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Cam Stevens



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TO Boat Show Trip



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February 2011

QUESTIONS,
COMMENTS, OR
INFORMATION?

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Wrong Way Round the Horn

How do Traditions start?

At my house, our 10th Wedding Anniversary was celebrated aboard a Cruise Ship in the Caribbean. The 20th was a Mediterranean Cruise. 25th Anniversary was a New England Cruise. The 30th Anniversary was in the planning stage for a number of months. Where can we go in the fall and be back for Christmas? Where can we afford to go? What interests us?

South America! It is spring, pressing mid-summer in December down yonder. Our lives would present us with a short break, a window to get away, and I've always wanted to sail around the Cape Horn. The cruise itinerary promised: a couple of days in Buenos Aires, then on to Montevideo, Port Stanley in the Falkland Islands, a look at Cape Horn, Ushuaia, Punta Arenas, Puerto Monte and Valparaiso, flying home via Santiago. Plans were made, tickets acquired, and the evening of the 2010 December Commander's Levy found Admiral Gayle and I dozing in the airport shuttle bus, headed east towards the Air Canada International terminal in Toronto. This turned out to be the Sunday evening prior to the three day snow closure of London, but fortunately for us, east of Woodstock it was smooth sailing.

The south bound flight was full. We tried to devote our efforts to sleep, as we had plans for the evening upon arrival. The first leg of the flight was to Santiago Chile, and the palm trees were a welcome sight after the snows of Ontario.



Everyone was herded off the aircraft, marched into and around the terminal, and those that were destined for Argentina were allowed to re-board. for Argentina were allowed to re-board.

The second leg, over the Andes to Argentina was not so full. We each had a window, and could marvel at the views of the mountains, and the transition from the green plains of coastal Chile to the parched rugged peaks of the mountains and back to the plains again on the eastern Argentinean side. We marveled at the patchwork of the fields or the expanses of the pampas rangelands before the clouds off the Atlantic obscured our view as we approached Buenos Aires.

... con't on Pg. 3

**COMING
EVENTS**

FEBRUARY

- 8th - Squadron Bridge meeting, 1900 HMCS Prevost, London
- 19th - HMCS Prevost Rum Tasting (see Dave the Bartender)
- 25-27th - London Boat/Fishing Show

MARCH

- 8th - Squadron Bridge meeting, 1900 HMCS Prevost, All members welcome.
- 22nd - Radar course commences, see inside for info.

APRIL

- 5th - Maritime Radio course commences. see inside for info.
- 9th - Western Ontario District Annual General Meeting, see inside for info.
- 12th - London Squadron annual General Meeting, see inside for info.
- 19th - Squadron Bridge Meeting, 1900, HMCS Prevost, all members welcome.

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 8.

Visit the London Squadron Website: www.powerandsail.ca



Commander	
Steve Waite	473-0517
Executive Officer	
Bev Miatello <u>AP</u>	670-4123
Training Officer	
John Manvell	455-3627
ATO Bursar	
Peter Hammond	685-0864
Secretary	
Glenn McCann	432-2988
Treasurer	
Ralph Smith <u>AP</u>	472-0453
Membership	
Bernie Weis	473-7060
ATO Boat Pro	
Harry Harris	681-8259
ATO Marine Radio	
Guy McLean	434-5491
Public Relations	
Cam Stevens	850-3933
Immediate Past Commander	
Deb Hughes	667-0749
London Line Editor (content)	
Mark Hunsberger	453-4714
London Line Editor (Advertising)	
Mark Anderson <u>AP</u>	951-8637
Community/ Welfare	
John McKay	666-1605

Appointed Officers

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Eric Jones	438-3135
Web Site	
Shawn Billingsley	474-3432
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ATO WBAS Administration	
Dave Corke, <u>AP</u>	720-9367
Auditor	
Tony Pritchard, <u>SN</u>	432-9446
Regalia Officer	
Lorna Jeffrey	471-4834

from the helm COMMANDER STEVE WAITE



Penultimate. The word sounds like it could be a trademark. "Last but one, second to last, one before the last" ... all are concise definitions of "penultimate". This, then, shall be my penultimate submission for "From the Helm". It has not been an easy decision to take. During late night discussions in smoke filled back rooms (... I must get that fireplace damper repaired ...), my editors have advised me that now is the time to get out, while I'm still the London Squadron's Commander. Beyond April, there can only be confusion, chaos and consternation were I to submit another "From the Helm" column. For the June edition of the London Line, there will be a New, and many say Better Looking

Commander to grace the byline of this feature. I've come to grips with the realization that one must hang up the Remington portable typewriter.

