



Merry Christmas

From your Squadron Bridge



Issue 2008 Volume 4
December, 2008

CROSSCHOP

The Official Newsletter of the



NORTH BAY ^{Power Sail} SQUADRON



Squadron Christmas Social

The North Bay Power and Sail Squadron invites all CPS members and spouses AND all Yacht Club members and spouses to their Christmas Social / Pizza evening.

- When: Thur. Dec. 4th 7:00 pm
- Where: North Bay Yacht Club clubhouse
- Speaker: James Forsyth photographer.

Jim used to be a photographer for the Nugget, now he is freelance and also teaches at the College. He will share some tips for taking that perfect picture in common boating situations

Complimentary pizza (courtesy NBPSS) will be served around 8 pm. Also snacks and cash bar will be available. Come out for a social evening with fellow boaters.



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TORONTO BOAT SHOW

THURSDAY JANUARY 15, 2009

Once again, the North Bay Power and Sail Squadron Executive are planning a bus trip to Boat Show. Date is Thursday Jan. 15th. Due to new Provincial regulations, bus drivers are only allowed to be on their trip for 13 hours (bus has to be parked for 8 hours for stopover to be a factor). That means that we have to have 2 drivers, and this makes the bus cost substantively more expensive.

We have 3 options for buses: 30 and 47 passenger bus from Tisdale Bus Lines, and 55 passenger bus from ONR (with Bruce King driving).

We have no choice but to pay for an extra driver, so we are keeping with the schedule used for the past few years.

BUS LEAVES NORTHGATE SQUARE	0740
BUS LEAVES CALLANDER <u>COMMUNITY CENTRE</u>	0755
BUS LEAVES POWASSAN	0810
BUS LEAVES SUNDRIDGE IGA	0845
HUNTSVILLE	0915
COFFEE BREAK GRAVENHURST	0945
ARRIVE INTERNATIONAL TRADE CENTRE	1200
LEAVE BOAT SHOW	1715
DINNER *	1800
ARRIVE BACK AT NORTHGATE	2230



* Dinner at Mandarin Restaurant Queensway and Kipling

Bus Cost will be dependent on which size bus we book. We hope to keep the cost the same as last year - **\$45 for CPS members and spouses** and **\$55 for non members**, but the 30 passenger bus is slightly more expensive, and the 55 will be slightly cheaper.

We need to have confirmation 30 days in advance, so please make your decision and let me know prior to **DECEMBER 10**.

To reserve your seat on the bus, call Carol 752-2223 or email caron.cooke@sympatico.ca

This year admission costs to Show will not be included in price. Tickets may be purchased online (adult \$12.00 and Senior \$9.) prior to Jan 9th giving a \$3.00 saving.

Commander's Message

Doug Hay P

Fall is upon us and soon we'll have snow! This translates into Christmas Social. I hope to see many of you December 4th at the Yacht Club in Callander. And of course following that is the Toronto Boat Show bus trip scheduled for January 15. Book early please and make your shopping lists long!

The training season is underway with Marine Maintenance. This year is the first time that the Squadron has not had sufficient interest for the Boating course. Although we are not alone, as several other squadrons across Canada face the same situation, it is nonetheless worrisome. Please promote the squadron in your day-to-day conversations and hopefully we can fill a class in the New Year. Please contact our training officer or one of the Bridge members if you have questions or pass along contact names of interested boaters.

In the last Crosschop I took advantage to tease those of you who are blo-boaters. I saw a lot of you on the water this summer with sails down and engines running. Hmmm, ... power boater wannabes? The Christmas Social is your best opportunity to comment back with a smart remark as is only fair.

As always, my thanks go out to all of the many volunteers, without whom, the Squadron would not function or exist. We welcome anyone with even a few hours to join in the activities and give something back to your Squadron. I look forward to your continued support of the Squadron for the coming year.

Just a reminder for the coming season, check your safety gear and purchase any replacements as required. Inspect your vessel now, make repairs, and plan the upgrades. Get your vessel in Bristol condition for next summer so you can enjoy a safe boating season and promote safe boating. Do your "shopping around" now so you can identify those real bargains at the Boat Show.

