



LONDONLINE



Squadron trip to the Toronto Boat Show! Details on page 6!



NEWS & VIEWS OF THE LONDON POWER AND SAIL SQUADRON

The Van-Hilo Chronicles Pt. 2 *How I Spent My Summer Vacation*

Berkana motored out past bell buoy Q62, where the winds usually begin – but not today.



Nevertheless, it was a pleasantly warm day to start on my sunburn. We motored south of west, through Porlier Pass, between Valdez Island to the north and Galiano Island to the South, both familiar names from Training Chart "A" to CPS students. Despite it being a wide channel with no winds and calm seas, my colleagues urged me to keep well to the south because the currents would want to take me north against the shoals and it was advice well given. Approaching Porlier Pass I was amazed at how the tidal currents had worked up tidal bores, eddies, and whirlpools, even in this off-maximum tidal period.

There was no wind to speak of inside the Gulf Islands as we motored southeast down the Trincomali Channel past Saltspring Island. This stretch was reminiscent of our own North Channel in the Great Lakes, with rugged rock faces and forested shores, except for the seals that eyed us for disturbing their hunt. Clearing the southeast tip of Saltspring we turned southwest, then northwest into Ganges Harbour where the evening's plan was to have a fine meal (it was) at Calvin's Bistro. Afterward we strolled the docks, meeting one skipper who was headed home to Alaska and a couple more on a charter out of Sidney (near Victoria).

I was up early the next morning exploring and finding out what was new. Skipper Jim's craving for fresh cinnamon buns from the bakery was unfulfilled because it was Sunday, but we charged up on some excellent coffee, ate a fine breakfast, and by 0940 we had cast off and were motoring out. We headed south-east to clear Saltspring Island, then south past Portland Island and Coal Island and into the busy fuel dock at Tsehum Harbour, just north of Sidney. We were off again, under power, after topping up the diesel and water, by 1230. An hour and a half later we were finally into the winds, and in under three hours we were tucking a reef into the main and hanking on a Yankee foresail (no roller reefing for us!). Winds gusted to 30 knots as we tacked up the Strait of Juan de Fuca heading for the North Pacific Ocean. As a Great Lakes sailor it was fascinating to watch all the freighters and ferryboats of the BC coast, but you have to watch out for the tugboats. Some 200 yards aft of these vessels will usually be a barge or log boom being towed and you do not want to mess with the towing cable.



continued on page 3 ...

October 2008

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.

(times unconfirmed), with training meetings, HMCS Prevost, London.

DECEMBER

- 1st - Submission deadline for December edition of London Line
- 7th - Commander's Christmas Levee, @ 1300 til 1500, HMCS Prevost, London

NOVEMBER

- 4th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
- 7th - Steve's Excellent Adventure, Video & Slides, @1900, HMCS Prevost, London - details page 5.
- 11th - Remembrance Day, No HMCS Prevost activity.
- 16th - District Meeting, 1000-1730

JANUARY

- 8th - Term 2 classes commence
- 13th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
- 17th - Squadron trip to the Toronto Boat Show.

Coming Events





Commander	Mark Hunsberger <u>AP</u>	453-4714
Executive Officer	Deb Hughes	667-0749
Training Officer	Steve Waite <u>AP</u>	473-0517
Bursar/ ATO Boating	John Manvell	455-3627
Secretary	Bev Miatello <u>AP</u>	601-2041
Treasurer	Ralph Smith <u>AP</u>	472-0453
Membership Officer	Bernie Weis	473-7060
ATO Boat Pro	Barbara Billingsley	474-3432
ATO Marine Radio	Guy McLean	434-5491
PR Officer	Bob Secco	473-2022
Immediate Past Commander	Larry Monger	685-4159
London Line Editor/ Prod. Manager	Eric Jones	438-3135
London Line Business Manager	Mark Anderson <u>AP</u>	951-8637
Community Liaison/ Ass't Treasurer	John McKay	666-1605

