



The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

August, 2011

Sarnia to Midland: A Beginners' Delivery

by Andrew and Bruce Campbell

In June 2011, my friend Bruce and I delivered my Aloha 32, taking her from Sarnia to Bayport Yachting Centre in Midland.

During the summer of 2010 I had reread the books of Francis Chichester which started me looking for an affordable cruising sailboat that could be ocean worthy. My wife was also interested in sailing, but preferably within site of land. As a child and teenager I had sailed a lot as crew for my father, who raced shearwater and tornado catamarans, and later progressed to cruising sailing with my dad when he purchased a 33' wooden sloop. We boated, for the most part, in Lake Ontario and in Georgian Bay. I also had a Mirror Dinghy as a kid, but all this was more than thirty years in the past.

Last fall I compared design ratios of various boats and in November my wife and I purchased a 1985 Aloha 32. The boat surveyed reasonably well but would require a fair amount of upgrading. She had been equipped for single-handed ocean sailing previously with wind vane self steering, jack lines, lee cloths, jibe preventer, wind generator, radar and all sail-control lines leading back to the cockpit. A previous owner of the boat had made a trip to Greenland and cruised along the coast of Labrador. All of the equipment was functional but some of it would require replacement due to its age.

To bolster my knowledge I enrolled in the CPS boating, Seamanship and VHF courses, completing these courses in the winter of 2011. My friend Bruce Campbell was interested in sailing also so we took the boating course together. In February or so, Bruce agreed to come with me on the delivery trip in June. Bruce had sailing experience from the period when he lived in Australia. The CPS courses proved invaluable and were great confidence boosters for both of us.

The present name of our boat is "*Dileas*" (as best as I can figure this is pronounced "Deelus"). This is a gaelic word meaning "faithful". Previously, when she went to Greenland, she was named "Meriah". *Dileas* was launched at the Sarnia Yacht Club on May 6. I arranged a one-month mooring at Lake Huron Yachts in Sarnia so that the sea trial could be completed and so Bruce and I could become more familiar with her. Much of this time was spent replacing the original toilet, installing a custom welded PVC holding tank, installing the wind generator, replacing the starter and getting the 9' zodiac inflated and stored on the foredeck.

On Sunday, June 19, Bruce and I left Sarnia into a north wind, with the idea of traveling overnight to Tobermory. We sailed for about five hours tacking through the race(s) going on but the lake became fairly rough and we were not making much progress. We started to motor but couldn't maintain our heading toward Tobermory at a reasonable speed, due to the

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From the Helm

by R. Glenn Shugg, Commander

The recently held Rendezvous at Wye Heritage Marina on Georgian Bay was a great success due in no small part to the organizers Rick and Ardys Brenneman and their efficient committee and others who assisted. A good time was had by all even though we were in a heat wave. If you haven't attended a Squadron Rendezvous I recommend you try one.

Summer is waning and the 50th Gala celebration is on the horizon. Don't miss out on this event as "you can't afford not to go". Tickets are \$25 and are going fast and when 250 are sold the doors are closed whether its 2days, 2weeks or 2months before the October 29, 2011 date.

If you know of anyone who is interested, or should be interested in taking one of our courses particularly the Boating course direct them to our website kwboating.ca to look at the course outlines and schedules which will be posted shortly. You will be doing them and everyone a favour by convincing them to take a course. Remember the PCOC will get you out there but CPS will get you back safely.

From the Training Desk

By Rick Brenneman JN, Training Officer

Once again it's time to make plans to take some additional boating courses this fall. Talk to your boating friends and encourage them to sign up as well. The following schedule of courses will be offered this fall subject to sufficient enrolment.

Boating Thursday evenings, September 15 to December 15 inclusive from 7:00 pm to 9:30 pm at Resurrection Catholic Secondary School.

Seamanship Thursday evenings, September 15 to December 15 inclusive from 7:00 pm to 9:30 pm at Resurrection Catholic Secondary School.

Weather Thursday evenings, September 15 to December 24 from 7:00 pm to 9:30 pm at Resurrection Catholic Secondary School.

GPS Wednesday, October 12, 19, and 26 from 7:00 pm to 9:00 pm. at the Waterloo Regional Police Building (upstairs) on the corner of Albert and Erb St., in Waterloo.

VHF Monday, November 7, 14, and 21 from 7:00 pm to 9:00 pm. at the Waterloo Regional Police Building (upstairs) on the corner of Albert and Erb St., in Waterloo.

Boating Basics (formerly Boat Pro) Tuesday, October 11, 18, 25, and November 1 from 7:00 pm to 9:00 pm. at the Waterloo Regional Police Building (upstairs) on the corner of Albert and Erb St., in Waterloo.

***Registration evenings have been planned for
Tuesday, August 23,
Tuesday, August 30
and Wednesday September 7
from 7:00 – 9:00
at the Waterloo Regional Police Building (upstairs)
on the corner of Albert and Erb St., in Waterloo.***

Please check out our website at www.kwboating.ca for course descriptions and on-line registration. Boating courses provide an opportunity to meet new friends. You will also gain valuable skills and knowledge which will help you to become a more confident and competent boater.

