



INSIDE:

Donna Kay



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Notable Occasions



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Event Announcements



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**See you in
Sarnia
at the
Rendezvous!**

June
2011



Dreams ... Do Come True



In 2001, my husband Barry and I formulated a five year plan that would allow us to take an early retirement, purchase a boat and set off on an extended cruise to the Caribbean.

During the next five years we continued to tick items off of our to-do list, not the least of which was to buy a boat. After extensive searching we found what we felt was a well found, sea-worthy cruising vessel – a 1981 35' C & C sailing sloop. Barry and I continued to take CPS courses - Boating, Maritime radio, GPS, Weather, Piloting and Advanced Piloting. We are forever indebted to the very knowledgeable LPSS proctors who gave their time and expertise to

teach us the skills we would need to make our dream become a reality.

Right on schedule, on July 4th, 2006 we pushed off from the dock at Penetanguishene into the beautiful waters of Georgian Bay. During our adventure over the next 4 years we would sail approximately 8600 nautical miles, travel from Georgian Bay in the Great Lakes to Trinidad in the southern Caribbean, and traverse the Caribbean island chain (Greater and Lesser Antilles) six times. In the hopes that our family and friends back home would be assured of our safety as well as able to share in our journey, along the way, we posted over 400 entries to our blog: www.landfalls.blogspot.com.

It is note-worthy to mention how our boat was equipped (or not equipped, shall we say). ... *cont. on Pg. 3*

COMING EVENTS

JUNE

- 1st - Submission deadline for London Line.
- 8th - 1100-1500 Safety Day 3M, @3m building, Oxford St. E.
- 11th - 2nd Annual London Sqn. Family Picnic & BBQ (Commander's Picnic), Fanshawe YC., See pg.8.
- 14th - Squadron Bridge Meeting, 1900, HMCS Prevost Ward Room.
- 15th - Youth Note Card Contest deadline, See pg. 8
- 17th-19th - Western District Rendezvous, Sarnia Bay Marina, see pg. 7.

JULY

No Bridge meeting this month

AUGUST

- 1st - Submission deadline for London Line.
- 9th - Bridge Meeting, 1900, HMCS Prevost Ward room.
- 18th - 1730 to 2000, Info and Pre-registration/ BBQ night for fall courses.

AUGUST

- 13th - Bridge Meeting, 1900, HMCS Prevost Ward room.

Visit the London Squadron Website: www.powerandsail.ca



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from the helm **COMMANDER**
BEV MIATELLO



Greetings to all and welcome to summer! I hope! As I sit and write my first article as Commander it is a time we are all wondering if summer ever going to arrive? Or will the summer be that nice week and rainy on the weekends? If I had a crystal ball I'd let you know but as you read this, may the sun be shining and the winds fair.

Let me introduce myself... I was elected as the Commander for London Squadron back in March at the Annual General Meeting (known as our AGM) is was given my 13th Merit Mark, basically meaning I've been around helping out the bridge doing various duties for 13 years. Wow, where does the time go? I distinctly remember taking my first boating course and being probably the youngest among a bunch of men, who, when asked by the Instructor "where and how long have you been boating", everyone had an answer but me. I thought that's why I was there - to learn how to boat! If these people have been boating for the time they said,

wasn't that backwards? So that's when it all started, wet behind the ears, with no boating background whatsoever. 13 years later I'm pleased to say that I have been boating mostly on Lake Huron starting out in Port Franks, and now in Sarnia going up and down the St. Clair River, and occasionally venturing into US waters to visit friends. Attending Rendezvous' is my favourite Squadron event held in a different location hosted by a different squadron each year. If you've never been out to one and have seen them advertised, be sure to make time this year on June 17/18 weekend. Although it's being held at Sarnia Bay Marina, hosted by the Sarnia Squadron you don't need a boat to attend. This event was my first outing with the Squadron without a boat and I was hooked from then on. Well I'll stop this introduction now. I'm sure there's good weather waiting out there somewhere. Fly your flags high and proud, and see you at Rendezvous!

LONDONLINE



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London Line welcomes submissions from all members.

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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Such is the human race. Often it seems a pity that Noah didn't miss the boat.
Mark Twain

Safe Boating Week is May 28th to June 3rd, but ...

Practice makes Perfect!

PRACTICE SAFE BOATING WHENEVER YOU'RE ON THE WATER

...from Pg. 1 We simply didn't have the resources to purchase new equipment, nor the desire to wait until we could and were therefore forced to follow in the footsteps of long-time world cruisers, Larry and Lin Pardey (authors of "The Self-Sufficient Sailor") who have always proclaimed "go small, go simple, go now". Our boat's inventory does not include any method of self-steering, nor do we have a water maker or a chart plotter. Thanks to our CPS training, we charted the old fashioned way.

