



Merry Christmas

From your Squadron Bridge



Issue 2000 Volume 4
December, 2000

CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} **SQUADRON**

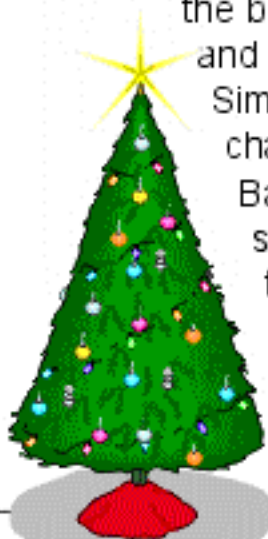


Published Quarterly

Christmas Social and Bridge Meeting

By T. Long

SOMETHING NEW THIS YEAR.... The next meeting of the bridge will be held December 20, 2000 at the Yacht Club in Callander at 19:30 (you're right, that isn't new...keep reading). This year since our regularly scheduled meeting falls so close to Christmas, we are going to turn it into a Social. And, yes you are right, all bridge meetings are open to all members, but we would like to extend the invitation to members and spouses. Everyone is welcome to attend. Light snacks will be provided by the bridge. The Yacht Club's cash bar will be open and our very own Public Relations Officer, Bill Simkins will be servin' up cheer. Here's your chance to get a taste of Carol's famous Cheese Ball (and you don't want to miss that!). Some squadron business will have to be discussed by the bridge, but we'll keep it as short as absolutely necessary allowing for as much socializing as possible. Come on out and wish your bridge and fellow members a Merry Christmas. Hope to see you there. ✪



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History Corner

By Ivan Gough, Squadron Historian

Our history begins a couple of years before we received our warrant. In the year 1968, Harry Hickson graduated in the piloting course, and became a member of the London, Ontario Squadron, Number 2100.

On his transfer to North Bay and seeing our two beautiful lakes, took it unto himself to form a squadron here. In 1960 he gathered together a group of interested men and taught the piloting course. The graduating class was pledged by Chief Commander Alex R. Neville AP and at this same time the Bridge was also pledged.

Chief Commander Neville presented the warrant to Secretary Ronald D. Wood. In the same ceremonies that evening Harry Hickson was pledged as the first commander. Warrant issued June 2, 1961. Charter received June 16, 1961.

Harry Hickson went on to complete, Seamanship 1961, and AP 1962. He became a senior member 1965 and had received 11 merit marks. Later on he became a District Commander, then on retiring from work, finally settled in Waterloo Ontario. In 1983 Harry Hickson set sail into the sunset and passed away.

At the time he was commander, he presented the squadron with a trophy in his name, to be awarded annually to a member of the squadron, who was deemed to have contributed time and effort, in the betterment of safe boating and squadron activities. Naturally, his is the first name to appear. We will remember him.

Names of those appearing on the warrant
John W. Chapman, Reg Finnemore, Stanley Gore, Harry Hickson, Stan Hosken, George A. Jackson, John A. Kennedy, William G. Leigh, Ken H. Moore, Maruice A. Sage, John D. Size, Norman C. Smith, D.C. Treleaven, Ronald D. Wood.



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Seamanship Power Course

The bridge is pleased to announce that they have found an instructor for this course and that it is running right now. Anne Taylor is currently in the process of putting the 7 students thru the lessons. This course expands upon the Boating Course to provide the knowledge necessary to become a safe and proficient operator of a power-driven vessel.

Course content: Power trains, engine controls and instruments; handling and cruising under power; mooring and anchoring; legal responsibilities; engine and trouble diagnosis; fuels and fuel systems; electrical systems; cooling and lubrication; maintenance and fire safety.

This is an excellent course and we hope to be offering it again in the future. ❄



In Memory of Russell E. Quick

By D. Whyte/ G. Churcher

The N.B.P.S.S. Sadly announces the passing of Past Rear Commander Russell E. Quick N.

A WWII RCAF pilot, Russell first joined the North Bay Squadron in 1979, having completed the Boating Course that year. Other courses he completed were: Seamanship Power in 1980, Advanced Piloting in 1981, Junior Navigator in 1982, and Navigator in 1984. He gained the status of Senior Member in 1986, having attained 5 merit marks that year, and he earned 14 merit marks in all (the last one being awarded in 1995).

He served as Commander of our squadron in 1984 and was instrumental in negotiating the CPS Boat Insurance programme. Russell was an inveterate navigator and was the first in our squadron to obtain and then teach the challenging Navigator course. Russell will be missed by all. ❄



Our Web Address

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

Phone: (705)499-2599

Commanders Christmas Message:

By Caven Ford



Christmas is just around the corner and our boats are likely tucked away for their long winter nap. I used my boat right into November this year! It looked for a while that I might even take her out in December, but once the cold stuff started falling I ended up putting her in storage instead.

Who is going to the boat show this year? I know I am, and if you'd like to take advantage of the bus we've arranged, get your name on the list soon; seats are filling fast. We only have a limited number of seats available so don't delay. Wouldn't it make a nice stocking stuffer for that avid boater on your list?

