



## Inside:

# Wrong Way Round the Horn: Pt. 2

John Manvell



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London Bridge?



Pg. 6

Bob Gallagher



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Great Lakes Water Level



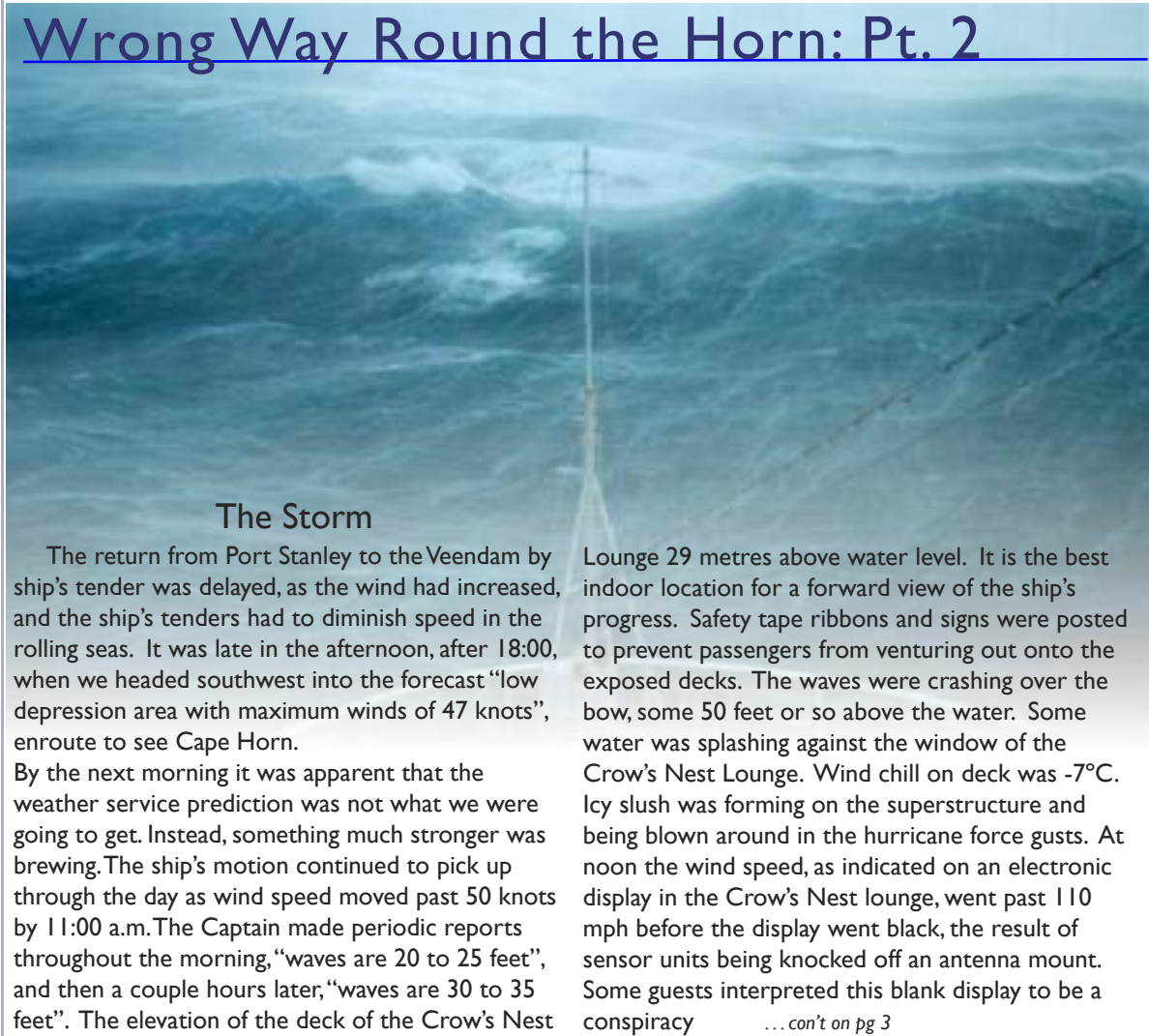
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**COMING  
EVENTS**

**April  
2011**

**QUESTIONS,  
COMMENTS, OR  
INFORMATION?**

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## The Storm

The return from Port Stanley to the Veendam by ship's tender was delayed, as the wind had increased, and the ship's tenders had to diminish speed in the rolling seas. It was late in the afternoon, after 18:00, when we headed southwest into the forecast "low depression area with maximum winds of 47 knots", enroute to see Cape Horn.

