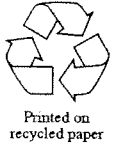


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MAY 2006

The newsletter of the London Power and Sail Squadron

www.powerandsail.ca

Wakes and Bow Waves

OF THE MANY social activities for the members of the London Power and Sail Squadron during the passed couple of months, the highlight would be our **Annual General Meeting** held at HMCS Prevost Tuesday April 4th.

This event highlighted the contribution of the amazing dedicated volunteers that make our squadron the best in Canada. Outgoing Commander Paul Neve set the tone with his opening remarks when he stated that, "Our volunteers are not paid because they are priceless." Past Commander John Findley continued the theme in his remarks when he stated he felt it a privilege to have worked with such dedicated individuals during his leadership with our squadron. The awarding of the merit mark certificates at the completion of the business and officers reports portion of our annual meeting was an impressive display of just how much service our squadron has received from many dedicated volunteers for many years.

An important part of the annual meeting were the remarks of Al Hinge, Past District Commander, concerning the survey presently being carried out by the Canadian Power and Sail Squadrons governing board (see details on page 5 in this issue of the London Line). He gave a brief background on the amount of strategic planning and reality checks that have led to this critical request for input from the membership. He emphasized that all members whether in leadership roles or on the membership list had an opportunity and responsibility to share their opinions.

The refreshments and camaraderie that followed the meeting was first class.

Although our member turn out to the various social events has been a bit sparse, the people who went always reported a great time.

The **Murder Mystery Evening**, March 18 was a very well done event. Guests enjoyed a delicious sit down dinner. A troop of five actors set of the stage for the murder of a captain on a Mediterranean Cruise. One of our members, super detective John Hamilton solved the crime and won the prize of a certificate for Laura Secord Chocolates.

Judging from the participation, our squadron has more beer drinkers than Martini Lovers. Both events were sold out but the majority of guests for each event were from HMCS Prevost.

The general consensus from our group at **Beers of the World** was that despite all the fun we had and learned about beers from Vietnam, India, Argentina, Belgium, France, Greece and Slovenia, we weren't going to search out and buy a 12 pack of any of them. The Claude meter never went past okay.

It is much more enjoyable to be making "Waves," than reading about them as you all know so I encourage everyone to try to get in on the following:

Thursday May 25 The London Power and Sail Squadron Commanders' Graduation Dinner


This is honestly one of the best Squadron events of the year and one of our most important for sensing what our organization is about.
HMCS Prevost.

June 23 - 25 Canadian Power and Sail Squadron Western Ontario District 2006 Rendezvous and District Meeting.

Great Hospitality and Camaraderie!
Harbour Lights Marina - Bayfield

July 1st not so far away; celebrate with **Fireworks and Ice Cream at HMCS Prevost.**

Have a Safe and Happy Summer!

Celebrate. 

1st Lt. Alan Sargant Events Officer

CALENDAR

All events start or take place at HMCS Prevost, 19 Becher Street, London unless noted otherwise.

May

- 9th- Bridge Meeting - 1845
- 17th- District Meeting-Wardsville
- 25th- **Commanders' Graduation Dinner**
- 27th-28th-**Fanshawe Yacht Club Open House** 1100-1600 - Fanshawe Lake

June

- 12th- Bridge Meeting - 1845
- 24th-26th- **Western Ontario District Rendezvous** - Harbour Lights Marina, Bayfield

July

- 1st- **Fireworks and Ice Cream**
- 5th- Submissions Deadline for August London Line

August

- 15th- Bridge Meeting - 1845
- 18th- Submissions Deadline for September London Line

September

- 11th-Bridge Meeting - 1845
- 15th- Submissions Deadline for October London Line

October

- 9th-Bridge Meeting - 1845

November

- 1st- Submissions Deadline for December London Line
- 13th-Bridge Meeting - 1845

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London Power & Sail Squadron 2006-2007 Bridge

