



LONDONLINE



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON

Shipwrecked on Lake Huron

It was on a beautiful Sunday morning when we pulled out of the Bayfield Ontario marina to go on a three-week vacation into Georgian Bay, with our 26 foot sloop CURDEA, named after our two sons, Curt and Dean. It was a vacation we had planned and dreamed of all winter, but, like Murphy's Law, if anything can go wrong, it will.

My wife Alma, our boys Curt 12 and Dean 11, myself and our 6-week poodle were on board. We sailed north from Bayfield to Tobermory, around the Bruce Peninsula and into Georgian Bay. We spent the next few days exploring and thoroughly enjoying all that Georgian Bay has to offer and finished it off with the completion of our first home stretch of 65 miles across Georgian Bay to Tobermory.

The weather forecast over the next period of time was not favorable for us to continue and we chose to leave the vessel in Tobermory, head home and wait for an opportunity to continue home to Bayfield at a later time.

On September 07, we returned to Tobermory and with an overnight stay on Curdea, we were prepared for an early morning departure. The weather forecast called for overcast skies, southerly winds of 5 – 10 which would mean sailing close-hauled with the winds on our nose. We pulled the last mooring line at 0700 and set sail. After we cleared the Cape Hurd fairway buoy, we turned south and motored against a moderate sea for about an hour, at which time we decided to raise the sails. To maintain a steady 6 knots, we left the engine on and continued to motor-sail. After each 10 miles we were tacking either to the west or the south-east, which increased our sailing distance *con't. on Pg 3 ...*

Unfortunately, every voyage, like every life, will come to an end. At the end of every voyage there is always a touch of sadness. No matter how small a voyage is contemplated or prepared for, it could turn into an epic, life-altering experience.



COMING
EVENTS

August
2010

AUGUST

1st - Submission deadline for London Line August Edition

10th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

19th - Pre-Registration night and barbecue for fall courses, 1730 to 2000. Details Pg. 7

20th - London Squadron information booth at Masonville Mall.

SEPTEMBER

9th - Fall courses commence at HMCS Prevost

14th - Fall courses commence at

Catholic Central High School

14th - Squadron Bridge Meeting - 1900, HMCS Prevost

15th - Western Ontario District Meeting - 1900, Masonic Lodge, Wardsville.

OCTOBER

1st - Deadline for submissions to October London Line

12th - Squadron Bridge Meeting - 1900, HMCS Prevost

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 4.

QUESTIONS,
COMMENTS, OR
INFORMATION?

CALL
519-438-6222

Visit the London Squadron Website: www.powerandsail.ca



Commander	Steve Waite	473-0517
Executive Officer	Bev Miatello <u>AP</u>	670-4123
Training Officer	John Manvell	455-3627
ATO Bursar	Peter Hammond	685-0864
Secretary	Glenn McCann	432-2988
Treasurer	Ralph Smith <u>AP</u>	472-0453
Membership	Bernie Weis	473-7060
ATO Boat Pro	Harry Harris	681-8259
ATO Marine Radio	Guy McLean	434-5491
Public Relations	Cam Stevens	850-3933
Immediate Past Commander	Deb Hughes	667-0749
London Line Editor (content)	Mark Hunsberger	453-4714
London Line Editor (Advertising)	Mark Anderson <u>AP</u>	951-8637
Community/ Welfare	John McKay	666-1605

Appointed Officers

London Line Editor (Prod./ Copy)	Eric Jones	438-3135
Web Site	Shawn Billingsley	474-3432
Certificates	P/ CDR Horst Ammonn <u>AP</u>	668-6904
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

**PLEASE SUPPORT
OUR ADVERTISING
SPONSORS!**

from the helm **COMMANDER
STEVE WAITE**



The normal term for a Commander in the London squadron is 12 months. So in the next year (only 9 months now!) what does current Commander Steve Waite desire to achieve?

Crew Qualification. By this I mean PCOC and ROC(M) for your significant other and for those junior crew members you would entrust to the helm and to the radio.

Ask yourself, if you were disabled, would your crew be able to seek assistance on the radio, or bring the boat back to port? If your crew is experienced but not yet accredited, it is a simple matter for them to challenge the Boater's Operator card or the Radio Operator's card exams. If your crew needs some more exposure or training, have them sign up for the full 4 evening course. Do you carry a GPS? Do you and the crew all know how to use it? The GPS course is another potential life saver. We are offering a First Aid course. Be prepared!

My Goal is a step increase in the number of families with multiple crew qualifications.

