

LONDONLINE



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON

The Van-Hilo Chronicles *How I Spent My Summer Vacation*

The voyage began last August with an email.

Cap'n Jim wanted to know who, of those people that expressed interest, could actually do a passage next June from Vancouver to Honolulu and/or return.

Now, I'd known Cap'n Jim since he was my Instructor on a Canadian Yachting Association (CYA) training course off Vancouver Island back in 2006 sailing his beloved Berkana, a 1976 vintage Valiant, a 40 foot fibreglass, cutter rigged sloop. I might have mentioned to him I'd like to be made aware of any future offshore sailing opportunities, but a voyage from Vancouver to Hawaii? I'd have to think that one over. After a few restless nights and occasional interludes of gazing off into middle space my mind was made up - opportunities like this were rare. On August 28, I replied 'Book me, please' on the Vancouver to Hawaii passage.

Weeks passed with no updates. Sufficient crew were required for both the south-west bound trip, as well as the return voyage before the trip could become a certainty. Would there be enough crazy people to put their life on hold for a month? My wife and I had several conversations. She was certain I wouldn't return. 'There are lots of ships out there to help us,' I explained. 'I'll have on my flotation suit, PFD strobe light, and tether to the ship. No problems.' Nevertheless, she reviewed my life insurance policies for the possibility that wilful acts of stupidity would not deny her payment.



Finally, in early March we learned the voyage was a go. There were enough crew for both passages but only Skipper Jim would go round trip. The westbound crew was to include Skipper Jim, Don (retired dentist), Bob (hotel manager), and Andrew and me (engineers). Our average age was just over 62 years, so there was some comfort to be had from our collective experience. Two were CYA instructors, four were sailboat owners, and then me. I had sailed with Jim before but not for so long offshore nor stood so many watches for weeks at a time.

The plan was to cast off Saturday May 31st, anticipating Hawaii landfall somewhere between the 21st and 25th of June.

... continued on Pg. 3

AUGUST
2008

AUGUST

1st - Submission deadline for August edition of London Line
12th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
21st - Barbecue and Pre-registration for Fall Courses, HMCS Prevost, 1730 to 1930.

SEPTEMBER

4th - Fall courses begin
9th - Squadron Bridge meeting at 1900. HMCS Prevost, London
Marina. District Meeting on 21st @ 1000.

OCTOBER

1st - Submission deadline for October edition of London Line
14th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
24th to 26th - CPS National Conference, Windsor.

Coming
Events





Commander	
Mark Hunsberger <u>AP</u>	453-4714
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Deb Hughes	667-0749
Training Officer	
Steve Waite <u>AP</u>	473-0517
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Bob Secco	473-2022
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Eric Jones	438-3135
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Mark Anderson <u>AP</u>	951-8637
Community Liaison/ Ass't Treasurer	
John McKay	666-1605

Appointed Officers

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Historian	
John G. Hamilton, <u>SN</u>	438-9468
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Paul Neve	473-0296
Port Captain - Fanshawe	
Ralph Smith, <u>AP</u>	472-0453
Events	
Alan Sargent, <u>P</u>	433-2736

from the helm



COMMANDER
MARK HUNSBERGER



Now that our summer weather has finally come up to steam I sincerely hope that a good many of you are able to take advantage of our "oh-so-short" summers and enjoy your time out on the water. Please don't forget what your instructor taught you about being safe afloat. As I have stated in the past, take note of those within your boating community who may be in need of assistance with their skill levels. Now would be a good time to recommend a course to them to improve upon some of their lackluster skills. Our website is now geared up to give you up to date information on all courses that will be offered, commencing the first week in September at both of our venues. Online registration is also up and running to ensure you a spot in your chosen course.

Personally, I will once again be involved in the Boating course and will certainly welcome any of your friends who could benefit from a little more knowledge than their actions would suggest they possess.

It was nice to see some familiar faces at our District Rendezvous, held this year in Leamington. London Squadron's presence was quite good and I'm sure

that all who attended enjoyed themselves as much as Cheryl and I did.

I am proud to announce that at this year's "Commander's Competition", London came home from the Rendezvous with the coveted "Bent Prop" award, given to the winning Commander's Squadron.