For those of you wishing to plan ahead, we will be offering **Boating, Advanced Piloting, Marine Maintenance, GPS, VHF, and Boating Basics** in the winter term beginning in January.

You might have noticed **K-W Boating** signs in your area. These signs have been placed throughout the K-W area providing our website address for anyone wishing information on boating education services offered by the squadron. If you know of a high traffic area, either business or residential, that would allow you to place a sign, please contact either **Pat Pearl at 519-742-9987**. We would be happy to arrange to have a sign delivered.

Rendezvous 2012

- Have you had the desire to explore the scenic beauty and pristine waters of the North Channel?
- Have you wanted to experience what many consider to be one of the best cruising areas in the world?
- Have you felt intimidated and anxious about exploring the North Channel on your own?
- Do you feel it's too far and too costly to consider cruising the North Channel in your own boat?

If you answered "yes" to any of the above questions, we have an opportunity for you.

We are considering hosting the 2012 summer rendezvous in the North Channel during the week of August 11-17, 2012

The North Channel Rendezvous would allow you to explore the North Channel in the comfort and security of a flotilla with experienced North Channel flotilla guides in chartered vessels or your own boat enjoying the camaraderie of other squadron members and friends.

The tentative programme includes:

- Aug 11 Check in at Gore Bay followed by provisioning and a welcome reception
- Aug 12, 13 Cruising and anchoring out in selected bays
- Aug 14 Arrive at Little Current for re-provisioning, sightseeing, shopping, happy hour, and dinner
- Aug 15, 16 Cruising and anchoring out in selected bays
- Aug 17 Return to Gore Bay for check out and farewells.

You can learn more about the North Channel by visiting the Canadian Yacht Charters website at <http://www.cvcnorth.com/>. Invite your friends (they do not have to be squadron members) to join you and share a vessel. Consider this opportunity carefully. ***Please let us know if you are interested in pursuing these plans by e-mailing your interest to rickardys@hotmail.com or by calling 226-220-6076 by September 30, 2011. If a sufficient number of people are interested in participating in this event, we will proceed with arranging details.***

Delivery (continued from page 1)

height and period of the waves. We decided to head to Goderich and motored until the lake calmed somewhat. Late at night the wind backed and we were able to continue by sail and made it to Goderich around 0800 Monday. We filled up there, got our bearings and checked the weather. One aspect we were uncertain about was the fuel consumption of the Westerbeke W21. We had used about fifteen litres motoring for ten hours or so at various speeds.

After about two hours we left Goderich, heading for Cape Hurd by motor due to the north wind. The wind went to NE eventually and we had a great sail overnight and arrived about 1000 outside the Cape Hurd channel. We dropped our sails and then motored into Tobermory public harbour, where we spent two nights due to the unfavourable forecast/winds waiting for a suitable weather window for crossing Georgian Bay. It had taken us about forty-eight hours all told to get from Sarnia to Tobermory.

On the morning of the second day at Tobermory (Thursday) we left for Wingfield basin, with the intention of staying there until 1800 the next day when we would start our crossing. In spite of a favourable forecast, after about a half-hour enroute to Wingfield by sail, the visibility reduced drastically in mist, although we could still vaguely see the shore to the south. We sounded our fog signal for the balance of the trip to Wingfield and proceeded with our running lights on and radar scanning. This brought back boyhood memories of being "lost" in the fog in Northern Georgian Bay on my father's sloop and I found it quite scary; reduced visibility didn't not appear to bother Bruce very much. It's much different now then when I was young as with GPS you generally know where you are.

We had a hard time finding the basin entrance due to the visibility. We had a waypoint setup on a line extended along

the Wingfield range and turned and followed the range heading but couldn't see any entrance. I wasn't going to keep the heading up for long; I'd decided that if we couldn't see the range, we'd head out into the bay and wait for the visibility to improve. Fortunately, after about two minutes we picked up the range lights (it seemed miraculous that this happened navigating by GPS, as little correction was required to get on the range). We were able to find the basin and anchor. We were, for most of the time, the only boat there. We launched the zodiac and rowed around and tried swimming but found the water awfully cold.

On Friday afternoon at about 1715, we decided to leave for Midland a bit early, as several boats came into the basin to anchor, and I was worried about having to get too close to them to get our anchor out. The forecast was pretty good (we could still get internet access at Wingfield and we used the Mafor code broadcast from the VHF). Forecast was for a west wind, switching to north west over night, ranging from 10-15 knots. Mist/fog was forecast overnight but would clear by morning. Waves forecast to be 1metre. We sailed on, heading for a waypoint west of Hope Island. We planned the departure time so it would be daylight by the time we reached the first of the islands. We were on a broad reach with a forecast southwest wind and had two reefs in our main and about one-half of our number 1 jib out. We needed to keep our speed down to no more than four knots so we'd be in daylight when we wanted. The mist came in so our visibility was poor before sundown. On my watch starting at about 0030 Saturday, we got going about five knots so I decided to drop the main, which was difficult as we had to head severely off our course to head into the wind. I ended up starting the motor to do this. I find that there is a very narrow window where you can raise and lower the main without the battens being caught on the lazy jacks. It was hard to find this window at night and I ended up waking up Bruce to help. There is likely a right and wrong way to take advantage of the lazy jacks which I hope to eventually figure out. I think perhaps leaving more play in the mainsheet would allow the main to remain into the wind.

