



LONDONLINE



Red Sun in Morning . . .



. . . Hurricane Irene

During the summer of 2011 my husband and I repositioned our 35 foot sailing sloop, Sea Star, from Green Cove Springs, Florida to Cambridge, Maryland, on the east coast of the Chesapeake Bay.

On Tuesday, August 23rd Sea Star sat anchored out in Cambridge's town harbour. I stayed on board alone as my husband, Barry, left to return to Green Cove Springs, Florida to retrieve our car. At that time the weather forecast was for fairly calm conditions; winds – south 10-15 gusting to 20 knots. NOAA was forecasting that hurricane Irene would cross the Dominican Republic that day then proceed through the Turks and Caicos, the south-eastern Bahamas and arrive in the central Bahamas by Wednesday. She was already a BIG storm with tropical storm conditions

stretching 205 miles out from the eye. She was expected to increase in strength and move in a north-west direction.

Barry's route south to Florida from our location in Cambridge, Maryland was by public transit to the Hyatt Regency Hotel on Hwy. 50 where he would meet a pre-arranged shuttle to Baltimore. From there he would board an Amtrak train to Palatka, Florida to be met by a privately owned car and taken to the marina in Green Cove Springs. Once there he faced an 812 mile drive back to Maryland.

He no sooner left when problems started to develop. He reached the Hyatt Regency Hotel just in time to see the chandelier in their lobby swinging as a 5.8 magnitude earthquake was occurring, centered in nearby Richmond, Virginia. *... can't on Pg. 3*

MTM: HAYDN GOZZARD



Pg. 5

INGENIOUS INVENTIONS



Pg. 6

SCOTCH FEST (?)



Pg. 7

GALLEY GOURMET



Pg. 8



DECEMBER

- 1st - Submission deadline for London Line.
- 4th - Commander's Levee - HMCS Prevost Ward Room, 1300 - 1500

JANUARY

- 5th - Boating Course begins @ 1900 HMCS Prevost. SeaSail Course begins @ 1900 HMCS Prevost
- 12th - PCOC Course begins @ 1900 HMCS Prevost
- 14th-21st - Toronto Boat Show, see ad on PG. 8 for limited free tickets
- 17th - VHF Course begins @ 1900

CCH, Rm.101

- 27th - Tour of the Islands presentation by Barry & Donna Kay, @ 1900 HMCS Prevost Wardroom
- 28th - Scotch Tasting Event, @ 1900, notice on PG. 7, HMCS Prevost Wardroom

FEBRUARY

- 14th - PCOC Course begins, @ 1900 CCH, Rm.101
- 24th-26th - London Fishing & Leisure Show, Western Fair Grounds.
- TBA - (end of Feb.) City of London Presentation @ 1900.

QUESTIONS, COMMENTS, OR INFORMATION?

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from the helmCOMMANDER
BEV MIATELLO

Well, greetings once again! How does the saying go, "time flies when you're having fun"? This year the Calendar doesn't seem to be slowing down at all. Since my last column **From the Helm** it was haul out time. How did you all fare with this task, (besides being heart wrenching)? Boating classes at HMCS Prevost are in full swing. Our numbers are down for the boating class, although this seems to be the norm across Canada, which was a discussion of some concern at the National conference in Halifax. It was an honour to attend and meet with other members from across the country, and hear what issues other Commanders are facing in their Squadrons. I found out we're right on track. Hopefully this trend will prove to be a mere hiccup that finds its way on a downward spiral. This being the case, we were able to address some of the issues and talk about potential solutions. These ideas weren't set in stone and what may work for some Squadrons may not work for others. But the ideas were put on the table and shared. We talked about the many benefits of belonging to this organization

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and the need for there to be something for everyone. Two new businesses were added to the list offering discounts to CPS members.