Over the past several months, I have chatted with some of you who indicated that you may be in a position to assist to some degree either as an instructor or sit in and assist to proctor a course. I am sure that our Training Officer, Steve Waite, would love to hear from you if you are in a position to help us out this year. Believe it or not, sitting in on a course to assist by proctoring is a great way to help out and regain some of that lost knowledge at the same time ... think about it.

To all of you, enjoy the rest of the summer as it will be over far too soon. Please think safety out there and watch the weather. As always, I am available to anyone who has a comment, question or concern.

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SAILING, 1.n. The fine art of getting wet and becoming ill while slowly going nowhere at great expense.

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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LONDON POWER AND SAIL SQUADRON.

Opinions expressed do not necessarily reflect those of the Editor or London Line, London Power and Sail Squadron or CPS-EPC. The Editor reserves the right to decline article submissions if they do not meet editorial criteria.

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...from Pg. 1 Armed with this rather loose schedule I booked my flights: Westjet from London to Vancouver, and Air Canada (with an armful of frequent flier points) for a lift home from Hawaii. At work and home I blocked out May 28th through June 30th, and I started packing.

Along the way the crew were given a few logistical details. There was no water maker. All fresh water would be carried with us (140 gallons for 5 persons) and watches would stand 24/7. All food would be provided but it was okay to bring along special snacks. Each member was responsible for clothing and personal safety gear so I would need a list, one I could hone over time so that when it came down to the wire packing would be as simple as fitting the list items into the appropriate carrying receptacle. The packing list from my previous CYA course made a good starting point, then I invested in a few extra safety devices: floating handheld GPS/VHF integrated marine radio with DSC, a new handheld GPS which I knew was compatible with the ship's main GPS navigation unit, and finally, a Personal Locator Beacon capable of initiating a satellite signal with my GPS location. The rest of the list was the usual off-shore gear: flotation suit, hydrostatic activated auto-inflating life vest, water activated strobe light, foul weather gear and sea boots, hats & gloves for warm & cold climes, quick dry shirts and pants, eyeglasses, both clear and dark, headlamps, a Leatherman multitool, long johns, toiletries, personal medications for a month, including 2 weeks' worth of meds for seasickness. I also made a special trip to my doctor for some antibiotics. Then I laid everything out on the floor to better integrate items and reduce space requirements. Putting my clothing into vacuum packing bags and sucking out all the air with the vacuum cleaner for compaction worked well. Finally everything easily fit into a large waterproof duffel bag, and I was done! In retrospect it all sounds so very easy, quick and efficient.

Before flying out to the coast my final few sleeps were filled with anticipation. On departure day I visited my tonsorial consultant and invested in a 'clean marine' haircut in

expectation of a three-week hiatus in my shampoo schedule.

After an eight-hour delay and an unplanned overnight stay in Calgary, I was glad I had scheduled an extra two-day buffer so as to avoid delaying Berkana's departure. Finally, on the morning of Thursday, May 29th, I found myself in the Vancouver Airport Hilton Hotel shaking hands with Bob, the manager of the hotel and soon to be one of my crewmates. Skipper Jim rolled in soon thereafter and we all had a coffee together, my sixth of the morning. Bob returned to his duties and the Skipper drove me across town to the Vancouver Rowing Club (VRC), viewable through Google Maps (see LINKS box, pg. 8) although Berkana is absent from the photo.

That night I stayed at Skipper Jim's house in Belcarra, on Bedwell Bay east of Vancouver, and we got away early the next morning. Although my host wasn't going to see home again for another two months, it was amazing to watch him pack after my methodical ordeal. Jim tossed all his gear in a hockey bag and was done in eight minutes flat.

The fresh and frozen provisions were delivered to Berkana on Friday. In the evening we hiked up to the VRC clubhouse for a 'cook your own' BBQ and to swap tales with other boaters. It was surprising how many had sailed to Hawaii and I was comforted by how many said we'd be 'in good hands with Cap'n Jim'.