I know that I have one more "From the Helm" column in me, but this isn't it.

Those of you with the patience and fortitude to read this column may remember December last year when I'd anticipated a voyage Round the Horn with my spouse. Now, after the fact, it must be admitted that we did NOT achieve our goal. During the key passage of the journey, the weather was too rough to view the Horn. I have presented a convenient list of ironclad excuses elsewhere in this document.

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LONDONLINE

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and Sail Squadrons) to inform and advise members and students.
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A lot of people ask me if I were shipwrecked and could only have one book, what would it be? I always say 'How to Build a Boat'.
Stephen Wright

...from Pg. 1 Our luggage showed up on the belt in reasonable shape, and it was an uneventful trip into town on a bus arranged by the Holland America Cruise Line. We arrived at our pre-cruise hotel, checked in and were guided to a luxurious hotel room. Back home in London, our house was being renovated, so we really appreciated a room without any hint of drywall dust.

We cleaned up, unpacked and made ready for an evening of Argentinean Tango. I had arranged by e-mail a special event with dinner and a floorshow at the Esquina Carlos Gardel Tango House. It was my second viewing of the show, as I had attended a couple of years previous while in Buenos Aires on business. The meal at the theatre was a choice of different offerings which constituted a 3 course dinner, with free wines and beer. The Admiral never declined a refill, and as the 10pm start time for the show approached, she was already practicing her neck bobbing. Before the end of the hour long dance extravaganza, she had a serious battle fending off sleep.

Next morning, we were scheduled for a Bus Tour of Buenos Aires. This was a bit of a re-run for me, but I was able to reacquaint myself with the locales that I'd traced on foot in my previous visit.

Florida Avenue is a pedestrian only shopping street, many blocks long. I needed to find a friendly bank machine to acquire some fresh pesos, so off we went.

In one shopping enclave, Gayle ducked into a leather goods shop, and I continued to wander the other stores. I was approached by a young lady who pleasantly enquired, "You want leather jacket?" "No", I explained at length. "You want massage?" "No". "You want (... what translates as: "a short honeymoon without any commitments beyond the half hour")? One must admire the entrepreneurial spirit of Florida Ave. But still no pesos.

Wednesday morning dawned clear and warm, and it was time to tour the delta region. Our tour bus drove us northwest mostly following the same route we'd traversed last evening on



our way to and from dinner. It was pleasant to see the scenery again in daylight. The bus took us very near the tour boat landing, and with a minimum of fuss, we boarded.

The tour took us along a network of tributaries and canals which constituted the delta area of the Luján River. The area has been named Tigre, after the jaguars that frequented the marshes in antiquity. Nowadays, a Jaguar is more likely to be seen parked in the nearby ritzy neighborhoods. The tour reminded me very much of a trip through parts of the Trent-Severn canal system. There are many "cottages", some accessible only by water, some, maybe by land, with an entire spectrum of different opinions of what constitutes a cottage, from a "palace on the pond" to a "dump on the ditch". I thoroughly enjoyed the tour. If you'd like to take your own self-guided tour, start with the Google Maps coordinate parameters of -34.415925,-58.577519. Google's Satellite Photo mode has surprising detail.

The return trip from the boat tour via bus deposited us at the Cruise Ship docks, also know as the Container Ship docks. We passed through the Cruise Ship terminal, mostly completed, and were bussed out to the MS Veendam for boarding. A quick look around our stateroom (Rhode Island, we christened it) and then up to the restaurant for some luncheon and a look around the deck prior to departure.

Finally, the bow thrusters maneuvered us through a Z shaped channel out to the Rio de la Plata, and our cruise had begun.

Now, anyone who traveled by Cruise Ship is aware of the hardships and Spartan surroundings. Meals are limited to 4 per day, so passengers must resort to snacking on pizza, hamburgers and hotdogs and ice cream to maintain their strength until the next meal.

The first port of call was Montevideo. I was pleasantly surprised at this temperate, inexpensive city. Our bus tour did the "once-over-lightly" drive around with various opportunities to climb out for a photo.

Next, back aboard ship for the voyage south. This was my opportunity to break out the nautical sextant that I had carried as hand luggage all the way from Canada. cont'n on Pg 4 ...




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con't from Pg. 3 ... I determined the local sunrise time the night before, and it was a mere 7 decks commute from the stateroom to my sight viewing location on deck, versus the more usual 45 minute drive from home in London to the Port Stanley Ontario pier for sights back in Ontario.