C-Tow Marine Assistance is a 30+ member company that provides its members with assistance on the water. We have CAA on land, now we have something on the water. A 33% discount is given to CPS members when joining. This service provides 24hr assistance to boaters who need a tow, fuel, jump starts, or soft ungroundings. See their website at C-tow.ca for a list of complete services, and locations available.

Rona has also joined the ranks in giving our members 10% off merchandise. At present however, this service is available only in Western Canada. Go to your local Rona and ask them to join into this program. The CPS-EPC website lists all the other benefits that are offered with membership.

I came away from the Halifax conference believing that the future success of the Canadian Power & Sail Squadron begins with Western Ontario District. We are setting the bar and standards of continual leadership. The calibre of the volunteers who give their time to making sure the material in the classroom is the latest and greatest is second to none. Our district received two national awards; a very humble Dave Bieman of the Goderich Squadron accepted "Volunteer of the Year" and "Chief Commanders Citation" awards. Congratulations goes out to Dave from all of us in Western Ontario District.

Soon another holiday season will be upon us. I want to take this opportunity to wish you all a safe and happy Holiday season. Whether it is celebrated here at home, down south in warmer climes, or abroad, please have a safe and very Merry Christmas.

"I can't wait for the oil wells to run dry, for the last gob of black, sticky muck to come oozing out of some remote well. Then the glory of sail will return."

Tristan Jones

from Pg. 1... The earthquake would not affect his shuttle ride to Baltimore but once he boarded the train his travel time would be greatly extended as the train spent many hours travelling at 20 mph for fear of aftershocks.

By Wednesday NOAA forecasted a small craft advisory with south winds increasing to 25 knots. As well, they advised that hurricane Irene, now a Category 3, would affect the mid-Atlantic coast (our location) by the week-end. By mid-afternoon I was certain the increased winds had Sea Star dragging. I solicited the assistance of the skipper on a nearby boat and with his help I lifted anchor and tied Sea Star alongside the harbour wall.

By Thursday hurricane Irene crossed the northwest Bahamas with sustained winds of 115 mph with strengthening expected. She was huge; registering hurricane force winds 70 miles out from her eye and tropical storm force winds 255 miles out. Where I sat on board in Maryland, the small craft advisory continued as did the forecast of thunderstorms. Irene was expected to cross our location on Saturday and Sunday. Already I was starting to experience her fury.

I was very concerned as to when Barry would return as I knew we had to enter the marina to be hauled out, on a rising tide. The opportunities of such before the hurricane hit were becoming very limited. I decided if Barry didn't arrive by Friday morning I would take Sea Star, by myself, across the river to the marina to catch the high tide as that would be the last opportunity before the hurricane's arrival.

As if by answer to my prayer, with great relief I welcomed Barry's return Thursday afternoon at 2 o'clock. Although he was very tired, with the hurricane's approach we were extremely anxious to get hauled out. We immediately headed Sea Star the 2 miles across the Choptank River to Gateway marina. Since high tide had been just 1 hour prior to our



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arrival we thought there should still be enough depth to float us in and up to the travel-lift; well, we hoped so anyway. Sadly, we found out you can't float a sailboat on hopes as we went soundly aground. Not only were we aground, but we were aground on a falling tide. A few hours later Sea Star lay on her side in the muddy bottom.

The marina owner advised us that should we be able to get afloat and up to the dock on the next high tide, which was at 1 a.m., they would get us lifted out first thing in the morning.

It was a disturbing day all round. As we waited on the tide we watched the activity around us as panic grew. Local crab fishing boats joined the queue of yachts awaiting haul out in the line that stretched from the travel-lift all the way out the channel. In the marina office I viewed photos of the devastation hurricane Isabel brought to the area in 2003. As a result, the marina is now uninsurable. The office phone was ringing non-stop. Calls were from boaters south of the area who could find no place available to haul out. They were running against time to seek shelter.

While awaiting the high tide we spent the day dismantling, packing-up and winterizing the boat as we expected to return home once she was hauled out. Unlike the others who were simply seeking shelter from the storm and would re-launch we were closing up for long-term storage.