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Lt/C Larry Monger	685-4159
TRAINING OFFICER	
Lt/C Wayne Shorrock <u>AP</u>	633-6993
ASSISTANT TRAINING OFFICER-PCOC	
1 st Lt Craig Pitchell, <u>AP</u>	474-7886
ASSISTANT TRAINING OFFICER-VHF	
1 st Lt Steve Waite, <u>AP</u>	473-0517
ASSISTANT TRAINING OFFICER	
1 st Lt Deb Hughes	667-0749
TREASURER: 1 st Lt Ralph Smith, <u>AP</u>	472-0453
SECRETARY: 1 st Lt Judy Finch	455-9975
MEMBERSHIP OFFICER	
1 st Lt Byron Miller	229-0636
BURSAR: Lt/C John Manvell, <u>P</u>	455-3627
TRAINING SUPPLY	
1 st Lt Brian Jeffrey	471-4834
PUBLIC RELATIONS OFFICER	
1 st Lt Robert Secco	473-2022
EVENTS OFFICER	
1 st Lt Alan Sargant	433-2736
WELFARE & ASSETS OFFICER	
1 st Lt Bev Miatello <u>P</u>	670-4123
COMMUNITY LIAISON OFFICER	
1 st Lt Bill Mitchell, <u>S</u>	472-6496
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1 st Lt Charles Metcalf, <u>AP</u>	870-4634
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REGALIA OFFICER	
1 st Lt Lorna Jeffrey	471-4834
ENVIRONMENTAL OFFICER	
P/Cdr Dick DesRosiers, <u>AP</u>	472-2056
PAST COMMANDER: Cdr Paul Neve	473-0296

APPOINTED OFFICERS

CERTIFICATES OFFICER	
P/Cdr Doris Hall, <u>AP</u>	473-3505
HISTORIAN: P/Cdr John G. Hamilton, <u>JN</u>	438-9468
PORT CAPTAIN - FANSHAWE	
Lt Ralph Smith, <u>AP</u>	472-0453
PORT CAPTAIN – PORT STANLEY	
P/Cdr John Findley, <u>AP</u>	264-1705
COAST GUARD LIAISON OFFICER	
P/Cdr John Findley, <u>AP</u>	264-1705
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Lt Steve Baldock	681-9758
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Lt Ian Lacey	672-5745

AS LONDON SQUADRON'S newest and 57th Cdr. Please allow me to introduce myself to you all. Name, Mark Hunsberger, AP, membership number 121035HUN.

I was first introduced to the London Power and Sail Squadron, following a boating mishap that I was a part of, in 1990. I tore the bottom end off of my 21' Sea Ray, just off Port Franks, on a shoal, clearly marked on all charts, known as Stony Point. My insurance company upon agreeing to fix my damages politely asked me to investigate a safe boating course. I had been boating for most of my life and found this a bit of an inconvenience, but in order to protect my insurance rates, I agreed and the rest is history.

I graduated from the Boating Course in 1992, so intrigued by what I had learned that I carried on and took both Piloting and Advanced Piloting in the two following years. I have taken numerous elective courses since and have admired the sincere, dedicated professionalism of each instructor and proctor that I have had the pleasure of being assisting by, through all of these courses. This led me to enrol into the "Instructional Techniques" course, taught by our now P/D/C Al Hinge and upon completing this course, I have spent the last seven years instructing the Boating course. This role has given me the honour of meeting pretty much all of our most recent members, along with vast knowledge of very capable future Bridge Officers and Instructor/Proctor candidates. So to all of you, I will suggest that you now come forward and willingly volunteer to "Give Back", some of the time that others have given to you, to allow you the knowledge, education and confidence on the water, through volunteering their time to you..... before I come knocking on your door.

As your Squadron Training Officer, for the past two years, I am well aware of the challenges that the London Squadron has on the horizon and am committed to assist the Squadron to work towards solving our issues. I would encourage any member who wishes to comment on any issues, to communicate those concerns or God forbid, to volunteer to assist in any capacity, to feel free to contact me at any time. I will be available most evenings that Training is in progress at HMCS Prevost, during normal training times of 1900 – 2130, to personally communicate with any member. You will find me either sitting in on courses in progress, or in the Wardroom of the HMCS Prevost facility.

I must comment on the great pleasure and confidence that I have with our most recent Bridge roster. I realize that there are some tough issues ahead of this Bridge and have confidence in that fact that we are up for the challenges ahead. Lastly, I wish to thank all of you, for the pleasure of representing each and every one of you as Cdr. of Canada's largest and best Squadron. All the best to each of you, during the upcoming boating season, please be safe out there and remember what you have learned.



Cdr. Mark Hunsberger



London Line

is the official publication of the London Power and Sail Squadron, a unit of Canadian Power and Sail Squadrons. It is published to inform and advise members and students.

