out without setting off the flare. One person in our group was slightly burned from trying to set off this flare because his hand was too big for the cartridge. Someone else bruised the palm of his hand because when the flare went off the "blast" went one way and the container ricocheted downward hitting his hand. Star Blazers do have good brightness though.

There were also the more infrequent hand-held flares. We tried out the smoke flare and it's definitely called that for a reason. It was smoking bright orange in our spotlight for almost more than 5 minutes.

We tried the popular movie hand-held type flare. This one you wouldn't like to light while you were in your boat, it throws a lot of sparks. It is extremely bright though and works quite well, burning for a long time.

The flare best for air time was the parachute type. When launched, it stayed soaring up in the sky with a brilliant light. It is not one that you should use during windy weather. But it is great for boaters in open waters.

Flare Gun: -pricier, at first, but last longer in the long run and easy to use  
-buy twin star cartridges; they are brighter and quicker to use

Star Blazers: -more compact, but in my eyes they

## HUNTERS BAY MARINE



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seem to have a high defect rate  
-pull the trigger chain hard and fast and make sure you hold on tight with your hands in a safe place, they seem to work sometimes when you use this method

Smoke Flares: -great for day use  
-burn for a long time

Hand Flares: -better for use if you are off the boat on shore

- be careful with the sparks that fly with these ones

Parachute Flares - a bit big for storage

- better used in open areas  
- burns for a long time while still floating in the air

Well, all of us who ventured the cold had a lot of fun. We learned a lot of helpful things. I'm glad that I toughed out the weather because now I feel a lot safer about flares. If you are looking for some fun and more hands-on information on flares, you should come out to the North Bay Power and Sail Squadron's next Flare Day this spring.

I know that I will be there again, for even more great information and for the thrill of the power behind setting off my own "fireworks".



## Commander's Message

Terry Lang AP

Greetings Squadron Members. Christmas approaches and all of our boats are in storage. Anyone reading this from Vancouver or Florida, we are with envy. At the recent national AGM held in Toronto in October, one of the Vancouver Squadrons stood up during roll call and said "We are here, and we boat all year" which brought a round of cheers from the Westerners, and a round of boo's from us Central and Easterners (all in good fun of course). Alas, the reality is that our boats here in the North Bay area get the winter off.

With the boats being in storage, it frees us up and there are a lot of things happening around the squadron. First off, our basic boating course is in full gear with 11 students. Woo Hoo.... the best turnout in years.

The squadron hosted 'Flare Day' in Early November in conjunction with the Yacht Club. It was a huge success. Many thanks to Canadian Tire for donating the door prizes, The North Bay Police who allowed Past Commander Byrns to participate in uniform, PRO Anne Taylor for helping organize the event, Bill Simkins for his work with the yacht club and cooking the dinner, and everyone else who attended and helped out with the event, especially the one that I forgot to name directly. It was an 'explosive' event (pun intended) and a very educational/informative event to say the least.

Plans are in high gear for the annual trip to the boat show. See the ad in this issue of Cross Chop for more information on that. I know that space is limited so you best book early. This makes a great Christmas present for that boater on your list. I'll intentionally underline that last statement. You might want to highlight it and leave the page open for your spouses to find... wink, wink....

Please plan on joining us for our Christmas Social on December 11 at the yacht club in Callander at 1900. This is always a great event. We will conduct our abbreviated December Bidg meeting, followed by our social. Snacks will be provided by the bridge. You can always count on Past Commander Byrns being the first in line for Past Commander Gibson's cheeseball!

With thoughts of Carol's cheeseball dancing through your minds, I would like to wish each and everyone of you and your families a safe and happy holiday season.



## Overheard in Passing

Caven Ford P

"Red sky by night, sailor's delight. Red sky by morning, sailor take warning." Is it true?

