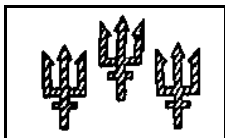




JANUARY 2001



GANGPLANK



Commander's Report:

I look outside and see that it is snowing again. I can't believe the amount of snow that we have had. Spring has to be right around the corner now that the Toronto International Boat Show is here. I always look forward to seeing all the boats and accessories. It gets the blood flowing again.

I had the privilege of attending the national conference and AGM in Toronto in October. Also in attendance at various times were Lynn Kaak, David Agnew, and Ken Wadsworth. It is always great to meet fellow CPS members from across Canada. The hot topic at this meeting was modularization. This will radically change training as we know it.

Basically the idea is to divide all our courses into smaller pieces. Each module would be 4 weeks long or approximately 6 to 10 hours. This would allow members and the public to pick and choose the modules that interest them. They could be followed in order or switched about. The time frame is 18 months for the first modules to be developed and 5 years for complete implementation.

There are many details to be decided upon. Membership requirements, full certificate, modules required to determine the equivalent of Piloting, Advanced Piloting, Navigator are still under discussion. Generally the concept was well received.

We have switched our web site to a more easily remembered name: "torontopowersquadron.org". Along with

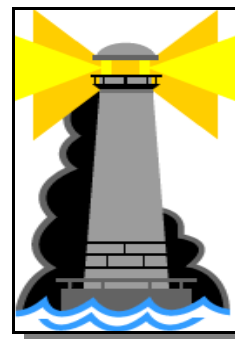
this change certain members of the Bridge have email addresses associated with the site. Now to get a hold of the Training Officer simply write to "training@torontopowersquadron.org".

Visit the site and tell us what you think. Let us know what we can do to make the site more useful to you.

The Bridge is currently looking for someone to fill the position of Secretary. You will be responsible for recording the minutes of the monthly Bridge meeting, distributing them and other official recording activities of the squadron. The time commitment should be less than 4 hours per month. Access to a computer for word processing is the only requirement. No experience is necessary. This is a great way to help your squadron, participate in the governing process and socialize with other enthusiastic boaters.

Well, I have to get back to my list of jobs to be accomplished before launch. If winter continues like this it will be a rush.

Commander Bruce Cameron N



from the training department

COURSE INFORMATION

Registration and classes are being held at
 FOREST HILL COLLEGIATE INSTITUTE 730 EGLINTON AVE. WEST

COSTS

BOATING \$ 150
 OFFSHORE SAILING \$120 MEMBERS \$140 NON MEMBERS
 BOAT PRO \$ 50

Winterl 2001 Calendar at glance

Course	REGISTRATION	COMMENCEMENT
Extended Cruising	Tuesday January 16, 2001	Tuesday January 23, 2001
Boating Class	Tuesday February 6, 2001	Tuesday February 13, 2001
Boat Pro Class 4 weeks	Tuesday February 6, 2001	Tuesday February 27, 2001
TPS Bridge		Thursday January 18, 2001
VHF		To be announced.



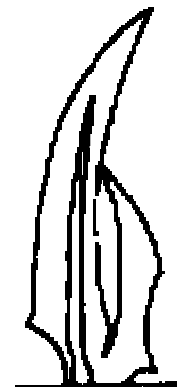
100,000+ Cards Issued

Canadian Power & Sail Squadrons have to date issued almost 105,000 Pleasure Craft Operator Cards (PCOC) to boaters achieving 75 per cent passing grades on their BoatPro examination. The 100,000th card was awarded to 14-year-old Brendan O'Brien of Chatham, Ontario. Full story visit the CPS website.

HAPPENINGS

Spirit of Sail
 Kelowna, British Columbia

CPS 53rd Annual
 Conference - October 17 - 20, 2001



January 13-21, 2001
Toronto International Boat Show & Sail

416-203-3934 Fax 416-203-7376 (Ontario)

from the what's on the Web file....

