



# Merry Christmas

From your Squadron Bridge



Issue 2003 Volume 5  
December, 2003

# CROSSCHOP

The Official Newsletter of the



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

Published Quarterly

### Squadron Christmas Social

**Come out and celebrate Christmas with your Squadron Bridge on Thursday December 11, 2003!**

**We will have a short meeting commencing at 1930 with the Social starting at 2000.**

**The meeting itinerary is short with just the necessary items being covered.**

**Come on out and participate in the Bridge Meeting then stay to enjoy the Christmas Social. Bill Simkins will have the cash bar open.**

**Bring your Spouse partake of the goodies that Squadron Bridge members bring and there will be Pizza a little later in the evening, so eat a light supper before coming out.**



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# TORONTO BOAT SHOW

WEDNESDAY JANUARY 14, 2004

Your Squadron has once again arranged for a day bus trip to the Toronto Boat Show on Wednesday January 14, 2004.

Bus Cost and discounted Show Admittance will be \$40 for CPS members and spouses and \$50 for non members. This price is based on a full bus so bring all your friends. Cost may be slightly higher if the bus is not full! We need confirmation by JANUARY 05.

Northern Trails bus will leave from Northgate with pickup stop at Wassi Centre & points south as required.

Permission has been granted from Northgate Shopping Centre for vehicles to park off Fisher St entrance near the Northgate sign.

We have booked the 47 passenger bus, and the last few years we have been near capacity, so don't delay **BOOK NOW!**

Call Carol at 752 2223 to reserve.

**ITINERARY:**

BUS LEAVES NORTHGATE SQUARE

7:45 A.M.

BUS LEAVES WASSI CENTRE

8:00 A.M.



COFFEE BREAK GRAVENHURST

ARRIVE INTERNATIONAL TRADE CENTRE

12:00 A.M.

LEAVE BOAT SHOW

5:30 P.M.

\*DINNER

6:30 P.M.

ARRIVE BACK AT WASSI CENTRE

10:15 P.M.

ARRIVE BACK AT NORTHGATE

10:30 P.M.



\*Dinner location will be decided closer to departure date.

We have made a bulk purchase of admission tickets to the Toronto Boat Show. If you are planning on attending the show and are not going on the CPS bus, we have tickets available at a cost of \$9.00. Regular rate is \$15 for adult, or \$12 for senior.

To obtain tickets, call Carol at the above number

## Commander's Message

Terry Lang *AP*

December 2003:

Greetings Squadron Members. Christmas approaches and the lakes will be hardening soon. There are lots of things happening around the squadron. First off, our basic boating course is in full gear with 7 students an excellent class which I had the privilege to meet the night of their first class. The all will make fine additions to our squadron upon graduation.

The squadron hosted 'Flare Day' in Early November in conjunction with the Yacht Club. It was a huge success. Many thanks to Bill Simkins for organizing the event and for his work with the yacht club and cooking the dinner; to our Public Relations Officer Anne Taylor for helping organize the event, and everyone else who attended and helped out with the event, especially the ones that I forgot to name directly. As always, it lit up the skies and opened the eyes of all attendees. Definitely an educational/informative event to say the least.

Plans are in high gear for the annual trip to the boat show. See the ad in this issue of Crosschop for more information on that. I know that space is limited so you best book early.

Please plan on joining us for our Christmas Social on Thursday December 11<sup>th</sup> at the yacht club in Callander at 20:00. This is always a great event. We will conduct our abbreviated December Bridge meeting at about 19:30, followed by our social. Snacks will be provided by the bridge and pizza will be ordered. You can always count on Past Commander Byrns being the first in line for Past Commander Gibson's cheese ball!

Looking for something to do this winter, how about taking the Fundamentals of Weather course with us, or how about our Seamanship Sail course? Both are being offered this winter starting in January.

I would like to announce the Appointment of Alain Brière as new CPS Executive Director, working out of our head office in Toronto. Welcome Alain. You can find his bio on the cps website.

Finally, I would like to wish each and every one of you and your families a safe and happy holiday season.

See you at the boat show (or as I like to call it...Christmas: Part II)

Terry Lang *AP*

## Charter Member Passes Away

Ivan Gough *AP*

Johnston A. Kennedy passed away on November 14, 2003 at the age of 87.

John was one of 14 members required to form the North Bay Power Squadron's official Warrant of June 2, 1961.

