

**NORTH BAY POWER
AND SAIL
SQUADRON:
A DIVISION OF
CANADIAN POWER
AND SAIL
SQUADRONS (CPS)**

CROSSCHOP

The Official Newsletter of the



NORTH BAY Power Sail SQUADRON

Published Quarterly



Special points of interest:

- Grad 2010 Sunday May 16th: 17:30
- AGM 2010, Thursday May 6th: 19:00
- Grad/AGM 2011 — NBPSS's 50th anniversary celebration
- Safe Boating Week Canada May 28-June 4 2010
- Voyageur District AGM: May 29/30, 2010 in Sudbury

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Volume 2010 Issue 1

March 2010

PCOC It's Now Law.

If you are receiving this newsletter, you are a member of the Canadian Power and Sail Squadron which means that you already have your PCOC card. There are however, millions of Canadians that still don't have their card. The law came into effect in September 2009 requiring all boat operators have their card after a 10 year phase in period. Everyone reading this has at least 2 friends who operate a boat and most likely don't have their card yet. Please take a few minutes to chat them up and try to convince them to attend

one of our seminars this spring before going out on the water.

The North Bay Power and Sail Squadron is making an extra effort to put on seminars to help deal with this backlog and rush for cards this spring.

PCOC courses will be held every Saturday starting April 17 until May 15. Most will be at the NBYC but two are tentatively scheduled at the NB Police station. You must pre-register.

Please see www.nbpss.on.ca for current up to date sched-

ule. Cost is \$75 for the first family member (book included), then \$40 for spouses/children (no book included). Please encourage your friends to 'get legal'.



2010 Annual General Meeting

The 2010 Annual General Meeting of the North Bay Power and Sail Squadron will be held Thursday May 6th, 2010 at the North Bay Yacht Club in Callander. Com-

mencement time: 19:00. (7:00pm). Please see your official notice inside this issue. All members welcome, snacks provided, cash bar to follow.

The AGM is a short meeting, including reports from officers, and elections of the officers for the upcoming year.



2010 Change of Watch/Graduation

The Change of Watch and Graduation Ceremony is the premier social event of the year for NBPSS. This year it will be held on Sunday May 16th, 2010 at the North Bay Yacht Club in Callander. Cocktails at 5:30, dinner at 6:00, grad/change of watch to

follow. You must RSVP to Kym Eedy (kym.eedy@ontario.ca or 494-9219) to reserve your spot. Cost \$25 per person. There is only room for 60 at the yacht club, so reserve your spot early.

Please come out and support the newest members of the squadron and welcome them to our organization. Receiving your first flag is always a bit magical. Come relive your graduation.



CPS Canadian Safe Boating Awareness Week
May 28-June 4, 2010

**Safe Boating
 Awareness Week**
www.csbc.ca and
www.cpsboat.ca
 for more details



Your Safety is in Your Hands

This boating season, remember the five things that could save your life:

1. Don't drink and boat.
2. Get boating education.
3. Be prepared: make sure *both* you and your vessel are ready.
4. Cold water can kill. Be aware of cold water immersion risks.
5. **Wear a lifejacket!**




For more information visit www.csbc.ca or www.cpsboat.ca

Termination of Loran-C

LORAN-C Termination:

In accordance with the 2010 Department of Homeland Security Appropriations Act, the U.S. Coast Guard will terminate the transmission of all U.S. LORAN-C signals effective 2000Z 08 February 2010. At that time, the U.S. LORAN-C signal will be unusable and permanently discontinued. This termination does not affect the U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements. (*All USCG LNM's*)

Voyageur District AGM

This year, the Voyageur District AGM will be hosted by Sudbury Squadron. It will take place in Sudbury, in conjunction with their Graduation and Change of Watch on May 29 and 30th, 2010. Events haven't been finalized yet, but it surely will be a terrific weekend. All members are invited to the district AGM on Sunday, and can register for the full conference by visiting Sudbury's website for details.

Next year, North Bay Squadron will be making a bid to host the District AGM, in conjunction with our 50th Anniversary celebration. We are very early into the planning stages for this and more details will be published as they become available. We will be looking to do something in conjunction with our Squadron Grad and AGM. Our Chief Commander makes his best efforts to attend major milestone celebrations like our 50th anniversary and an invitation will be sent to Chief Mal. What a great time to get involved with your squadron. Please see any bridge member to get involved. We will need many volunteers to pull off this event.



A Flare for Rescue

At 12:45 AM, April 15, 1912, the first of eight rockets shot into the sky over the Atlantic Ocean. These distress flares were from the HMS Titanic and were her last attempt to summon help for the stricken ship. Aboard the Leyland Liner, the Californian, lying not too far from the stricken Titanic, crew members witnessed the flares and stars but failed to recognize them for what they were. The use of flares was fairly new in 1912 and that is the primary reason for the lack of immediate response. Thankfully, times have changed and emergency signaling devices are commonplace aboard commercial and recreational vessels.

But if you were out on the water would you recognize the signs from a vessel in distress? And more importantly, do you have all of the required safety equipment on board and do you and your crew know how to use it?