Friday, on the 1 a.m. high tide, Barry very skilfully worked Sea Star free of the mud and floated her up to the dock. We left her sitting second in line for the travel-lift and headed to a hotel to watch Irene's approach on the weather channel and catch a few hours sleep. We returned to the marina at 9 a.m. fully expecting to find Sea Star on land but sadly that was not the case. The travel-lift crew had been unable to float her forward and chose to wait on the tide again as they brought shallower draft vessels in front of us to lift. As well, a tragic event was unfolding in the marina. One of the workers had attempted to move a heavy tool box, in the hopes of saving it from the expected storm surge, and it had fallen on him, severely breaking his leg. As the ambulance whisked the injured worker away we wondered who would pay for his recovery, as we knew the marina had no insurance. It was an ominous start to the day. The calm air hung heavy with a feeling of foreboding.

As the morning ticked away, the tide rose and finally 20 hours before Irene's arrival we saw Sea Star hanging in the travel-lift slings as she was lifted to land. It was a bittersweet moment. We knew we would drive away to safety but our thoughts were with the locals we would leave behind who could only hope and pray the hurricane would spare them.

Feeling we had done all that we could we left Sea Star with regret and trepidation on Friday, August 27th. She was sitting on four boat stands on land no more than 2 to 3 feet above sea level.

... con't on Pg. 4

from Pg. 3 ... The weather forecast was for 80 mph sustained winds, gusting to 115 mph, a 50% chance of tornados and a storm surge of 5-7 feet. We felt that even though Sea Star was hauled out on land she would re-float! The marina's photos of hurricane Isabel in 2003 certainly gave us reason to believe this to be the case as they showed the marina office submerged by at least 4 feet of water. What a strange predicament.

As if this wasn't enough to worry us, Sea Star was positioned right beside the 2 mile span bridge that crosses the Choptank River. Posted along the bridge are warning signs regarding wind shear in high gusts. Could we be situated in a worse place to face a hurricane? Almost as if the pieces were falling into place for the perfect storm, the timing of when the hurricane would pass our location would coincide with the new moon and add an additional 2 feet of spring tide to the usual 4 feet along with the forecasted 5 – 7 foot storm surge.

We found it disquieting to hear news that areas of New York City were evacuating for the first time ever.

With a feeling of anxious despair we joined the gridlock of traffic exiting the area by way of the evacuation route and started on our way home. We arrived in London at 9 p.m. Saturday night, just in time to watch on the weather channel as the eye of Irene (now a category 1 hurricane) passed just to the east of Sea Star's location.

A later call to our marina in Maryland gave us the welcomed news that they'd "dodged a bullet" with Irene. We won't be returning to Sea Star until next summer, but we have been told she sustained no damage. Since the hurricane passed just east of the bay, the storm's counter-clockwise wind direction helped to push the water out of the Chesapeake Bay rather than the expected storm surge flowing in.

Sailing is all about adventure. We can't help but wonder what next summer will bring?

Donna Kay



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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 **Haydn Gozzard**.

Haydn Gozzard was born in Sheffield, England and immigrated to Canada in 1957. He built his first 18' powerboat in his Oakridge Acres, London, Ontario, single car garage. The plywood structure occupied the entire garage with not enough room to walk around it. A Renault water-cooled engine powered Haydn's boat that he kept at Port Franks for two years before buying a used 26' Higgins power boat named, Sans Souci, relocated to Dick Manore's, Grand Bend, marina.

The late 1960s saw the purchase of his own fibreglass, sailing vessel beginning with a locally, manufactured, Hughes 29. An experienced British sailing couple crewed on the Hughes and bestowed a mountain of knowledge about racing techniques which lead to the selection of a Viking 33 which was campaigned vigorously for a number of years. Haydn helmed, Christine, at 14, ran the foredeck, and Sylvia, navigated on Lakes Huron and Erie including more than seven Bayview Yacht Club, Mackinaw races.

