



LONDON LINE



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Ingenious
Iventions
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Rendezvous**
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**August
2012**

Questions,
Comments. or
Information -
519-667-0749



It is our own personal “amusement park ride” equivalent to the “vomit comet” module used to train astronauts for outer space. Instead of minutes, though, this one lasts 40 hours and covers 205 nautical miles on the open ocean - and there is no getting off! What are we? Crazy? Enticed by a “perfect” weather window, we eagerly take the ocean plunge. The run from Georgetown, South Carolina to upper state Florida will cut our “ditch” time by close to a week and position us another couple of hundred miles south. Thurs. Nov. 7: 7:00 a.m. we set off in the pink and purple melds of a spectacular sunrise. Temperature is comparable to a

cool summer’s day. A gentle breeze builds on our nose. It is impossible to sail; however, a Canadian high is forecast with winds clocking to the north at 10 - 15 knots. The wind will be on our aft quarter - absolutely perfect! An entourage of pelicans, osprey, and a pod of dolphins escort us to the open ocean. Dolphins continue to entertain us throughout the day. We are amazed at their ability to keep up with our 7 and a half-knot speed. By evening, though, the weather is not what was forecast. Instead of the wind on our aft quarter, we are beating into it, making for a very (con’t on Pg. 3)

UPCOMING EVENTS

August
1st - Submissions for London Line
14th - Squadron Bridge Meeting, 1900, HMCS Prevost Ward Room
16th - 1730-2000, Info & Pre-registration
BBQ night for Fall courses
24th - Masonville Mall Comm. Booth

September
04 - Boat & Engine Maintenance and Maritime Radio begin
06 - Seamanship, Adv. Piloting, PCOC courses begin

October
2nd - Boating Essentials and Jnr. Navigator courses begin
9th - Squadron Bridge Meeting, 1900, HMCS Prevost Ward Room

Visit the London Squadron Website www.powandsail.ca



2011-2012
Bridge

Commander John Manvell	455-3627
Executive Officer Dick DesRosiers <u>AP</u>	652-6717
Supply/Training Officer Steve Waite	473-0517
Administration Officer Mark Hunsberger	453-4714
Secretary Donna Kaye <u>P</u>	672-5581
Treasurer John McKay <u>AP</u>	472-0453
ATO Bursar Peter Hammond	685-0864
Membership/Boating Basics Officer Harry Harris	681-8259
ATO Marine Radio Steve Waite <u>SN</u>	473-0517
Public Relations Officer Cam Stevens	850-3933
Immediate Past Commander Bev Miatello <u>AP</u>	670-4123
London Line Editor Deb Hughes	667-0749
London Line Business Manager Mark Anderson <u>AP</u>	679-3389
Community/Welfare Drew Climie	672-3024
Appointed Officers	
Web Master Shawn Billingsly	474-3432
Certificates Officer P/Cdr Horst Ammann <u>AP</u>	668-6904
Historian John Hamilton <u>JN</u>	438-9468
Regalia Officer Brenda Jaroszewski	667-0998
ATO (District) Dave Corke <u>AP</u>	720-9367

from the helm Commander John Manvell



My name is John Manvell and I have been on the bridge for 10 years. This is my first attempt at writing a report of this kind. It is going to be hard to follow in the previous commanders footsteps. The main objective will be to bring back the numbers we once had in Training

By now everyone should be in the water, enjoying the weather. Make sure that SAFETY GEAR is in working order and / or replaced, do not forget to update charts etc:

The Squadron also has a social side as well. Do not forget to check the London Line and our web site for further training and events. Continue to have a great boating season!

John Manvell Cmdr

Fall Course Pre-Registration

We officially kick off the year again with a **FREE BBQ** at HMCS Prevost on Thursday, August 16th.

SIGN UP FOR YOUR NEXT COURSE THEN STICK AROUND FOR OUR FAMOUS REGISTRATION BARBECUE!

anytime between 5::30 and 8::00pm!

