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## February 2012

QUESTIONS, COMMENTS, OR INFORMATION?

CALL 519-438-6222

## Atlantic Crossing



**“These waves are freaking me out! I need another solution!” I shouted to Brian as he cracked open the companionway hatch boards. I had been on the helm for three hours and during that time the wind and waves had increased significantly. I saw 48 knots twice; however I was much too busy looking behind me at the oncoming twenty foot seas to monitor the anemometer. We were 12 days out of New York surfing down frothing monsters at a precarious 15 knots.**

My boat partner, Brian Hall, is an experienced sailor whose judgment I have come to trust. We both had the same dream, to sail across the Atlantic in our own boat. Five years ago the adventure began with a search for a suitable bluewater boat. Necessity is a

Corbin 39 built in Quebec in 1982. She is cutter rigged with a pilot house. Initially she was leaky and in bad repair. Over a four year period we had her refitted with a new 44 HP Westerbeke engine, feathering variprop, new stays and shrouds, modern keel cooler fridge, radar, autopilot, and chart plotter. Extra water tanks were fitted along with new wiring and plumbing throughout. Solar panels, multistage battery charger, and a high amp alternator were installed along with a single side-band radio and an expanded battery bank all electronically monitored. A new main and genoa were added to Necessity's extensive sail plan complimenting the Yankee, staysail, storm staysail, DRS, storm trysail, and spare main. However, this is only half the answer to a safe trans-Atlantic crossing.

con't. on Pg. 3...

**COMING EVENTS**

### FEBRUARY

14th - PCOC Course begins, @ 1900 CCH, Rm.101

24th-26th - London Fishing & Leisure Show, Western Fair Grounds.

### MARCH

31st to April 1st - District AGM, Peele Days Inn, Leamington, ON

### APRIL

1st - Deadline for submissions to London Line

10th - London Squadron AGM, HMCS Prevost Ward Room @ 1900

24th - Radar, VHF and PCOC courses, at CCH, @ 1900

### MAY

TBA (end of May) - Anchoring Presentation by Dick DeRossier, HMCS Prevost Ward Room @ 1900

### JUNE

22-24th - District Rendezvous, Goderich, ON. New graduates welcome!



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**from the helm**



**COMMANDER  
BEV MIATELLO**



WINTER: (according to Webster's Dictionary)

The season between autumn and spring comprising in the northern hemisphere usually the months of December, January, and February or as reckoned astronomically extending from the December solstice to the March equinox: the colder half of the year.

The Calendar may well tell us that we're in January alright, but something is definitely wrong with the picture. I look out into my backyard and it's pretty green out there. What is going on? Now don't get me wrong, I'm not a big fan of the white stuff. I was raised in Northern Ontario where winter began in November and ended maybe in March. I've seen my share of snow. I couldn't wait to put on my shoes again at the first sign of the asphalt. But really, not even a white Christmas? This dreary, rainy weather gets most people in a mood that can't be explained, except to blame it on the weather. Some sort of depression occurs; doses of vitamin D are recommended by whatever means you feel comfortable with. Those Snowbirds, the ones who travel to warm climes for

the winter, I know many and maybe you're one yourself. I'm definitely not one, and not sure if I'm so inclined, but if push came to shove wouldn't some nice warm weather be great? A winter vacation isn't on the calendar this year, so through these months are we confined to the indoors? Unless you're without any winter hobbies. Those of you with the talent of skiing, snowboarding etc., well I hope you can enjoy them somewhere. Now the Indoor hobbies, that's more my thing; doing some repairs or painting to the house, watching movies on a Sunday curled up with the cats, or even doing some cooking. A small inkling that summer will be back sooner than later are the Boat Shows. This past weekend was the last of the Toronto Boat Show. Those of you who were able to attend I hope it fulfilled your expectations. Seeing all the big yachts (and the big price tags), now that gets you excited for the boating season to be back in full swing! Around the corner is London's Boat, Cottage and fishing show. (Feb. 24-26) Now a different caliber mind you, but there is something for everyone. The District Squadrons will be in attendance at the same booth as in previous years, so come on down and say hello, and maybe if you have a free hour or two to spare on the weekend, come on down and volunteer some time, we'd love to see you! Give myself or Past Commander Steve Waite a call. But in the meantime before the boats begin to get launched stay warm and dry!