A variation of this ancient saying turns up in Shakespeare and even in the Gospel of Matthew. Some meteorologists have estimated that the "night" part of the proverb can be as much as 70 percent accurate in forecasting rain—not bad, as folk wisdom goes, but not good enough to drive the Weather Channel off the air. There's no consensus on why it works as well as it does, but here's the basic concept: Sunlight comes to us through more miles of the atmosphere at dawn and dusk than at other times of day. When the sky is clear, the atmosphere scatters the light at the blue end of the spectrum, leaving mostly red. But if the light passes through larger particles, such as water droplets, you tend to get paler light. A reddish sky at sunset, then, can indicate that there is little moisture in the upper atmosphere west of you, where tomorrow's weather generally comes from—and thus sunny skies are in the forecast. It might also be a situation, say some meteorologists, in which the settings sun is simply reflecting off the underside of clouds on the eastern horizon, which suggests that rainy weather has already moved beyond you.

The second part of the proverb is the subject of endless speculation among professional meteorologists. More importantly, it isn't the least bit reliable. So when morning comes, sailor, don't even bother looking for red in the sky: you'd do just as well to flip a coin.

### Next Bridge Meeting

Wed Dec. 11, 2002 @ 1900

North Bay Yacht Club, Callander  
Christmas Social following short  
Meeting. All members and  
Spouses welcome.

### 4 Season Fun

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## National AGM Update

TerryLang AP

Update from the National AGM:

I attended the National Annual General Meeting held at the Marriot hotel in Toronto, Oct 26, 2002. It was a very interesting experience. I met many new people, spoke and shared ideas/concerns with many other Commanders and all-in-all had a wonderful time.

For the first time in many years, we had an election for Chief Commander. Actually, we had 4 items to vote on. Here are the results of those votes:

#1. The motion to make successful completion of the CPS administered Pleasure Craft Operator Card Examination the basis for regular CPS membership was defeated by a vote of 2666 against and 407 in favour.

#2. The CPS membership dues: \$26 from January to August, and \$13 from September to December, for new members and re-joins, passed by a unanimous vote of 3,083. Applications (new or re-join) between January 1 and April 30 shall include dues for the following year.

#3 C/C Anthony C. (Tony) Gardiner, SN, was selected Chief Commander with 2,204 votes. Challenger P/V/C Ron Smith, AP, received 871 votes.

#4 V/C Mal Blann, AP, was selected National Secretary, with 2,272 votes. Challenger P/R/C John Bishop, AP, received 802 votes.

Mr. John Churchill, Acting Director of the Canadian Coast Guard (CCG), Office of Boating Safety, gave a presentation on the intent of the CCG regarding the PCOC. Very clearly, the Coast Guard plans to leave training to the training organizations like CPS. They are going to make the tests much harder in the future, requiring an 80% to pass, and there will now be 75 questions. They are leaning away from allowing exam "challenges" and more toward requiring some sort of educational component in getting your license.

Next year's National AGM will be held in St. John New Brunswick, where "Tall Tides" will be their theme.



## Training Department Notes

TerryLang AP

I'm including some interesting training notes here, which were discussed at the AGM/conference. I'm taking the text verbatim from Promoto:

- Environmental information is being added to the Boating Course

- *Celestial Navigation*, final version, will be ready early 2003.

- *Marine Maintenance Course* material has been translated and should be ready for Fall 2003.

- CPS has issued more than 160,000 PCOC cards, 14 percent of them in the 9-19 year old category.

- 527 students registered in Distance Education courses last year, with 46 percent taking their courses online.

- Work continues on an online *BoatPro* Program to run in senior secondary school computer labs. The downloaded programs will be used by students under the direction of a teacher who will have access to online proctors. One BC school is already using the program and three more plus one on the Atlantic Coast expressed interest.

## Nautical Humor

A man and his wife went on a four-day luxury cruise. The wife was slightly more than garrulous. In fact, she never shut her mouth. She talked at breakfast, while they were lounging on deck, at lunch, at play, and all through the night. But he was used to it and accepted his lot in life.

On the fourth morning, the man and his wife were standing at the bow of the ship when a lurch caused the wife to fall overboard.

A crew member, seeing her bobbing up and down in the water, ran to the husband and said, "Sir, your wife has fallen overboard!"

The husband said, "Oh thank God, I thought I had just gone deaf!"

The captain was lining up his sextant when a shooting star streaked across the sky. Observing this the helmsman said to the captain, "Nice shot sir!"