Instructor Qualification. For my successors and for the students, it is in our best interests to have qualified Instructors. It is not enough to know the course content intimately; our Instructors must also know the fundamentals of adult education techniques.

My goal is to have all Instructors certified with the CPS Instructor's Course qualification.

Training Aids Great strides have been made in the past few years to embrace electronic course presentations and aides for training, including the use of Power

Point slide presentation and software utilities to hone skills. I would like to see a couple more enhancements.

My goal is to provide a working example of a GPS interfaced to a VHF radio for the Maritime Radio Course, and to acquire a new sextant for the Junior Navigator and Navigator courses.

Education Conduit. By this, I mean that the London Squadron will serve as the first line of defense to answer boating related questions. Our combined knowledge and experience should enable us to state: "If we don't know the answer, we know who does!"

Operations Efficiency. By this I mean embracing opportunities to do more with less, and to pare costs where we are able. Are you happy to receive this London Line by e-mail only, thereby saving paper and postage? If so, drop us a line, and we'll transfer you from 'postbox' to 'inbox'.

If you have comments or suggestions on these goals, or suggestions for others, please drop me a line at:

commander@powerandsail.ca

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.

COPYRIGHT 1970-2010

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 Editors reserve the right to decline article submissions if they do not meet editorial criteria.

- PRODUCTION & COPY EDITOR: Eric Jones
ejones002@sympatico.ca
- CONTENT EDITOR: Mark Hunsberger
hunsy@rogers.com
- ADVERTISING: Mark Anderson, AP
mark7anderson@yahoo.ca

ON BUYING YOUR NEXT BOAT: Don't buy the biggest boat you can afford; buy the smallest you can live with ...
ON NAVIGATION: Wherever you take your boat, make sure your brain gets there five minutes earlier.
ON SEAMANSHIP: In theory there is no difference between theory and practice. In practice, there is.

from Pg. 1 ... to Southampton from 60 to 90 miles. Our calculations showed that we would arrive around 2200 but I knew the buoys and harbor lights were easy to locate and an arrival after dark was not a concern.

At 1700, we noticed some very dark clouds forming on the south and south-west horizon and the wind was increasing which meant that a rainstorm was imminent. I lowered the Genoa, stored it below, hoisted the working jib and was about to reef the mainsail, as the winds had began to increase with white capped waves. After checking the chart, I estimated that we were 10 to 12 miles west-northwest of the village of Oliphant with a number of islands to the west known as the Fisherman Islands. Usable and charted aids in this area make LOP positioning to obtain a fix could not be made along this body of unmarked water. From the north to south, only a dark undistinguishable shoreline was visible.

The wind speed indicator showed winds of 30 mph, the sonar indicated 80 feet and we motor-sailed with the jib only. The wind and rain were both getting stronger and the waves had increased to between 5 and 8 feet with white-caps. Steering a westerly course with the engine and the jib alone and into the heavy seas was becoming very uncomfortable. The increasing winds were now picking up the tops of the wave crests, blowing them horizontally against us. It felt like needles were hitting our faces. The waves and white-crests were coming at us like walls of white water. Now Curdea was on top of a wave with the prop and ruder momentarily out of the water, giving us no steering and no headway. Suddenly the winds threw the vessel onto a southeasterly direction and we were getting hit with every wave on the starboard bow. With the rudder and prop back in the water we were making some headway, but our engine suddenly stopped and was out of gas. Helmut took over the helm while I tried to re-fill the fuel tank, which was made extremely difficult as the engine was



mounted on a cutout stern behind the tiller and holding a five gallon fuel can over the tiller and fuel tank, with the rolling seas. Helmut eased the rolling of her by running with the waves, but still, the re-fueling funnel flipped into the cockpit, spilling some of the gas-oil mixture and created a very slippery footing. We finally retrieved the funnel and were able to get some fuel into the tank. Relief was felt as the engine was once again brought to life, but valuable time had past and we noticed that the few distant lights on shore were closer, since we had sailed easterly during the refueling time and we were getting closer to the Fisherman Islands. I took over the helm and saw that the sonar was reading only 18 feet of water. I yelled that we were too close to shore and that we had to turn out to sea. 'Alma, you release the port jib sheet, Helmut you pull the starboard jib sheet when I come about.' As I yelled 'Come About', Alma releases the port jib-sheet and I attempted to get Curdea through an oncoming wave. As Curdea hit the next wave, she was lifted and although I pulled the tiller hard to turn the vessel to west-northwest and with our lack of speed, Curdea could not overcome the oncoming waves. We stalled, the engine and rudder were now out of the water and another wave pushed us back in an easterly direction again. The breaking waves were now getting bigger and longer than the size of Curdea and they were playing with Curdea like a toy in a bathtub.