There were two days at sea before we arrived at the Falkland Islands. The harbour there is too shallow for the Veendam, so we had to anchor in the outer harbour, and take the ship's tenders into Port Stanley itself.

Next came one of the most enjoyable parts of the cruise in my estimation. Those who had signed up for the tour formed a

convoy of perhaps twenty 4x4 vehicles, mostly Land Rovers and Land Cruisers for an expedition to the Volunteer Point Nature Preserve. The trip was 2.5 hours each way, much of it over bog lands. Our driver pointed out remnants from the Falklands war, including still active minefields, and the remnants of a destroyed helicopter. The 4x4 convoy proved its worth, when we needed to cooperate to extract five vehicles from the bogs during the drive out. At the site, the wind was howling (as it does for most of their summer), but the penguins cooperated by appearing in their tuxedoed finest, and posed patiently for photos.

... con't next issue - 'The Storm'

Commander Steve Waite

Random ideas found floating around or washed up on the shore
FLOTSAM AND JETSAM
that may or may not be of any use to you whatsoever

okay, it's about your mildew ...

To remove mildew from the interior walls of your boat pour two tablespoons of non-chlorine bleach into a spray bottle. Spray then wipe. It cleans the mildew away and will help prevent the mildew from coming back.

After washing the interior of your boat, add a small amount of Mildicide powder to the rinse water. This will keep the interior mildew free longer.

so that's why my mother made me take Cod Liver Oil ...

Every now and then, pour a shot of cooking oil into your marine toilet, especially if it's difficult to pump. This will lubricate the seals, "O" rings and moving parts.

but my doctor says I need to cut down on sodium ...

Add a little rice to your salt shaker to help keep the contents flowing easily.

I'll remember next time I'm skinny dipping ...

Next time you haulout, polish your propeller then coat it with Teflon grease. No living critter can hold onto it. It will last for months.

No dim bulbs please ...

Try unplugging your trailer's light harness from your tow vehicle before backing up into the cold water. This will maximize bulb life because the bulb won't be subjected to the thermal shock.

Smells fishy to me too ...

For a quick clean up of your fish blood stained and smelly cutting board, rub in meat tenderizer paste, let sit for 20 minutes. Rinse with cool water then rub with half of a lime.

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CANADIAN POWER
AND
SAIL SQUADRONS
WESTERN ONTARIO DISTRICT



January 28, 2011

Notice of the District Annual General Meeting

Notice is hereby given that the Annual General Conference of Western Ontario District of the Canadian Power and Sail Squadrons/Escadrilles canadienne de plaisance will be held at:

Windsor Hilton – Erie Room
277 Riverside Drive West, Windsor, Ontario
Saturday, April 9th, 2011 at 1300

For the purpose of

1. Receiving a report from the Officers and Committees of this District.
2. Receiving the Report of the District Treasurer on the financial position of this District.
3. Electing to office those members whose names and addresses appear in the report of the District Nominating Committee annexed to and forming part of this Notice of Meeting.
4. Appointing an Internal Audit Review Committee for the District Year 2011-2012.
5. Considering such other business as may be properly brought before the Annual District Conference

Dave Corke, AP
Secretary, Western Ontario District.

Note: Members eligible for election as District Officers are set out in Article 12 of the District Regulations, Section 12.1 which reads as follows: "No member of this District shall be eligible for election as provided in Section 11.6.1 of these Regulations at any Annual District Conference unless nominated by the District Nominating Committee or by a petition in writing signed by not less than five members of this District who shall confirm the consent of their nominee to such nomination. All such nominations:

- a) by the District Nominating Committee shall be filed with the District Secretary at least four weeks prior to the date of the meeting at which such election shall take place:*
- b) by petition shall be filed with the District Secretary not less than two days prior to the date of the meeting at which such election shall take place. "*

CANADIAN POWER & SAIL SQUADRONS WESTERN ONTARIO DISTRICT

To the Members of Western Ontario District:

Report of the District Nominating Committee January 2011

The District Nominating Committee nominates the following members for election as District Officers for 2011/2012

OFFICE PHONE	NAME	ADDRESS	SQUADRON
Commander 734-7031	Michael Smith P	7010 Matchette Rd., La Salle, N9J 2R9	Windsor
Executive Officer 453-5324	Robert Parke AP	240 Regal Drive, London, N5Y 4Z9	London
Training Officer 720-9367	David Corke AP	47 Forsythe Ave., Brantford, N3R 3L6	London
Administrative Officer 438-0400	James Jeffery, JN	1801-380 King Street, London, N6B 3L6	London