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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**The perfection of a yacht's beauty is that nothing should be there for only beauty's sake.**  
*John MacGregor*

... from Pg 1 One requires a competent skipper with knowledge about all aspects of a ship's systems, sound judgment under pressure on the high seas, and a multitude of skills related to the various aspects of bluewater sailing. Brian has been sailing all his life and has accumulated extensive boating skills that would be indispensable on our crossing.

As we analyzed our routing options we became intrigued about the nine island Azorean archipelago that stretches over 330 nm about two thirds of the way across the Atlantic. It is the place Spanish galleons put into on their return trip from the Caribbean, where Drake and other English privateers attacked the Spanish, and conflicts between Spain and Portugal were resolved. Rather than using the Azores at a brief stop-over destination, we decided to stay for the summer. *Necessity* would be put on the hard for the winter and we would return to finish our adventure in a year.

But why cross an ocean? When you become a boater you tend to test your vessel and your skills against increasingly challenging situations. You may try a small lake first, then graduating to larger bodies of water, and even overnight sailing. The challenge of Great Lakes sailing is an ideal testing ground your crew and vessel. Eventually one might consider an off shore passage, or even a crossing. The Atlantic Ocean is an ideal first crossing. It is about 3,000 miles across, accessible from our home port in Bayfield, Ont. and is free of hurricanes from January to June. Our overall plan was to use the natural ocean currents of the North Atlantic, along with the predominately westerly winds, to travel to Europe and eventually back across on the trade winds to the Caribbean. This follows the sailing routes of the old time mariners.

In the early fall of 2006 *Necessity* made her way down Lake Huron, through the St. Clair River, past Detroit, and into Lake Erie. Upon reaching the Niagara River her mast was stepped and stored on deck cradles for the 360 mile transit




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down the historic Erie Barge Canal. No fee for locking through the 35 lock system, and only \$8 was charged for dockage on the entire system! A very picturesque journey that ended in Catskill, NY on the Hudson River, about 100 miles from New York City. There *Necessity* was placed on the hard at Hop-O-Nose Marina awaiting her big adventure in the spring.

May 1st 2007 saw all the preparations come to fruition. *Necessity* was launched, fueled, stocked, and made ready for sea. It took two days to travel down the Hudson River to the ocean. The Military Academy West Point was passed, along with the Tappan Zee bridge (where regular boating insurance coverage ends), finally making our way to the Big Apple. We berthed across from Lower Manhattan at the Liberty Landing Marina in New Jersey offering great views of the New York City skyline and the Statue of Liberty.

An Oceanographer and weather router were hired to allow us the best advantage of the Gulf Stream (GS) currents. The GS is a wind driven current originating in the Gulf of Mexico, passing along side Florida and the US eastern seaboard before deflecting across the Atlantic Ocean north of Bermuda, and ending up in England. Currents in the GS can be as high as 4-6 knots. As with any current there are eddies, or currents that spin off counter to the main stream. Warm eddies appear on the north wall of the stream and spin clockwise. They stay in place for 6-12 months. Cold eddies occur off the south wall and spin counterclockwise lasting up to 2 years! We had a course plotted through the stream taking advantage of some warm eddies and the best parts of the stream. The weather window was good with only light winds forecast. So on May 5th, 2007 we headed out through New York Harbour, past Ellis Island and the Statue of Liberty to the open ocean beyond. Our 2,050 nm journey to the Azores would take us about 20 days. We had food and water for 30, and enough diesel fuel to motor for 8 days. Our route through the Gulf Stream would basically take us on a great circle route to the Azores. The first three days one actually tracks along the US east coast finally leaving sight of land at Cape Cod.

After dropping off the edge of the Grand Banks into 12,000 feet we were definitely bluewater sailing! Three days out found us in 5 degree C water, with an air temperature of the same. Farther to our south tropical storm Andrea was developing with winds of 70 knots and over 30 foot seas in the Gulf Stream. A 54 foot sailing vessel would go missing, and to date nothing has been heard from the S/V 'Flying Colours'. For three days we had awesome sailing conditions. Five hours with the spinnaker one day, and eight hours the next. *Necessity* was making 8 knots over the ground at times with our boat speed and the Gulf Stream current added together.

cont'. on Pg. 4...