Haydn believed he could successfully design and build fibreglass, racing yachts and in 1980, erected a cement block building in Exeter, Ontario that became Scorpio Yachts Inc. Starting a boat manufacturing company meant that competitive sailing had to take a back seat and Renegade II, the Viking 33 was sold. The asking price solidified when the prospective buyer arrived driving a bright, red Ferrari. The first five boats that Scorpio built were his 35' sloop design, followed by six Bruce Kirby designed racing boats.

A US client approached the company to build a 72' Alan Andrews which a year later was joined in the shop with a 55' Robb Ladd cutter for a consortium of experienced ocean sailors that included Patience Wales, the editor of Sailing Magazine. Both boats were finished within one year of each other.

Many custom yachts later, the sale of Haydn's manufacturing building in 2008 failed to extinguish his interest in power and sailboats—but it did reduce the number of hours that he spends engaged in it. His work-life continued on a part-time basis at Ed's Boat Repair, owned and operated by Ed Preszcator, his former Scorpio Yachts', plant manager.

Currently Haydn owns a Scorpio 27 that he designed and built as a sailing trawler for two seniors lacking strength and physical agility. Summer 2011, provided a sailing holiday on the Trent Severn waterway where Scorpio was moored for two months at Cooks Bay Marina in Gilford—a family owned marina in the southern part of Lake Simcoe. Next summer the boat is slated to do the Rideau Canal.

Other interests: Golf, that he started playing as a teen in England which he continues to do on a regular basis and follows the careers of golfers such as Tom Watson. He also enjoys Curling, which he's often wanted to play, and most other team and individual sports.

Daughter, Chris, along with her husband, Brian Thompson, own a candy, apple red, C&C30, Looking Glass, which continues as an ongoing renovation project. During 2011 Chris began racing the boat at Grand Bend Yacht Club. Haydn exchanged helming duties with Chris, while Sylvia navigated and Brian was introduced to the sport of sailing.

Ten years ago, Haydn elongated a 27' GMC chassis upon which he placed his custom, designed, one-piece fibreglass body for a 37' Class A motorhome, then built and installed teak cabinetry for the interior, that's kept in Fayetteville, North Carolina. The bed chesterfield, swivel reading chair, dinette benches, driving seats and mattresses for the rear bedroom were acquired from US manufacturers along with seatbelt restraining devices.


North America has a bounteous number of inland waterways that Scorpio could ply. This winter, a January vacation at Madeira Beach, (Tampa, Florida, area), comforts seniors' bones for two weeks seeking warmth and hoping to see dolphins and manatees. Golf clubs will also make the trip.

Grandchildren, Breanna and Tory, are currently busy completing their education.

Haydn's family did their best to steer him away from flying models of aircraft, helicopters, and hot air balloons given his propensity for building challenging things.

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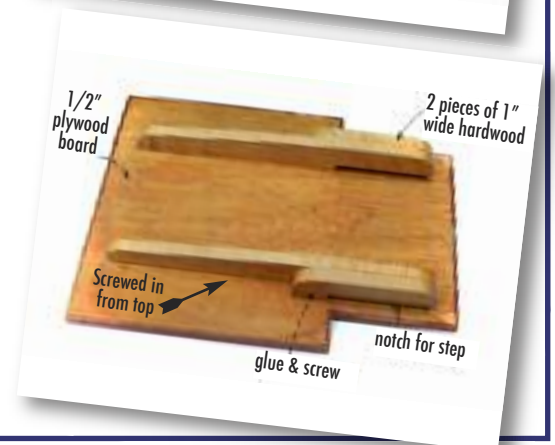
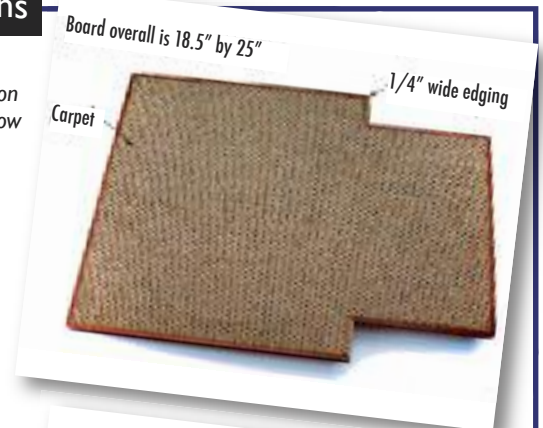
Ingenious Inventions