On Saturday morning the Blue Peter (signal flag 'Papa') was hoisted. (In harbour the Blue Peter indicates all persons should report on board as the vessel is about to proceed to sea.) It was difficult to navigate below decks for all the non-perishable stores yet to be stowed, so most of the day was spent checking items against the provisions shopping list (8 cans of sliced pineapple- check!) and noting in the Master Stores Log where everything was stored. The log not only kept track of where and how much, but was also a shopping list starting point for the return trip home. A dozen bins were emptied and catalogued and by the time we finished organizing we wondered where we could store anything else. For the rest of the day we ran some new line to replace a tired halyard, stowed a borrowed sea anchor (with 600 feet of 3/4 inch line) and got ready for the arrival of the balance of the crew, and more groceries. During the day, crewmate Don stopped by to drop off his gear. Satisfied that all was progressing, he promised to return in time for next day's 1100 departure. Water tanks were topped up, and superfluous items were removed from Berkana and loaded into Jim's car that his wife Barbara, enroute home from her own travels, would drive home on Sunday evening. After taking seven trips to the car I was concerned that she would need two trips to get everything home unless she only travelled with a toothbrush! I never did hear the outcome.

In a restaurant the next morning we met with crewmate Andrew and Bill, one of the returning crew, while Bob and Don arrived at Berkana and got their gear aboard. I went and had my last freshwater shower in Canada until July. Well-wishers, family and friends crowded the dock and Don gave a recitation (see LINK box on pg. 8, Andrew's blog) and we were off for Hawaii at 1100, May 31st, 2008.

Berkana's new Perkins was humming along as we motored out around Stanley Park and under the Lions Gate Bridge to clear Vancouver. Don was at the wheel, keeping to the north shore to minimize the impact of the eastbound current associated with the rising tide. Under the bridge, we each tossed a shard of clamshell overboard as we made a silent wish for the voyage.

Steve Waite, AP LPSS Training Officer

How Steve spent his summer vacation will continue in the October issue of LondonLine.

Calling All Members: We Need Your Help!

The
executive and
the members on
the Events
Committee have
identified

increased membership involvement as one of our goals for this year. It is critical therefore, to achieve greater communication with our Squadron members. For several years the six issues of London Line, access to our web site, and word of mouth have been our primary means of communication. Now we would like to be in contact with the membership directly by e-mail to keep everyone informed of upcoming events and course updates. Throughout the year contacts will be few and only when necessary. **But here's the problem.** Out of nearly 680 members we only have 294 e-mail addresses! So we are asking if you would kindly provide us with this essential bit of information. It is important and a key link in the continued success of our organisation.

Please contact our membership officer Bernie Weis at:

b.weis@sympatico.ca

You can also check your current info on file by going to:

www.cps-ecp.ca

Fall Course Pre-registration

Will kick off with a free BBQ at HMCS Prevost on Thursday August 21st.

Come on down, and munch on a burger or hotdog anytime between 5:30 and 8:00pm (1730 to 2000, if you've taken the course).

Boating, Piloting and Advanced Piloting courses will be offered on Thursdays.

PCOC, GPS, Chartplotters, RADAR, Weather and Maritime Radio courses will be offered on Tuesday evenings.

We hope to offer some of the "neglected" courses, subject to interest, so if Marine Maintenance, Electronic Maintenance, Seamanship Sail, and Extended Cruising have long been on your to-do list, let us know. There are a couple of one-evening seminars, on Depth Sounders and Distress Signalling we'd like to mix in.

Course details are all available on-line at www.cps-ecp.ca under "Courses". Look to courses offered in London, and check back often as details are fleshed out for date and location.

We look forward to seeing you on August 21.

Remember, 2009 September is the deadline for a Pleasure Craft Operator Card. You, your spouse, and the kids too will need a card if they operate any sort of motorized vessel.



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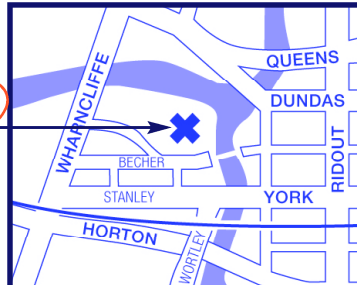


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SOMETHING NEW!

Meet The Members

... is an occasional column profiling members of the London Power and Sail Squadron. If you'd like to submit a member to be profiled, including yourself, contact the editor by email. First candidate for **Meet The Members** is LondonLine Editor, **Eric Jones** (not his choice).

How and when were you introduced to boating?

I started sailing with my father on Lake Scugog when I was knee high in 'Sneb', a homebuilt, plywood dinghy. My brother came up with the name and he never told me what it meant. Sneb had a flat, canted bow and I remember most of the time I sat in the front seat with my legs straddling the mast. Whenever our speed picked up water flooded over the bow and we usually had to be retrieved by one of those boats with a propeller thingy on the back.

