

## GPS Hands-On Seminar

Do you have a GPS and don't use it to its fullest extent? Maybe you can't remember quite how to enter a waypoint. Does reading your owner's manual leave you more confused? If this is you, you are not alone. One of the most common complaints I hear are similar to these. You are by no means alone. Many people are in the same boat. Demonstrations by salesmen and GPS 'courses' don't always answer the questions we have specific to our GPS. So, in an effort to try to alleviate that issue, your Power Squadron and the North

Bay Yacht Club are putting on a GPS Hands-On seminar where we hope to answer as many of those questions as possible. Bring your GPS and some batteries and preferably the manual (especially if it isn't one of the more 'common' GPS units) and we will spend the afternoon exploring the main features and functions with you. The seminar will be at the North Bay Yacht Club in Callander on Sunday April 25, 2004 at 1300.

Issue 2004 Volume 1

April, 2004

# CROSSCHOP

The Official Newsletter of the



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

Published Quarterly

### Grad Dinner / Change of Watch

This is our Social Event of the Year please mark your calendars and plan on attending our annual Graduation Dinner and Change of Watch.

The evening is multi-purpose:

- We welcome new graduates into the CPS family
- We thank Squadron members who have donated their time during the past year either by teaching courses, or serving on the Squadron Executive, by awarding Merit Marks
- We "swear in" next year's Bridge.

This year's festivities will take place at the Callander Legion. We have a large number of graduates and expect a lively crowd.

As usual, our dinner is on a Sunday night. This is planned so you can work on your boat all weekend, and then treat yourself and your mate to a nice dinner out, as well as enjoy the fellowship of other C.P.S. members. Come and welcome our new graduates into the Squadron.

DATE: Sunday May 2, 2004  
TIME: Cocktails 1730 hours  
Dinner 1830 hours  
COST: \$20.00 per person

RESERVE: Carol Gibson 752-2223  
Caven Ford 752-2951  
Terry Lang 497-3705

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## Commander's Message

Terry Lang *AP*

Greetings Squadron Members. The snow is melting, the snow is melting...yeah! Another long hard winter is wrapping up. As the hard lakes turns soft again, preparation begins for what I'm sure will be another wonderful boating season.

Let me be the first to officially welcome our 10 new squadron members. The grads from our 2003/2004 boating course. Congratulations and welcome! I have met most of you earlier in the year, but I look forward to seeing each of you at the graduation/change of watch ceremony on May 2<sup>nd</sup> and presenting you your flag. I also want to encourage the rest of the membership to come on out and help me welcoming our newest members.

We are in the process of planning many events this summer so please stay tuned to the newsletter, flyers and the website for upcoming events and dates. It is shaping up to be a busy, fun filled summer.

This is my last official message as commander of the North Bay squadron as my 2 year term is drawing to a close. I'd like to take this opportunity to thank you, the squadron membership for electing me and trusting me to 'steer the ship' for the past 2 years. We have achieved a few things that I'd like to pass along:

- We had the 2 biggest boating classes that we've had in quite some time (11 grads last year, 10 this year).
- We now have 2 North Bay members serving on the Voyageur District Bridge (Caven Ford serving as District Secretary, and myself as Webmaster), and I'll be taking on the role as district Admin officer next year pending any surprises at the AGM.
- We have put on several advanced classes including Seamanship Sail, and Fundamentals of Weather, Marine Restricted Radio seminar and the GPS seminar.
- In an effort to promote the North Bay squadron, we have participated at trade/boat shows, parades, making safety videos and many other PR type activities.
- at the same time staying financially stable and doing our best to fulfill our mandate: promoting safe boating.

Finally, I'd like to thank my bridge for all the hard work and for helping me manage the Squadron for my term. I could never have done it without such a fine bunch of folks standing behind me. There are still a few areas that we could use some help in, on the upcoming Squadron Bridge so if you are interested in helping out, please contact me. It's very important to keep fresh ideas coming onto the bridge. I'm looking forward to helping our new commander step into her role, and my changing duties at district and here on the bridge.

Thank you again, and have a great boating season.

## Overheard in Passing

Caven Ford P

The White Star line decided to build three identical ships called sister ships, from one set of plans that Harland and Wolff prepared. We have all heard of Titanic and know of her fate but do you know the names of Titanic's two sister ships?

RMS Olympic was launched on October 20, 1910 and was the first of the trio of White Star Liners. She sailed on June 14, 1911 on her Maiden voyage to New York under the command of Captain E.J. Smith (who was later to command the Titanic).

