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*The following is an interview with a former Commodore (during the mid to late 60's) of Grand Bend Yacht Club, Irish Ferguson, who passed away about six years ago.*

Blustery winds on Lake Huron exhilarate 82-year-old Ken McArthur, who sails with his nephew, the helmsman, of a Shearwater 16' catamaran. The gusts increased from the Northwest and blew more vigorously as Ken used his weight and agility on the trapeze to stabilize the windward pontoon of the cat. The skilled partnership of helmsman and trapezed, human ballast rocketed across the outside of Grand Bend's harbour mouth. The cat approached a power vessel from behind, and Ken spied the new owner ac-

companied by six of his friends. Roaring past the powerboat, Ken yelled, "Does that thing use much gas?"

The owner cranked up the powerboat's engine several notches, but could not catch the swifter catamaran. Ragbaggers and stinkpotters tease each other unmercifully.

Eighty-year-old Irish Ferguson, laughed heartily as he related that story to me. At 35, his sailing days began and for many years plied the waters of the Great Lakes, cruising, and racing whilst belonging to yacht clubs on Lake Huron. The boats he owned ranged from a homemade, marine plywood, 18', sloop-rigged Y-flyer, class boat to his present high-performance, fibreglass, 36', fractional-rig Kirby, monohull.

... *con't on Pg 3*

## COMING EVENTS

October 2011

### OCTOBER

- 1st - Submission deadline for London Line.
- 4th - GPS Navigation begins, Catholic Central HS.
- 11th - Squadron Bridge Meeting. 1900 HMCS Prevost Ward Room.
- 11th - Maritime Radio course begins, Catholic Central HS.
- 20-23rd - CPS National General Meeting, Halifax.
- ? - Weather course, St. Thomas Squadron, 519-637-2628 for details.

### NOVEMBER

- 9th - Squadron Bridge Meeting, 1900, HMCS Prevost Ward room.
- 13th - District Meeting 1300, (Dist. training & LTP 1000) HMCS Prevost
- 15th - Basic Boating course (PCOC) begins, Catholic Central HS.
- 15th - Electronic Charting course begins, Catholic Central.

### DECEMBER

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

QUESTIONS, COMMENTS, OR INFORMATION?  
CALL  
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**from the helm** **COMMANDER****BEV MIATELLO**

Greetings to all! Do we now bid summer a faire adieu? It was not that long ago I wrote the last article in the midst of a very hot dry summer. I, like some of you, we won't let summer go that easy! Some will be kicking and screaming, but others may welcome the change of a new season. The Fall colours and leaves on the ground, pumpkins showing up at markets and putting away the boat for another year gives us a true sign the change is coming. Leaving the memories of a great summer is never easy.

We can't stop the calendar, only embrace the change and move on, and thus the Squadron classes are beginning again.

The boating course is being taught by Mark Hunsberger once again this year. Most of you reading this have been taught by Mark. The knowledge Mark brings to the squadron is beyond words. Seamanship has Ian Lacey at the helm, who also has been teaching for many years, and last but not least is Merritt Ede giving the Advanced Piloting course to a class of two, but that doesn't stop Merritt teaching with the same enthusiasm as a class of ten. I know you will agree that the classes were of great value to you, and would recommend it to your friends and family. Ask yourself, would you be hard pressed to remember 60D ST, or who is the give way vessel, or just exactly what did that buoy mean? If so, why not consider coming back to the classroom, as a helper or maybe to even instruct a course. Remember we all started out the same way, as students, but some of us believed in a cause to spread the word on safe boating, and got involved.

More classes will be starting up at Catholic Central High School, look for more details and dates in LondonLine. The Bridge has often discussed ways we can get the membership out to more events. We realize there are many interests out there, and we are working

hard on getting more frequent smaller venues that may hold more interest among boaters. Some examples of lectures we are considering are; Decommissioning and Winterizing, Engine Maintenance (a credited course, hopefully to begin in the winter session), Trailer/Towing, Marine Products, Gel Coat & minor repairs, and Marine Surveys.