A small child slipped and fell overboard. A body hurled over the rail of the liner and saved the child. Coming back onboard, the man who had swum to the child was cheered by the other passengers. The captain asked the man, "What can we do for you?"

The man said, "You can't tell me who pushed me?!"

## Ship's Stores

Carol Gibson

### CHRISTMAS PRESENTS:

For that Boater on your list!!

CPS flags are available in two sizes 8x13 (\$9) and 12 x 20 (\$10)

We have a lot of North Bay Power Squadron burgees in stock. They are heavy quality Nylon and sell for \$15.

Two styles of hats are available with our crest embroidered on front - blue baseball style caps, and cream colored bucket-style hats. Each sell for \$9.

To purchase any of the above items, call Carol at 752 2223



## What's in a Name

Caven Ford P

What does that boat's name mean? That is an excellent name for a boat, wish I'd of thought of that! These are just some of the comments I've said or heard over the years. A boat's name is a personal thing as I've come to realize since our boat purchase. The people we bought it from requested that we retire the name as it was personal to them and we agreed since it didn't have any meaning to us. However, this search for a new name has not been easy. We want something that encompasses the extreme pleasure we get out of being out on her, as well as probably containing some part of each of our 3 children's names and all so short in length that we can get it put on the stern of our boat. As you can tell, it isn't an easy task. We have narrowed this search down to a couple of possibilities and will be taking the winter to finalize plans.

This spring we will be holding a de-naming ceremony followed by a naming ceremony right after. I am not particularly superstitious but figure why should I take any chances. Besides both ceremonies involve the liberal imbibing of liquid similar to those used to de-name and christen the boat. That is if we can come up with something shorter than Dad's-nirvana-with-Dawn-Emily-and-Eva n. Mom's mad because there isn't room for her name in there.

## Flotsam and Jetsam

Everything I need to know about life, I learned from Noah's Ark:

One: Don't miss the boat.

Two: Remember that we are all in the same boat.

Three: Plan ahead. It wasn't raining when Noah built the Ark.

Four: Stay fit. When you're 600 years old, someone may ask you to do something really big.

Five: Don't listen to critics; just get on with the job that needs to be done.

Six: Build your future on high ground.

Seven: For safety's sake, travel in pairs.

Eight: Speed is not always an advantage. The snails were on board with the cheetahs.

Nine: When you're stressed, float a while.

Ten: Remember, the Ark was built by amateurs; the Titanic by professionals.

Eleven: No matter the storm, when you are with God, there's always a rainbow waiting.

## Nautical Humor

SAILTOONS

by Michael Mazone



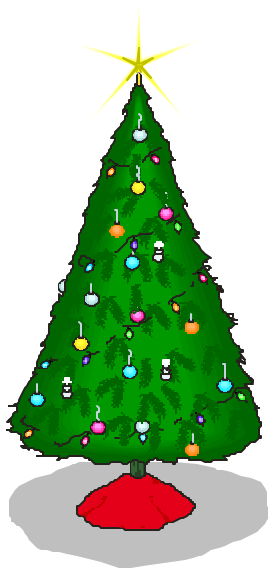
You can come out now... it's Spring!

## Nautical Humor

A boat painter was awarded the job of painting a small sailboat and when the owner asked him, how long it would take him to finish the job, he replied, "Two weeks". Three weeks went by and the owner, a little concerned of the delay, confronted the painter. "Hey Paul", said the owner, "You told me that it would take you two weeks to paint my boat and it's been three weeks.... What's up with that?" The painter put his paintbrush down, looked at the owner's square in the eye and said, "That was two NAUTICAL weeks, like a nautical mile, they're a little longer".

## Member's Boat Names

We are interested in compiling a list of boat names for our membership. A future issue of Cross Chop will contain a listing of Member's and their boat names. While you are at it, why not take a few moments and relate any anecdote about the boat name or the meaning of it. We have set up a place to enter your information on our Web Site at [www.nbpss.on.ca](http://www.nbpss.on.ca) or if you would like to jot down the information, please drop us a line at the address at the bottom of the page.



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