While you may not know it, all pleasure craft operating on Canadian waterways must carry the specified safety equipment for their size and type of vessel, as set out in Small Vessel Regulations. It's the law. Regardless of the boating activity you enjoy, from power boating and riding personal watercraft, to canoeing, kayaking, sailing or sailboarding you must have the minimum required safety equipment on board. The right safety equipment may be the only thing between you and a tragedy, should things go wrong on the water.

The Small Vessel Regulations set out the specific

requirements for sailboards; paddleboats and watercycles; canoes, kayaks, rowboats and rowing shells; unpowered and powered pleasure craft under 6 meters; PWCs; and all pleasure craft over 6 metres in length.

As your recreational vessel's size increases, so do the requirements for additional equipment.

So let's look at the requirements for a typical 7 metre pleasure craft.

The first thing up is Personal Protection Equipment. The law requires that you have one Canadian-approved personal flotation (PFD) device or lifejacket of an appropriate size for every person on board. Pay special attention to your children's PFDs. These should be selected by size and weight, and have collars to keep their heads up in the water, a handle on the collar to lift them and a safety strap so the PFD does not slide up over their head. You might also wish to look into the new lines of inflatable PFDs. These recently approved devices, are lightweight, comfortable and cool in the summer's heat but must be worn while underway to qualify as an approved PFD.

The next key piece of your Personal Protection Equipment is a buoyant heaving line or an approved lifebuoy or ring. Both of these devices must have a line attached of at least 15 metres in length, providing for a good throwing distance to rescue someone who has found themselves in the water and in trouble. These pieces of equipment should be kept where it can be retrieved for instant use. To rescue someone from the water, every vessel with a freeboard (the distance from the water to the gunnel or edge of the boat) that is greater than 0.5 metres must also have a re-boarding device or ladder.

Boat Safety Equipment is next on the list of mandatory safety equipment. For our sample 7 metre craft you must carry a manual propelling device or an anchor with not less than 15 metres of rope, chain or cable. Should you find yourself with a mechanical failure or out of wind, you must be able to paddle or row yourself to safety, or anchor to avoid drifting into danger.

A Flare for Rescue Cont'd...

To keep your boat safe, you must also carry a bailing device. A bailer made from a bleach bottle or a manual pump meet the requirements for this size of boat. One key thing to remember is that the outlet hose on the manual pump must be long enough to reach from the bilge and over the side of the boat.

For all pleasure craft that are power driven, the law requires one class 5BC fire extinguisher. If your boat is equipped with a fuel burning-cooking, heating or refrigerating device, a second 5BC fire extinguisher is required. Remember to have your fire extinguishers inspected regularly.

To summon aid in case of emergency, specific Distress Equipment is required. Your boat must have a watertight flashlight for signaling and a minimum of 6 Canadian approved Type A, B or C flares. Keep the flares in a waterproof container to protect them from the damp.

The last requirement is to equip your boat with the specified Navigation Equipment for your size and type. You must have a sound signaling device, consisting of a whistle or air horn and navigation lights that meet the applicable standards set out in the Collision Regulations.

Remember this is a list of the minimum safety equipment required by law. It is a great idea to outfit your boat with extra safety that meets your type of boating and takes into consideration where you boat. Store all of your equipment in an easily accessible location and make sure all of your passengers know where the equipment is and how to use it.

Training in the use of safety equipment is important, especially when it comes to flares.

The Canadian Power and Sail Squadrons in co-operation with Orion and Transport Canada have developed a hands on course in the proper use of signaling flares.

They can be contacted at **1-888-CPS-BOAT** or **www.cpsboat.ca** and click on 'courses'.

To learn more about safety equipment and determine the required equipment for your type and size of vessel, you can also visit www.boatingsafety.gc.ca or call the Boating Safety Infoline at 1-800-267-6687 and remember, Boat Safe – Return Safe. Enjoy your time on the water and “have many happy returns.”



If you Drink, Don't Drive!

When the Canadian Safe Boating Council and the **Canadian Power & Sail Squadron** speaks to Canadian boaters each year about the dangers of drinking and boating, there is no gentle way to do it.

The motto on the road is “if you drink, don't drive”. It's the same on the water. And so are the laws.


First and foremost, a boat is a vessel in the same way a car is a vehicle under the Highway Traffic Acts in all provinces and territories in this country. If you are convicted in Canada of driving a vehicle under the influence, you lose your licence. In many parts of Canada, the same thing applies if you are under the influence in a boat. And you might lose your car driver's license too.

Canadian studies show that, in nearly 40% of boating deaths, alcohol was detected or suspected and 23% of victims were above the legal limit.

The effects of sunshine and a boat's rocking motion increase the effects of alcohol and, for a boater, a simple ride can turn into a dangerous dunking. A big wave, a quick change in the boat's direction, or a 'tippy canoe' can result in someone in the water.

Psychologists know that human nature has a way of rationalizing. “It can't possibly happen to me” is often the thought. Whether that means “I'll never be caught” or “I'll never be killed” doesn't matter.