... from Pg. 3 And then we got some Beer!! A Turkish freighter came up over the horizon astern. We raised the crew of the Leyla Kalkavan on the VHF radio to verify that they had seen us. The captain came on the radio and asked if we required any provisions such as fuel, food, or water. We half-jokingly said we needed beer (*Necessity* was a dry boat for the crossing). The captain bought into the idea of delivering beer to us in the middle of the Atlantic. He had the crew turn the boat around and drop off a case of beer directly in our path!! Beck beer is now our favorite. The crew of *Necessity* were in high spirits indeed.

However, as all sailors know, good weather will not go on forever. A big low pressure system was heading our way with lot of wind. Late in the afternoon of May 16th the gale struck. We had 30+ knots early on, and things settled. Thought that was it, however the wind picked up to 40-45 knots over the next five hour period. Even saw 48 twice on the anemometer. The waves become quite large and we were able to go with them in a fairly controlled fashion for a time. Later on the wave heights built to 20 feet, and *Necessity* was surfing down the face of them at 15 knots boat speed. There was a real danger of a broach, or alarmingly - a pitchpole. Brian took over the helm and began steering us into the seas at an angle using our small storm stay sail only. This was working fine until we stalled going up the face of one particularly large wave. So he started the engine and this gave us enough momentum to get over the bigger waves. As it was still daylight we could see the bigger breaking waves that we needed to avoid or climb over. With darkness fast approaching it was going to be a grim task. Then it began to rain in torrents and the air temp dropped dramatically. We had reached the cold front of the low. The wind dropped to 25 knots from 45 in a matter of 15 minutes and shifted 80 degrees out of the west. What a relief! We were, however, left with a large confused seas and dying winds. No sleep for anyone. *Necessity* pitched and rolled, she creaked

and groaned. No berth was tight enough to keep one from rolling back and forth, even with our lee cloths. We were wet, and now cold. It was the worse night so far. At one point I had to be rescued, as I was helming with one hand, holding a storm staysail sheet too short to belay with the other, and cradling the auto pilot motor that had broken free from its bracket with my feet!

As we approached Flores, the first island that one happens upon from the west in the Azorean archipelago we had accomplished the first part of our goal (there are 900 nm more complete our sail across the Atlantic Ocean in our own boat). Over the eighteen days *Necessity* averaged 5 knots SMG covering 2,050 nm. We had so many memories; from the numerous dolphin & whale encounters, to the tension of the gale, to the many beautiful dawns & sunsets. These highlights will stay with us for years to come. Our Corbin 39 proved to be a safe, sea kindly vessel easily capable of handling the big seas of the North Atlantic.

P/C D. R. Nesbitt, SN



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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 **Dale Hughes**.

### *How and when were you introduced to boating?*

I got into sailing in 1982 with a friend of mine in Grand Bend. He owned and raced a Tanzer 26. One of the reasons I stayed crewing on the Tanzer was a nice pair of white shorts. Let me explain. There was this girl in a very nice pair of white shorts that every Sunday would pull up in her red Turismo, hop out, and jump on a competitor's sailboat just in time to head out to the race course. Well, she had my attention, to say the least! I managed to meet up with her after a champagne race one day, and we've been enjoying many adventures together on and off the water ever since. My wife Deb is one of the main reasons I continued to crew, as at first I was not keen on boating - competing as it did for my time on the golf course! I went on to develop a great enjoyment of the sport, and Deb and I have both worked our way through the executive to become, among other roles, Racing Chairmen and Commodore's at the Grand Bend Yacht Club.

Deb and I raced on different boats for many years. Bob and Isobel Campbell, vgggn, who owned and raced a C&C named Wildcat, were great mentors to me, and I learned a lot about racing from them. Deb raced on a boat called Event Horizon, and also learned a lot about the sport. Eventually we purchased our own sailboat, a Jeanneau Fantasia named Oasis, in 1999. When we started racing our boat together, we realized we had different ideas as to the best way to make our boat go fast. This led to some interesting on the water "discussions" before and during the

race. Having raced separately on two different boats, each with different racing strategies and styles, we realized we had to establish some important ground rules. After all, there can only be one captain! We decided that whoever was on the helm would be the one to call the final shots - after first consulting with whoever was crew! Deb prefers the upwind helming, and I do most of the reaches and downwind legs. It seems to work for us, and we have been racing and sailing Oasis ever since. We have sailed to the North Channel a number of times. We enjoy having our grandchildren on board with us whenever possible, and are trying to encourage a love of the sport with them. We have a small Sunfish at our cottage that we hope they will have much fun sailing on Lake Huron over the coming years.

