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# Oxygen Racing



## Our 2011 racing season started with a bang, well more appropriately a boom, well actually, the boom!

They say bad things come in threes; May 25 proved just that. When we arrived at Sarnia Yacht Club (SYC) the winds were howling, mid 20 KN consistently, with gusts to the mid thirties. While at the dock we changed from a 155 genoa to a 100. I was thinking this reduction would be sufficient. At SYC, we are lucky to have a large basin before we have to enter Lake Huron. When we got into the basin, I called for a reef in the main. Oxygen has a "jiffy reefing" system, but we seldom have had to reef and as a result, things did not happen quickly. The wind gusts were coming from various directions and even though we were head to wind, the main sail and

boom were flying back and forth. At one strong gust I called "watch the boom..." but it was too late. There was a thwack and a crew member said "I'm done" and fell to the deck. He was slow to get up and when he did, there was blood gushing from his head. Weather guru JJ Kabel applied pressure to the wound and I sent a crew member below to get the First Aid kit. The kit finally surfaced and clean gauze was applied. Meanwhile, we had been circling the basin for about 5 minutes I am sure providing great amusements for other racers.....What's McKay up to this time?

We decided that "Boomer" or "Crash" as he was affectionately known for the rest of the season was off the boat for the night. We were going to dock and take him to the hospital, but he insisted he was okay. *con't on pg 3 ...*

## COMING EVENTS

### 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

Contact John Manvell. (519)455-3627

### JUNE

22-24th - District Rendezvous, hosted by Goderich & Stratford Sqns. New graduates welcome! see poster on Pg. 6.

### MAY

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

24th - Radar, VHF & PCOC, at Catholic Central High School.

April 2012

QUESTIONS, COMMENTS, OR INFORMATION?

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**from the helm**



**COMMANDER  
BEV MIATELLO**



The time has come to the end my term as Commander. As I submit this final article I have to say the year has gone by without any hitches and it will be bitter sweet to say goodbye. I must admit this article writing "From the Helm" hasn't been the easiest to write. I couldn't contribute any exciting stories as my colleagues in the past have done, however it was part of the "job". This "job" is one job that doesn't pay in monetary money. You volunteer a few years contributing to the Squadron in different aspects. My climb up to Commander was taken by the easy route. I became Executive Officer, basically an Assistant to the prior Commander for 2 years. Now the other route to take, which the incoming Commander John Manvel has taken on for two years, is via Training Officer. He managed the course schedules, took phone calls, and ordered the course material. This Commander position may be a nice change for him.

It amazes me, looking back over the year, how easy my Bridge and colleagues in the Squadron have made my term as Commander. Their support, guidance,

and assistance have kept me on track, and have been a valuable help.

As I write this final article, the weather is quite different than it was a year ago, when I began. We all know this year has had record breaking temperatures. Could the boating season begin a month early? What does Mother Nature have in store for us this summer?

For you new members who have just completed the Boating course this fall or winter I want to welcome you! I know that the lessons you learned may be a bit fuzzy now, but with a quick review of the great manuals you received with your course and the help of other fellow boaters around the marina, you will be not be short on help. Becoming a member of the Squadron, whether it is here or anywhere, you will see the recognition and the camaraderie of fellow members. You will always be in good company and be proud to hang that flag high. I wish you all the best and safe travels in your boating adventures.

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and and Sail Squadrons) to inform and advise members and students.

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anon. ;-) so long!

...from pg. 1 We got him off okay and as we again headed onto the lake, Boomer was running to the end of the spit yelling a few further suggestions about reefing. Talk about commitment!

Once we were on open water, I said "let's get the jib out". The crew scrambled and released the furling line.....it ran momentarily then stopped. To all our amazement, we had an "hour glass" in a 100 jib! The winds were strong enough that both bowls of the glass were filled and we could neither reef nor unfurl it. I needed someone on the bow to manually turn the furler drum but it was so rough I could not ask anyone else to go up. P/Cdr Steve took the helm and I crawled to the bow. It took a lot of turning back and forth through the wind and twisting the drum but the sail finally filled....we were joyous.....we were going racing!

We headed out to the start line (a 20 minute run) and I recall we were doing over 7 KN (greater than our hull speed) and had visions of a win. We checked in with the Race Committee boat, "Good evening, Oxygen here, sail number 200". Since it was the first race of the season, we wanted to practice some tacks and jibes in the high winds. We did a few and they were becoming smoother. It was time to find a good position at the start line...we needed to head back....ready about.....sheet the main.....sheet the main.....where's the main sheet? We had blown the shackle that attaches the main sheet to the boom; the sheet was lying on the cabin top and consequently we had no control of the main sail.