Appointed Officers

LPSS Web Site	Shawn Billingsley	474-3432
Certificates	P/ CDR Horst Ammann <u>AP</u>	672-5745
Historian	John G. Hamilton, SN	438-9468
Electronic Training Aids	Dave Corke, <u>AP</u>	720-9367
Auditor	Tony Pritchard, <u>SN</u>	432-9446
Regalia Officer	Lorna Jeffrey	471-4834
Port Captain - Port Stanley	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

Well, here it is again, October. With all the talk on Global Warming, why is it that the summer boating seasons seem to be getting shorter and shorter? It seems only yesterday I assisted a friend commission his vessel for the season and now, what seems only a few weeks later, we are all finalizing our plans for winter storage. They say that as the years slip by they seem to do so at an increased speed. This must surely be a sign that I am, in fact, getting older and perhaps, on the bright side, wiser.

In speaking with many of you, it seems the general consensus that this season has not been one that will go down as a good season for the recreational boater. Winds, rain and a rather late spring have limited our abilities to enjoy our favorite pastime. Hopefully this has allowed you the time to tend to all those points on your 'need to get done' list.

As you prepare to haul out your vessels please remember to keep track of all those items that will require attention before next spring. Set aside the time to get them done, and know that by doing this your ability to take advantage of next year's promised Great Season will start off on the right foot so you can enjoy the nice weather.

The heavier than normal rainfall this year has done good things for our lake levels and with a little luck, will allow easier access to those favorite anchorages and harbors next year.

Our 2008 - 2009 training year is off to a fantastic start with six courses running presently, including a new and revised Marine Maintenance course that has been a long time coming. Our old Piloting course has been revamped and is now called Seamanship. Even our Boating course has been revised to include a new, more efficient style of plotter and includes updates to plotting. Slated and upcoming

courses for commencement this fall and over the winter are locked in and can be viewed on our Squadron web site. Please have a look to see what is planned, over the fall and winter season. John Manvell or Steve Waite would love to hear from you if you have any questions on what is listed.

I would like to take this opportunity to invite all of you to attend this year's Christmas Levee in the afternoon of Sunday December 07 at HMCS Prevost (details on page 7). Everyone is welcome, allowing me the opportunity to thank all of our students, prospective students, Officers, instructors, members and in general, all the folks who make London Squadron the vibrant organization that it is. Hope to see you there.

Lastly, in this issue (page 6) is advance notice of our annual bus trip to the Toronto Boat Show in January. This is a premiere event of the year for our Squadron. Sandy McCaw has again agreed to organize the event so we may all have the opportunity to enjoy the show in style. Everyone is welcome, including your friends and families.

To any of you with any comments, suggestions or concerns, I would once again like to remind you that I am here to listen and would enjoy the opportunity to hear from you. Please do not ever hesitate to contact me with any items you wish to discuss.

LONDONLINE

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and and Sail Squadrons) to inform and advise members and students.

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"There's nothing . . . absolutely nothing . . . half so much worth doing as simply messing around in boats."

Said by a river rat to a mole in *The Wind in the Willows*, by Kenneth Grahame

... continued from page 1. It was good practice for ColRegs knowledge and light recognition. The Berkana had an AIS installed, so most tugs, and all ships over 300 GRT would appear on our navigation display with their name, MMSI, destination, speed, heading, and time and distance of calculated closest approach. It was a wonderful aid in these waters.

Our watch system started on this day as well, with 2 crew on and 2 off in four-hour intervals. Berkana sailed all night and by 1000 the next morning we were approaching Neah Bay, Washington, our last good harbour before setting out for Hawaii. We resolved to layover in Neah Bay while an off shore weather system blew itself out but we didn't go ashore and risk all our fresh produce being confiscated by US customs. Instead, we spent a lazy day watching sea lions frolic, other boats coming and going, and catching up on our sleep. I took the opportunity to demonstrate another good reason for not having a furling jib by catching forty winks under the foresail piled up on the foredeck. It was also in Neah Bay that the US Coast Guard tracked down an EPIRB broadcasting an emergency beacon in the vicinity – ours! The details can be read in Andrew's online blog, but the short explanation was that Berkana's emergency satellite beacon EPIRB had been deployed by accident while being moved around in the cabin and it took five full hours to locate us, anchored 600 metres from the US Coast Guard station! When the episode

In hindsight ...