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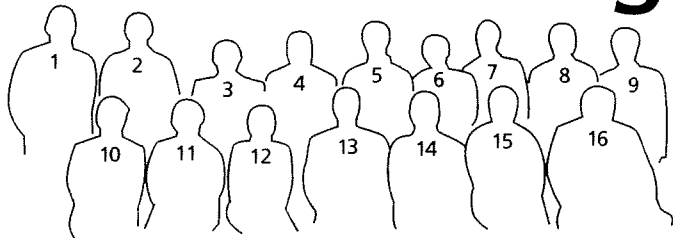
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The New Bridge



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Editor, London Line
- 2 1st Lt Alan Sargant,
Events Officer
- 3 1st Lt Bill Mitchell, S
Community Liaison Officer
- 4 Cdr Paul Neve,
Past Commander
- 5 1st Lt Frank Tchorek,
London Line Business Manager
- 6 1st Lt Brian Jeffrey,
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Squadron Web Master
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- 10 1st Lt Bev Miatello P
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- 11 1st Lt Lorna Jeffrey
Regalia Officer
- 12 1st Lt Byron Miller
Membership Officer
- 13 Cdr Mark Hunsberger, AP
Commander
- 14 Lt/C Larry Monger, Executive Officer
- 15 Lt/C John Manvell, P, Burser
- 16 P/Cdr John Findley, AP
Coast Guard Liaison and
Port Captain, Port Stanley



Past Commander Paul Neve cordially invites all Squadron Members,
Associates and Graduates of all classes, their families and special guests to:



The London Power and Sail Squadron Graduation Dinner

Thursday, May 25th, 2006

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19 Becher Street, London

Social Hour 1800 Ceremonies 1900-2130

Dinner Buffet and Entertainment (cash bar)

Dress: Business Casual – CPS attire optional

Cost: 30.00 per person

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V22 Osprey on final –
Camp Lejeune Marine Base, NC.

Installment 3

Four Across

REALIZING that the run to Southport NC. on the ICW would be long, we were off the dock at first light (Jan.23). We started out well hoping to make good time, as we had an incoming tidal flow. It was soon apparent that it was going to be slow going as we entered Bogue Sound and had to constantly hunt for the deeper water in the channel due to extensive shoaling. Actually the entire day was a search for water deep enough for running at speed with the exception of the Cape Fear River.

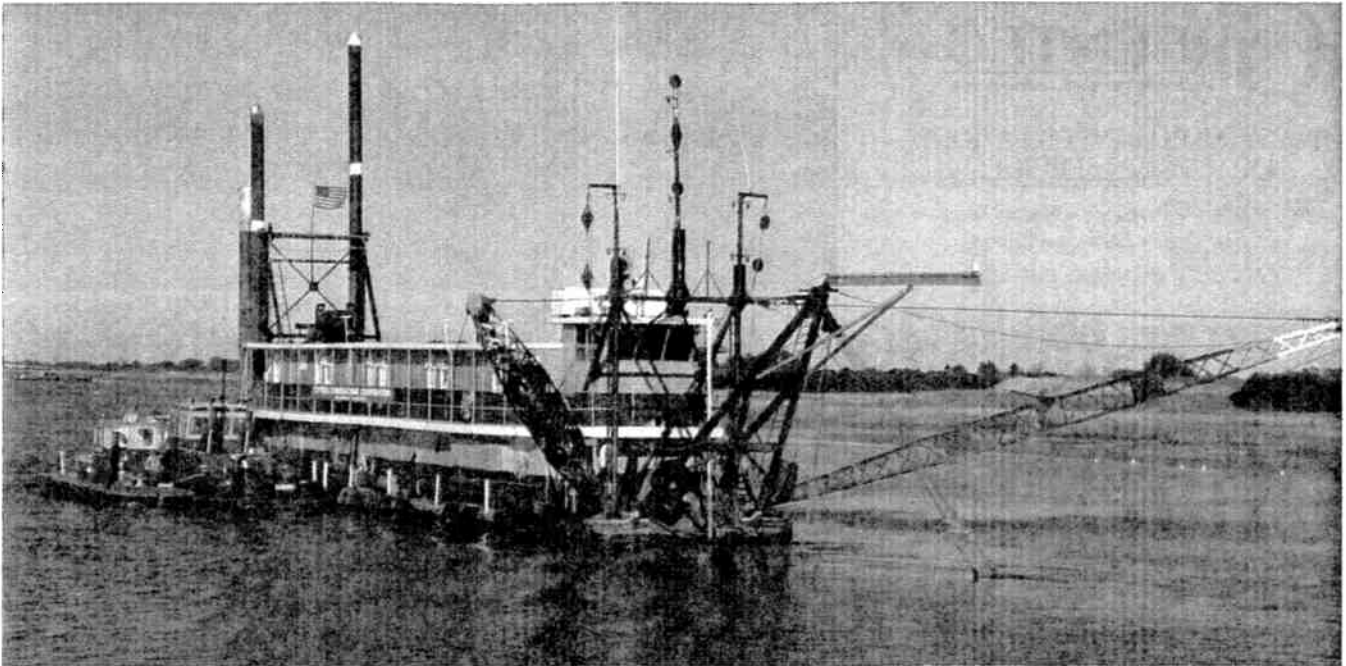
Early in the afternoon, we were overtaken by a local fishing boat, the "Captain Ken." This seemed to be a stroke of luck as he picked his way through the shallows and all we had to do was to follow in his wake. This worked pretty well until he stopped dead. We stopped behind him and waited to see what he was doing. Calling him on the radio produced no response. Suddenly, with no warning, he reversed and shot backward very quickly. Startled we accelerated ahead and off to his port side, but we were seconds slow and he rammed into us on our starboard side about six feet from our stern! He had been aground! So much for that great idea. We went around him and continued to slowly pick our way through the shallows.