John received his Seamanship certificate in 1962 and continued to be a member until 1993.

John was a business man of vision and one of North Bay's prime builders and Real Estate owner.

The Power Squadron officially changed its name in 1985 to become the North Bay Power and Sail Squadron.

John will be sadly missed by his Wife, Family and Friends.

## HUNTERS BAY MARINE



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### Next Bridge Meeting

**Thur. Dec. 11, 2002 @ 1930**  
**North Bay Yacht Club, Callander**  
**Christmas Social following short**  
**Meeting. All members and**  
**Spouses welcome.**

## 4 Season Fun

# Giesler marine

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## Flotsam and Jetsam

Caven Ford P

The origin of "by and large":

It is difficult to fix a precise meaning for "by and large" since it means "generally speaking" or "on the whole". But originally the phrase had a very precise meaning in the language of sailors. In the days of sailing ships, when a vessel was running close-hauled, the man at the helm would usually be given one of two orders, "full and by" or "by and large". The first command, used with a skillful helmsman, meant "sail as close to the wind as you can." The second, "by and large", meant "sail slightly off the wind" and was given to the inexperienced helmsman since this tack would leave him in less danger of being "taken aback." So the phrase "by and large" has come to indicate imprecise generalities. A person speaking "by and large" about a subject can be considered to be something less than entirely expert on it.

## Ship's Stores

Why not consider CPS Regalia for that Boater on your Christmas list. Supply officer Carol Gibson has the following in stock:

### CPS FLAGS:

8"X 13"	\$ 9.00
8"x 13" "HEAVY QUALITY"	\$ 20.00
12"X 20"	\$ 10.00
North Bay Sqn BURGEE	\$ 15.00

HATS 2 STYLES EACH \$ 9.00

LICENCE PLATE HOLDERS \$ 6.00

"WEELIE HEAVING LINES" \$ 25.00

To purchase any of the above, call Carol at 752-2223



## Training Department Notes

Terry Lang AP

### UPCOMING COURSES:

Seamanship Sail will be starting 7 p.m. Tuesday Jan 6 at the North Bay Yacht Club in Callander. The cost is \$50 for CPS members and \$60 for non members. To register, please call the instructor, Pat Onions, at 752-5678.

Fundamentals of Weather will be held on Wednesday evenings commencing Jan 7. The course will be held at the North Bay Police Services building at 135 Princess Street West from 1900 to 2100. This introductory course enables a skipper to anticipate adverse forecasts by gathering pertinent information & interpreting weather signs. It will be instructed by Don Whyte. Cost will be \$60 for CPS members and \$70 for non members. If you are not already registered, please call Don at 476-4883. The weather course is similar to "Basic Boating" in that family members can share the book. Only an extra homework package needs to be ordered. Cost for 2<sup>nd</sup> household member taking the Weather Course is \$15.

A VHF course will be offered in early March. Please Call George to register at 752-3201.

Supplies need to be ordered for above courses, so register as soon as possible.

## National Marketing Poll

Terry Lang AP

### NOTICE!

All members of the North Bay Power and Sail squadron are encouraged to participate in the National Marketing Initiatives Poll to help the National Marketing & Public Relations Committee formulate its future focus.

Deadline to respond is December 31, 2003. All CPS Members are asked to fill out the survey and have their views noted.

The survey is available from the Members Moorings section of the CPS National Web site:

[Http://ecc.cps-ecp.org/ftpacc1.htm](http://ecc.cps-ecp.org/ftpacc1.htm).

You will need your CPS membership number and your postal code to get access to the website.

## Lightning Facts

As copied from TrawlerWorld email List:  
From Ocean Navigator's e-mail newsletter:  
Title: From the Experts on Lightning  
By: Jeffrey Isaac, PA-C