- Should have brought more warm clothes
- Should have brought a spray bottle to clean my glasses with fresh water. My normal lens cleaner could not remove the salt crystals.
- Should have brought wet ones, or equivalent, the "Bath in a Box", as a salt water shower on deck using 15° salt water did not appeal.
- Clothing immersed in salt water never really dries.
- The biggest challenge to food preparation is keeping everything off the cabin sole.
- Should have slapped on more sun screen

was over we had mixed reviews on the matter. We were certainly glad to know the EPIRB worked, but it took a long time to find us, and the EPIRB battery was now diminished by 5 hours.

My watch came on at 0400 and by 0500 we were motoring out of Neah Bay in a light fog past Friendly Point, the last lighthouse visible until Hawaii. Soon the Olympic mountains were obscured by mist and clouds and my watch was over. I was snug in my sleeping bag when a pod of humpback whales showed up to wish us well. I rolled over and fell asleep, telling myself with certainty that there would be more. They were the last whales seen on the voyage.

The day-to-day highlights of the voyage are well documented in Andrew's blog ([Links](#),

page 8) and needless to say there was lots of time to contemplate in the small hours of the morning while on watch. The Monitor® wind vane maintained our course, and we had little more to do than watch for traffic, monitor the ship's systems, and make entries in the ship's log. When we did hand-steer (with the spinnaker, for example) we used a timer to spell each other off every 15 minutes.

The largest waves were around 15 feet and the maximum recorded wind was 43 knots. Most of the time we were sailing downwind in 20 to 30 knot winds. After leaving Washington we only saw two ships and both were within 750 miles of Hawaii, not much help if there had been any real problems. Fortunately there were only a couple of incidents that briefly livened things up: a broken chainplate (we jury rigged a substitute) and a broken halyard (there was a spare rigged).

The elation of sighting land on the morning of June 22nd was soon grounded in the reality that the trip was almost over and all the crew would return to their other lives. As if to underscore the fact, the voyage ended the same way it had started - becalmed, compelling us to motor in to Hilo for the last 20 miles.

I was first ashore to help tie off the 'Mediterranean' mooring (bow anchored off, stern tied ashore, to accommodate more boats) and it was a jarring surprise to stand on an unyielding surface



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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.

This month we meet **Richard and Jennifer Licastro**.

How and when were you introduced to boating?

Richard's first experience was at his parents' cottage driving a 10 ft flat bottom, plywood boat. It was powered by a 3 HP Firestone outboard that had a rope starter pulley. Jennifer's first boating experiences were on the cross channel ferries between England and Europe. Before returning to Canada from the UK in 1989, we spent three wonderful days cruising a 20 ft wide industrial canal. Our 'canal' or 'narrow' boat was 55 ft long and 8 ft wide. Since 2004, we have been guests of our friends on the 'Renika' sailing out of Wiarton.

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

In 2007, we purchased a 30 ft trawler. From our time on Renika, we recognized we lacked the experience and boating knowledge to cruise and pursue our boating goals. It was this need for education and training which drew us to CPS.

What are your present boating activities?

We have spent this past summer boating in and near Wiarton. We have been getting to know our boat, practise the skills taught by CPS and generally gaining confidence in our abilities. We successfully completed a 3-day, 2 port cruise to Collingwood over the Labour Day weekend.

What are your future boating plans?

Our goal next year is to cruise both the Trent and Rideau Canal systems. In 2010, we plan to do the Erie Canal then the St. John River in New Brunswick.

What are your present non-boating activities?