We re-tied the port jib-sheet to get more speed and once we had done this, we tried the maneuver again in an attempt to swing our heading back out to sea but again the next wave lifted her, the breaking waves almost swallowed Curdea, the cockpit was swamped and we were holding on, not to be washed overboard. She stalled again and laid over to port, being pushed east again. It was at that very moment that she was set on a pile of rocks. She hit the ground very hard and came to a dead stop, the engine, now out of the water, screamed momentarily, until I cut it. From then on we heard the crunching, sickening noise, even over the seas, of Curdea being lifted with each wave and crashing back down onto the rocks.

I opened the companionway, turned on the cabin light and observed that she was taking on water. Using a flashlight to see what was on the lee side, I saw only rocks, as the trough of each wave gave a view. Being concerned that she would slide down and off these rocks, I retrieved our Danforth anchor and threw it onto the rocks in an attempt to secure her to the rocks.

She was now permanently parked on a reef, in a storm she could not survive.

Curdea was not equipped with a VHF radio to call for assistance and in 1975, cell phones did not exist. We were on our own and began to realize that this was going to be Curdea's final resting place. We collected all important personal items, *cont. Pg. 4 ...*




(519) 243-3433 **John McClennan** (519) 243-3900

Sales and Service you can Trust

 10009 Superior St., R.R. #1, Port Franks, Ont. N0M 2L0
 www.huronshoresmarine.com
 Fax: (519) 243-3915 E-mail: info@huronshoresmarine.com

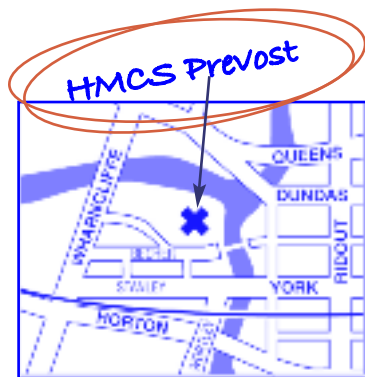


Pioneer Family Pools
Spas & Patio Furniture
Your Leisure Superstore



**CELEBRATING
40
YEARS**

Zoltan Dobsinai Sr. 1985 Blue Heron Drive
 zoltansr@pioneerpools.com London, Ontario N6H 5L8
 Phone: 519-657-5210
 Fax: 519-657-1560



19 Becher St.
London, Ontario

from Pg. 3 ... placed them in my wet gear chest pocket, to take along when we would be forced to abandon her. I retrieved our 8 foot vinyl dingy and pumped it up to be ready in case we would need to use it.

For the next five hours, we stayed inside the cabin to be out of the strong wind and waves that were riding her up and down on the rocks, with a sickening sound. Not knowing if our anchor would keep her on the rocks, I would head outside every 5 or 10 minutes to check and to set off a flare, but in the high winds and heavy rain, they didn't shoot very high. I also used our flashlight to send SOS signals to shore, hoping anyone on shore might see either the flares or my signals. I hoped that the few lights that I saw on shore would be home lights where the signals could be observed. During the night, I noticed that the lights remained on and concluded that they were likely only streetlights.

The port side of Curdea was now beginning to crack up and by midnight we thought that the heaviest of the storm was now diminishing, but the wind was still strong..... or we were just getting used to it. Inside, everything had begun to float, along with a half bottle of brandy, which we grabbed and everyone had a sip. We tried to sit as high up as we could, as the water was sloshing around in the cabin. The lights went out about 0230, along with a sense of security. The cabin was now half filled with water and the flashlight was getting weak. At this point, a very large wave hit Curdea with such force that both starboard windows were blown out and allowed water to pour into the cabin. We could not take this any longer and went outside to sit over the starboard side, holding on to our lifelines, with our backs to the wind and waves. The waves continued to pound us and each wave was breaking over us. The wind was cool, but we would let the warmer water and rain into our necks, running down inside our wet-gear, warming us somewhat. We hoped that the anchor would continue to hold us on the rocks and realized that if it didn't we would have to abandon ship to our dingy and in the dark with the waves and the wind; doing so would be foolish and dangerous. Staying with the ship as long as we could was the safest and best thing to do. None of us could even think of sleep, but to my surprise, we did not panic but just wondered where we really were and how we could be rescued.

We survived the night on Curdea and finally became aware of the dim light of the grey dawn, in the east. As the day brightened, we could see a shoreline between 2 and 3 miles away. The wind and waves were still strong, smashing Curdea and we thought of how we could get out of this situation. Would our families at home wonder why we have not called as we had promised? Our employees would surely inquire about us in the morning when we didn't show up for work and we would surely be reported as missing and a rescue would hopefully be initiated. Pt. 2 next issue.

