



Merry Christmas

From your Squadron Bridge



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CROSSCHOP

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NORTH BAY ^{Power Sail} SQUADRON

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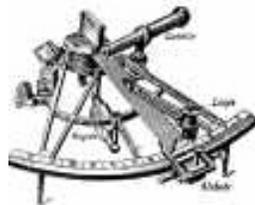
Squadron Christmas Social

Another Squadron Christmas social has come and gone. On Thursday December 9, 2004, members and significant others took part in a bridge meeting and social. Twenty two of us took part in the large selection of goodies (Carol's famous cheese ball for instance) and pizzas that were ordered for after the meeting. All who attended were entertained by the viewing of a DVD made about the re-introduction of the Trumpeter Swans to Lake Nipissing that has taken place over the last few years. Some very interesting information was contained in the film and everyone came away knowing a little more. Of course there was the usual camaraderie with lively discussions taking place on a large range of topics. All-in-all a very successful and enjoyable evening was had by all.



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TORONTO BOAT SHOW

WEDNESDAY JANUARY 19, 2005

Your Squadron has once again arranged for a day bus trip to the Toronto Boat Show:

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 bus not full! Confirmation required by **JANUARY 05.**

Ontario Northland bus (with Bruce King driving) will leave from Northgate with pickup stop at Callander Community Centre & points south as required. Permission has been granted for vehicles to park off Fisher St entrance near Northgate sign.

We have booked the 55 passenger bus, and last year we had the 47 passenger bus totally full, so don't delay **BOOK NOW!**

Call Carol at 752 2223 to reserve.

BUS LEAVES NORTHGATE SQUARE	7:45 AM.
BUS LEAVES CALLANDER COMMUNITY CENTRE	8:00 AM.
BUS LEAVES POWASSAN	8:15 AM.
COFFEE BREAK GRAVENHURST	
ARRIVE INTERNATIONAL TRADE CENTRE	12:00 AM
LEAVE BOAT SHOW	5:30 P.M.
*DINNER	7:00 P.M.
ARRIVE BACK AT NORTHGATE	10:30 P.M.



*This year we are stopping for dinner at the Mandarin Restaurant in Barrie. Cost for Chinese Canadian Buffet is \$16.95 + taxes (20% discount for those +65).

We have made a bulk purchase of admission tickets to Toronto Boat Show. If you are planning on attending the show (and 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 above number

Commander's Message

Elizabeth Appleton *AP*

I've just finished watching "The Santa Claus" and even though I've always been a believer, I am reminded that seeing isn't believing.....it's believing without seeing.

So, if you truly believe little Alan, be prepared for the two 354's under the tree. And for little Caven, I'm sure Santa can find room in his bag for a sailboat. And if all else fails, we'll be our own Santa's when we go to the boat show in January. If you haven't come with us before, you're in for a treat. Hope to see you there.

Merry Christmas and a happy and healthy New Year to all from the Commander and the little elves who are really running the show.

Flotsam and Jetsam

Caven Ford P

Why is the pirate flag called the Jolly Roger?

One theory suggests that the original skull-and-crossbones flag was derived from the french "jolie rouge", meaning "pretty red," and refers to a red pennant also known as the "jolie rougere", flown by 17th and 18th century French buccaneers in the Caribbean. Another theory states: In many parts of the Caribbean, the "Jolly Roger" was the equivalent of a happy face: it meant the pirate ship was willing to take prisoners. The appearance of a red flag, however, signified no prisoners, and the pirates would slaughter crew and passengers to a man. One other theory mentions that roger was synonymous with rogue in 18th century parlance, while other theorists note the distinctive flags of their swashbuckling favorites, including Bartholomew Roberts (the notorious Black Bart) and "Jolly Roger Rickrack, the simply gorgeous terror of six of the seven seas." Yet another confirmed that blood red flags were flown by hard-hearted pirates to indicate that they'd be taking no prisoners (sparing no lives). This red flag was more frightening than the

Charter Member in Hospital

Carol Gibson S

We wish Ivan Gough a speedy recovery. Ivan recently underwent quadruple bypass surgery in Sudbury. He is home from the hospital and recuperating well, from all reports.

Flotsam and Jetsam cont'd

Caven Ford P

buccaneer's basic white skull on black ground. A skull and crossbones was meant to inspire terror, a horned skull suggested a tormented death; other signature flags depicted grisly variations on a morbid theme. Another Theory has Jolly Roger is associated with "Old Roger," a known nickname of the devil himself, but that the French derivation of the term is more widely accepted.

HUNTERS BAY MARINE



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Nautical Humor

A sailor meets a pirate in a bar, and they take turns recounting their adventures at sea. Noting the pirate's peg-leg, hook, and eye patch The sailor asks "So, how did you end up with the peg-leg?"

The pirate replies "We was caught in a monster storm off the cape and a giant wave swept me overboard. Just as they were pullin' me out, a school of sharks appeared and one of 'em bit me leg off".

"Blimey!" said the sailor. "What about the hook?"

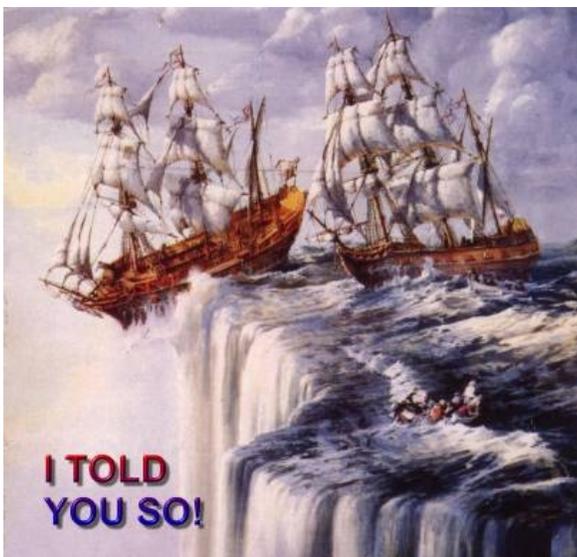
"Ahhhh...", mused the pirate, "We were boardin' a trader ship, pistols blastin' and swords swingin' this way and that. In the fracas me hand got chopped off."