Richard keeps fit at the YMCA and is a Board Member of Bereaved Families of Ontario- South West. Jennifer is a volunteer in the Thames Valley Addiction Services Heart-space program. We are also avid travellers having visited Japan, Australia and last year China. Our future travel plans include New Zealand, Alaska and the Grand Canyon.



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... continued from page 3.

It was a couple of days before we were walking with confidence on our land legs again.

From Maui we sailed to Honolulu and the Hawaii Yacht Club and then, all too soon, it was June 29th and I was in a cab on my way to the airport. On the flight home I savoured a special moment of the voyage - my watch on deck in the tropical trades at 0300 as the moon peeked through the clouds and reflected on the water. I'm pleased to say there were no bad parts. Waves that looked like they were going to swamp the ship just raised us up and slid underneath, and reefing in the main handily took care of 35 knot winds. We got used to everything and all was taken in stride. I suppose the worst part was when the voyage came to an end.

Would I do it again? I could probably be packed (like Skipper Jim) inside an hour.

If any of you are contemplating your own offshore adventure please send me an email (see box) and I'll gladly try to answer your questions to the best of my ability. Please also consider the Extended Cruising course in the works for a start in January, 2009. Watch the CPS site for details:

<http://www.cps-ecp.ca>



Steve Waite, AP LPSS Training Officer




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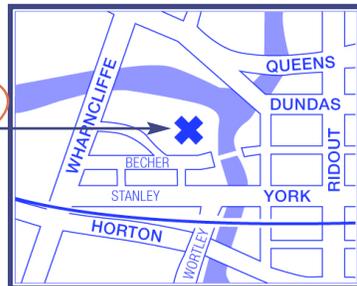

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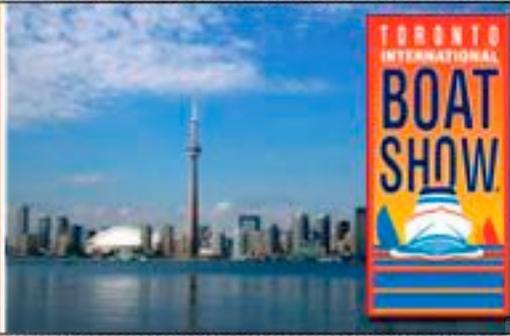
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Why Sailboat Racing is like Golf

By Mark Anderson *AP*, Vice Commodore of the Fanshawe Yacht Club

What - you mean I can take a mulligan?



My better half wanted to know how well I did in my first regatta.

"I got the most points!" I exclaimed. "Unfortunately, it's a bit like golf. The lowest score wins."

In sailboat racing first place is awarded one point, second place two and so on. Scoring is therefore fairly straightforward when all of the boats competing are the same model (or 'class'). However, if the fleet consists of different makes and models their final times are determined by additional calculations based on ratings such as 'Portsmouth' numbers. This is a sort of 'handicap' number which can completely change a final score. Hence a boat that comes over the finish line in third place may actually be the winner!

It may seem a bit strange (as in golf - a nice walk ruined) but watching two different boats poking along at 2 miles per hour with a few hundred yards between them can be exciting!

If modifiers are required, the racers may find themselves anxiously munching on snacks or enjoying a beverage while final results are being tallied and posted. Much like a tournament, a regatta is usually held over a day or two and has a minimum number of races, or 'rounds'. Some regattas and classes have different criteria for novice, senior and masters. Unlike golf, the course may change over the series or even race to race if the wind velocity and/direction changes.

The small, dense book of International Rules is updated every so often and some of the rules themselves are quite complicated as they are meant to cover a wide range of situations such as rights of way, giving room at marks, duties to keep clear, and so on. It's no surprise then, that protests are a common occurrence!

Commander Mark Hunsberger wishes to invite you to our annual Christmas Levee ...

Mark would like to take this opportunity to thank our many volunteers, students and prospective students. Please come and meet everyone who has assisted in the success of the London Squadron, and enjoy some snacks and refreshment during this festive season.



Sunday December 7th, 2008 HMCS Prevost Wardroom 1300 - 1500

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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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