If you feel that these are viable sessions to hold, don't hesitate to let us know. Tell us what you'd like to hear about. Our Website is presently being worked on, but look for exciting new features.

Next month our National AGM will be held in Halifax. I look forward to attending and meeting all the other Commanders and bridge members from across Canada. I am positive that there will be new rules and regulations coming down the pipe. Western Ontario District is one of the most respected Districts and I will be honoured to represent you as your Commander. I will be sending out a vote prior to leaving that I will have to bring back to the meeting with the opinions of the London Squadron.

So the next time I write From the Helm, I really hope that the white stuff isn't on the ground. As I said at the beginning, change is inevitable, so accepting it just makes the process easier.

If you have any comments or suggestions on the upcoming training year, please feel free to drop a line to me or any one of the other bridge 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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Our Production Editor is finishing his tenure in the Spring. If you are interested you'll need to have access to desktop publishing software, and be able to co-ordinate with fellow Bridge members and our commercial printer for the timely publication of London Line every other month. If the challenge of this position might be for you, please contact Commander Bev Miatello, or any Bridge member listed above.

**I know who you are, but you still have to wipe your feet.**

*Captain Richard Brown of the schooner America, to Prince Albert of England, 1851*

...from Pg. 1 “It’s fun, can be competitive, and it is something that I can do with my family,” paints how Irish sees the attraction of sailing. His three daughters and son shared his passion for the sport while his wife, Tina, tolerated it. But his desire to keep sailing did not diminish with the passing years as he recounts it, “At 55, I could, at 75, I could, at 76, things started to slow me down.”

Devices that extend his time at his chosen sport, Irish described as, “It’s just a matter of what you want to spend, because everything is available at a price.” Such as: “an automatic helm, electric winches which few people install because they are expensive.” A friend who owned a Bayfield 24’ sailboat was almost totally unable to move had a lift put on his boat and he could get on with his wheelchair. It would lift him right on. He could sail it, and afterwards lift himself off. The wheelchair was too wide for the companionway door that led to the cabin below, but he crawled down the stairs if he needed to make a cup of coffee or use the head.

His advice to people yearning to learn how to sail, “Join a local power squadron and take the sailing course, then go out with an experienced sailor, or crew for them half a dozen times under various conditions to know what to expect.” Irish knows of people who did not start to sail until 55+. Instructors at the power squadron teach marine rules of the road, aids to navigation and safe operation of boats. Canadian regulations mandated a license for sailing vessels with inboard engines. Skippers of sailboats without engines do not need a license.

Irish rolled his eyes recalling a person who stuffed a paper placement into his pocket from a restaurant to navigate from Grand Bend to Port Sanilac, Michigan. The placemat depicted both places, and an arrow decorated the top right-hand corner marking North. Irish chortled when I interjected into



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the interview that my brother who had a powerboat, navigated Lake Erie using an Ontario roadmap. He recalled the times when all that was available for navigation on the Great Lakes was a compass, parallel rulers and a chart. Radio Direction Finders (RDF’s), did not count as aids because playing music was the totality of what they did well. Global Positioning Systems, (GSP), transformed an onerous task into simplicity.

Irish believes a 19’ Lightning class boat accommodates beginner sailors, or any small, beamy (wide), stable boat limited to one sail (cat rigged). Larger boats for seniors need, at a minimum, a bilge bump, preferably motorized, a head (toilet) with a large holding tank, a stove, all lines running aft from a forward position to the cockpit, roller furling for the jib and lazy jacks for the main.

The high cost of gasoline reduces the number of power, favouring increasingly the number of boats on the market equipped with sails. Also, sailing is environmentally friendly and people have more fun on a sailboat because there is more to do than just steer. More pleasurable talking without shouting over the din of an engine and hearing the sound of the wind as it passes over the sails.

The Ferguson family used the Scorpio designed and built, 26’ sailing trawler for one season two years ago and suggested two improvements, “An easy way to get from the helmsman station to the deck and install handrails on the top of the cabin.” Part way through the summer, the addition of lifelines stem to stern, and a bow pulpit, resulted in nothing appearing on his end of season wish list.