Course details are all available online at: www.powerandsail.ca

Our Fall Course Lineup includes:

BOATING ESSENTALS – Oct. 02 (Instr. Mark Hunsberger)
SEAMANSHIP – Sept. 06 (Instr. Ian Lacey)
ADV. PILOTING – Sept. 06 (Instr. Merrit Ede)
JUNIOR NAVIGATOR – Oct. 02 (Instr. Steve Waite) MARITIME RADIO CERTIFICATION – Oct. 11 (Instr. Steve Waite & Ted Clark)
BOAT & ENGINE MAINTENANCE – Sept. 04 (Instr. Barry Kay)
PLEASURE CRAFT OPERATOR CERTIFICATION (PCOC) – Sept. 06 (Instr. Harry Harris)

SEE YOU ON AUGUST 16TH!

(from pg 1) uncomfortable ride. We engage “Otto” [autohelm] and retreat below. We are able to monitor oncoming vessels via radar.

Although the air and skies remain clear, the wind continues to increase up to 25 knots and we are beating into it. Concurrently, seas build up to 12 feet. Wave distances are unusually short, so instead of gently rolling seas, we are eaten by voracious chomping jaws that slam, plow, roll and grind our forward motion to painstakingly slow 3 knots per hour. Seawater floods across topside and through the cockpit. Water enters into the ship through miniscule topside air vents. The amounts are minimal but indicate the force and volume of water enveloping us.

Below deck is effectively a “medway ride.” We are jostled about. It takes considerable effort to move through the cabin. This is the sailors’ equivalent to the “G-Forces” astronauts experience as they are hurtled into space. Peter jams himself in the nav station; I in the settee. Equilibrium is lost. The skipper jerkily claws forward to the galley sink - and throws up. He will do this numerous times in the next 12 hours.

The ride continues! Sporadically, the bow buries into some waves; is thrown off a steep crest of others and slams full force into the next wave. The occasional rogue waves levitate us off our seats. The sound when we “sea land” is horrendous - a loud crack as the boat vibrates with the “shell shock.” Intellectually, I know the boat can handle this, yet my breathing stops with the fullness of the moment and only resumes once I realize the boat has not imploded.

Words from “The Wreck of the Edmond Fitzgerald” enter my head. “She might have broke up, or she might have capsized; She might have drove deep and took water.” I want off this boat but know we have no choice but to ride this out. “Does anyone know where the love of God goes, when the waves turn the minutes to hours...”

Morning comes. The sun shines. We surface to the cockpit. Our main GPS has malfunctioned. Our secondary GPS is at the helming pod. We note that the wind and wave heights have thankfully decreased. The wind is finally north but the seas are “confused” requiring expert helming. Otto is relieved of duty. We hoist sail. Helming and sail help assuage the nausea.

The excess pounding into high seas and lack of sail power accelerates fuel usage. Expectedly, our diesel runs dry. We manually quench the thirst with jerry cans that we carry for this type of emergency. This is not an easy task in high seas with crew who have

Event Horizon II



not slept or eaten in over 12 hours. We pray the wind holds. We still have 14 hours to go.

Navigation confirms St. Mary’s River, Florida, is the nearest “Channel A” [safe] exit from the ocean. Via satellite phone, we arrange a mooring buoy but we are behind schedule and will not arrive until well after dark. Negotiating entrances after dark is highly discouraged. We have no choice. The next Class A Harbour is another two-day sail away. Thankfully the tide will be rising when we arrive, but St. Mary’s River is infamous for its strong currents.

We encounter other challenges: a misfurling jib, barge in the channel, a mooring buoy with no pick-up line, excessive currents and navigating an unknown channel in complete darkness, with the US military shining search lights on our vessel but finally at 10:00 p.m. Sat. Nov. 10 - we are secure.

Unlike the space shuttle astronauts, there is no cheering crowd to welcome us. But we do not need one, we are just grateful to be safe in harbour. The sea is a metaphor for life. We take the tumult with the calm and, somehow, in the midst of all this, we’ve never felt more alive - and life is sweeter. And, like children on the amusement park ride - we are already planning to go out on the ocean again! But not this night, and hopefully with a smoother ride.

Editor’s note - Peter and Cheryl Englert live in Grand Bend, Ontario. They have been long time members of the Grand Bend Yacht Club and are avid sailboat cruisers and racers. I have many fond memories crewing with them on their boats - Event Horizon I & II.