Weather guru JJ asked where the spare shackles were kept.....he took the helm and I went below to search for a shackle. I could not find a spare and decided to take the main down so we were sailing just on the small head sail. I said, "Let's go racing" and looked around for the start. The entire fleet was gone and we were several hundred yards north of the start line but had not passed between the committee



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boat and the pin end of the start line. I shouted an expletive or two and said since we are so far behind, let's just go. We were moving at more than 7 KN on the small jib, but never caught the fleet.

A few lessons were learned or relearned that night. First, reef early; it is easier to shake out a reef than to reef in high winds. I should have called for the main to be reefed at the dock. Second, before the race season starts, all crew should know where the first aid kit, spare parts and safety equipment are kept. Third, all shackles and fittings should be checked regularly. They do vibrate loose. The weather guru JJ took this on over the season. He also went to the local marine store and bought extra shackles!

We actually fared pretty well that evening compared to many. Back at the clubhouse having pizza and beer, all we heard was, "I broke this, my main is torn, did you hear about so and so's sail?" We only broke a shackle and Boomer had 6 stitches.

I am very lucky to have a dedicated and talented crew of seven in addition to myself for racing out of the Sarnia Yacht Club (SYC). Past Commanders John Kabel and Steve Waite have been coming out for two years. Ralph is a good friend (I bought my first sailboat from him) from Detroit. I met Brian at Bridge View Marina the first year I had a boat in Sarnia. Malcolm is new to the crew this year and has become our tactician. Most importantly, we lucked out and have two young instructors from the SYC Sail Training program. These lads provide agility, fearlessness and strength for when the rest of us tire.

The race season is broken into four series; Spring, Summer, Fall and Frostbite. With the second race, our performance as a crew started to gel and it showed in the results. After our "Boomer" night there were 4 more races in the Spring series. We ended 2nd in our class for that series. The Summer series improved even more and we ended 1st in this series. The competition was stiff in our class, so close that I would regularly ask JJ to note the time as we rounded the last marker before the short run to the finish. This let us make a rough calculation of our placing based on when our main competitor rounded the marker. We often crossed the finish line first but because of the rating system, we owed them time.

In addition to the Wednesday evening racing, we participated in some longer races. The Blue Point Race took us from our normal start just off the SYC, up the International Shipping channel to Marker 12 in Lake Huron then east to a temporary mark off Blue Point, which is just north of Bright's Grove, and ending at the mouth of the St. Clair River. We had a crew of six out for that race. The MORC Double Handed race follows the same course. JJ and I participated in this race. It provided a great learning experience because we had to launch and douse the spinnaker....just the two of us! *cont on pg. 4 ...*

... from pg. 3 Early in the evening of Canada Day, 3 different overnight races started. The short distance race heads north east around the outer marker at Kettle Point and back to a finish line on the St. Clair River adjacent to the Port Huron Yacht Club. The intermediate distance racers round the outer marker at Kettle Point, head west across Lake Huron to Lexington, Michigan then south to the aforementioned finish line. The long distance racers round the KP outer marker, head north to the Bayfield weather buoy, across Lake Huron to Port Sanilac then south to the finish line. We sailed in the John Blunt which is the intermediate distance race. I personally find that there is something magical about trying to find the Kettle Point outer marker in the middle of a star lit night!

All of these longer distance races were cursed with light winds for the most part. Oxygen, a Mirage 29, needs heavier air so we were not very pleased with the results...but crew mate Brian is a story teller so we had lots of time for jokes, stories and good laughs. Will I send in the entry fees for these races again in 2012? Likely - as I said, sailing is magical.

Back to the Wednesday nights, we were doing so well in the Fall series that I decided to entrust Oxygen to the guys when I was off having a hip replaced. I had originally planned to lay Oxygen up for the year. We lost the first race by 1 friggin' second. I recall we won the second race, my final race before the knife. The next race was the day I got out of the hospital. I had asked JJ and Steve to stop by my home after the race and give me the good news. The good news was that the boat was safe. A violent storm came up just before the start and the race was cancelled due to high wind and vicious lightning moving rapidly from Michigan. Darn, we needed that win!

The following week, the boys got a second. It was a spinnaker start and unfortunately the shackle on the sheet opened as the chute was being raised. The young lads jumped into action and got the chute down, the sheet reattached and spinnaker raised. Although this took several minutes, they got the boat rolling and were the second boat to round the first mark. Unfortunately, they could not make up enough time and Oxygen was second in the race by 3 friggin' seconds this time. The 5th race of the Fall season was cancelled due to weather that was so bad the race committee boat could not make it up the St. Clair River from the Port Huron Yacht Club. I was disappointed. It was my first outing after surgery; I was on crutches and had had Margaret drive me to SYC so I could watch the finish and see Oxygen capture first place for the series! Darn, we needed that win as well!