While on the subject of well-equipped boats, Irish drew my attention to a single-handed race starting in England and finishing in North America. The length of the boats cannot exceed 26’ with most between 22’ to 24’. The entries have radios, radar, solar panels, and every imaginable device. The small craft making the transatlantic passage is not the major cost of the race—the compulsory equipment list ran the expense to \$100,000 per skipper. Food, transportation to the start, marina expenses, and other supplies increased the cost.

I got the impression during the interview from Irish’s wistful tone, enthusiastic description of the boats, and his animated facial expression that he would like to participate in the event. A more vital, keen, remarkable sailor who retained his love for the sport would be hard to find. Tina at the end of the interview added, “He is no longer steady enough on his feet to sail alone.” Irish knows his limitations and freely advises people of like advanced years, “Get a good crew!” Few people are as physically fit as Ken McArthur hanging on a guy-wired trapeze at the age of 82—he continued to sail his catamaran until age 85. Every lover of the sport regardless of age or type of boat, wishes their fellow sailors, “Bon Voyage!”

Sylvia Gozzard

## THE GODERICH TORNADO

Having just spent a leisurely morning at our cottage in Upperwash Beach on the coast of Lake Huron, my husband Dale and I decided to go for a walk. Arriving down on the beach, we noticed how windy it had become. By the time we reached the next concession, the wind speed has increased substantially. It reminded us of the Meltemi Winds in Greece when we had vacationed there in '98. You could very nearly lean at a 45 degree angle into the wind and it would hold you up. Noticing some black clouds on the horizon, we decided to head back. Within a few minutes the wind appeared to be changing course, and what had been on our faces on the way down, was now nearly on our faces on the way back. The dark mass of clouds on the horizon were moving quickly, and fortunate for us, straight across the lake. "It looks like a tornado", I said. "See the long thin waterspout line tracing up from the water to the clouds?" "Someone is going to get hit," Dale commented. We had no idea at the time what implication that had.

On our way into London the next morning, our daughter called to see if we were okay. She then relayed the news about the Goderich tornado. Only when we reached home and began researching on the internet did we realize the extent of the devastation our neighbouring town had experienced. We were shocked and saddened for the people of Goderich and the Sifto worker who lost his life. A quote from the Alumni Research team at the University of Western Ontario summed up the weather occurrence: "What you witnessed was a waterspout that became a mesocyclone (tornado) on land, which is very rare across the Great Lakes but it had enough variables to stay formed."

Apparently, a waterspout will usually lose strength and dissipate when it reaches land, but, as in this instance, it gained momentum while moving inland, striking with brute force and causing the unfortunate destruction of the charming little town of Goderich.

There is a video link on YouTube that shows the tornado crossing in front of Rotary Cove Beach heading inland toward Goderich go to: <http://youtu.be/aUj0s5BYWxA> It is very close to what the storm looked like when it passed in front of us.

Peter Hammond, a fellow LPSS member had this to say about the video: "The spout appears to be passing just behind the salt mines and that is where the marina is. The video is taken from a point south of the salt mines and the town square is about halfway between where the video is shot and the salt mines." He went on to elaborate on the event, marvelling at how the marinas were relatively unscathed "The town square is about 1/2 mile inland. From the marina, the town square is roughly southeast 1/2 - 3/4 of a mile. My sister in law was there and she said it looked as if it skipped over the marina/trailer park which is consistent with the damage to the evaporator tower at the mine and the damage to the grain elevators. The white dot on the water between the spout and the salt mines looks like it might be a boat but it is actually a light on a breakwater."

If you would like to help out the town of Goderich donations can be made at any major bank to the Goderich Disaster Relief Fund.

Deb Hughes

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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 London Squadron's Events Officer, **Paul Singh**.

I come from a town called Wigan, between Manchester and Liverpool in England, where coal mining was the main activity. In coal mining towns, when the coal is brought up from the earth, there is a certain amount of slag that is separated from the coal and piled on the ground. Between the slag heaps, depressions form which fill up with water, and can be quite deep. These pools of water are called flashes and I began my fascination with water when I was about 5 years old and was saved from drowning by a Mr. Crook.