DISTRICT LIEUTENANTS:

Secretary	TBA		
Treasurer 735-7977	Rob Donaldson	12737 Horwood Cres. Tecumseh, N6B 3L6	Windsor
Ass't Training Officer 453-4714	Mark Hunsberger, AP	272 Short Ave., London, N5W 1W2	London
Membership Officer 681-8259	Harry Harris, S	29 Silverdale Crescent, London, N5Z 4A5	London
Communications Officer 282-1870	Peter Fuhry, N	10 Riverbank Dr., St. Thomas, N5P 4M5	London
Youth Officer 978-3071	Tracie Berekoff, P	313 Martin Lane, LaSalle, N9J 2M4	Windsor
USPS Liaison Officer 453-2172	Nick Baratta, JN	1629 Mardell Street, London N5V 1X3	London
Public Relations Officer 467-5484	Julie Ditmar AP	R.R. # 4, Woodstock, N4S 8B7	Tillsonburg
Dist. Environment Officer 325-1261	Mark Beacom	66 Wilkinson Drive, Leamington N9H 1A3	Windsor
District Marep Officer 467-5484	Harry Ditmar P	R. R. # 4, Woodstock 467-5484	Tillsonburg

The District Nominating Committee also nominates the following for appointment by the members as the Internal Audit Review Committee of the District.

Joe Gatfield AP	11992 Cobblestone Cres, Windsor N8P 1T5	Windsor	739-9493
-----------------	---	---------	----------

The following member will serve on the District Executive Committee and the District Council by virtue of her position as Immediate Past District Commander

Chris Schooley P	1041 Michigan Ave, Sarnia N7S 2B3	Sarnia	542-4555
------------------	-----------------------------------	--------	----------

Pursuant to District Regulation 9.15.1, the following members will serve on the District Nominating Committee for 2012/2013 by virtue of their positions, and do not require election or appointment:

Chair 542-4555	P/D/C Chris Schooley, P	1041 Michigan Avenue	Sarnia N7S 2B3	Sarnia
	P/D/C Joan Hicks AP	185106 Cornell Rd, R.R. #3, Tillsonburg	N4G 4G8	Tillsonburg
		842-5618		

D/C Michael Smith P
734-7031

7010 Matchette Rd., La Salle N9J 2R9

Windsor

All in accordance with District Regulation 9.15 and 11.6 and the Guidelines to Nominations in the Guidebook for CPS Officers

Respectfully Submitted

Chair P/D/C Joan Hicks, AP
P/D/C Karen Connor, AP
D/C Chris Schooley, P

Upcoming Squadron Courses Still Available

London Squadron still has the following courses available, before the 2011 Boating season gets under way.

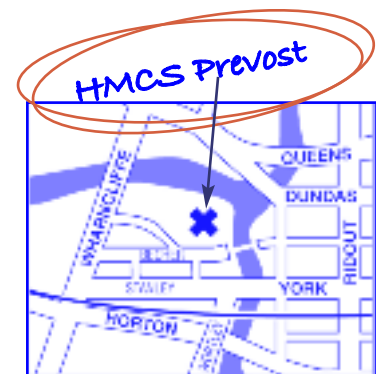
SPREAD THE WORD,

tell friends who could use a little more knowledge before putting the boat in the water!

Course	Description	Duration	Location	Cost
Boat Pro	Clearly the best of the PCOC seminars available, this highly acclaimed seminar was one of the first to be accredited by the Canadian Coast Guard.	4 consecutive Tuesdays, beginning Feb. 22	CCH Dundas & Colborn, London	\$2 \$57 with early registration discount
Marine Radio VHF ~ DSC	Be prepared to write the exam for the Restricted Operator Certificate (Maritime) with DSC Endorsement. To operate a maritime radio, you need the certificate. It is the law! The Maritime Radio course teaches emergency radio procedures, as well as everyday operating techniques to you and your family. In module 1, you will be taught the uses of marine radios, choice of frequencies, operation, phonetic alphabet, procedural words and phrases. Module 2 covers Digital Selective Calling and the Global Maritime Distress and Safety System, (DSC/GMDSS). All mariners, including recreational boaters, will want to take advantage of the many features and capabilities of this innovative form "automatic" radio. Secure your lifeline. Be sure that you and your family take the Maritime Radio course.	4 weeks	CCH Dundas & Colborn, London	Mem. \$76 advanced reg. \$61 Non-Mem. \$96 advanced reg. \$81
Radar for Pleasure Craft	Now that the cost of radar has been drastically reduced to the point where entry level units can be had for about \$1200, many boaters want to learn more about this valuable safety device. This new CPS course, "Radar for Pleasure Craft" teaches the use and capabilities of marine radar. You learn how to interpret the screen, how to use the various controls, how to measure distance and bearing to other boats and to hazards. You learn about radar's abilities and limitations. It is important that you understand the meaning of a unit's specifications when selecting a radar and the course explains these. This course manual has over 130 pages and also comes with a CD that can be used on a PC computer. Among the CD's various features is a radar simulator that allows you try out the common radar controls including VRM, EBL, ERBL, etc. Learn collision avoidance in the safety of your home using the simulator's MARPA capability.		CCH Dundas & Colborn, London	Mem. \$82 advanced reg. \$67 Non-Mem. \$95 advanced reg. \$80