NOTICE Change your bookmarks

The TPS Web Site is now www.torontopowersquadron.org



Carbon Monoxide Poisonings and Boating Investigation Summary
Fire on Board
CAN YOU SURVIVE THE COLD WATER TEST?

FEATURED IN SEAROOM

Recent Articles

New Joshua Slocum Film to Air

"Joshua Slocum: New World Columbus", a new film by marine film-maker Peter Rowe, will air across Canada this winter. The film will be broadcast on Wednesday, February 28th at 9 PM on History Television as part of the series *"The Canadians: Biography of a Nation"*. It will also be screened at various locations over the next few months.

Searoom is a proud supporter of Spirit of Canada - Around Alone Race 2002

Just Posted - New Recipes by Sheryl Shard— Her Mom's Chocolate Chip Cookies

RECIPES

SeaRoom
Galley

See this and other great goodies at www.searoom.com/recipes_jan01.htm

Sites worthy of a winter's visit

redcross.ca/english/firstaid/	(first aid services – programs and products)
smokefreekids.com/boatbook.htm	(alphabetical listing of books on boating with summaries)
boatsafe.com/kids/index.htm	(questions and answers for kids about boat stuff)
safeboatingcouncil.org/	(National Safe Boating Council - boating safety and education)
www.ec.gc.ca/weather_e.html	(Environment Canada Weather and related information)
cruiser.co.za/links.asp	("Cruiser Log" sailing resources)
bconnex.net/~probsolv/	(The Canadian Boating Marine and Leisure Directory)
yachtingnet.com/news/	(Web site for "Yachting" magazine)
king.igs.net/~jppjansen/index1.htm	(corny music but a feel good 1000 Island site)
searoom.com	(all around great site—informative, current well maintained)
cps-ecp.org/offshore	(from CPS it is the Extended Cruising course outline)
great-lakes.net/	(GLIN Great Lake Information Network)

Please visit us at our site and submit your web favourites to the editor.
We 'd love to hear from you



IN THE NEWS



Canada to study Water levels



Jan/2001:



The Canadian Section of the International Joint Commission (IJC coordinates the use of waters along the Canada-United States boundary) has received funds today from the Government of Canada to review the regulation of water levels and flows in the St. Lawrence River and Lake Ontario. Dec/2000: IJC established International Lake Ontario and St. Lawrence River Study Board with 14 members, and the International Lake Ontario and St. Lawrence River Public Interest Advisory Group with 24 members.



January 3, 2001



Canada confirms funding of study to review regulation of Lake Ontario and St. Lawrence River levels and flows.



The Canadian Section received \$600,000 (Canadian dollars) for this fiscal year, which ends on March 31, 2001 and \$3.1 million (Canadian dollars) for next fiscal year.



The U.S. Section of the IJC received \$2.15 million (U.S. dollars) from the U.S. Government as initial funding for the review in a supplemental appropriation bill that passed in June 2000.



In October 1999, the IJC transmitted a detailed Plan of Study to the governments of the United States and Canada and requested the governments' assistance in securing the approximately \$20 million (U.S. dollars) needed to carry out the full five-year study.



It has been nearly 50 years since a comprehensive assessment was performed of water levels and flows regulation in the Lake Ontario-St. Lawrence River system. In April 1999, the IJC informed the two governments that it was becoming increasingly urgent to review the regulation of Lake Ontario outflows in view of dissatisfaction, on the part of some interests, with the working of that system and in light of environmental concerns and climate change issues. However, the IJC recognizes that the study may not resolve all the issues or result in significant additional benefits for any interest group.



The International Joint Commission was created under the Boundary Waters Treaty of 1909 to help prevent and resolve disputes over the use of waters along the Canada-United States boundary. Its responsibilities include approving certain projects that would change the natural levels and flows of boundary waters, such as the international hydropower project at Massena, New York and Cornwall, Ontario. If it approves a project, the IJC's Order of Approval may require that the flows and water levels resulting from the project meet certain conditions to protect the interests in both countries. For more information, visit the IJC's web site at www.ijc.org.