When there are very few real experts on a subject, it is a rare and wonderful privilege to learn directly from one of them. Such an opportunity was presented when Dr. Mary Anne Cooper was invited to speak at the annual meeting of Wilderness Medical Associates instructors in October. Cooper is an experienced emergency physician and researcher at the University of Illinois at Chicago, and one of the world's two or three leading experts on lightning and lightning injuries. One of the benefits, and risks, of speaking directly to the source is that they sometimes share information that is not yet ready to print. One of the risks of dealing with something like lightning is that, just when you print it, something completely different happens. So, as I share what I've learned, please keep these caveats in mind. Over an 80-year life span, your chances of being involved in a lightning strike are about 1 in 3,000 (averaged worldwide stat). There is no statistical significance to someone being struck more than once. It's just the luck of the draw and geographic circumstance. Specific people do not attract lightning more than others. Metal does not attract lightning, either. The only two factors that influence the probability of a strike are the height and isolation of an object. In fact, the probability of a strike increases by the square of the object's height. Add a 1-meter antenna to your 20-meter mast, and you increase your probability of being struck by 10.75 percent. Devices claiming to reduce your chances of being struck, by bleeding ions or electrostatic charge off of your masthead, do not work. If the device increases your mast height, it will actually increase your probability of being struck. This opinion was rendered in response to my direct question on the subject, and was unequivocal. Lightning progresses toward the ground or water in a series of stepped leaders, penetrating 30 to 50 meters through the atmosphere a split-second at a time until contact is made. The resulting column of ionized air becomes the conduit through which the electric potential between ground and cloud is equalized. This gives lightning a visual field of only 50 meters max. In other words, the stepped leader would have to come within 30 to 50 meters of your masthead to "see" it. This explains why the Cone of Protection concept we'd been teaching is inaccurate. The idea was to locate yourself within the 45 degree cone below the top of a tall object, assuming that the object would be struck instead of you. Cooper dispelled this myth with a photograph of the space shuttle being struck on the launch pad in Florida. The lightning bolt curved around the huge lightning rod on top and into the base near the tail of the spacecraft.

NASA has since re-arranged their lightning protection into a web of cables strung from the top of the gantry slanting outward to the ground. It sounds kind of like standing rigging, doesn't it? While metal does not attract a lightning strike, it does do a fine job of conducting it once struck. The best grounding system is a straight shot of metal conductor to a large (1-square-meter minimum) ground below the waterline. An aluminum mast stepped directly on a lead keel would be nice. There is no truth to the idea that a grounding system increases your boat's chance of being hit. If you do get struck, a robust ground system can prevent damage and injury. Just be sure to watch the storm from the cockpit, not while leaning on the backstay. As you construct or evaluate your grounding system, remember that lightning does not like to follow sharp bends or corners. It will jump across or through a less conductive medium instead. The increased resistance will release heat, vaporizing any moisture in the material. This is how fiberglass or wooden hulls explode when struck. As a side note, I will be interested in the results of lightning strikes on boats with fiber rope for standing rigging. Aramid fiber melts at a relatively low temperature. It is also brittle, I wonder what a blast of superheated steam would do to it. Your best protection from lightning is storm avoidance. If you do get caught, spend as little time exposed to the thunderstorm as possible. Lying hove-to while it passes over may be a better choice than running with it. Of the people involved in a lightning strike, 90 percent survive. Of those, 70 percent may experience some type of permanent disability. The only direct cause of death from lightning is cardiac arrest. Burns are rarely serious. People do not turn into crispy critters. Secondary injury and death can occur as a result of falls or drowning following a strike. Lightning injuries include everything you might expect from a nearby explosion. Superficial burns are caused by vaporized sweat. They tend to be more serious where the steam is held against the body, such as inside foul-weather gear. There is no special emergency treatment for a lightning strike; just treat what you see. If the victim was involved enough to sustain visible injury or was knocked down by the jolt, seek follow-up medical evaluation when possible. Lightning victims do not remain charged. It is safe to handle them immediately. Even if the victim appears dead, attempt cardiopulmonary resuscitation. Lightning acts like a defibrillator, stopping the electrical activity of the heart. It also will stop respiratory effort. Since the heart is somewhat automatic, it may restart on its own while you continue to supply air to the victim. Don't give up until you've tried CPR for 30 minutes without restoring a pulse. For more information, see Dr. Cooper's website at:

<http://cms.navigatortravel.com/enews.asp?l=228>

## Nautical Humor

The Captain was angry and could barely contain himself. The sailing race of the year was about to start but he confronted his First Mate anyway.

"I just found out that you have been getting huge kickbacks from our suppliers which made our costs double! Plus, I know you sold our new hull design to our biggest competitor team!! I also understand that yesterday you fooled around with my wife!!!"

Visibly shaken the Captain shouted, "This is unacceptable behavior and beyond what could ever be forgiven!"

"You're absolutely right Captain" said the First Mate, "I guess our winning streak together comes to an end today!"

"Uh, right...well, all I have to say is one more stunt and you're off the boat."



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### Squadron Auditor

Maria Ermel

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