For our purposes, however, it was while sitting on a pier in Blackpool watching the ships sail by on the horizon that my real fascination with boating began. I spent many hours wondering what it would be like to take a long voyage at sea.

My curiosity was satisfied in 1966 when my family immigrated to Canada. It was an experience I will never forget to be out in the middle of the North Atlantic in November on a passenger liner.

As a newcomer to Canada, canoeing in Algonquin Park was 180 degree shift from the flashes back home. To this day I enjoy kayaking when I am not sailing and continue to enjoy the water at every opportunity.

In 1988 I wanted to become involved in an organization of like minded people and become more educated in boating safety. I found the London Power and Sail Squadron information in a Fanshawe College continuing education booklet and enrolled in the Boating course. A year later we purchased our first boat, a 16 ft. Humber with a 35 HP motor and spent a few years boating on

Wildwood Lake.

In 1995, we bought a 30' steel hulled sloop located in Newcastle and spent the winter getting it ship-shape. In the spring of 1996 we sailed our Excalibur sloop across Lake Ontario to Port Weller and through the Welland Canal into Lake Erie. From there we sailed around Long Point to Port Stanley where we kept our boat.

My family and I are currently taking courses with the London Power and Sail Squadron as part of preparation to, over the next two or three years, sail the inter-coastal waterways to the Florida Keys and the Bahamas. As Events Office it is one of my goals this year is to offer events designed to answer the many questions some people may have regarding such topics as choosing a boat, operating and maintaining it, and potentially... sailing away.

In the mean time and as a landlubber, I enjoy hiking, wood-working, gardening, playing electric bass and guitar as well as, of course, reading adventure travel books such as Running Away to Sea and more recently, Barry and Donna Kay's blog.



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## HMCS Prevost: A Short History

Her Majesty's Canadian Ship Prevost dates its history to 8 August 1938, with the founding of the London Division of the Royal Canadian Naval Reserve under the command of Lieutenant E. E. Hart. The division's first home was the second floor of the Darch Building on Talbot Street, with Market Square employed as the Division's first parade ground.

Following the outbreak of hostilities in 1939, the division moved to the Carling Block at Richmond & Carling. Like its counterparts in cities across Canada, the London division became a vital recruiting and training centre for the wartime Navy. In keeping with tradition the navy decided in 1940 to commission shore establishments as "Stone Frigates," entrusted with the names of historically significant ships. London's division was christened HMCS Prevost after HMS Lady Prevost, a schooner brig which served in the Lake Erie Squadron during the War of 1812 and named for the then Governor-General's wife.

From 1943 to 1945 HMCS Prevost operated an English Language Training school for French recruits. Under the command of Lieutenant Commander J. R. Hunter, HMCS Prevost won the Commodore Walter Hose efficiency trophy as top Naval Reserve Division in 1941, 1942 and 1943. In all, Prevost recruited and trained over 4,480 officers, men and Wrens (Women's Royal Canadian Naval Service) for active service.

After the war, HMCS Prevost was

converted from a wartime establishment to a permanent Naval Division. New boats, equipment and training aids were acquired. In 1950 a boathouse was established in Port Stanley, and on 23 November 1957 the division's present building was officially opened by the Hon. G. R. Pearkes, VC, Minister of National Defence.

In 1964 the division fell victim to budget cuts and was decommissioned. The building was turned over to the Army which used it to house militia units. The Navy returned to London on 11 January 1978 as London Detachment to Hamilton's HMCS Star. On 29 September 1990, HMCS Prevost was recommissioned by Vice-Admiral C. M. Thomas, the Vice-Chief of Defence Staff. Freedom of the City was granted on 31 October 1998.

In recent years, HMCS Prevost's sailors have crewed Maritime Coastal Defence Vessels, participated in numerous peacekeeping and NATO missions, served in the Persian Gulf war, aided in search and rescue for the crashed Snowbird and provided support to the Canada Summer Games. Today, sailors from HMCS Prevost are deployed on Operation Apollo, Canada's contribution to the War on Terrorism.