We continued to Southport arriving at about 8:00 pm. We finished the last of the ICW and the Cape Fear River in darkness. I got pretty good at lighting the markers with the spot light while two of the others tried to read the numbers. All in all we decided we were too tired to head offshore, and that a night's sleep at the marina was the best course of action. We would stick our "nose" out in the ocean in the morning and test the waters.

Off the dock at 8:00 am, we were back passing by the marina at 10:00am, our "nose" slightly bloody!! The weather man who predicted 4-5 ft seas, needs new glasses. About half way out to the sea buoy with waves higher than our bow rails we decided the ICW would be a better bet!

After that the rest of the day was very pleasant with bright sun and 63° F (16° C). When we arrived in the Myrtle Beach area we had to stop and lower our antenna before passing under a bridge. Our problem was we had never investigated our minimum clearance required. We quickly determined that we could make the bridge without an opening and proceeded to Hague Marina for the night.





Rising at "O Dark Early," we set sail down the ICW for Charleston SC. With a hundred miles to cover, it was a long day of picking our way through the shallow spots. We arrived at Ashley Marina and were tied up by 5:30 pm. A relatively uneventful day, and we felt good about the mileage covered.

We are all feeling a sense that this trip is taking longer than we had hoped it would and so we are up before first light and trying to get in as many miles as possible each day during the short daylight hours. We had originally hoped to run outside from Southport, NC. to get our 600 mile offshore run in during this trip, but the weather has conspired against us. We are doing the best that we can on the ICW. Another long but uneventful day sees our arrival at Harbor Town Marina, on Hilton Head Island, SC.

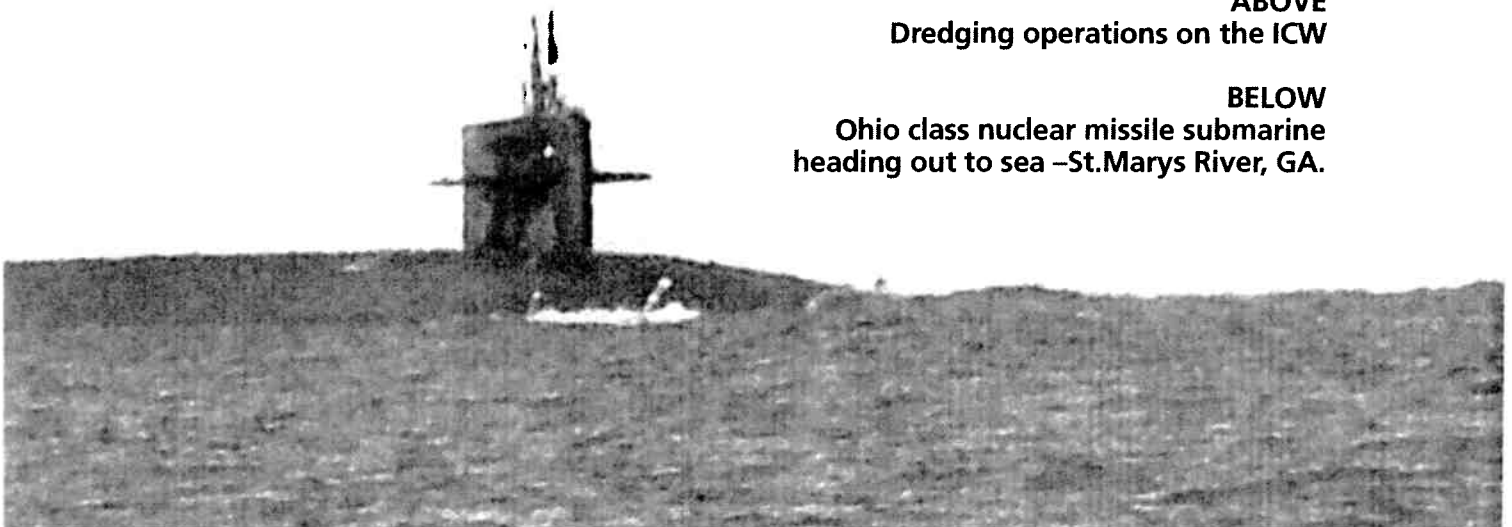
Up early again for a timely start, the weather had done it to us again, even in the ICW! FOG!! From the dock master's office we couldn't even see the first channel markers. Nothing to do but wait. At 2:30 pm we were able to depart and headed for Thunderbolt, GA., to shorten the next run which is to St. Simon's Island GA.