Horst Kussmann

**Custom Boat Lettering
and Vehicle Graphics**

**Design
Fabrication
Installation**

1-800-465-5208
sales@stevensexhibit.com

Serving London & Area for 40 Years
We are only 1 click away at bullygully.com
for **BAYLINER®**
2010's are Here or Coming!

**TRUCKLOADS
US DOLLAR AT PAR**

From \$1,599 **NOW \$12,649**
2010 BAYLINER 160 BR

From \$1,899 **NOW \$12,999**
2009 BAYLINER 175 BR

SPECIAL PURCHASE

From \$1,899 **NOW \$18,999**
2010 BAYLINER 185 BR

Also available as **MAKE TOWER**

HULLY GULLY
The Ultimate Toy Store

Whamcliffe St. at Woodland, London
Open across all Hwy 401 at Woodland Exit
846-574-3238 anytime • bullygully.com
A Cruise Ferry Company

Visit **SOUTHWEST
MARINE SERVICES**

Highway 21 North Grand Bend
for all your Boating Needs!

Authorized Dealer for:

DORAL **YAMAHA**
MERCURY **OCEAN KAYAK**

(519) 238 2887
Email: swmarine@hay.net

London's Best Kept Secret!
**FANSHAWE YACHT CLUB
& SAILING SCHOOL**

THE FACILITIES

- Private Grounds
- Security Gate
- 2 Launch Ramps
- Chalet with Amenities

THE BOATS

- Dinghies
- Catamarans
- Cruisers Up to 26'

MEMBERS

- Inexpensive Yearly Fees
- Friendly Environment

SAILING SCHOOL

- Second to None
- Youth & Adults Classes
- Sailboat Leases Available

Call Us at 519-451-8989 or Visit Us Online at:
WWW.FYCLON.CA

**20th
ANNIVERSARY!**

PORT CREDIT
in-water
BOAT SHOW

AUGUST 27-29
Port Credit Harbor Marina
Mississauga, ON



• **NEW & USED • POWER & SAIL • LARGE & SMALL**

- Explore over a 100 Makes, Models, and Sizes of Power and Sail boats.
- Search through the Consignment Tent for Used Treasures!
- Land Displays • Live Entertainment • Boat Demos
- Speaker's Tent and lots more!

www.portcreditboatshow.ca

CANADIAN
Yachting



THE
PORT CREDIT
BIA

Flag



An Emblem usually consisting of a rectangular piece of cloth of distinctive design.

Pennant



A flag longer than wide and often tapering.

Burgee



The name of the distinguishing flag, regardless of its shape, of a recreational boating organization

2010 Rendezvous Report

The Admiral and I had the pleasure of attending the Western Ontario District Rendezvous at the forks of the Sydenham Rivers in downtown Wallaceburg on July 03 through 05. The theme was "Gilligan's Island". While several folks motored up or down the St. Clair to attend in their boats, Gayle & I navigated the Ford. The weather for the entire weekend was superb.

Friday evening was an opportunity to register, to enjoy some Coney Dogs and to reacquit ourselves with fellow CPS members from the District and from USPS. District Commander Chris Schooley was especially generous with his "P3 Rose®", a full bodied beverage derived from grapes or some herbaceous likeness. *con't on Pg. 5 ...*



Your Marine Insurance Specialists

- Proven insurance solutions for all of your boating needs
- Recognized provider of marine insurance to Canadian Power & Sail Squadron members

For more information, please call:
1-800-268-2628

Cowan Insurance Brokers
25 Bruce Street, P.O. Box 2007
Kitchener, ON N2H 6K8
Fax: (519) 578-0549
Toll Free: 1-888-333-6357
www.cowaninsurancebrokers.com

We care about what you care about.

WILDWOOD SAILING CLUB
"Come Join the Fun"

www.wildwoodsailingclub.ca 519-284-2666



GREENTEC
Landscape Design & Construction

PROFESSIONAL INSTALLATION
AND DESIGN SERVICES

Woodworking • Pavers • Natural Stone
Retaining Walls • Landscape Planting
www.greentec.on.ca

Member of
Landscape Ontario
666-2243

Fall Course Pre-Registration



We kick off this year with a free BBQ
at HMCS Prevost
on Thursday August 19th.