*Bev Miatello*



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### Ingenious Inventions

## No Blues In This Blender

*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)*

Rick Metcalfe is not only Commodore of the Kanagio Yacht Club in Port Stanley – he's a mighty inventive guy. Deciding that imbibing in a blender drink should not be reserved for those with electricity – he went on the hunt for a gas powered one. "I couldn't find one in Canada – and it took a friend in the U.S. over a year to find it" said Rick. "I take it to the Pottahawk Boat Party in Port Rowan - the largest boat party in Canada – plunk it on the swim platform of my power boat – and the people just keep on arriving!" The Yacht club also hosts an annual "Blender Wars" party where some 15 participants blend up a storm of smoothies to be judged under various criteria and tasted by more than 300 people who attend. A fellow club member also has a gas version that he made with a chainsaw and an old electric blender. Want one yourself? There are instructions online on how to build one, such as at this site:

<http://www.instructables.com/id/Gas-Powered-Blender/?ALLSTEPS>



*Commander Bev Miatello  
wishes to invite you to our  
Annual Christmas Levee ...*

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

**2011  
COMMANDER'S LEVEE**

Sunday **December 4th**, 2011  
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**PLEASURE CRAFT OPERATOR CERTIFICATION**  
(PCOC) - Nov. 15 \$80 (Instr. Harry Harris)

**A WEATHER COURSE** - to be offered by the  
St. Thomas Squadron in |October.  
Call 519-637-2628 for course details.

**OFFICER TRAINING PROGRAM** - Western Ontario  
District. The objective of the Officer Training Program is  
to provide information about the operation of Canadian  
Power & Sail Squadrons to the officers who currently hold  
an office or those members who would like to expand  
their knowledge of CPS-ECP. All CPS members can take  
the program, no prerequisites or experience required  
Objectives are to enable participants to:

- Understand the function of a Squadron & District
- Review Squadron and District organization
- Review Meetings of the Squadron and District
- Understand nominating procedures
- Review a Squadron's function and how it works

At this stage we would like to know the members that are  
interested in this training and then we will be able to sug-  
gest time, dates and locations (along with your squadron's  
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We are currently targeting the latter part of this year  
and/or early next year.

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**Location To Be Determined.**

## The Galley Gourmet

To nourish a crew of eight in the confines of a 32 foot boat  
during a lengthy Mackinac Race, we needed recipes that could be  
premade and easily prepared. The criteria also included being  
able to eat while beating to windward. An old adage describes  
beating as sailing for twice the distance at half the speed and  
three times the discomfort, and we had lots of that! This recipe  
was one a crewmate came up with and proved to be a tasty and  
nutritious meal that was easily eaten while heeled over 25+  
degrees in high winds.

### Scotch Eggs

A Scotch egg consists of a shelled hard-boiled egg, wrapped in a  
sausage meat mixture, coated in breadcrumbs, and deep-fried.  
Scotch eggs are commonly eaten cold

### Ingredients

- 1 lb. pork sausage meat
- 2 tspn. Worcestershire sauce
- 4 hard-cooked eggs, peeled
- 1 tbsp. all-purpose flour
- 1/8 tspn. salt
- 1/8 tspn. ground black pepper
- 1 egg, beaten
- 2/3 cup dry bread crumbs
- 1 qt. oil for deep frying

### Directions

1. In a medium bowl, mix together the pork sausage and  
Worcestershire sauce. Combine the flour, salt and pepper; mix  
into the sausage.
2. Divide the sausage into four equal parts. Mold each part  
around one of the hard-cooked eggs, rolling between your hands  
to shape. Place the beaten egg and bread crumbs into separate  
dishes. Dip the balls into the egg, then roll in the bread crumbs  
until coated. Shake off any excess.
3. Heat the oil in a large saucepan or deep fryer to 365 degrees F  
(180 degrees C), or until a cube of bread dropped into the oil  
turns brown in 1 minute. Lower the eggs carefully into the hot oil.  
Fry for 5 minutes, or until deep golden brown.

*Have a favourite boating recipe you'd like to share?  
Please email Deb Hughes at: debhughes@rogers.com*



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