As in past years, we'll be signing up for the winter courses in early January. Check our website or call the Squadron number for details of what's being offered. If you haven't seen it yet, check out our website at www.nbps.on.ca. There is a lot of information there and some links to other sites of interest to boaters.

I still have a quantity of the publication "Wind, Weather and Waves, A guide to Marine Weather in the Great Lakes Region". Although this book is written with an emphasis on Great Lakes weather, it is full of useful weather related information that can apply to just about any large body of water. Copies are free and would take up a bit of space in those aforementioned stockings. Call the Squadron at 499-2599 and leave a message and phone number and I'll make arrangements to get you a copy. I will also make arrangements to have some available at our Christmas Social on December 20th at the Yacht Club.

Here's hoping you have a very Merry Christmas and a healthy and prosperous New Year. Hope to see you in the classroom and on the bus! 🍀



Fall Boating Course Cancelled

By T. Lang

The Fall Basic Boating Course has been cancelled due to lack of enrollment. This course is the foundation of our membership. To become a member of the CPS, you must pass the basic boating course. i.e. No course=no new members. Everyone on this newsletter mailing list of course has already taken and passed the basic boating course, but if you know of anyone wishing to take the course and become a member of CPS, please advise them of the upcoming registration (see add in this newsletter). The course will hopefully run commencing in January. 🍀

Keystone Lodge Trip Revisited

By Elizabeth Appleton

Depending on who you talk to, the July 15th joint cruise to Keystone of Power Squadron and Yacht Club members was either perfect or miserable. The sailors who raced over found it perfect; the power boaters didn't arrive because it was too windy. Thank goodness for variety. Because many Yacht Club members are also CPS cardholders, each group was represented. A great meal was had at Keystone. The sailors spent a restless night bobbing at the dock; one boat was seen stealing away from the dock after 10 p.m. heading for calmer waters. (I guess they only like wind when it's in their sails.) We look forward to more joint cruises next year. 🍀

RECREATIONAL BOATERS

IMPROVE YOUR BOATING KNOWLEDGE THIS WINTER



Take a boating course from the
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Registration for Winter Courses

Saturday, January 6, 2001

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Time and Longitude

By: Jim Dawson JN - Lake St. Louis Sq.

Finding Latitude at sea was not difficult for the early mariner. The typical method of ocean voyaging once meant sailing north or south to a given latitude, sailing along that parallel of latitude measuring distance by dead reckoning, and then sailing north or south to the latitude of the port of destination. The navigator could, for instance use the Pole Star and measure its altitude and thus have a good idea of his Latitude. But the accurate determination of Longitude was a horse of an entirely different colour. The mariner needed - and did not have - a method for determining accurate time on board his ship.

But early clocks were not accurate at all. They ran fast or slow according to the tension in the springs, for instance. They responded badly to shifts in temperature. The movement of a ship effected them. In an age when a sea voyage could last several months and take the mariner through a number of very different climates, the practical clock did not exist until 1761 which could provide time sufficiently accurately to help the mariner find his longitude.

"The Board of Longitude" was established in 1714 in England and offered a huge award of 10,000 pounds to the person who could devise a method for finding longitude accurate to one degree, and the amount went up from there if the accuracy were better! No less that 30,000 pounds would be given for a method accurate to 0.5 degrees, or 30 nautical miles. The "method" clearly had to involve a way of keeping accurate time, and since this was the first (and hardest!) step, a number of clock makers tackled the problem. Among them, John Harrison, the son of a carpenter, started work on the project in 1728. By 1735, he finished his first clock and brought it to the admiralty.

It looked rather more like a modern car engine than a clock, and it weighed 72 pounds in its gimballed wooden case, but it astounded the admiralty after sea trial lasting a year with an error of only three minutes. The Admiralty advanced the paltry sum of 250 pounds. They told Harrison that his clock was too big! He should work on it some more. Harrison continued working on clocks. After 42 years since his first clock, Chronometer No. 1, Harrison had received a TOTAL of 1,250 pounds from the Admiralty. Out of patience at long last, he petitioned King George III for the balance owing to him - and, not surprisingly, won his case.

It should be stated here that there was a method devised which "worked", the "lunar method", to determine Longitude. It was so complex to use, however, that very few mariners except for a small number of mathematically talented naval officers could handle it.

But there is a bit more to this story of longitude at sea

and problems for the navigator. Was he using a French chart, for instance? The Prime Meridian ran through Paris! Other nations also laid claim to having the Prime Meridian passing through their national capitals. Chaos reigned. An incident reported in "Ocean Navigator" concerned a modern sailor who was travelling from Australia to the Mediterranean via the Suez Canal. As he approached what should have been the Gulf of Aden, he saw nothing ashore but masses of mountains. He discovered eventually he had been plotting his course on a chart based on a Prime Meridian other than Greenwich!

It was not until 1871 that the First International Geographical Congress meeting in Antwerp, Belgium, passed a resolution placing the Prime Meridian to run through Greenwich, England. There had been The Royal Observatory in Greenwich established by King Charles II in 1675, so the choice was not totally illogical, yet one can easily imagine the numbers of international noses out of joint when other countries found their claims to the ownership of the Prime Meridian, the one from which degrees west or east would be counted, were rejected.