Neither of those things will happen if boaters stick to just boating on the water. Afterward, you can have a few drinks on shore and then stay put.

It's that simple - **If you drink, don't drive.** 



Be Prepared!

It's a beautiful day; the sun is shining and you've just launched your boat for the start of another season on the water. And the thoughts of that tough winter just past are quickly forgotten. Everyone's on board, excited about the day ahead, so off you go.

The day unfolds as you had hoped it would. Until a problem leaves you dead in the water.

It could be that you've run out of gas or you've had a mechanical breakdown of some kind. What to do? Likely what you did not do is check your boat thoroughly before heading out. And unfortunately, you are not alone.

Scott Miller, a Maritime Search and Rescue Coordinator with the Canadian Coast Guard says: "75 to 80% of calls for help to the Coast Guard are non-distress calls; the most common ones deal with boats that have broken down, run aground or have just run out of gas which is far and away the most common call to the Coast Guard."



Mechanical failures can strike any boater, any time. That's just part of boating. And it's not necessarily an indication that the boater has simply failed to properly look after the boat. Stuff happens !

But many calls for help are predictable and preventable. Have a proper check list for your boat and follow it before you head out, each and every time. Make sure that your boat is mechanically sound and that you have enough gas for your intended voyage with some in reserve. And file a sail plan or itinerary to help Search and Rescue find you in the event of a real emergency. A few simple steps will save you the embarrassment of making an unnecessary call for help and diverting search and rescue resources from areas where they might be needed more.



Words from the Past Commander

Boating season is quickly approaching once again. I trust all of you enjoyed a great season of boating last summer. Yes the weather wasn't the best for lazing on the fore deck but what better opportunity to hone your seamanship skills. I was even able to complete several short voyages under full darkness to hone my night navigation skills. It is a very different experience to navigate at night. This summer, you too should try a few sunset – night approaches to your home port. I cannot emphasize enough that boating at the dock just doesn't cut it. Even if the weather is less than ideal, challenge your seamanship skills, you may be pleasantly surprised that you can do it, and do it safely.

I'll repeat my on-going comment about safety gear - Is it in good condition and current? Do you have any system upgrades or long overdue maintenance that needs to be done? Please be sure that any maintenance or upgrades that you are considering are done properly and safely, meeting the requirements of the applicable guidelines and regulations. You don't want to have an accident

or fire on board because you did a job poorly as a result of a lack of knowledge or worse – carelessness.

The Squadron has a Boating Course underway which George Graham and I are instructing. We would both welcome anyone to come in and volunteer an hour of time to discuss your favorite area of interest in safe boating and navigation, anchoring, etiquette etc. Please promote the squadron in your day-to-day conversations and don't forget about some of the elective or advanced courses. All are very interesting and offer you the opportunity to enhance your knowledge and skills.

Enjoy a safe boating season and promote safe boating. Cast me a salute from the waves. I'll be out there dreaming of future voyages.



Doug Hay is the immediate past commander of the North Bay Power and Sail Squadron, and currently Squadron and District Port Captain,

Crosschop: A publication of the North Bay Power and Sail Squadron

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We're on the web:
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Wear It!

"It happened so quickly. One minute you're having the most fun of your life, the next minute you're struggling for your life."

That was Dave Kimpinski's comment after nearly drowning in a boating accident. Dave and his young son, Curtis, were pulling Dave's niece Amanda on an inflatable tube with their small outboard powered boat.

They hit a large wake from another boat and Dave leaned across to prevent his son Curtis from falling in but instead went overboard himself.

Dave wasn't a swimmer, and he wasn't wearing a lifejacket. The boat started to make lazy circles while Curtis cried out for his dad.

Amanda saw her uncle struggling to stay afloat and left the tube and began to swim after him.

Fortunately, Amanda was prepared for the water and was wearing a lifejacket. She reached her uncle and Dave grabbed on to her.

Curtis, meanwhile, pulled the safety lanyard on the motor just like he'd seen his dad do and the boat stopped moving.

Amanda's lifejacket kept both of them afloat and they were able to get back to their boat and climb aboard.

Dave was lucky! He was lucky that his little boy managed to stop their boat, but he was even luckier that Amanda was wearing a lifejacket and was able to help him.

Because of his near tragedy, Dave Kimpinski will tell you he is a much wiser, safer boater today.



None of us can predict when potential disaster might strike. Dave Kimpinski knows that firsthand. A fun day of tubing nearly turned deadly because he decided not to wear a lifejacket.

For years, the Canadian Safe Boating Council has been urging boaters to take the necessary precautions and always wear a lifejacket on the water.

Often, boaters will proudly tell boating safety officials that they always have their lifejackets on board their boats, just like the law demands.

The CSBC applauds this but reminds those boaters that a lifejacket isn't intended to save the life of the boat. It's meant to save the life of the human being on the boat!

So if you fall in the water without your lifejacket on your body, that fine sense of pride in having lifejackets on board won't help keep you floating. The CSBC and the **Canadian Power & Sail Squadron** urges you that when you go boating this season, don't just carry your lifejacket aboard your boat, **Wear It!**