By the next morning it was apparent that the weather service prediction was not what we were going to get. Instead, something much stronger was brewing. The ship's motion continued to pick up through the day as wind speed moved past 50 knots by 11:00 a.m. The Captain made periodic reports throughout the morning, "waves are 20 to 25 feet", and then a couple hours later, "waves are 30 to 35 feet". The elevation of the deck of the Crow's Nest

Lounge 29 metres above water level. It is the best indoor location for a forward view of the ship's progress. Safety tape ribbons and signs were posted to prevent passengers from venturing out onto the exposed decks. The waves were crashing over the bow, some 50 feet or so above the water. Some water was splashing against the window of the Crow's Nest Lounge. Wind chill on deck was -7°C. Icy slush was forming on the superstructure and being blown around in the hurricane force gusts. At noon the wind speed, as indicated on an electronic display in the Crow's Nest lounge, went past 110 mph before the display went black, the result of sensor units being knocked off an antenna mount. Some guests interpreted this blank display to be a conspiracy ... con't on pg 3

### APRIL

**5th** - Maritime Radio course commences. see inside for info.

**8th to 10th** - Western Ontario District Annual General Meeting, see website for details.

**12th** - London Squadron annual General Meeting, see inside for info.

**19th** - Squadron Bridge Meeting, 1900, HMCS Prevost, all members welcome.

### MAY

**6th** - Spring Graduation Ceremony, 1800, HMCS Prevost Wardroom. Visit squadron website for details.

**10th** - London Squadron Bridge Meeting, 1900 HMCS Prevost Wardroom. All members welcome.  
**18th** - District Meeting, 1900, Wardsville Masonic Lodge.

### JUNE

**11th** - 2nd Annual London Squadron Family Picnic, FYC. See Squadron website for details.

**17th-19th** - District Rendezvous, Sarnia Bay Marina, See Squadron Website for details.

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 2.

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Tony Pritchard, <u>SN</u>	432-9446
<b>Regalia Officer</b>	
Lorna Jeffrey	471-4834

**When the tides of life turn against you and current upsets your boat, don't waste those tears on what might have been, just lie on your back and float.**

## from the helm COMMANDER STEVE WAITE



They tell me this is the final column that I may submit under the byline 'From the Helm'. It strikes me, looking back over the past dozen months or so, how painless my colleagues in the squadron and on the bridge have made my term as Commander. Their support, guidance and assistance have kept me on track. Perhaps, as a consequence, my time at the helm has passed very swiftly. What now? I have a one year mandate as Immediate Past Commander. As you may know, the major task of the IPC is to Shanghai recruit the Bridge for the following year, and thereafter I hope to serve in some manner as a course instructor. I best start cleaning up this section of the London Line to make space for your New Commander, Bev Miatello in the next issue.

As I compose these few words I think how very close we are to boating season again. I've only just seen a robin in the past week, and it was yesterday that the iceberg in my driveway finally succumbed, but my thoughts, and likely yours too, are to the lakes. I'm dreaming of lazing on Lake Erie, racing on Lake Huron and come July, we've planned a week long sail charter to explore Washington state's San Juan Islands. It will be a good opportunity to test my understanding of the tide tables and current calculations. Perhaps it is just that we always want what we don't have, but I do enjoy the salt water.

Wherever your travels and adventures on the water take you, may they be enjoyable, and above all, safe.

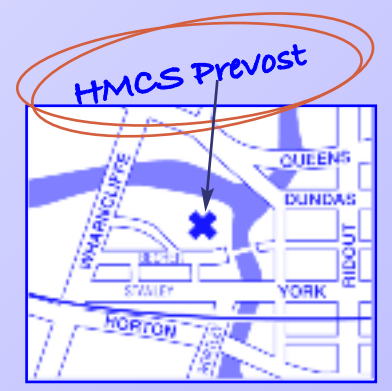
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from pg. 1 ... to prevent the patrons from determining the real wind speed or ship's location. The ship's log later stated that, at the noon position of 54°S by 61°W, Veendam was in "precipitous seas, rolling and pitching heavily in hurricane force storm. Very heavy swell. Observed wave and swell height from trough to crest, 30 meters or 98 feet." By this time chairs throughout the ship had begun to fall over, some with people still in them, while art work tumbled and the noise of breaking china in the galley could be heard raising to a crescendo. Displays and goods in the ship's shopping arcade were "reorganized" by Neptune himself. By 19:00 meal and beverage service was canceled, the movie presentation in the theatre was paused, and passengers were advised to return to and stay in their rooms, each room then being visited by a staff member, bringing food if needed. Our deck got sandwiches. Someone told me later that they had ordered Room Service after the sandwiches; "I am NOT going to starve on a Cruise Ship!", was her take on events. The Admiral decided the best course of action was to finish the wine bottle and turn in. Now, I was not aware of it at the time, but shortly after 3 a.m. a heavy and continuous noise could be heard throughout the ship. Anyone with maritime experience could easily identify this as an anchor chain running out but most passengers were unaware of the source. The noise stopped with a loud bang that vibrated throughout the vessel, the chain having reaching its "bitter end," but other noises and slams continued throughout the night as the ship rose and fell. You would have imagined you were in a much smaller sailing ship judging by the creaks and groans in the staterooms. I slept fitfully, waking every hour or so, but Gayle claimed she'd never slept better. By dawn it was evident that we were no longer underway but had come to a near standstill in somewhat moderating seas.