### *How and when did you get involved with education with the Canadian Power and Sail Squadron?*

When we bought our boat, we figured if we were going to be proficient and safe at boating, we needed some solid theory to add to the on the water experience we already had. We had heard of others who had taken courses at the London Power Squadron and thought highly of them. We attended the Boating course that taught boating safety along with charting and navigation. It was very useful to us as we applied it on our first trip up north. In the future, when our work travel eases a bit, we might like to teach some boating courses.

### *What are your present boating activities?*

For the last two years we have not been as involved with sailing as we have been in the past due to time restrictions stemming from extensive renovations on our cottage and home. This year we hope to race our boat in the GHBYC racing program. We would like to get our grand children out more than they have been. They really enjoy being on board.

### *What are your future boating plans or dreams?*

We took a trip to the Greek Islands with three other couples in 2001. We chartered an Atlantic 61 foot sailboat for two weeks. We would like to do more cruising and have talked a little about sailing in the Caribbean. It would be nice to retire in the Keys on a sail boat.

### *What are your present non-boating activities?*

Deb and I like to ski in the winter with our family. Three of our grandchildren, Avalon, Lochlan, and Quinn, ski with us, and our fourth, William, who will be one this April, may very well be ready next year. We spend a lot of time at our cottage in Ipperwash in the summer. It is right on the beach and a wonderful place to be.



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### Ingenious Inventions

## Brighter Lights (On The Cheap!)

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

My buddy Mark Gratix put me on to these cheap LED's at Ikea .....

Everybody knows LED lights draw next to nothing from your batteries but with some marine stores selling them for up to \$100.00 each they were a bit out of my price range.

Ikea have a bunch of different models including some with a dial to change colours. Of course the ones they sell are 120VAC but guess what, they all come with little transformers that step down to 12VDC, cut off the transformer, throw it away and wire the lights directly to your 12 volt system and Voila ! you have set of four LED lights for about \$40.00 or \$10.00 each..

These are very bright. I bought four for my bridge deck and installed only two because they are so bright. I then modified all of my 25 year old fixtures to accept these lights. For a full photo "how to" modify your old fixtures for \$10.00 each check out the website below.

PS. I did exactly the same thing with my LCD TV to run it off 12VDC Check it out.

**Wallace Gouk AMS®** is an accredited Marine Surveyor at Port Credit Marine Surveys (he does Yacht deliveries as well). Wallace can be reached at [boatpoker@gmail.com](mailto:boatpoker@gmail.com) or 416-526-3845 and at his website <http://www.pcmarinesurveys.com>



# GPIRB



# The Smart EPIRB

This is the first of a new generation of emergency beacons. GPIRBs (Global Position Indicating Radio Beacon) combine the latest in GPS and 406MHz EPIRB (Electronic Position Indicating Radio Beacon) technology, and add extraordinary precision to your emergency distress signal. If you are a boater who operates offshore or in the Great Lakes, this could be the best "life insurance" policy you could own. The GPIRB, with its built in GPS, determines and broadcasts its own location. This shortens the time required to get an accurate fix on the beacon location and saves valuable time at the beginning of an SAR (Search And Rescue) operation.

The unit comes with a float-free bracket that releases it if it is submersed as in a sinking. There is a manual mode to turn the unit on manually and a test mode which should be used on a frequent basis to test the operation. It has a minimum 48 hours operating life, 8-channel internal GPS and comes with a lithium battery.

### What's the difference between 406MHz EPIRBs and the new GPIRB?

The position of a 406 MHz EPIRB is determined by calculations using the Doppler shift in the beacon's distress

signal which occurs as satellites approach and recede in overhead orbits. The accuracy of the calculations is determined by the number of signal bursts received by the satellites. Accuracy is enhanced when a satellite passes directly overhead, because the satellite receives the greatest number of signal bursts. The only real problem with the system is that it takes time for an accurate fix to be acquired.