Doug Hay



Fall Storms on the Great Lakes

From the Toronto Star

Late fall storms occur when warm air collides with cold, setting off a weather bomb

ADAM MAYERS

TORONTO STAR

Nov 13, 2008

More than 60 years before the gales of November sank the Edmund Fitzgerald in Lake Superior, a storm of far greater power swept across the Great Lakes, killing 250 people and sinking a dozen "unsinkable" ships.

So while Gordon Lightfoot's song made the 1976 saga of the "Fitz" famous, the storm and that wreck are merely a footnote in the annals of wild Great Lake weather. The monster of them all remains the White Hurricane of 1913, a storm that raged for four days in early November over a land mass the size of western Europe.

Wind gusts on lakes hit 144 km/h. Waves peaked at 10.5 metres.

The tragedy highlighted the inadequacies of weather forecasting. At the time, storm warnings consisted of flags at strategic points along the lake.

"What a four days they were," says *White Hurricane* author David Brown. "A dozen modern steamships were sunk, another score were battered into submission or cast ashore. Perhaps 250 or more sailors died in those hurricane-force winds; we don't really know."

In Toronto on Friday, Nov. 7, there was little hint of the trouble to come. It was an unusually warm and windy late fall day, although by then an Arctic blast was already licking at the western edges of Lake Superior. As that cold air flowed southeast through the weekend, it picked up moisture over Lakes Superior, Michigan and Huron and became more powerful.

By Sunday, Toronto's rain was turning to sleet, but to the west, the cold air had created a November gale. When it collided with a warm front from south of the lakes, moving quickly north, it triggered a weather bomb.

"It was a classic late fall storm, the kind you get

Fall Storms on the Great Lakes

Cont'd

every 10 to 20 years," says Chris Scott, a meteorologist with the Weather Network. "You start with cold air, fuel it with warm air from the lakes and sometimes you get monstrous systems.

"Once you get 100 km/h winds blowing for nine to 10 hours, watch out. It's like you've wound up a top, and until it spins itself out there's nothing to move it."

In Toronto, the sleet became driving snow Sunday afternoon, bringing down trees and power lines, and slowing rail and road traffic to a halt. Lake freighters were strung out in a long line, making their last runs of the season. Fully laden and now coated with ice from the spray, they lay dangerously deep in the water. Unable to see, unable to communicate and not sure where they were, many had trouble climbing the steep waves, particularly on Lake Huron. Some broke in half, others rolled over and sank, dozens more were driven aground.

The townspeople of Goderich went to church on a clear, cold Sunday morning and emerged in a whiteout. Some told the *Star* they heard the wailing of a ship's siren that afternoon later thought to be a 250-foot freighter the *Wexford* but nothing could be seen. Monday and Tuesday, bodies were washing ashore in Goderich, and Annie Gordon, a young woman who had recently moved to Toronto, asked the *Star* for any help it could give in finding out what had happened to her brother Orrin, 16, who was aboard the *Wexford*.

The *Star* learned the ship had left Fort William (now Thunder Bay) for Toronto on Thursday with 96,000 bushels of wheat. She had survived the first northerly gale and passed through the locks at Sault Ste. Marie on Saturday. Sunday morning, she was sighted north of Goderich. Then she vanished.

Orrin Gordon was not among the five sailors wearing cork life jackets with "Wexford" stencilled on them who were found on the beach between Goderich and Grand Bend. Nothing more of him is known.

(The *Wexford* was found by an angler in 2000 about 50 km south of Goderich, upright and preserved on the bottom of Lake Huron.)

Fall Storms on the Great Lakes

Cont'd

The storm was followed by blue skies and mild temperatures. By the end of the week, the snow was gone and it was 10 degrees above normal for the rest of the month. Roses bloomed and trees budded.

Meteorologist Scott says that is a typical November pattern bouts of cold air, followed by mild air until, by December, winter finally wins. He expects the rest of this month to be about normal. No gales, not too cold, too hot, not too windy.