Later that morning Captain Rik Krombeen announced



that Veendam's port anchor had come loose and had ran out to the full length of its chain, some 900 metres, representing more than 35 tonnes of weight. The anchor winch could not retrieve this amount of suspended weight and it was thought that the chain would have to be cut, the usual procedure in such a circumstance, but the navigation department located a sea mound not too far away that the ship was soon positioned over. Here, the anchor was dragged up the gravel slope until enough weight had been taken off that hoisting could begin, a three-hour undertaking completed by late morning, after which we set course for Ushuaia, Argentina. Later that day, at a gathering for all passengers in the ship's theatre, Hotel Manager David Wood estimated that more than \$4,300 of worth of glasses and china had been broken in the galley while Captain Krombeen confirmed that we had experienced winds of over 80 knots for more than 24 hours. The result was more than a day lost from our itinerary. This eliminated a visit off Cape Horn as well as a port call at Puerto Montt, Chile. In addition, calls off the Romanche, Alemania and Amalia glaciers in the Patagonian Channels were replaced by a single visit to the El Brujo glacier. But, we had made it!

### Ushuaia

Ushuaia, Argentina, is billed as the most southerly city in the world. There are smaller towns further south, but at about 160,000 inhabitants, Ushuaia passes for a city. Once docked, the crew and insurance agents and safety inspectors could examine the bow damage, sustained in the storm. From the dock it could be seen that many plates were extensively pushed in on the upper stem area. This resulted in a buckled deck forward leaving many of the wooden deck strips broken. Most fixtures on the foredeck, including the docking radar, life rafts, work lights and antennas, were also gone. This damage was mostly superficial, and well above the waterline, so we received the Go Ahead to continue the voyage.

### Punta Arenas

Once a thriving town at the southern end of the voyage round the horn to the gold fields of San Francisco, Punta Arenas was almost deserted upon the opening of the Panama Canal. Here we went ashore for a bus tour, which included a visit to a working farm for a tour and demonstration of sheep shearing. A warm summer day might be in the mid-teens, ... con't on pg. 4




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from pg. 3 ... with single digit highs more likely, so the sheep could be heard to request "Not too short on the baa-ack".

### El Brujo Glacier

We were within a kilometer of the El Brujo glacier, and the Captain spun the ship around in its own length on the thrusters to be certain everyone could get a good look at the pale blue monolith. Those aboard the ship who had taken Alaskan Cruises claimed that while you might see more wildlife in the north, this was the more beautiful scenery in the Chilean fjords.

Well, we had a deadline in Valparaiso, our cruise destination, Folks had homebound flights to catch, and the ship was to disembark 3600 customers and their baggage, then load up again with passengers and provisions, to make the return trip towards Buenos Aires. From the glacier, we had a 3 day run for home, north up the Chilean coast. We were far enough offshore that the Andes were just a smudge above the horizon. The air was getting warmer, people would frequent the decks again. The Pacific swells were now off the port beam making for yet a different motion sensation.

### Valparaiso and Santiago

A warm and sunny arrival to Valparaiso. We disembarked, located our luggage, then relinquished it again with a promise to be reunited at the airport. In the meantime, we boarded a bus for a whirlwind tour of the port city of Valparaiso and the capital of Santiago. It had been nearly 30 years single last I visited Santiago, so I was squinting at all the sights, wondering, "Have I been here before?"

Late in the afternoon, we were deposited at the airport. Our luggage was waiting, under supervision, right there as we got off the bus. We had but a short stroll, and an uneventful check in for our flight home. Our return trip was via Chile's LAN airways to Miami, then American to Toronto. We were very impressed with the LAN service, food and the large plush blankets. I'd have been happy if they flew all the way to Toronto. By 20:00 that evening, we were back home in London, and No, the home renovations we not yet complete.