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

Due to my hard-knocks introduction to sailing (above) I knew how to sail by the seat of my pants but didn't know any of the terminology or technical aspects of boating. I had a false start with the boating course back in the mid-eighties and had to stop due to obligations at work. I completed the boating course and a couple of short courses this past Fall and Spring.

What are your present boating activities?

We've had a series of centerboard sailboats over the years and all of them were lots of fun - and a little too wet for my wife! Presently we have a Flipper (wet) and a kayak, both of which we keep up near Tobermory.

What are your future boating plans?

I did my CYA Cruising Standard a few years ago and ever since I've been sifting through the listings for a boat that suited our needs. The future arrived in July in the form of an affordable (old) larger, dryer sailboat! We're mooring it on Fanshawe Lake for now.

What are your present non-boating activities?

I watch a lot of TV? Not!! There's nothing on anyway. I play tennis and belong to a fitness club. In the summer we try to get up to the Bruce Peninsula where we do our best to do very little. We also travel, most recently to Argentina two years ago and Portugal this year. The rest of the time I'm self-employed (publishing and Landscape Architecture), and do volunteer work.



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High Winds Tilt Lake Erie Over 15 Feet

An incredibly sharp Arctic cold front with very powerful winds in its wake passed through the Great Lakes region on January 30th. Behind the cold front, there were very strong westerly winds, with the highest wind reading - 126 kilometres per hour - recorded at Port Colborne at 6:00 a.m. The winds caused numerous downed trees and power lines. Local whiteout conditions due to lake-effect snow were reported and an empty Niagara-bound tractor-trailer crossing the Burlington Skyway was flipped onto its side. The storm also had a significant effect on short-term water levels, resulting in localized flooding and ice problems at the eastern end of Lake Erie and the Niagara River.

Sustained winds pushed the water in Lake Erie toward the eastern end of the lake, causing a maximum positive surge (a short time-period increase in water levels often referred to as storm set-up) of 2.95 metres (9.7 feet) above pre-storm levels at Buffalo. As levels rose at the eastern end of the lake, there was a corresponding negative surge (or set-down) at the western end of the lake. At Toledo, levels fell 2.39 metres (7.8 feet) below pre-storm levels.

Although the maximum positive and negative surges did not occur at the same time, for a short period of time during the storm the difference between water levels recorded at Buffalo and Toledo was more than 4.7 metres (15.4 feet).

As the January Storm demonstrates, local water levels can rise or fall dramatically in a very short period of time due to meteorological disturbances. The public is reminded to exercise extra caution when near the water's edge during a storm event.

Lake Erie Beacon

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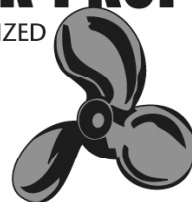
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UN-CLEAT THE SHEET

There she was in all her glory. Hours of sanding, varnishing (10 coats!), fibreglass patching and cleaning, my second 15 foot Albacore sailing dinghy sat proudly on her trailer at the Fanshawe Yacht Club. Members stopped by to chat and remarked on a job well done while I measured and ran new lines. A gentle afternoon breeze swung the mainsail lazily back and forth while I finished off the mainsheet.

My friend Doug and his son came over to inspect the completed project and I showed them the new swivel block/cam cleat unit that I had installed as an upgrade to the vintage craft. All the while, the darkening sky made a maiden voyage dubious. I climbed out of the boat and we stood beside her discussing the merits of small boats when a sudden gust came up. Before you could say 'shiver me timbers!' the whole boat slid up and sideways on top of us - completely off the trailer!

We managed to stop the mast from hitting the ground, which was good considering I had spent almost an hour earlier in the day installing a new wind vane. A short while later and none the worse for wear, the Albacore was once again sitting properly on her trailer.

What happened? In my enthusiasm to show off the new rigging I had forgotten to un-cleat the mainsheet from my fancy new swivel-block! I had a good chuckle at myself afterwards, especially when Doug remarked that in over 50 years of sailing he had never had a boat tip over on him before ... on dry land!

Chances are that if the boat had been strapped to the trailer the whole rig might have flipped over!

Mark Anderson, AP.



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Andrew's blog

www.macsinvan.blogspot.com

Questions for Steve

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Where to watch for details for the CPS Extended Cruising course planned for January 2009

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