We headed out along the small craft route through Georgian Bay's 30,000 islands, anchoring out every night. We were amazed at how easy it was to anchor out in the Great Lakes. Of course it was easy to drop the hook in the 30,000 islands and the North Channel, but to our surprise we found ourselves tucked in behind Chantry Island, on anchor in the bay off the Sarnia Yacht Club, behind Peche Island in Windsor, off Boblo Island, behind the break-wall at Port Burwell, in Long Point Bay, up the river from Port Maitland and off Crystal Beach.

Our journey took us north of Manitoulin Island into one of the world's most beautiful cruising grounds, the North Channel. Over the course of our trip we would visit other world famous cruising grounds, namely the Chesapeake Bay area, the Bahamas, the Virgin Islands and our favourite, the Grenadines.

Thanks to CPS members, Brian & Lorna Jeffrey, who welcomed us to their campfire on shore as we stopped overnight in Port Stanley, our plans to take the Welland Canal to Lake Ontario and enter the Erie canal system at Oswego changed as they wisely suggested we enter the Erie Canal at Buffalo. We cleared U.S. customs with the kind assistance of a U.S. Power Squadron member (he recognized the CPS logo on Barry's sweatshirt and offered to drive us to check in). Once our U.S. Cruising Permit was acquired Barry built a



cradle to support our mast that we dropped to allow us under the 15 bridges that cross the Erie Canal route. We motored at a slow, easy and relaxing pace through the fall colour along the canal's 338 miles. The smiles and waves from everyone we passed on shore gave us a feeling of euphoria by the end of each day's travel. Though we'd heard that we would need extra hands on deck to travel through the canal's 35 locks, we luckily experienced no problems handling our boat with just the two of us on board. At the end of the canal we stepped our mast once again and started on the next leg of our passage; the Hudson River to New York City. We spent 11 days on a mooring ball in the 79th Street Boat Basin off of Manhattan's Upper West Side. The \$30.00 per night fee payable to the New York Parks Commission included a secure place to dock our dinghy, an excellent shower, a restaurant in the adjacent Riverside Park and a location that was 2 blocks to the subway and shopping. Our daughter came down to join us and we toured to our heart's delight. Also included with our mooring ball (but oddly, not mentioned in the brochure) was the rough current from the strong tidal surge, the roar of the traffic on the expressway beside us and the unending huge swell from the passing barge traffic - all part of the ambience of life in the Big Apple.

With temperatures near zero degrees Celsius, we set sail for our first time into the Atlantic Ocean on Friday, October 13th. It had been over 3 months since we pushed off from the dock in Penetanguishene. With the temperature still just above freezing we made Atlantic City, and four days later on October 19th we got our first view of the breath-taking fall colours surrounding the Chesapeake Bay. Here we dodged a constant profusion of fishermen's buoys marking traps and nets. We couldn't just say who was winning, the fish or the fishers, but we could say, the chase was certainly on. We were awed by the huge number of sailboats that we saw in Annapolis. It truly deserves its name as the sailing capital of the U.S. We slipped through the pre-dawn mist amidst a sea of pelicans and loons to begin our last day on the Chesapeake and by sunset on October 30th we entered the ICW (Inter-coastal Waterway) in Norfolk, Virginia. That was truly a day of unusual sights as we watched our first dolphins riding in our bow wave, cranes loading and unloading container ships, sailed past a submarine and saw more naval vessels

con't on pg. 4 ...




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from pg. 3 ... and battleships than we could have ever imagined existed. With these wonders seven miles behind us we motored our way into the Great Dismal Swamp's shallow waters where we dropped the hook to spend Halloween night. No treats here but the trick was to not go aground.

The ICW stretches for 1100 statute miles from Norfolk, Virginia through North Carolina, South Carolina, Georgia and Florida where it ends at Miami. We motored, sailing just occasionally, for the entire distance. During this time we went under 141 bridges; 60 that had a clearance of 65 feet and 81 movable bridges where we had to hail the bridge-keeper on our VHF radio to request an opening. The view along the shallow, narrow channel was amazingly interesting. We were captivated by the miles and miles of huge homes that lined the outer banks. Even with our shallow draft of 4' 10" we went aground several times, however, we did find the sand much more forgiving than the North Channel rocks. We travelled past all shapes and sizes of fishing boats, a multitude of golf courses, sandbars, salt marshes, cotton fields, shrimp boats, cruise ships, confederate flags, Spanish moss, wild horses, citrus fruit trees, mega yachts, mansions, hotels, also signs that read "Do not feed the Alligators", "Idle Speed, Manatee Zone", "Hurricane Regulations", "Loggerhead Turtle Nesting Area", and even the "Fountain of Youth". During our long, slow, motor passage we took turns relaxing in the hammock we had strung on deck between our forestay and mast. It was a long ride; we may as well enjoy it. We spent the U.S. Thanksgiving Day in the oldest city in the U.S. – St. Augustine, Florida and arrived into Miami in time to enjoy the Superbowl festivities that were going on there.