Doggie Diving Board

Have you heard about an ingenious invention our Squadron membership might like to know about? Contact Deb Hughes, debhughes@rogers.com

We have an 80 lb. Labrador Retriever who loves to go on our 1984 C&C 35 sailboat, but the companionway steps are far too steep for her to get below, and she's too heavy for us to lift up and down. My solution was to build a "Doggy Diving Board" that we could slide over one of the steps. Holly can jump onto it, then onto the quarter berth and into the boat. I move the board one step lower for her to get back up out of the boat.

I used a piece of 1/2" plywood as the base, and cut two pieces of maple for each side, allowing a slot just wide enough to slide snugly over the step. The narrower width of the plywood fits between the sides of the stairs. After gluing and (countersink) screwing the hardwood pieces to the plywood from the top, I covered the plywood with carpet and edged it with some 1/4" mahogany strips. It works very well. Obviously this version is meant to take the weight of a heavy dog, and the dimensions and construction would change based on your pet and boat.



*You are
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Saturday, January 28th, 2012 at 7:00pm

*In the Wardroom at HMCS Prevost
Drinker ticket: \$35.00
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How To Taste Scotch Whisky

... as if you don't know

Character or style of the blend is defined by the dominant flavours of the blend. These flavours are influenced by the places where the ingredient whiskies were made.

Nose or aroma, of a blend is defined by the smells that you distinguish when you inhale the vapours that rise from a glass of whisky. The smells are often complex and multi-layered.

Nosing Glass to fully savour the aroma of a whisky the whisky producers use. This glass has a wide bowl, a narrow opening and a small glass lid to contain the opening. The same result can largely be achieved using a wine glass or brandy balloon.

Legs roll the whisky around a clear, clean glass and you will notice that it sticks to the side when you place the glass back upright - the striping that result is the legs of the whisky. Two things cause legs: alcoholic strength and natural viscosity. So given that samples are tested at the same strength, sticky, full-bodied whiskies will have longer legs that take more time to slide back to the whisky; lighter whiskies have less prominent legs.

Palate is the depth of the flavour, defined by the taste experience of actually drinking the whisky. It includes the initial flavours from the first sip and the flavours that develop in the mouth as the whisky is swallowed.



Finish is defined as the elements of the whisky (and their flavours) that linger in your mouth long after the whisky is swallowed.

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The Galley Gourmet

He's not sure if this recipe is doable on some boats - maybe a meal best prepared 'at anchor' - but contributor Cam Stevens thought it was worthy of including in The Galley Gourmet just because it's 'damn good'!

Honey Mustard Chicken

- 3 lbs. Chicken Pieces
- 1/2 cup liquid honey
- 1/4 cup butter or margarine
- 1/4 cup dijon mustard
- 2 - 4 tsp. curry powder
- pinch cayenne pepper

Place chicken in single layer in large ovenproof dish. Combine honey, butter, mustard, curry powder and cayenne. Pour over chicken.

Bake, uncovered, at 350 degrees F, for 20 minutes, basting once. Turn pieces over, baste again and bake another 20 minutes or until pieces are no longer pink inside.

Serves 4 - 6 people

Cam Stevens, AP
 Public Relations Officer

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