**SIGN UP FOR YOUR NEXT COURSE AND
STICK AROUND FOR OUR FAMOUS
REGISTRATION BARBECUE!**
anytime between 5:30 and 8:00pm!
(1730 to 2000, if you've taken the course)

Course details are all available on-line at
our website: www.powerandsail.ca

BOATING COURSE – Sept. 09 HMCS Prevost
SEAMANSHIP – Sept. 09 HMCS Prevost
ADVANCED PILOTING – Sept. 09 HMCS Prevost
FIRST AID – either Sept. 21 or Sept 23
(depending on applicant preference)

JUNIOR NAVIGATOR
(Intro to Offshore) – Sept. 21 CCH High School
GPS NAVIGATION – Sept. 14 CCH High School
SAIL – Sept. 02 CCH High School
ELECTRONIC CHARTING –
Oct. 08 CCH High School
MARITIME RADIO CERTIFICATION –
Oct. 23 CCH High School
PLEASURE CRAFT OPERATOR CERTIFICATION
PCOC – Nov. 23 CCH High School

SEE YOU ON AUGUST 19!

**Equipment or Info
Power or Sail**



Don't get caught,
check your safety gear
before you get stopped!
Open 7 Days a week!

"The Store" Mason's Chandlery Ltd.
1 Port Street East, Mississauga.
In the Port Credit Marina
Tel: 905-278-7005
1-800-263-1506

www.thestoremasons.com

from Pg. 6 ... Saturday morning commenced with a continental breakfast, and after a pot-luck dockside lunch, the real work began. There were competitions for the kids, and then the Commander's Challenge. Six squadrons participated to tackle three challenges: Challenge 1 was to affix a palm wood plank to the hole in the S.S. Minnow (blisters), Challenge 2 was to prepare a sail for the Minnow from coconut husk sailcloth, bamboo spars, and bits of wire and string (exceptional designs!), and Challenge 3 was to prepare a sun-shelter for the crew with the materials left over with designs ranging from very simple to what might have been a Government contract. Our esteemed and impartial judge, District Commander Schooley, presided over the judging to rated the entries and when all was said and done Windsor was declared the winner.

Saturday Dinner was catered by the local Legion, and costumes were judged. Goderich's own Mary Ellen 'Mary Ann' Thatcher was declared the winner in the face of some very tough competition. London's Executive Officer Bev Miatello was aboard 'Paws for Thought', winner of best boat decoration. The Tilsonburg Players had to re-write some of their skits on the fly, due to the unanticipated presence of some younger sailors at dinner. Afterwards, more socializing down by the boats, under a star studded night.

Sunday morning was a full breakfast served up by Tilsonburg, and then it was time to bid adieu and scatter in our respective directions, until next we meet.

Many thanks to organizing Wallaceburg Squadron, and to the assistance and hospitality demonstrated by the other district Squadrons. Be sure to mark your calendar to attend next year's rendezvous!

Commander Steve Waite

A COLLEGE TRADER COMPANY

LONDON'S NEW HOME OF: TRACKER BOATS **TAHOE**

SeaDoo & Optimax Specialists - Large Selection of PWCs

Full Line Tahoe Boats - Pre-owned Sea Rays - Trades

TRACKER BOAT CENTRE.ca **ULTIMATE MARINE**

LONDON

1.866.261.1468 • 1029 W. Huronville Rd. S. London • ultimatemarine.ca

7

Egan Houseboat Rentals
 CRUISING THE
 TRENT WATERWAY
 Visit HISTORIC
 TOWNS -
 THOUSANDS OF
 Islands & Bays
 www.houseboat.on.ca
 1-800-720-3426



Get

LONDONLINE

delivered direct to your desktop!
 for a **GREENER** environment.

Send an email to:

b.weis@sympatico.ca



No Charge!
 2 issues,
 member's
 personal ads
 only

Contact:
 (519) 453-4714
hunsy@rogers.com

Sight is a
 faculty,
 but seeing
 is an art.



*2009 District Awards
 3 for the London Squadron - Congratulations!*

WE NEED YOUR OLD ROPE!

CALL IAN LACEY 519-672-5745

And you thought we'd never ask ...

If you have some old 3 strand rope collecting dust, the Squadron's Seamanship Course could make good use of it for practicing splices and whippings. Also a handbearing and ship's compass.



NEW!
BBQ & Campfires on the water!





...while
 out boating
 or lounging
 on the dock!!

For more information
 please visit us online at: www.firebuoy.com

Patent Pending



If undeliverable please return to:
 Bernie Weis
 900 Quinton Rd.
 London ON N6H 3A7

CANADA POSTES
 POST CANADA

Postage paid / Tax payé
 Publication Mail / Poste-publi-cations
 40590575