Would we do it again? In a heartbeat. Were we scared? I don't think so, and, if anything had gone wrong, I do not believe we could have launched lifeboats, and another ship could not have got close enough to transfer passengers. So, why worry? Holland America has offered us a 25% discount if we book another cruise in 2011, so there is an outside chance we could yet see Cape Horn.

*Acknowledgements: To Holland American Line for the Itinerary image, and to Jim Shaw of Pacific Maritime Magazine for the wave images and a preview of his PacMar article, from which I extracted some facts, chronology and select prose.*

Commander Steve Waite

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# Meet The Members

If you'd like to submit a member or yourself to be profiled, respond to the same questions you see below (or be creative!) with a suitable photo and send them to the editor by email. This month's candidate is the London Squadron's STO, Training Officer **John Manvell**.

## How and when were you introduced to boating?

I guess my first introduction into boating was taking my girl friend then—{ wife now } on a trip down the river Arun, from Amberley to Pulborough and back about 4 miles with a 16ft river skiff powered by oars. Progressed to power at the Offshore Power Boats Races [ Cowes to Torquay ] Start line—Cowes, on the Isle of Wight, also Cowes Week, with the St. John Ambulance First aid boat.

## How and when did you get involved with the Power and Sail Squadron?

I got involved with the CPS by answering a request in the London Line for a Training Assistant—a few hours a month.... HA..HA..HA. But turned out to be far in excess of that, not to worry - I enjoyed what I was doing. Progressed up the ladder to present position of Training Officer.

## What are your present boating activities?

My present boating activities are limited to fishing out of my canoe at a fishing club.

## What are your future boating plans or dreams?

As with everyone I liked to win the Lottery, then buy that one one boat, sail off into the sunset without any worries, have a crew for that.

In reality I do not have any dreams of boating, only a cruise or two.

## What are your present non-boating activities?

My non-boating activities include fishing and cruising the countryside in a Land Yacht. A 5th wheel Trailer.



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# Is London Bridge Falling Down?

**Now you can exhale** - London Bridge is *not* falling down. Instead, they are standing up to volunteer their time to keep London Power and Sail Squadron (LPSS) running smoothly year in and year out!

So what is the 'London Bridge'? As in all volunteer organizations, there is a team of people who volunteer their time and are given the responsibility and mandate to make sure all aspect of it's organization are kept running smoothly, and in this regard LPSS is no different. But we are unique in many other ways. The following is a layman's description of how the 'Bridge' for London Squadron works.

The Bridge is typically known as the Executive Committee in most other volunteer organizations. It is headed up by the COMMANDER, assisted by the EXECUTIVE OFFICER (XO) and the SQUADRON TRAINING OFFICER (STO). The Commander has a one year posting, while the STO and the XO each have a two year posting, after which they alternate to become Commander. In essence, have two years to observe the Commander role before filling it.

The STO organizes the volunteer Instructors, schedules the courses and classes, updates the on-line registration, and tracks that the exams are in the correct quantity at the correct place at the correct time.

The XO is the Commander's assistant, learning the ropes prior to serving a year as Commander. The Executive Officer arranges for rentals of the various training venues, mindful of the special considerations for closures and special events and the like. These two positions are the only Bridge roles that require rotation.

The outgoing Commander stays on an extra year as Immediate Past Commander and forms a key member of the Nominating Committee for next year's Bridge. All other positions on the bridge may be occupied for as long as the current candidate desires.

Each year, the new Bridge works up a Budget. We have a treasurer to track revenues (mostly course fees) and expenses (mostly rent, and training materials). London Squadron's gross revenues exceed \$20,000 annually. We aspire to run a break-even financial model, appropriate to a not-for-profit organization.

But there are many other important positions keep the bridge organized and efficient:

The SECRETARY keeps the Bridge structured and documents and publishes minutes from each meeting.

The PUBLIC RELATIONS OFFICER is responsible for coordinating advertising and for Public relations.

The COMMUNITY AND WELFARE OFFICER responds to calls from the public to our dedicated phone line, and attends to the needs of our sick or to the families of bereaved members.

The Squadron HISTORIAN retains a concise collection of historical artifacts from the squadron's past. This is a treasure trove of memorabilia when it is time to commemorate a significant squadron anniversary.

The CERTIFICATES OFFICER is given the challenge to ensure that all students receive their graduation certificates after completion of their courses.

The EVENTS OFFICER plans and coordinates special events within the squadron, things like BBQs and fireworks and the like.

ASSISTANT TRAINING OFFICERS & BURSAR – These are assistants to the Squadron Training Officer, and these positions are fertile training grounds for a future STO.