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Our lesson learned after this series of races, every friggin' second counts, remember, we lost one race by 1 second and another by 3 seconds. Our starting line position needs to be planned and on time, we need to watch for wind shifts, we need to be aware of our competition at all times and we need to perfect spinnaker hoists and douses. But most important, we have to remember we are out there to have fun and enjoy the magic of sailing! We received a 2nd place flag for the Fall series and the 2nd place flag for the class for the entire season. I sure am a proud captain!

We had a lot of fun this past season and really came together as a crew. Everyone has said they will be back on board the last Wednesday in May 2012 for the start of the 2012 racing season!

John McKay

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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 our Regalia Officer **Brenda Jaroszewski**

## How and when were you introduced to boating?

Two years ago, after sailing in Port Stanley on an O'Day with friends, my husband John decided he wanted to buy a boat. We went looking, all over Ontario, before finally finding what we consider our "perfect" boat – a 1982 26 ft Nash named "Rambler". We loved the interior, which was very roomy and in impeccable shape. I had never been in a boat before and it reminded me of a cottage. We read all we could about boat ownership in anticipation of becoming boaters. We sanded the bottom and replaced the through hulls ourselves. Laying in South Shore Marina in Bayfield, we took possession of her in September of 2010 during one of the worst storms that I have seen. It was windy and poured rain, so we couldn't get out of the harbour for our first voyage! We stayed aboard, but it rocked so bad all night long that we felt strange the next day. We set out to go to dinner with friends, and I was so unbalanced I couldn't even eat! Luckily, we have found our sea legs since!

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

What they didn't tell us before we bought the boat, was that you needed a license to drive it! We were greenhorns! So in comes the CPS courses at the London Squadron. John took the Boating course from Mark Hunsberger, and I took the PCOC from Harry Harris. We attended a few of LPSS events, where Commander

Bev approached me and asked if I would consider helping out on the Bridge as Regalia Officer. Thinking, "How difficult could it be to sell a few T-shirts", I agreed. We have thoroughly enjoyed participating and being members with this great group of people.

## What are your present boating activities?

This year we have added a new genoa furler and swim ladder to our boat. We enjoy the camaraderie with fellow boaters at our marina about boating, and the banter about who has the brightest and shiniest boat in the group. John is a perfectionist, and spends much time making her shine. And of course, I had to have new little appliances for the boat to make it homey. Basically, we are looking forward to having some fun this year!

## What are your future boating plans or dreams?

John's biggest dream is to go to the North Channel. Friends have described their experiences with great enthusiasm, and we are excited about the prospect.

## What are your present non-boating activities?

Our grandchildren are a big priority. We have two children, Jamie and Denise, and four grandchildren, Bailey 19, Allie 17, Mack 15, and Kassim 8. One of our favorite outings is taking the family to the Quarries in St Mary's. Everyone enjoys swimming in the pristine waters, and we have a picnic on shore. Later, we stop in town for pizza.



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# FATHOM

A fathom (abbreviation: ftn) = 1.8288 meters, is a unit of length in the imperial and the U.S. customary systems, used especially for measuring the depth of water. There are 2 yards (6 feet) in an imperial or U.S. fathom. Originally based on the distance between the fingertips of a man's outstretched arms, the size of a fathom has varied slightly depending on whether it was defined as a thousandth of an (Admiralty) nautical mile or as a multiple of the imperial yard. Formerly, the term was used for any of several units of length varying around 5–5½ feet (1.5–1.7 m). The name derives from the Old English word *fæðm* meaning embracing arms or a pair of outstretched arms. In Middle English it was *fathme*. A cable length, based on the length of a ship's cable, has been variously reckoned as equal to 100 or 120 fathoms. At one time, a quarter meant a fourth of a fathom.

Most modern nautical charts indicate depth in metres. However, the U.S. Hydrographic Office uses feet and fathoms. A nautical chart will always explicitly indicate the units of depth used. To measure the depth of shallow waters, boatmen used a sounding line containing fathom points, some marked and others in between, called deeps, unmarked but estimated by the user. Water near the coast and not too deep to be fathomed by a hand sounding line was referred to as in soundings or on soundings. The area offshore beyond the 100 fathom line, too deep to be fathomed by a hand sounding line, was referred to as offsoundings or out of soundings. A deep-sea lead, the heaviest of sounding leads, was used in water exceeding 100 fathoms in depth. This technique has been superseded by sonic depth finders for measuring mechanically the depth of water beneath a ship, one version of which is the Fathometer™. The record made by such a

device is a fathogram. A fathom line or fathom curve, a usually sinuous line on a nautical chart, joins all points having the same depth of water, thereby indicating the contour of the ocean floor.