Registration for these courses may be done by visiting the London Squadron website powerandsail.ca or by contacting our Training Officer, John Manvell at 519-455-3627 or john.man@bell.net

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19 Becher St. London, Ontario

To: Members of the London Power and Sail Squadron

NOTICE OF THE ANNUAL GENERAL MEETING AND MERIT MARK CEREMONY

Notice is hereby given that the Annual General Meeting of the London Power and Sail Squadron will be held:

Location: HMCS Prevost, 19 Becher St. London ON

Date and Time: Tuesday April 12, 2011 at 1900

FOR THE PURPOSE OF;

1. Receiving and, if thought fit, approve the reports of the Squadron's Officers
2. Receiving the Auditor's Report on the financial position of the Squadron
3. Electing to office those members whose names and addresses appear in the Report of the Squadron Nominating Committee as contained herein and forming a part of this notice
4. Appointing an Auditor for the Squadron Year 2011-2012 Considering such other business as may be properly brought before the meeting

Please note the "Members eligible for election as Squadron Officers" as set out in Article 12 of the Canadian Power and Sail Squadron Regulations, which reads as follows,

"No member of this Squadron shall be eligible for election as provided in Section 11.6.1 of these regulations at any Annual General Meeting unless nominated by the Squadron Nominating Committee or by a petition in writing, signed by not less than five members of the Squadron who shall confirm the consent of their nominee to such nomination. All such nominations.... By petition shall be filed with the Squadron Secretary not less than two days prior to the date of the meeting at which such election shall take place."

Deb Hughes, Commander, London Power and Sail Squadron

LONDON POWER AND SAIL SQUADRON NOMINATING COMMITTEE REPORT

1. The Squadron Nominating Committee nominates the following members for election as Officers for the 2011-2012 Squadron year.

Commander	Bev Miatello	109 Vauxhall St. London N5Z1B5	519-601-2041
Executive Officer	Dick DesRosiers	6543 Beattie St. London, N6P 1T9	519-652-6717
Training Officer	John Manvell	15 Madeira Drive London N5V2M3	519-455-3627
Secretary	Donna Kay	338 Belfield St, London, N5Y 2K2	519-672-5581
ATO Bursar	Peter Hammond	3042 Meadowgate Blvd. N6M1L1	519-685-0864
Treasurer	John McKay	23336 Nairn Rd. Komoka N0L1R0	519-670-4123
Membership	Bernie Weis	900 Quinton Rd. London N6H3A7	519-473-7076
ATO Boat Pro	Harry Harris	29 Silverdale Cres. London N5Z4A5	519-681-8259
ATO Maritime Radio	Steve Waite	103 Chesham Ave. London N6G3V1	519-473-0517
Public Relations/ Community/ Welfare	Cam Stevens	37 Repton Ave. London N5X3G3	519-850-3933
London Line Editor	Deb Hughes	590 Dufferin Ave. London N6B2A4	519-667-0749
L.L. Business Manager	Mark Anderson	434 Charlotte St. London N6G5J2	519-951-8637
Events Officer	To Be Determined		

2. The Nominating Committee also nominates the following for appointment by the Members as the member responsible for the Squadron's Internal Audit Review;

P/V/C Tony Pritchard SN 11 Ravenglass Cres. London N6G4K1 519-432-9446

3. The Nominating Committee also advises that,

a) The following member will serve on the Squadron Executive Committee by virtue of his position as Immediate Past Commander and will not require election or appointment:

Steve Waite 103 Chesham Ave. London N6G3V1 519-473-0517

b) The following Members will serve on the Squadron Nominating Committee for 2011-2012 by virtue of their positions and do not require election or appointment,

P/Cdr Steve Waite(Chair), P/Cdr Deb Hughes, Cdr Bev Miatello

Respectfully Submitted,

P/Cdr Deb Hughes (Chair), P/Cdr Mark Hunsberger, Cdr Steve Waite

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 Public Relations Officer **Cam Stevens**.