In contrast, the new GPIRB takes an active role in determining its own position. When activated, its internal GPS finds its own position, just like an onboard GPS. Having located itself, it broadcasts its identity and position on 406MHz. It will then shut down for 20 minutes to conserve power, and repeat the process of locating itself and rebroadcasting. It will continue to update its position every 20 minutes as long as it is active. The advantage of a GPIRB is that an accurate fix is almost instantly available. Its frequent update allows rescuers to compute drift accurately, and direct SAR teams directly to you -- difficult to do with the time delays of an EPIRB.



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For All Members of Western Ontario District:

**REPORT OF THE DISTRICT NOMINATING COMMITTEE JANUARY 2012**

The District Nominating Committee nominates the following members for election  
as District Officers for 2012/2013:

OFFICE PHONE	NAME	ADDRESS	SQUADRON	
Commander	Michael Smith, P	7010 Matchette Rd., La Salle, N9J 2R9	Windsor	734-7031
Exec. Officer	Robert Parke, AP	240 Regal Drive, London, N5Y 4Z9	London	453-5324
Training Officer	David Corke, AP	47 Forsythe Ave., Brantford, N3R 3L6	London	720-9367
Admin. Officer	James Jeffery, JN	1801-380 King Street, London, N6B 3L6	London	438-0400
<b>DISTRICT LIEUTENANTS:</b>				
Secretary	Mavis Colyer	6168 Baseline Rd. RR#3, Wallaceburg, N8A 4K9	Wallaceburg	627-6374
Treasurer	Rob Donaldson	380-2107 Pelissier St., Windsor, N9A 6V7	Windsor	818-7935
Membership Officer	Harry Harris, S	29 Silverdale Crescent, London, N5Z 4A5	London	681-8259
P.R. Officer	Julie Ditmar, AP	R.R. # 4, Woodstock, N4S 8B7	Tillsonburg	467-5484
Ass't Training Officer	Mark Hunsberger, AP	272 Short Ave., London, N5W 1W2	London	453-4714
Marep Officer	Harry Ditmar, P	R. R. # 4, Woodstock 467-5484	Tillsonburg	467-5484
Boat Show Officer	Steve Waite, SN	103 Chesham Ave., London, N6G 3V1	London	473.0517
Comm. Officer	Peter Fuhry, N	10 Riverbank Dr., St. Thomas, N5P 4M5	London	282-1870
Env'm't Officer	Mike Croxford, P	448 Princess, Port Lambton, N0P 1B0	Wallaceburg	677-5848
USPS Liaison Officer	Nick Baratta, JN	1629 Mardell Street, London N5V 1X3	London	453-2172
Youth Officer	Tracie Berekoff, P	313 Martin Lane, LaSalle, N9J 2M4	Windsor	978-3071

**The District Nominating Committee also nominates the following for appointment  
by the members to the Internal Audit Review**

Committee of the District:

Joe Gatfield, AP	11992 Cobblestone Cres, Windsor N8P 1T5	Windsor	739-9493
------------------	---	---------	----------

**The following member will serve on the District Executive Committee and the District Council  
by virtue of his position as Immediate Past District Commander:**

Chris Schooley, P	1041 Michigan Ave, Sarnia N7S 2B3	Sarnia	542-4555
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**Pursuant to District Regulation 9.15.1, the following members will serve on the District Nominating Committee  
for 2012/2013 by virtue of their positions, and do not require election or appointment:**

Chair	P/D/C Chris Schooley, P	1041 Michigan Avenue, Sarnia N7S 2B3	Sarnia	542-4555
	P/D/C Joan Hicks, AP	185106 Cornell Rd, R.R. #3, Tillsonburg N4G 4G8	Tillsonburg	842-5618
	D/C Michael Smith, P	7010 Matchette Rd., La Salle N9J 2R9	Windsor	734-7031

**The following members will serve as signing officers for the District for 2012/2013  
by virtue of their positions, and do not require election or appointment:**