The components of a commercial fisherman's setline were measured in fathoms. The rope called a groundline, used to form the main line of a setline, was usually provided in bundles of 300 fathoms. A single 50-fathom skein (91 m) of this rope was referred to as a line. Especially in Pacific coast fisheries the setline was composed of units called skates, each consisting of several hundred fathoms of groundline, with gangions and hooks attached. A tuck seine or tuck net about 70 fathoms long (130 m), and very deep in the middle, was used to take fish from a larger seine.

A line attached to a whaling harpoon was about 150 fathoms long (270 m). A forerunner — a piece of cloth tied on a ship's log line some fathoms from the outboard end — marked the limit of drift line. A kite was a drag, towed under water at any depth up to about 40 fathoms, which upon striking bottom, was upset and rose to the surface.

A shot, one of the forged lengths of chain joined by shackles to form an anchor cable, was usually 15 fathoms long (27 m). In Finland, fathom (*sylti*) is sometimes, albeit seldom, used as a maritime unit, 1/1000 of a nautical mile and 1/100 of cable length.

It is customary, when burying the dead, to inter the corpse at a fathom's depth, or six feet under. A burial at sea (where the body is weighted to force it to the bottom) requires a minimum of six fathoms of water. This is the origin of the phrase "to deep six" as meaning to discard, or dispose of.

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Dave Bannister is a Past Commodore at the Grand Bend Yacht Club. This recipe is served up at many of our club events, and certainly brings a welcome warmth to the soul on a cold Launch, Haul Out, or Workday!

*Ingredients:*

**5 lb plain pork (country-style) sausage** (it's important this not be a dense style of sausage so that it can absorb the flavour).

**2 lb lean ground beef**

**1 white onion**, chopped

**3 cloves garlic**, peeled, chopped

**8 cups/64 oz of fresh tomatoes** cut into 3/4" pieces or 19 oz canned stewed tomatoes & 28 oz canned crushed tomatoes

**14 oz tomato sauce**

**10 oz beef broth**

**1 red or yellow pepper**, chopped &

**1 green pepper**, chopped into 3/4" pieces

**2 or 3 jalapeno peppers** depending on taste, in 1/8" slices

**38 oz red kidney beans**, drained & washed

**38 oz black beans**, drained & washed

**14 oz deep browned beans** in tomato sauce

**1 tsp soya sauce**

**1 tbsp catsup**

**1 tsp HP sauce**

**1/2 tsp tabasco/hot chili sauce** depending on taste

**1 tsp pepper**

Slice sausage into 1" sections or "meatballs". Using a large frying pan or trays, cook sausage on med-high or in convection oven at 375° F. until visibly browned. In a large pot, brown ground beef on med-high and drain fat. Add onion and garlic until softened. Reduce heat of large pot to medium. Add sausage pieces to large pot when browned any time during the cooking process. Add fresh or stewed tomatoes, crushed tomatoes and tomato sauce to large pot along with beef broth and stir in. Cut red and green peppers into approximately 3/4" squares and add to pot along with sliced chili peppers, stir in. Add HP sauce, chili sauce, soya sauce, catsup and pepper; stir in. Simmer for 1/2 hour while warming oven to 375°F. Drain and wash kidney and black beans thoroughly, add into pot and gently stir in. Add brown beans and stir in gently. Transfer pot to oven and bake at 375° F, covered for 2 hours, then reduce heat to 325 and uncover for 1 hour, stirring occasionally. Skim oil from surface when necessary. Don't overcook so that chili becomes too thick, obscuring the individual ingredients.

The key to this recipe is the sausage. It creates "meatballs" which absorb the flavours of the chili and provide a hearty foundation for the other ingredients.

You might want to experiment with your own "famous chili" variation... I have used fresh tomatoes, different peppers, mushrooms, legumes such as lentils or chick peas, corn, mushrooms, sliced black olives, and various spices. My family seem to prefer the above combination, but yours will likely have different tastes. This is a great opportunity to use up the leftover jar of salsa or spaghetti sauce you have on hand... use as a substitute for similar ingredients.

Serve with hot fresh bread when ready. Serves 12-16 people. Can be frozen/ reheated once fully cooked.



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