"Zounds!" remarked the sailor. "And how came ye by the eye patch?"

"A seagull droppin' fell into me eye", answered the pirate.

"You lost your eye to a seagull dropping?" the sailor asked incredulously.

"Well..." said the pirate, "..it was me first day with the hook."



Weather Lore

Red sky at night, sailor's delight; Red sky in the morning, sailors take warning

Variation:

The evening red and morning gray
Are sure signs of a fine day, But the evening
gray and the morning red,
Makes the sailor shake his head.

Explanation:

These expressions have some basis in meteorological fact. In the mid latitudes of the Northern Hemisphere, storms generally travel with the jetstream from west to east. A red sky in the morning may indicate that is rising in clear eastern skies and casting its rays on storm clouds approaching from the west. A red sky at sunset indicates clouds to the east, with clear skies moving in from the west, allowing the sunset to be seen.

When a halo rings the moon or sun Rains approaching on the run

Variation:

A ring around the sun or moon, means rain or snow coming soon.

or:

If a circle forms 'round the moon, 'Twill rain soon.

Explanation:

The circle that forms around the sun or moon is called a halo. Halos are formed by the light from the sun or moon refracting (bending) as they pass through the ice crystals that form high-level cirrus and cirrostratus clouds. These clouds do not produce rain or snow, but they often precede an advancing low pressure system which may bring bad weather. This form of weather prediction is accurate about 65% of the time.



The Nonsuch Saga

Pat Onions *AP*

For a long time I admired a picture that hung in my Dad's office. The picture is of a Square Rigger sailing ship under a full set of sails, sailing on a deep blue sea in rather rough conditions.

Now maybe my Dad told me and if he did I had forgotten, but it was not until I acquired the picture after my Dad's death that I found a note written on a card that was stuck on the back of the picture. The note was in my dad's handwriting and it stated that the picture had been given to him by the governor of the Hudson's Bay Company in the year of 1927. This was the year of the opening of the new Hudson's Bay Store in Winnipeg. The note went on further to say it was a picture of the Nonsuch, the first ship to sail into Hudson Bay. The other ship in the background is the sistership the Beaver, which my Dad stated was lost at sea.

However, imprinted on this card is a reprint of an article that appeared in the London England Gazette in 1669. Written in old English it stated that in October of 1669 the Ketch Nonsuch came in here. It went on to say that attempting to find the North West Passage was environed by ice where the men were forced to hale her enshore and provide against the ensuing cold of the long winter. It went on to say they returned with a considerable load of fur pelts which made for them some recompense for their cold confinement.

The result of all this came on May 2, 1670 when King Charles II granted a Charter to the "Adventures of England" trading into Hudson Bay and with it the incorporation of the Hudson's Bay Company as we know it today.

When our friends Ray Merritt and Linda Anderson found out we were going out west this fall via Winnipeg, both said we must stop in the Museum of Manitoba in down town Winnipeg and see the full-scale model of the Nonsuch. In the meantime I had seen a small booklet with a drawing of the Nonsuch Ketch on the front and it explained the details of the replica in the museum. This picture in no way corresponded to the picture I have.

So last October, armed with my picture, Dot and I entered the Museum Of Manitoba. It was sometime later, after a Miss Sharon Reilly "Curator of Social History" had borrowed the picture to further study it to

see if there were any hidden marks in the background that may indeed indicate that it was the Nonsuch, that she indicated that the museum may very well be mistaken in their research which was done in more recent times. However, the fact that the first boat to enter Hudson Bay was a Ketch and not a Square-rigger would only indicate that the picture presented to my father was not that of the Nonsuch.

During the time they were inspecting my picture, Dot and I spent our time viewing the museum which covers all aspects of human and all animal life that appear in Manitoba. The full size replica, displayed as she would have sat at dockside, is exceptional and would be highly recommended as a must see should anyone be visiting Winnipeg.

It is also interesting to note that one of the security officers that had shown an interest in my picture later showed me a picture that was in a book about the history of the Hudson's Bay Company. The picture was of a square-rigger, which closely resembled my picture with a caption that stated it was a supply ship for the Hudson's Bay trading post in Hudson Bay. I would like to do more research into this matter regarding my picture.

As a side light to all this, those of us that are sailors and live in Ontario are well acquainted with the name Nonsuch. Twenty-six years ago Mark Ellis, a Toronto yacht designer, designed a unique boat with a freestanding mast with only a main sail to power it by. They proved to be fast, easy to rig, easy to sail and very roomy for their size. Built by the renowned boat builder, George Hinterhoeller, these boats became known as the Nonsuch class of boats. To quote from an article that was in the 2003 July issue of Canadian Yachting "the class was named after the Nonsuch of the Hudson's Bay Company"

The original Nonsuch was named after the Baroness Nonsuch of Nonsuch Park, Surry England. The Baroness bore the illegitimate daughter of John Churchill who became Governor of the Hudson's Bay Company in the year 1685.



Flotsam and Jetsam

Caven Ford P

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannon fired round iron cannon balls. It was necessary to keep a good supply near the cannon. But how to prevent them from rolling about the deck? The best storage method devised was a square based pyramid with one ball on top, resting on four resting on nine which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a "Monkey" with 16 round indentations. But if this plate was made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." Few landlubbers realize that brass conducts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey!" (And all this time, you thought that was an improper expression, didn't you?)



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