The MEMBERSHIP OFFICER will keep the Membership directory up to date with the addition of new Boating and PCOC graduates, and keeps the all important e-mail list groomed as folks acquire or change their e-mail addresses.

LONDON LINE EDITORS edit, compile and publish material for our member newsletter, London Line. The Editor is constantly soliciting content and judiciously editing the publication to ensure it will fit in each issue.

The LONDON LINE BUSINESS MANAGER is our Sales Representative, soliciting Boating-oriented business to place paid advertisements in London Line. This advertising serves our readers, the Businesses and helps defray publication costs.

Our REGALIA OFFICER serves as sales consultant and organizes transactions for clothing customized with the Squadron and National logos. Virtually any article can be commissioned with a variety of these custom logos.

## So what is the salary for these jobs?

A new world currency: Merit Marks. If you volunteer 20 or more hours in any year, you are awarded One Merit Mark. Worked more than 20 hours? One Merit Mark. Worked 2000 hours? Still One Merit Mark.

All right, what can you buy with a Merit Mark? 5 will get you a 'Senior Member' designation, but only once you have a Navigator or Celestial Navigator designation do you become a Senior Navigator.

At 20 merit Marks, (and remember, that represents over 400 volunteer hours spread over a minimum of 20 years) you are honoured with a Life Membership. You will never have to pay your annual membership dues again.

So, a pretty good deal, I'd say. If you're interested in an opportunity to share your time, enthusiasm, and love of boating, just drop a line to the commander;

[Commander@powerandsail.ca](mailto:Commander@powerandsail.ca)

- MH -



## “Thank You” Robert (Bob) Gallagher

It is with sadness that we notify all our members of the passing of Bob Gallagher.

Bob had been an active member with London Squadron for over thirty years, serving as the London Squadron Commander during the 1986 – 1987 Squadron year and then serving as our District Commander during the 1990 – 1991 District year.

Having successfully taken 11 courses and attaining the grade of Navigator, Bob went on to assist in instructional roles for London Squadron. Bob remained involved at both the Squadron and District levels right up to his untimely death, serving as London’s boating course exam supervisor and attending District meetings on a regular basis.

Our deepest condolences are sent to wife and friend Donna along with their family during this very sad time.

A donation has been made by London Squadron to the CPS memorial fund, in honor of Bob and to serve as a lasting tribute to his contributions to London Squadron, the Western Ontario District and to all those who have been blessed to have known Bob.

Thank you for all you have done and know we will deeply miss you.

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## 2011 Great Lakes Water Levels

So, you've been thinking that with this year's abundant amounts of snowfall, coupled with periods of steady and persistent rainfall, that the upcoming boating season should see water levels improved from last year.

Wrong. Both the U.S. Army Corps of Engineers and Canadian authorities have predicted just the opposite for the summer of 2011. It seems that the powerful storms early in the winter drew a lot of moisture off the Great Lakes and fell as near record amounts of snowfall across the region. The key here is that it was moisture off the lakes that was simply moved onto the land as localized snowfall and not enough of the imported varieties from either the Texas or Colorado lows. Some of this moisture was moved to areas where the spring melt would direct its drainage into bodies of water that bypass the Great Lakes, resulting in a

deficit of moisture in our local waterways. The areas around Lake Superior, which is the most notable contributor to lake levels downstream, saw less than normal amounts of snowfall for the season, compounding the upcoming season's levels.

If weather conditions continue the present trend, by June, water levels are expected to be below their historical averages and lower than they've been in the past two years.

Of the Great Lakes, the biggest dip is expected to come in both Lake Michigan and Lake Huron. Experts think water levels will be in the neighborhood of 21 inches below historical averages. *So what does this mean to you as a pleasure boater?* Hopefully not too much, but getting into certain marinas, coves and favorite fishing spots could become somewhat challenging. Regardless of where you venture, be safe. - MH

In Germany over the River Elbe, 918 meters long, it took 6 years to build & 500 million Euros, , So ...

### Here's **The Question:**

Did the bridge have to be designed to withstand the additional weight of ship and barge traffic, or just the weight of the water?

### **The Answer:**

is in the box below,

(but you need to read it in a mirror)

Surely you didn't think we'd make it easy for you?

tl oJ neds ot degned ed ot zbeeh vlnO tl  
-ls qirL A !wteR! Wvly? the wteR etl  
wzys dlsbzec ot wteR tzeR tzeR  
wehls tzeR sse the shlp, regeRbzec ot  
fow hsevlvz etl s qirL nly de lodebz



If undeliverable please return to:

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