In Miami, (south beach), we tied our dinghy up at the grocery store's dinghy dock and provisioned for our offshore passage. While anchored there we made friends with other cruisers who were also waiting on the proverbial "weather window" to cross the stream. Finally, 7 months after we pushed off from the dock in Penetanguishene, we set sail into the Atlantic Ocean and made our way across the Gulf Stream to anchor in the lee of Bimini (Bahamas). That evening, as we stretched out on the foredeck under a clear, star-filled sky that seemed to wrap right around us, we knew that our dream was becoming a reality. Little did we imagine the magnitude of the adventure that lay ahead for us; the strong friendships that we would form with cruisers from all over the globe, and the beauty we would discover on the islands and under the sea. Over the next three years we would learn to always be vigilant when it came to pirates and weather but none the less the love of sailing that we shared would blossom into a true passion. ... to be continued in the August issue

Donna Kay



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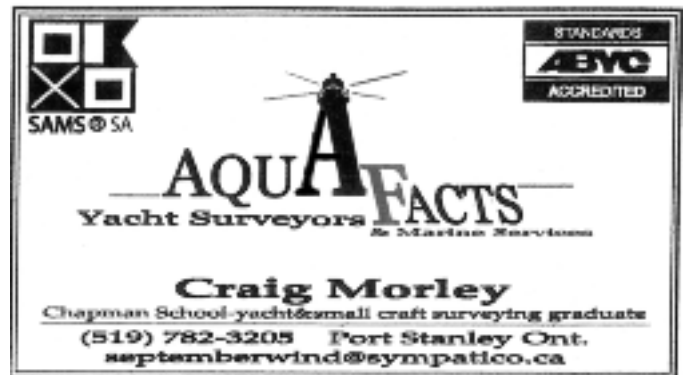
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Meet The Members

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 the London Squadron's Secretary, **Donna Kay**.

How and when were you introduced to boating?

As I believe is the case for many women, the men in their lives are the ones who introduce them to boating. Before our daughter was born, my husband Barry and I enjoyed many years of sailing out of Bayfield. We traded boating for a "land yacht" (trailer) once our children came along but returned to sailing when we retired.

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

I signed up for the boating course to prepare for our cruise south. One course led to another and before I knew it I'd also taken the GPS course, Maritime Radio, Weather and Piloting. I found the courses to be not only informative but also a pleasant way to pass the cold winter months.

What are your present boating activities?

Currently our sailboat is in Florida. We plan to launch her the first of July and start on our way north, possibly to the Chesapeake Bay

area. Hopefully we'll be able to dodge any hurricanes that may be making their way up the coast this summer.

What are your future boating plans or dreams?

When my husband and I set out on our cruise to the Caribbean we said, "The only thing that will bring us home is a grandchild". To our delight our grandson was born May 29, 2009. Our dream now is to teach him to enjoy sailing as much as we do.

What are your present non-boating activities?

I spend my days baby-sitting our grandson as our daughter is a teacher. I belong to a philanthropic education organization (PEO) and am secretary on the London Power and Sail Squadron bridge.





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*The 2011
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Back Row: Harry Harrison, Cam Stevens, John Manvell, Mark Hunsberger, Peter Hammond
Front Row: Donna Kay, Steve Waite, Bev Miatello, John McKay, Drew Clime, Paul Singh

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SATURDAY

- Oahu Openers (continental breakfast, London Sqn.)
- Molokai Meeting (Western Ontario District)
- Kauai Kitchen (Pot luck lunch on the dock)
- Niihau Nourishment (Pig Roast feast)
- **!!ENTERTAINMENT!!** free admission, next to Marina - Southern Funk X-Perience, Rumble Fish, Tim Chaison, Helix

SUNDAY

- Big Island Big Breakfast (Tillsonburg Sqn.)
- Maui Mayhem (Commander's Competition)

PRICES: Rendezvous: \$15/ person

Sat. Pig Roast: \$20/ person (not incl. in registration)

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- GPS NAVIGATION - Sept. 13 (Instr. John Kabel)
- MARITIME RADIO CERTIFICATION – Oct. 11 (Instr. Steve Waite)
- ELECTRONIC CHARTING - Nov. 15 (Instr. John Kabel)
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