BATTERY MONITOR



This is actually a line of products from Xantrex and there are several models with various bells and whistles. The one shown here can be had for about \$200 and is pretty easy to install if you can read the manual.

When we cruise south for the winter we can't afford to stay in marinas so we spend eight or nine months on the hook and battery management becomes a critical issue. These little units provide a raft of information about the current and future condition of your batteries. I consider one of these a necessity for anything more than a weekend cruise.

LED display shows numeric read out of volts, amps, amp-hours being consumed and amp hours remaining at the current discharge rate - Easy to read multi-color LED bar graph - Historical data such as deepest and average discharge, charge efficiency and works with any battery type - Includes DC shunt and low battery alarm. www.xantrex.com

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The Galley Gourmet

Below is a cookie recipe I found to be very convenient while in the Caribbean. It not only calls for ingredients that were readily available locally but it requires no baking!

Chocolate Fiddle Diddles

- 1/2 cup vegetable shortening or butter
- 2 cups white sugar
- 1/2 cup milk

Bring above ingredients to a boil in a large saucepan ... remove from heat and add 1 tsp. vanilla

- Combine in a bowl:
- 6 tablespoons cocoa
 - 3 cups rolled oats
 - 1/2 cup coconut
 - pinch of salt

Add dry ingredients to wet, drop by small teaspoons onto wax paper.

Donna Kay

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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POWER AND SAIL RENDEZVOUS DRAWS MORE THAN ONE HUNDRED

Photos and story by Melody Falconer-Pounder Courtesy of The Bayfield Breeze

One hundred and twenty-two people enjoyed a little “Rendezvous” in the village over the weekend. All had power and sail in common.

The Goderich Power and Sail Squadron hosted the Western Ontario District Rendezvous with the assistance of the Stratford Power and Sail Squadron at the Harbour Lights Marina in Bayfield from June 22-24.

Nine squadrons from Southwestern Ontario were present plus several members from the United States Power Squadron in Michigan. Approximately 20 boats, including, local boats to the Bayfield marinas, made up the representation.

A Dock Lunch (or Boater’s Potluck) was held at the Harbour Light’s Marina on the Saturday of the Rendezvous Weekend. The array of flags on display in Clan Gregor Square on Sunday afternoon were part of the Amazing Race organized as part of the Rendezvous Weekend. Participants had to decipher the flags to reveal a humorous message.



Stop number two on the Amazing Race had participants creating boats out of popsicle sticks and duct tape. Everyone was eager to see if their boats would remain floating for 30 seconds.



Kathy Homan, of Goderich, shares a laugh with Lorraine Foster, after a balloon full of water she was holding burst. Homan’s husband, Scott and their daughters, Loreena and Ainsley look on. Participants, at this the final station in the Amazing Race, had to fill three, one-litre containers with water using balloons as transport.

It is the mission of the Canadian Power and Sail Squadron to increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating. It is a non-profit organization.

The Amazing Race took participants from the Harbour Lights Marina to Clan Gregor Square, Pioneer Park and the Bluewater Marina before returning to their starting point. Highlights of the weekend included: Conn Smythe, of Stratford, entertaining Friday evening at the marina; a dock lunch or boaters’ potluck on Saturday; a buffet dinner at the Docks Restaurant Saturday evening followed by entertainment by The Cheap Shirts.

In addition to the food and entertainment there were some fun activities as well. A contest similar to the Amazing Race was held on Saturday throughout Bayfield. This proved to be an exhilarating way to get people to tour the town. And then on Sunday the participants took part in the Commander’s Challenge also known as the Blind Dingy Race. This race involved teams of two in a dingy with the person paddling blindfolded and the other person giving non-verbal instructions on which way to row in order to reach a destination. Two of the six boats never made it to the finish line and ended up going in hopeless circles

With the Rendezvous complete now the Goderich Power and Sail Squadron can turn their attention to another portion of their mission statement – education and training.

Editor’s note - If you wish more information on attending a CPS Rendezvous or would like more information on boating classes that are offered in the London - contact Training Officer Steve Waite at 473-0517

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