While running in the ICW, we have seen many dolphins (the Flipper type). There are so many that someone commented that even the dolphins are taking the ICW south because of the lousy weather.

(continued next page)

ABOVE
Dredging operations on the ICW

BELOW
Ohio class nuclear missile submarine
heading out to sea -St.Marys River, GA.



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Marines landing on a beach- Camp Lejeune Marine Base, NC.

The weather for Thursday is looking promising for running outside so we will see what happens when we check the weather Wednesday evening. Sorry this report isn't as exciting as before, but we're enjoying the lull.

Ah, Georgia! The land of ranges. Front ranges, rear ranges, nearly twenty ranges altogether! We persisted and got better at navigating the ranges. The ranges would have been easier to deal with if it was warmer and we could have used the fly bridge to steer from. Instead, we used teamwork to overcome the obstacles. Leaving Thunderbolt, GA. again at first light we pressed hard and arrived in St. Simons Island, GA. around 5:00 pm.

Checking the weather we found that conditions looked very good for Thursday and Friday with 2-4 ft. seas. We took this news with "a grain of salt" as we had heard forecasts like this before on this trip, and found the reality somewhat different. Well, this time was no exception. The weather man was wrong on his prognosis, although we weren't complaining. The ocean was like a mill pond most of the time, with times when there was not even ripples on the surface, just gentle 3-4 ft. swells a long distance apart. We pushed on at 9-10 knots, we were flying.

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For those of you heading north or south, watch out for the aids to navigation which are off station, with lights that don't, or are simply gone! Dick and I were standing watch from 0:00-04:00 am, and looking for the R8 buoy 13 miles off Cape Canaveral. We found it with the spot light at about 0:30 am. Its light was not working. This seems to be fairly common.

With growing excitement we pressed on to Ft Lauderdale. As we approached at 7:00 pm, we were treated to a mariners view of the Queen Mary II, leaving Port Everglades. The good news is we were in our shorts and on the fly bridge. The bad news was that as we entered the inlet it started to pour with rain. It still felt great to be entering the port! No more new experiences for a few days!!


From Pier 66, this is my last report for this trip. I wanted to thank all of you who have been interested in our trip and have sent us your E-mails.



Doug, Charles, Dick, and John



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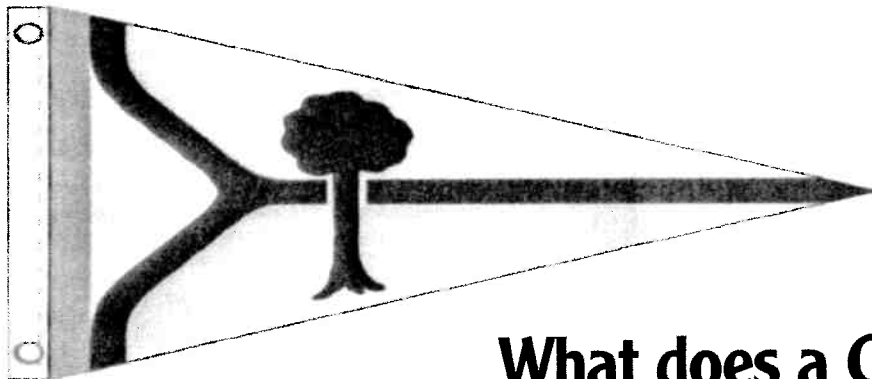
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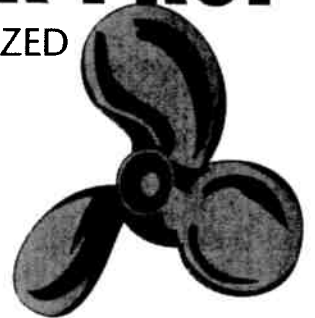
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| 2) Aquaholic | 7) Black Pearl |
| 3) Island Time | 8) Destiny |
| 4) Dragonfly | 9) Serenity Now |
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