	D/C Michael Smith, P	7010 Matchette Rd., La Salle N9J 2R9	Windsor	734-7031
Exec. Officer	Robert Parke, AP	240 Regal Drive, London, N5Y 4Z9	London	453-5324
Treasurer	Rob Donaldson	380-2107 Pelissier St., Windsor, N9A 6V7	Windsor	818-7935

All in accordance with District Regulation 9.15 and 11.6 and the Guidelines to Nominations in the Guidebook for CPS Officers

Respectfully Submitted,

Chair P/D/C Chris Schooley, P, P/D/C Joan Hicks, AP, D/C Michael Smith, P



For All Members of the London Power and Sail Squadron

## NOTICE OF THE ANNUAL GENERAL MEETING AND MERIT MARK CEREMONY

Notice is hereby given that the Annual General Meeting of the London Power and Sail Squadron will be held:

Location: HMCS Prevost, 19 Becher St. London ON

Date and Time: Tuesday April 10, 2012 at 1900

### FOR THE PURPOSE OF:

1. Receiving and, if thought fit, approve the reports of the Squadron's Officers
2. Receiving the Auditor's Report on the financial position of the Squadron
3. Electing to office those members whose names and addresses appear in the Report of the Squadron Nominating Committee as contained herein and forming a part of this notice
4. Appointing an Auditor for the Squadron Year 2012-2013 Considering such other business as may be properly brought before the meeting

Please note the "Members eligible for election as Squadron Officers" as set out in Article 12 of the Canadian Power and Sail Squadron Regulations, which reads as follows:

"No member of this Squadron shall be eligible for election as provided in Section 11.6.1 of these regulations at any Annual General Meeting unless nominated by the Squadron Nominating Committee or by a petition in writing, signed by not less than five members of the Squadron who shall confirm the consent of their nominee to such nomination. All such nominations ... By petition shall be filed with the Squadron Secretary not less than two days prior to the date of the meeting at which such election shall take place."

Bev Miatello, Commander, London Power and Sail Squadron

### LONDON POWER AND SAIL SQUADRON NOMINATING COMMITTEE REPORT

1. The Squadron Nominating Committee nominates the following members for election as Officers for the 2012-2013 Squadron year.

Commander	John Manvell	15 Madeira Drive London N5V2M3	519-455-3627
Executive Officer	Dick DesRosiers	6543 Beattie St. London, N6P 1T9	519-652-6717
Training Officer	Steve Waite	103 Chesham Ave. London N6G3V1	519-473-0517
Administration Officer	Mark Hunsberger	272 Short Ave. London N5W1W2	519-453-4714
Secretary	Donna Kay	338 Belfield St, London, N5Y 2K2	519-672-5581
ATO Bursar	Peter Hammond	3042 Meadowgate Blvd. N6M1L1	519-685-0864
Treasurer	John McKay	23336 Nairn Rd. Komoka N0L1R0	519-666-1605
Membership	Harry Harris	29 Silverdale Cres. London N5Z4A5	519-681-8259
ATO Boating Basics	Harry Harris	29 Silverdale Cres. London N5Z4A5	519-681-8259
ATO Maritime Radio	Steve Waite	103 Chesham Ave. London N6G3V1	519-473-0517
Public Relations	Cam Stevens	37 Repton Ave. London N5X3G3	519-850-3933
Community/ Welfare	Drew Climie	793 William St. London N5Y 2R7	519-642-3024
London Line Editor	Deb Hughes	590 Dufferin Ave. London N6B2A4	519-667-0749
L.L. Business Manager	Mark Anderson	701 Princess Ave. London N5W3M2	519-679-3389
Events Officer	To Be Determined		

2. The Nominating Committee also nominates the following for appointment by the Members as the member responsible for the Squadron's Internal Audit Review;

P/D/C John R. Pegg S Upper 187 Dundas St. London N6A 1G4 519-432-9446

3. The Nominating Committee also advises that,

a) The following member will serve on the Squadron Executive Committee by virtue of their position as Immediate Past Commander and will not require election or appointment:

Bev Miatello 109 Vauxhall St. London N5Z1B5 519-670-4123

b) The following Members will serve on the Squadron Nominating Committee for 2012-2013 by virtue of their positions and do not require election or appointment,