We steered manually across the bay because the following sea on our quarter meant the autohelm 3000 was correcting all the time, even at minimum sensitivity setting. At about 0300 or so Saturday morning, we spotted the light on the Western Islands and felt a tremendous sense of relief as I was very worried about the mist lifting. We continued sailing until we got into the Midland channel, where the wind dropped. Visibility was about five nautical miles in rain. We motored to Bayport and that was that. We didn't hit anything.

We arrived safely but both of us spent some time with fear. For me the worst thing was bad visibility. For Bruce, the waves on the first day bothered him the most. We both came to admire the accuracy of GPS. I learned also what a spar buoy looks like on twelve year old sixteen nautical mile radar and more about using the boats systems.

For safety while sailing we both wore Mustang inflatables with integral safety harnesses. When moving around on deck we would clip on to the West Marine jack lines. In the cockpit there are padeyes installed to which we clipped while crossing Georgian Bay.

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Rendezvous 2011 A Very Successful Event!

by Bryan and Linda Hodgert

This year's Rendezvous in Midland started on a warm Friday evening at Wye Heritage Marina. Forty-two members and friends were greeted by Rick and Ardys Brenneman and Barry and Lynda McClinchey. Bruce and Sherry Alexander helped to plan the weekend but were unable to attend due to a family emergency. Wine, cheese, crackers and more were spread out for us to enjoy as we met everyone. The mayor of Midland, members of the Midland Power Squadron and the manager of the Wye Heritage Marina welcomed us to their boating area.

On Saturday morning we boarded a bus for a short trip to Discovery Harbour in Penetanguishene. Our guide was excellent and helped us to see what life was like in this military/naval base after the war of 1812. The social life, food and duties were explained as we visited the two restored sailing ships tied to the dock, the sailors' quarters, officers' homes and other restored buildings at the garrison.

We returned to the marina for a delicious lunch; after which, we had a choice of three activities: a challenging charting exercise, a very creative version of Boating Jeopardy and a scavenger hunt which took us all around the marina. Rick and Ardys had been busy preparing these interesting and informative activities.

We had time for swimming, visiting, shopping and touring before returning for the Commander's reception followed by an excellent barbeque dinner! The band arrived, we donned our cowboy hats and scarves and our square dancing lessons began. We formed four squares and were guided by a patient caller. The three piece band, "*Fiddles and Squares*", was very talented and the caller quickly had us laughing as he taught us basic moves and some interesting "squares". Thanks to the generous donation from Cowan Insurance Group we were able to enjoy this fabulous entertainment event. Everyone participated with enthusiasm and had a wonderful evening. After this short introduction, we felt ready to continue our lessons at a less humid winter event!

Our hosts were up early on Sunday and had the barbeque and griddle ready to serve us a great breakfast. Many of us had enjoyed hearing about the first stage of Jamie Miller and Janice Fleischmann's winter boating adventure last year. Once again we were educated and entertained with their pictures and tales of boating challenges, interesting people and Bahamian culture as they recounted their winter adventures to the Bahamas. Hopefully we can look forward to the third stage of their adventure next year.

Rick & Ardys and Barry and Lynda must be sincerely thanked and commended for: excellent organization, very creative and interesting activities and cooking wonderful meals in challenging conditions. Be sure to watch for the 2012 Rendezvous announcement. After two successful years, we can be sure that the organizing team will have some new and exciting plans for next summer.

Delivery (continued from page 3)

To navigate, we used the Garmin GPSMap 180 installed in the boat and plotted GPS fixes every hour on the paper charts. We had course lines plotted on the chart so we could make adjustments to our heading to stay on track. We also kept a deck log where we would note down our fixes, the time and speed. Both Bruce and I had handheld Garmin GPS backup units. We would often confirm our position by noting geographical features on the chart.

While motoring we would open up the engine companionway hatch hourly to have a look at the engine. We both really enjoyed the trip and felt happy that we had arrived, but disappointed that it was over. I'm looking forward to the great learning opportunity that owning a boat and sailing will offer.

Consider This!

submitted by Diane Allan

In the line at the store today, the cashier told the older woman that she should bring her own grocery bags because plastic bags weren't good for the environment. The woman apologized to her and explained, "We didn't have the green thing back in my day." The clerk responded, "That's our problem today. Your generation did not care enough to save our environment." She was right -- our generation didn't have the green thing in its day.

Back then, we returned milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled. But we didn't have the green thing back in our day.

Back then, we washed the baby's diapers because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 220 volts -- wind and solar power really did dry the clothes. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that old lady is right; we didn't have the green thing back in our day.

Back then, we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the province of Ontario. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used a wadded up old newspaper to cushion it, not Styrofoam or plastic bubble wrap. Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the green thing back then.

Back then, people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service. We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint. But isn't it sad, the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?