On September 20, 1911, RMS Olympic was involved in a collision with the cruiser HMS Hawke. She was repaired using components from her sister (Titanic) then under construction.

After the sinking of Titanic (1912), RMS Olympic underwent various safety improvements. On September 1, 1915 the Olympic was requisitioned by the British Government for war service as a troopship. She was painted camouflage (blue, grey and black) to confuse enemy subs. Olympic survived four submarine attacks. Perhaps her most famous exploit of the war years was when she rammed and sank a German submarine, U103.

RMS Olympic returned to commercial service and earned the nickname "Old Reliable". On May 15, 1934 the Olympic collided with the Nantucket Lightship. The Lightship lost 7 of its 11 crewmen. Her last voyage ended in Southampton on April 12, 1935 and on October 13, 1935 she arrived at Palmer's Yard for break-up. The final demolition of her remains took place September 19, 1937.

HMHS Britannic was expected to be named "Gigantic". The White Star line considered the name Britannic to be lucky. This ship was the second to bear that name.

HMHS Britannic was launched on February 26, 1914. On November 13, 1915 the Britannic was requisitioned as a hospital ship becoming HMHS (His Majesty's Hospital Ship) Britannic.

HMHS Britannic was painted a brilliant white with huge red crosses each lit by 125 lights. On December 11, 1915 she left Belfast on what would be a short career. On November 21, 1916 the Britannic struck a mine (there are some that believe the ship was torpedoed) in the Kea Channel, Aegean Sea. Despite her improved safety features, the Britannic sank. The disaster could have been much worse if the Britannic had been on a homebound journey with wounded aboard.

As a requisitioned ship in the service of the Crown, the Britannic wreck to this day belongs to the British Government.

Of the three 'sister ships' only RMS Olympic made hundreds of successful ocean voyages.

## Lake Nipissing and the Manitou Islands

Pat Onions

A recent article in the North Bay Nugget titled "Manitou, not just a word" has only intensified my frustration that not only the greater population around the lake take a ho-hum approach to what Lake Nipissing and the Upper French River has to offer, but also our Provincial and Federal government historians seem to over look the fact that Lake Nipissing and the French River were the most important link in the discovery of Western Canada.

I am sure there are Canadian history books that may cover the Mattawa to Lake Huron route. I also vaguely remember being taught about Champlain, Brule and Nicolet and the explorers that they were.

However, because I wanted to reflect on the history of Lake Nipissing, I thought it prudent that I re-read a book written by Dr. Murray Leatherdale. Dr. Leatherdale was a chiropractor, a very active outdoorsman and local historian along with flying his own plane. In 1975 (The 50<sup>th</sup> Anniversary of the City of North Bay) the Chamber of Commerce approached Dr. Leatherdale to write an account of his historical findings as a commemorative item for the City. The result is a book called Nipissing from Brule to Booth. The sad part is that Dr. Leatherdale died at an early age.

The early part of the book describes how sentimental and suspicious, yet how barbaric the Indians could be. (Please note: Although it is now incorrect to call the First Nation people Indians, for this article I will do so as it is the way they are described in the book.) Although Dr. Leatherdale did extensive research his best source of information came from diaries and notes the Jesuit Missionaries wrote. These "Jesuit Relations" although with many missing parts are remarkable and even more remarkable is that Murray Leatherdale could put them together to write his own account of what took place on and around Lake Nipissing.

The book relates how the Nipissing tribe was called various names of Nipissing but one that seems to have stuck is "Nipissinians" but all meaning "people of little water". The book goes on to tell of the early effort of the Jesuits to teach and Christianize primarily the Nipissing and Huron tribes to the south as they were more peaceful and friendly. However, many of the Jesuits met violent and torturous deaths because they were regarded as evil spirits. At 16 years of age Etienne Brule was sent to Lake Nipissing by his employer, Champlain. As such, he was the first white man to see Lake Nipissing in 1610. He was later killed because he was regarded as rouge and a scoundrel. It was later that Champlain visited Nipissing. The book covers the vicious Indian wars that took place in the mid 1600's and how the Nipissing tribe was trying to escape the murdering Iroquois when they made the most incredible journey up the Sturgeon River, to the Montreal River and thus to the Abitibi River and to James Bay. Then they traveled up the Albany River to Lake Nipigon where

## Lake Nipissing ... Cont'd.

they made their new home.