P/Cdr Bev Miatello (Chair), P/Cdr Steve Waite, Cdr John Manvell

Respectfully Submitted,

P/Cdr Steve Waite (Chair), P/Cdr Deb Hughes, Cdr Bev Miatello

**CANADIAN POWER  
AND  
SAIL SQUADRONS**

**WESTERN ONTARIO DISTRICT**

January 13, 2012

**Notice of the District Annual General Meeting**

Notice is hereby given that the Annual General Conference of Western Ontario District of the Canadian Power and Sail Squadrons/Escadrilles canadienne de plaisance will be held at:

Pelee Days Inn  
566 Bevel Line Road, Leamington, Ontario  
Saturday, March 31, 2012 at 1330

For the purpose of:

1. Receiving a report from the Officers and Committees of this District.
2. Receiving the Report of the District Treasurer on the financial position of this District.
3. Electing to office those members whose names and addresses appear in the report of the District Nominating Committee annexed to and forming part of this Notice of Meeting.
4. Appointing an Internal Audit Review Committee for the District Year 2012-2013.
5. Considering such other business as may be properly brought before the Annual District Conference

Karen Connor, AP  
Acting Secretary, Western Ontario District  
k.connor@rogers.com

Note: Members eligible for election as District Officers are set out in Article 12 of the District Regulations, Section 12.1 which reads as follows: "No member of this District shall be eligible for election as provided in Section 11.6.1 of these Regulations at any Annual District Conference unless nominated by the District Nominating Committee or by a petition in writing signed by not less than five members of this District who shall confirm the consent of their nominee to such nomination. All such nominations:  
a) by the District Nominating Committee shall be filed with the District Secretary at least four weeks prior to the date of the meeting at which such election shall take place:  
b) by petition shall be filed with the District Secretary not less than two days prior to the date of the meeting at which such election shall take place. "



# COSTA CONCORDIA

shipwrecked  
January 13, 2012  
on a reef  
off the Italian island  
of Giglio

All but 32 of the passengers  
and crew were saved.



**The order to evacuate** was given at 22:50. Many passengers jumped into the water, while most others were delayed up to 45 minutes by crew members who resisted immediately lowering the lifeboats. Investigators reported that Captain Schettino had already left the ship by 23:30. At 01:04 there were still over 100 people on board.



## Costa Concordia

Tonnage: 114,137 GT  
Length: LOA 290.20 m (952 ft.)  
Beam: 35.50 m (116 ft. 6 in.)  
Draft: 8.20 m (26 ft. 11 in.)  
Decks: 17  
Power: 6 diesel engines (101,400 hp)  
Propulsion: diesel-electric, 2 fixed pitch propellers  
Speed: service 21.5 knots  
maximum 23 knots  
Capacity: 3,780 passengers (3,229 on board)  
1,100 crew



**Captain Francesco Schettino** deviated from the ships programmed route in order to 'treat' people on Giglio Island to the spectacle of a close sail-past. He was later arrested on charges of multiple manslaughter, failure to assist passengers in need, and abandonment of ship. The first officer was also arrested.



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 (519) 782-3205 Port Stanley Ont.  
 septemberwind@sympatico.ca



**The Galley Gourmet**

Yip Yip Yip Yahoo!

**Cowboy Vegetables**

My brother Peter, his fishing buddy, Ross, and I first tasted this dish during a fishing trip to Whitetail Lake, not far west of the AB/BC border. I've since made the dish camping, boating, for family dinners, and even for a dinner party group that has retained its members for almost 30 years. I have cooked these boys on a BBQ, in the coals of a campfire, or in an oven (both propane and electric). A Personal Favorite.

- 2 or 4 red potatoes, peeled or scrubbed
- 1 or 2 yams or sweet potatoes, peeled or scrubbed
- 2 or 3 onions
- winter squash (optional) peels and gutted
- 3 or 4 carrots
- 1/2 package of bacon
- hot sauce, seasoned salt, garlic salt, pepper, liquid smoke
- 1/2 cup Wild Turkey Bourbon (to sip while cooking)

Slice carrots in 1/8th inch slices, everything else in 1/4 inch slices, just small enough to put in your mouth.  
 Mix sliced vegetables. Top with raw bacon. Season.  
 Microwave, BBQ, or bake until potatoes are done or bacon is cooked, as you prefer.

Steve Waite



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