But as he admits: "It's always tricky to forecast in November."

Nautical Humor

An able-bodied seaman 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 seaman 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 seaman. "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." "Blimey!" remarked the seaman. "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."

Next Bridge Meeting
Thursday December 4, 2008 @ 1900
North Bay Yacht Club, Callander
Come out and take part!
Christmas Social to follow!



Other Notable Great Lakes Disasters

Caven Ford - from the web

On November 10, 1975 the SS Edmund Fitzgerald sank in Lake Superior. All 29 crew members died. At the time, it was the worst shipping disaster on the Great Lakes in 11 years.

Other shipping disasters on the Great Lakes, in which weather played a role include:

Nov. 11, 1913: eighteen ships were lost killing 254 people.

Nov. 11-13, 1940: 57 men died when three freighters sank in Lake Michigan.

Nov. 18 1958: 33 men died on Lake Michigan with the sinking of the Carl D. Bradley.

Nov. 29, 1966: Daniel J. Morrell sank in Lake Huron killing the 28 crew members.

Nautical Humor

Statements you'll never hear at a boat show...

1. "It's free."
2. "This one here is known as the Yugo of boats."
3. "Sure, hop on. Feel free to push all the buttons."
4. "Maybe you should look at something a little less expensive. We wouldn't want you to over-extend yourself."
5. "How the hell should I know how the jet ski turns? I only sell 'em, you'd never actually catch me on the back of one of these suicide-sleds."
6. "Of course it's uncomfortable. ALL boat beds are uncomfortable."
7. "Don't sign anything now. First go home and discuss it with your wife."
8. "Why don't you have your four kids hop in and have a look around?"
9. "Sir, after seeing you and your wife, I'd like to recommend the trim-tab option."
10. "The truth is... they ALL break down constantly."
11. "If you're buying a boat hoping to get yourself a date, trust me, you haven't got enough money."
12. "This little honey was named 'Boat of the Year' by the National Towing Association."
13. "Actually, they depreciate very rapidly. The reason they're marked so high is so that I can get my commission."
14. "I once saw a kid bounce out of one of these and fly a full sixty feet."
15. "Sure it's ugly, but so was the Mayflower."

What Causes Wind?

compiled from web articles

Wind is caused by the difference in pressure from one point on the earth's surface to another. The air moving from the area of higher pressure to the area of lower pressure is called wind. The air does not move directly from the point of highest pressure to the point of lowest pressure. The earth's rotation affects the air flow by deflecting it to the right. This effect is called the Coriolis Effect. In the Northern Hemisphere, this causes air to flow clockwise around high pressure areas and counter-clockwise around low pressure areas. Now, you may ask "What causes the difference in pressures on the Earth's surface?" The answer to that is quite complex. Generally, you could say that the cause of the difference in pressure across the globe is the uneven heating of the Earth's surface from the sun. This is due to several factors. Land warms and cools much faster than water. And, of course, latitude affects how much solar radiation is received each day and returned to space each night. In addition, topography has an effect on solar radiation. Even the types of vegetation affect how much sunlight is absorbed and reflected. Snow cover plays a major role in absorbing solar radiation. Snow cover reflects a huge amount back to space. As air cools over the northern latitudes, it sinks to the surface and the air pressure increases. This results in the huge arctic high pressure areas that frequently develop over Canada. There are other elements that influence the amount of solar heating distribution, but these are the major ones. High pressure and low pressure areas form due to these factors and the battle zones that form between the air masses (the fronts) create the low pressure areas. The pressure gradient or the difference in pressure over a certain distance, determines the strength of the wind. As warm air rises in the developing frontal system (or extra-tropical storm), air pressure drops. Then, surrounding air moves in at the surface to replace the air that has risen. This is called "wind". This flow of air is deflected to the right by the Coriolis Effect. This is a very simplified way of explaining a very technical process that goes on to create a storm system.



2008-2009
Squadron Bridge

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NAUTICAL CHARTS
ON PAPER? WHEN
DID THEY START
DOING THAT?



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