The book describes the beginning of the fur trade and how it grew into a thriving business. It describes the "Voyagers" who paddled the freight canoes and were required to carry two 90lb packs across the portages. The fact that the La Vase portage was one of the more difficult and what a welcome sight the home of Mr. La Vase and his sons was at the North of the La Vase River, makes me feel it is a travesty to day that the only thing marking this famous portage is a single bronze sign on Highway 17 across from Dugas Bay on Trout Lake. The present snowmobile trail between Lake Nipissing and Trout Lake passes over several swamps that were part of the portage. It gives a good indication of how difficult this portage must have been.

In his book Dr. Leatherdale gives no idea of how the Indians were able to survive our harsh winters. There is however, reference to a "myth" about a band of Nipissings, who in an effort to escape the Iroquois, tried to winter on Manitou Island. Briefly the tale tells of an 11 year old girl (the daughter of the chief) who when the band ran out of food was able to find a sturgeon in one of the pools that were on the Island. Upon eating the fish the Chief turned into half serpent and half man which indicated the fish was poison. He then sent his daughter to another band on the Sturgeon River for help, but when she returned with them the next day there were no signs of anyone having been there except for some strange markings in the snow. Anyway, there was a curse put on the Islands that no one should live on the Islands. The truth is that from that day to this day any attempts to habitat the Islands have failed. The Talcum mine only survived for a short time. An attempt to revive the mine in the 70's failed. I understand that there was a dance hall on Great Manitou in the mid 30's where they ferried patrons back and forth from North Bay. It burned down. An effort by Kennedy Real Estate to establish cottages on Great Manitou only lasted one season. Now the Islands are protected because they are a rookery for the Osprey. Also, as of this year you will now need a permit to camp on the Manitou Islands as well as the rest of the Islands and shoreline of the upper French River.

In further reference to the article in the North Bay Nugget, Manitou is a derivative of MNIDOO meaning "spirit". Gzhem-Mnidoo in the Ojibway language means "Great Kind Spirit" and in Indian lore is the creator of all things.

Not withstanding, when you pass Cross Point there where at one time crosses to mark a number of Indians that lost their lives there and when passing Franks Bay at one time (it is private land now) you could dig around in the sandy shore and find Indian artifacts.

Lake Nipissing offers the most varied cruising area you could wish to find. The archipelago of Islands in the Upper French River is outstanding. Why is Sandy Island all

## Lake Nipissing ... cont'd.

sand when all the rest are hard granite? Ok, the north shore is all sand (where most of the Indian camps were reported to be) which stretches past Cache Bay into the wet lands of the North West Arm. Cruise down the West Arm and if you can get under the bridge at Hwy# 64 the arm goes all the way to Monetville, which is perhaps the most picturesque part of the lake. Take a trip up the Sturgeon River, past the reconstructed Sturgeon River House. This is all that we have to remind us of the fur trade in years gone by. Do not hesitate to visit the friendly town of Sturgeon Falls.

It further galls me that the new owners of the Chief Commanda II cannot see fit to run cruises down the French River to the Dokis Reserve like the old Chief used to, when the owners of the Seguin on Lake Muskoka have built a second boat to accommodate their tourists. What is wrong when we have much more to offer and the Chief Commanda cannot be filled to make a profitable passage? As boaters on Lake Nipissing do not let the lake intimidate you. Sure, respect the lake and pick your weather. Go out and cruise the lake but also take time to reflect on the history it has to offer.

## 2004 Squadron AGM

*Caven Ford P*

The 2004 Squadron Annual General Meeting is set for Thursday April 29, 2004 at the North Bay Yacht Club at 1900. See the insert provided with this newsletter for the notice of meeting and the report of the Nominating Committee. Please come out for the meeting. A cash bar and refreshments will be provided for after the meeting and we are lining up a speaker to make a presentation that should be of interest to boaters.



## In Memory Of

*Ivan Gough AP*

The first quarter of 2004 saw 3 members or relatives of members pass away. Here is a brief note on Bill Fetherston, Mike Kelly and Bill Butler.. The bridge members of the North Bay Power and Sail Squadron wish to extend our sincere condolences to the family and friends of these people:

Robert Fetherston passed away February 1, 2004. "Bob" will be sadly missed by his wife Mary, his 5 children, 7 grandchildren and 3 great grandchildren. Mary is a current Lady Associate member of our squadron and has been since 1969. Bob was past Commodore of the North Bay Yacht Club.

Michael Kelly passed away on March 14, 2004. Michael became a CPS member in 1976. He received his Seamanship/Sail in 1977 and his advanced piloting certificate in 1978. He will be sadly missed by his wife Olga, 6 children and 13 grandchildren. He was the owner and president of Kelly's Heating and Electric.