How and when were you introduced to boating?

I was introduced to boating through my parents. We had a 14' runabout called Drag'n when I was a teenager. It was a great addition to our cottage and we did lots of water skiing, and water activities around the boat and cottage. We bought the boat in the late 1970's or early 80's. More recently, around 11 - 12 years ago, I had a client go bankrupt, and wound up buying his 28' Bayliner. It's been all downhill from there as we suffer from a severe case of footitice. We have however really enjoyed the past 7 years of boating up in the North Channel as a result of our introduction to boating. Can't imagine life without boating...

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

My wife and I decided to become members of CPS in 2003 and take the basic boating course as we planned on taking a more serious approach to our recreational boating. We felt that the GPS course and the Basic Boating course would give us what we needed to get started. The course, taught by the infamous Mark Hunsberger, who must by now know the content from memory (he's still teaching it), gave us the bug, and 2 years later I came back and have taken pretty much every course offered that I was able to. Still a few to go though! It's been a fantastic way to meet new people with similar interests, and we have developed some great friendships from our activities within CPS.

What are your present boating activities?

Our biggest efforts each year are to go to the North Channel and be "on the hook" for a couple of weeks each summer on our Silverton (yes... we are power boaters, but most sailors still like

us). We have done this every single summer since we started going to the North Channel and it is the highlight of our year. Visiting remote, quiet areas where you are at one with nature and the surroundings... catching that big fish for dinner... listening to the call of the loon on a still morning... fish and chips in Killarney... jumping off huge rocks into cool, clear water... or just sipping on a beverage in front of a fire at Killarney Mountain Lodge on a rainy evening... it's a little piece of heaven, and it's right here in Ontario!

What are your future boating plans or dreams?

My wife says I live my dream for 2 - 3 weeks a year, and plan for it the rest of the year. As much truth as there is to the dreams of going up to the North Channel again next summer, our long-term goals are to do the Loop, and spend winters on a boat south of our current latitude.

What are your present non-boating activities?

We have two very active teenagers that lead very busy lifestyles and much of our non-boating activities revolve around getting them to this place or that on a daily basis. We like to vacation in warm places in the winter, and there's always the Boat Show to look forward to in the middle of winter. Oh, guess that's still a "boating activity". Hmmm.



Graduation Night, January 21, 2011



The LPSS Express To The Toronto Boat Show 34 passengers attend the Toronto Boat Show on a bright snowy Saturday morning

Our coach, Canadian Coach arrived for a prompt 0800 departure. The weather had another idea in mind. Our 56 seat coach had a bit of trouble maneuvering out of the parking lot & the street. Now those of you reading this article who attended please don't laugh! There is limited space for this article. However with the perseverance of all men on board, we managed to break free of the snowy parking lot and streets in not too bad of time.

All agreed that with the weather and condition of the roads this was the way to go, to let someone else do the driving, while we enjoyed a black & white 1920 documentary narrated by a captain, who navigated around Cape Horn. Quite the sense of humour this fellow had, but in hindsight guess he had to for the weather conditions they had ... Poor dog!

We wonder how many people were not able to go to the show because of the roads. That being said the attendance of the show appeared to be down and quite comfortable moving around the aisles, but on the same token there were still lineups of over an hour for those who wished to board and view the mega yachts, that only lotto Max could fulfill, how big is your dream?

The show offered all latest bells and whistles of new technology, to outfit any vessel in or out of water. Charters were offered in every form for that get-a-way of a life time! Boats big and small, power or sail were all on hand for viewing.

Following a full day of navigating the boat show, our bus was promptly outside the entrance at our pre-arranged time to wisk us off to dinner at the Mandarin where following dinner, most struggled to board the bus for the trip back home. Once again, the providers sent us a bus with no trailer hitch, resulting in no new toys being brought back home with us.

All in all it was a wonderful, fun filled day and a great time was had by all. See you all again next year.

A huge Thank You to our trip organizer Peter Hammond and as well for our tour guide for the day, the ever popular, always smiling Bev Miatello, thank you both for a "Job Well Done".





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Finnish Proverb

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