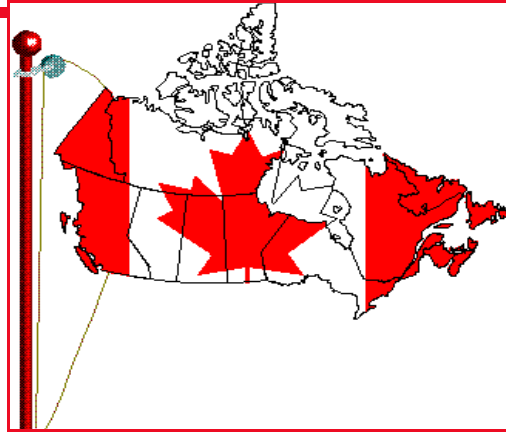


Contacts: Fabien Lengellé Ottawa, Ontario (613) 995-0088
 Frank Bevacqua Washington, D.C. (202) 736-9024



Dignity of the Flag

The National Flag of Canada should be displayed only in a manner befitting the national emblem; it should not be subjected to indignity or displayed in a position inferior to any other flag or ensign. The Canadian flag always takes precedence over all other national flags when flown in Canada. The Canadian flag should always be flown aloft and free.



Displaying the Flag

The National Flag of Canada is flown at all federal government buildings, airports, and military bases and establishments within and outside Canada in conformity with rules adopted by the Government in 1966, and directives of the Deputy Minister of Public Works and Government Services Canada at Crown-owned, lease-purchase and leased facilities. The flag may be flown by night as well as by day.

Flown on ships and boats

The National Flag of Canada is the proper national colours for all Canadian ships and boats, including pleasure craft. The Canadian Shipping Act states that a Canadian ship shall hoist the flag on a signal being made to her by one of Her Majesty's Canadian ships, or any ship in the service of and belonging to the Government of Canada; on entering or leaving any foreign port; and if of 50 tonnes gross tonnage or upwards, on entering or leaving any Commonwealth port.

Foreign vessels may fly the Canadian flag as a "courtesy flag" when they are berthed in a Canadian port. The flag then is customarily flown from the foremast.

General rules governing merchant vessels and pleasure craft are as follow: the flag should be worn in harbour and in territorial waters but need not be worn while under way on the high seas unless the vessel wishes to identify her nationality to another ship;

Whenever possible, the proper place for a vessel to display the national colours is at the stern, except that when at sea, the flag may be flown from a gaff; when in harbour the flag should be hoisted at 0800 hours and lowered at sunset;

When a merchant ship and a warship of any nationality pass or overtake one another, the merchant ship should dip the flag as a gesture of courtesy. If on a staff, the lowest corner of the flag should be brought to the level of the rail and kept there until the salutation is acknowledged by the naval vessel. If flown from a gaff, the flag should be lowered to six feet (1.80m) above the level of the deck, until the salute is acknowledged;

In times of mourning, the flag may be flown at half-mast, which places the upper corner of the flag next to the staff at approximately three-quarters of full-hoist. As on land, a flag hoisted to or lowered from half-mast position must first be hauled close-up.

Half-masting for Mourning

Flags are flown at the half-mast position as a sign of mourning.

The flag is brought to the half-mast position by first raising it to the top of the mast then immediately lowering it slowly to the half-mast position.

Excerpt taken from : pch.gc.ca/ceremonial-symb/Etiquette/chap2-e.htm#boats

BRIDGE 2000-2001

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Past Commander	P/Cdr Annie Cook	416-489-1685
NEW	Squadron Information Line	416-873-4913
NEW	Visit us on the Web at www.torontopowersquadron.org	

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 establishing partnerships and alliances with organizations and agencies interested in boating.

GANGPLANK, the official publication of the Toronto Power and Sail Squadron, is published three times per year, and is also available via our website www.torontopowersquadron.org.

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