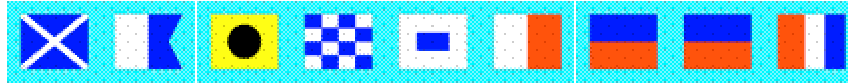

The Mainsheet



November 2007

The Newsletter of the Oakville Power and Sail Squadron.



Mme Caprice, a C&C 43, is relaunched after a three year refit by Northshore Boatworks in Bronte Harbour.

Northshore Boatworks

Previous issues of the Mainsheet have referred to the long tradition of boat building in Oakville and Bronte harbours. That tradition is being continued in Bronte by Jim Pollock and Peter Southall, who set up shop in the old building in December of 2002. Both come from sailing and racing families, and are still active racers out of Bronte Harbour Yacht Club.

Both worked on boats in their spare time for several years, working out of the trunks of their cars - as they put it. That did not prevent them taking on quite large jobs - one of the biggest being refurbishing a 40' X-boat and bringing it back to racing standard. The boat then went on to win its division in LORC in 1996, and was LYRA boat of the year, so they must have done something right.

When the building in Bronte became available, they jumped at the chance to start

up their company in a better environment, so Northshore Boatworks was born. It must have taken a real leap of faith to give up their regular jobs and take on the uncertainty of running their own business. Having a good reputation to start with helped, and there has been no shortage of work. The company usually does a few major restorations a year, along with a number of smaller jobs.

One of the largest undertakings was a complete refit of a 43' C&C. Initially the owner intended to have the hull repainted and some interior work. As the illustrations show, he decided to do much more, and the only original parts of the boat now are the hull, deck, and one ring frame in the bow. Yes, the hull *was* repainted.



Ready for the shop.



Port side after stripping out the old interior

Both Peter and Jim are happy to talk about their work, and the options in making

repairs. One winter they agreed to host the Oakville Squadron Marine Maintenance class for a "field trip" on a Saturday morning. For all of us, it was an eye opener. Jim has had 23 years of experience as a marine surveyor, and has seen most of the things that can go wrong, and he and Peter have worked out ways to fix them all. One of the points that was stressed was the importance of matching the stiffness of the original hull or deck when making a repair to ensure continuity of structure. Northshore will also do repairs in epoxy, and Northshore is one of the few companies at this end of the Lake using vacuum bagging technology to ensure the best glass/epoxy ratio. The type of fibreglass used is chosen carefully, whether it is a mat or unidirectional. Carbon fibre can be used as needed

Finish is very important, from a small gelcoat patch to a complete repaint. This tends to be one area that distinguishes professional repairs from "amateur". The company has used a variety of finishes, but now prefers to use a gelcoat, having found that it is the most durable coating with the end product having a finish they prefer over paint. Gelcoat is much more UV stable than it was when fibreglass was introduced in production boats, and if the owners use a UV stabilized wax polish, the colours will not fade the way they used to.

Northshore Boatworks has not yet built a completely new boat from keel up, but would be happy to quote on a design. Northshore would also consider working in wood. (Anyone contemplating having a new, 'one off' built should probably do a little research on costs for themselves, otherwise the cost of a custom boat - even cold moulded wood - might come as a shock. - Ed.)

The views of the finished interior of Mme Caprice show that Northshore is as adept at cabinet making as they are with fibreglass.



Starboard side looking aft showing chart table and electrical panels.



The new portside showing the galley



Dinette on the port side.

With Northshore Boatworks well established, Bronte Harbour is now a full service marina. The Town of Oakville operates a Travelift, G&B Sports Marine operated by Scott Strang and John Thom will do all your engine work, including complete rebuilds, and the Dock 16 Chandlery will sell you any fittings or lines or accessories you may need.

For more information visit <http://www.northshoreboatworks.com>

**National AGM & Conference – 2007, Ottawa.
by Past Commander John Hinksman SN**

This was a Change of Watch year, and new Chief Commander Harry Cole was pledged in along with his new Bridge Officers at the Saturday Annual General Meeting. In the Notice of Meeting, 2 matters were listed to be voted on by the members. Schedule A, which called for a \$3 dues increase was passed with a large majority. Schedule B was removed from the Agenda as it was found to contain procedural errors, and could not be presented within the AGM for a vote. Therefore members voted on the Brand Name Contest outside of the Meeting, for a show of opinion. The names for consideration were CPS-ECP, CPS Nautique and Nautique Canada. The votes cast were overwhelmingly for 'none of the above'. We will be hearing more on the Brand Name matter in the future.

Several speakers brought greetings from their respective organizations, including Transport Canada, Canadian Coast Guard Auxiliary, US Coast Guard Auxiliary, NASBLA, and the Office of Boating Safety. The AGM Lunch was enlivened by a presentation on the Rideau Canal, and a talk on Navigation instruments through the ages.