Safe Boating Week - Plan Earlier

From Promoto

Last year, the Canadian Safe Boating Council joined forces with the National Safe Boating Council in the United States to launch a North American Safe Boating Week campaign, for the first time in boating history.

For 2001 celebrations take place from May 19 to 25, encompassing Canada's Victoria Day, "May 24," long weekend, an unofficial "launch day" target for the marine industry.

Last year, information for the week arrived too late at CPS for distribution. This year Assistant Executive Director John Gullick expected to receive more information from the Safe Boating Council in November and obtain information to be mailed out in February to Squadrons across Canada.

The core safe boating week message varies between the countries, but the synergy of a joint campaign aims to raise boater awareness of the importance of safe and responsible boating practices.

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Newsletter Editors Across the Country Looking for Stories

By T. Long

You have probably noticed a couple of well written stories in this edition of Crosschop written by members of other squadrons. There is a movement afoot on the CPS Mail list (PrimeLine) by several Squadron Newsletter Editors across the country to share ideas and stories that are of mutual interest to all members or more correctly, members across the country with similar interests.

Although much of the discussion focused on sharing the actual newsletters, the goal of most of us editors is to share well written stories and ideas with each other to help produce interesting newsletters for you, our local readerships.

I will be passing along anything interesting from Crosschop to the participating Squadron Newsletter Editors across the country. If any one has anything to contribute to either Crosschop, and/or to all CPS members, please pass it along to myself and I will do what I can to get you published.

There isn't really any guidelines to writing stories/articles that I can pass along right now, but use your imagination, the sky's the limit. I'm looking for Nautical Book Reviews, General Interest stories, Things that happened to YOU this summer on the water, just about anything that you think would be of interest to your fellow boaters locally or perhaps nationally. ❄️

Origins of the Compass Rose Symbology

By Bill Thoer - Lake St. Louis Sq.

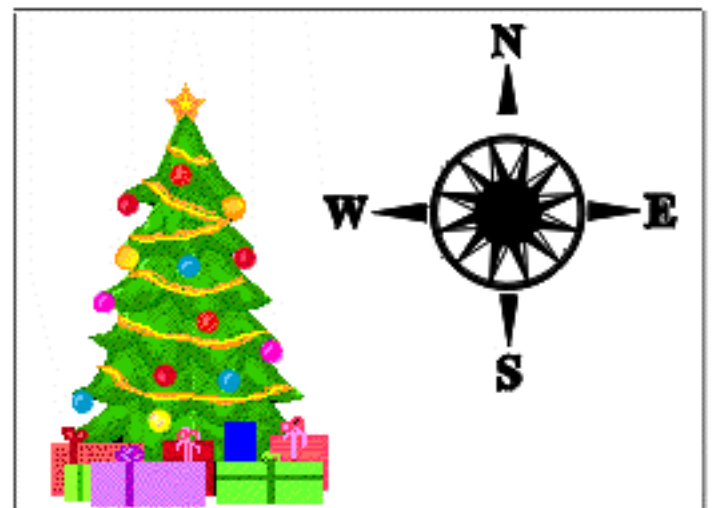
The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower.

Originally, this device was used to indicate the direction of the winds (and it was then known as a wind rose), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds.

In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as tramontana (N), greco (NE), levante (E), siroco (SE), ostro (S), libeccio (SW), ponente (W) and maestro (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P, and M.

The 32 points are therefore simple bisections of the compass' directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know was the names of the points. Naming them all off perfectly was known as "boxing the compass".

There is no absolute standard for drafting a compass rose, and each school of cartographers seems to have developed its own. In the earliest charts, north is indicated by a spearhead above the letter T (for tramontana). This symbol evolved into a fleur-de-lys around the time of Columbus, and was first seen on Portuguese maps. Also in the 14th century, the L (for levante) on the east side of the rose was replaced with a cross, indicating the direction to Paradise (long thought to be in the east), or at least to where Christ was born (in the Levant). ❄️





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THURSDAY JANUARY 18, 2001

Your Squadron Bridge has arranged for a day bus trip to the Toronto Boat Show on **THURSDAY JANUARY 18**. **Cost** based on numbers participating - around \$40.00 p.p. (An excellent Christmas present for that boater on your list!)

We have committed to having a highway coach complete with washroom & videos, so trip will be comfortable for all. The bus will leave from Northgate, with pickup stops en route. Bus arrangements have to be finalized by **JANUARY 10**. Seats are rapidly filling up, so **DONT DELAY !!!** Call Carol at 752-2223 to reserve your seat.

BUS LEAVES NORTHGATE SQUARE	7:45 A.M.
COFFEE BREAK GRAVENHURST	
ARRIVE INTERNATIONAL TRADE CENTRE	Noon(ish)
LEAVE BOAT SHOW	5:30 P.M.
DINNER SUNDIAL (ORILLIA)	6:30 P.M.
ARRIVE BACK AT NORTHGATE	10:30 P.M.

For a more detailed look at what's going to be at the show, please visit <http://www.torontoboatshow.com>. They have maps, who's exhibiting, special events and much more listed.



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2000-2001
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