William Butler passed away March 21, 2004. "Bill" became a member in 1993. He was the squadron assistant membership officer in 1994 and 1995. He received his seamanship certificate in 1996. In 1995-96 Bill became the squadron's Supply Officer and received his fifth Merit Mark. He will be sadly missed by his wife Gladys, 3 children and 6 grandchildren.

## 4 Season Fun

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**Next Bridge Meeting**  
**Thur. Apr. 8, 2004 @ 1930**  
**North Bay Yacht Club, Callander**  
**All Members and**  
**Spouses welcome.**

## Boat Pro Courses / Exam Sessions

Caven Ford P

It is almost spring once again and time to start thinking about getting that Pleasure Craft Operator's Certificate (PCOC) if you have not already done so. Eventually everyone will require one.

The following is a list of places where we will be to allow you the opportunity to challenge the exam:

April 2, 3 and 10th at Northgate Square. We will be joining Hunter's Bay Marine at their display. Times are as follows:

April 2, 2004 - 1900 to 2100

April 3, 2004 - 1100 to 1500

April 10, 2004 - 1100 to 1500

April 30th at Northgate Square. We will be set up with Idyl Tyme Marina from 1900 to 2100.

We are also offering 2 courses this year as well. The course runs 1 day with the exam at the end of the session. The courses will be at the North Bay Yacht Club and start at 0900 and usually finish up around 1500. Please call Elizabeth Appleton to let her know what course you would like to attend. Dates are as follows:

Saturday April 17, 2004

Sunday May 9, 2004

## Heads Up

Caven Ford P

With Spring just around the corner and Summer sure to follow, here are some dates and items to keep in mind:

The annual Squadron BBQ is planned for Sunday June 27, 2004. More details to follow, but mark your calendar and put the Manitou Islands into the GPS and we'll see you over there.

Some cruises the North Bay Yacht Club are planning and in which we are invited along:

Cruise and rendezvous at Keystone weekend of 16, 17 and 18th of July.

Cruise to Sturgeon Falls during their Fiddle Fest on August 13, 14 and 15. The town of Sturgeon Falls will be providing overnight security for boats tying up at the dock over night.

There will be a cruise to and dinner in North Bay from the Yacht Club as in past years.

Details on these and other activities will be provided as we get closer to the dates, but are mentioned here as a heads-up for Summer fun planning.

## Squadron Regalia

Our own Regalia officer, Carol Gibson, has a supply of squadron hats and burgees and the like. She can be reached at 752-2223. Why not call and ask for a Wheelie demonstration?

CPS National Headquarters has an online store where you can order CPS regalia and items. Point your web browser to [www.cps-ecp.org/shipstore/](http://www.cps-ecp.org/shipstore/) and check out what they have to offer.



### Our Web Address

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

Phone: (705)499-2599

## Overheard in Passing

Why do dim stars appear brighter when we don't look directly at them, but off to the side?

Next time you are out for an evening walk, take a look at a faint star. If you look directly at it, it may almost disappear. However, if you look off to one side, it will be much easier to see. The reason for this phenomenon lies in the anatomy of our eyes.

We have two types of light-sensitive cells in the retina: rods and cones. During daylight we use the color-sensitive cone cells that function well in bright light. At night our eyes switch to the color-blind rod cells, which are ten times more sensitive to light. Since these light-sensitive rod cells are arranged around the outside of the retina, we can see faint objects such as stars, more clearly, by looking a little to one side rather than looking directly at them.

Certain animals' eyes, like cats', are far more light-sensitive than are human eyes. Cats' eyes contain more rod cells and have a highly reflective layer of cells behind the retina. It is this layer, called the tapetum, that reflects light and makes cats' eyes appear to glow at night when light hits them.

## Nautical Humor

Caven Ford P

Once upon a time there was a famous sea captain. This captain was very successful at what he did; for years he guided merchant ships all over the world.

Never did stormy seas or pirates get the best of him. His crew and fellow captains admired him. However, there was one thing different about this captain. Every morning he went through a strange ritual. He would lock himself in his captain's quarters and open a small safe.

In the safe was an envelope with a piece of paper inside. He would stare at the paper for a minute, and then lock it back up. After, he would go about his daily duties. For years this went on, and his crew became very curious. Was it a treasure map? Was it a letter from a long lost love? Everyone speculated about the contents of the strange envelope.

One day the captain died at sea. After laying the captain's body to rest, the first mate led the entire crew into the captain's quarters. He opened the safe, got the envelope, opened it and... The first mate turned pale and showed the paper to the others. Four words were on the paper, two words on two lines:

Port Left  
Starboard Right



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