On Friday there were 10 Seminars, and by far the most popular were Electronic Nav. Instructor Training, and Web-Based Admin System. Since several Seminars were in the same time slot, they did not receive the attendance figures expected. The Tours on Thursday were well attended with the Rideau Canal Tour being the most popular.

Costumes were many and inventive at the Friday Night Theme Party. Boating through History certainly gave food for thought for our members, and a lot of fun was had by all.

The Governing Board and Training Dept held meetings, and both groups presented plaques and awards to several members for their service to CPS. In the competition area, Hugh Ramsay gained 3rd prize for the Main Sheet in the Publications section, and our Associate Member Doreen Hinksman took 3rd prize in the Crafts section.

Ottawa proved to be a very popular venue for the Conference, and more attendees were present than had been noted for the past 5 years. There was a complete sell-out for the 3 major meals of the Conference. With next year being an Anniversary year, the 2008 Windsor Conference should draw as least as many if not more members.



Dredging had not begun in Bronte Harbour at the time of writing, but may have by the time you read this. If you had any doubt about low water levels in the Great Lakes, this new island off Bronte Beach should convince you. With more warming, we may even see palm trees soon.

More on pending CPS changes

John Hinksman's report from the National AGM on page 4 refers to some of the changes that have been proposed recently. The fee increase went through, but that is not unexpected, and is very modest considering the length of time since the last one. If minutes and reports from the AGM are not yet posted on Members Moorings, they will be soon.

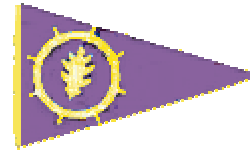
If you have not visited Members Moorings recently, you will find that changes have been made in the appearance and content of the pages. The entire computer system at Headquarters is being upgraded and one of the changes is to the way members log in to sections reserved for members only. Previously, your membership number and postal code were used for login, and some of the information is still accessed that way. However, in the new system, your e-mail address, and a password chosen by yourself, will be used as your login.

A slight disadvantage of this is that members must have a unique e-mail address. If another person who is also a member shares an e-mail address, it is not possible to register. However, setting up another e-mail address is not difficult, and most providers allow more than one per account.

After registering, it is possible to set up your own preferences for, among other things, how you are contacted, preferred language, and which publication you would like to receive - Canadian Yachting or L'Escale Nautique.

For new members not familiar with Members Moorings - take a look. It is full of useful information. Go to: www.cps-ecp.ca. There is a link on the left side of your screen.

Another upcoming change is to how Squadron web sites are hosted. Squadrons will still have space on the National server, but the URL will change. The changes should be made by the beginning of June 2008, but we all know about deadlines. More on this in the April issue. If the URL does change before that, we will send the new URL to members by e-mail, if we have your e-mail address. In any case, a search for Oakville Power and Sail Squadron should find us, and the National site will still have a list of Squadrons with contact information.



Our second round of courses begins in January 2008

For registration details and costs, see our website <http://oakville.cps-ecp.org>

A surprising number of members never take a course after Boating. Surprising, because even if you don't want to continue with the navigational side, there are many others.

Boating - Choose either Monday or Tuesday for this course.

Monday class starts January 14th, 14 weeks: Tuesday class starts January 15th, also 14 weeks.

Global Weather starts February 4th for 6 weeks.

Instructor Development January 15th, 8 weeks

Electronic Charting February 19th, 5 weeks

Boat Pro - Two courses, three weeks each. Starting April 8th and May 6th.

Restricted Operator's Certificate, Maritime. (the "VHF licence") Three courses, 3 weeks each. Start dates March 18th, April 7th and May 12th.

Extended Cruising starts January 28th, 10 weeks

Navigating with GPS January 8th 4 weeks

Radar for Pleasure Craft April 8th, 3 weeks.

Do your friends a favour and remind them that the PCOC card will be mandatory by September 15th 2009, and that a ROC(M) is needed for anyone using a VHF marine radio.

Big Chute Railway

Our regular Trent-Severn Reporter Paul O'Hara sent a few photographs of his trip with two other crew from Orillia to Port Severn - via the Big Chute "lock". By a happy coincidence, our Executive officer Ziggy Gaweda and his wife Nelle, Oakville's Training officer made the same trip, but in the other direction. Also by coincidence, Blair Wiseman, one of Paul's crew, got off the boat and took photographs of the marine railway from land, while Nelle and Ziggy took photographs from their boat. Some are shown here. Paul's boat is a 34' Carver, while Nelle and Ziggy were trying out their new 40' Doral.

There are too many shots to present here, but you should be able to see more as a photogallery on the Oakville web site by the beginning of December.



Going up



Sometimes you have company



Paul's Carver entering the cradle



Almost there



The Gaweda's view of entering the cradle



Paul (right) and crew