



The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

August, 2005

Singer Castle on Dark Island - A Piece of History in the Thousand Islands

by Bob Cotey

On a hot weekend in June we left Kingston for an excursion in the Thousand Islands aboard *Blueschaser*. Leaving our homeport at Treasure Island Marina, we headed around Wolfe Island to Hart Island on the U.S. side to check in with US Customs and Immigration. Having arrived at the customs office just after it closed, we had to go to the public dock to check in by videophone. The officer was very friendly but thorough and soon we had our ID clearance number and were on our way. Having

From the Helm

By Cmdr. Bill Allan

This summer has been great for Diane and I, sailing the waters of Long Point Bay in Lake Erie. We spent some lovely weekends on our Tanzer 27 sailboat, *s/v Mir*.

Rendezvous '05 was held in Meaford Harbour this summer, and was a great success. We had attendees that came by boat, trailer, truck, and some that started by boat and ended up coming by car! More on that later. We watched the christening of the new Coast Guard cutter *Cape Providence*. The potluck supper was held at "Kin Hall" and the evening started with a "Blessing of the Boats" ceremony. Numerous door prizes were given out as we ate. We also drew the winning raffle tickets after the feast! When dinner was over all of us went to the campground for a relaxing evening together. We had a continental breakfast on Sunday morning and then everyone was on their way home. Be sure to attend next year's rendezvous event. You won't regret it! You'll bring home lots of good memories about meeting up with other Squadron and District members, and spending quality time together with old friends.

Watch for us at the Fall Meet and Greet on September 11th at Fairview Mall. Come and see us! We'll have information on the upcoming courses and social events. Look for our displays in Kitchener City Hall. They will be shown for all of September 2005.

Course registration nights are September 8th and September 15th at Resurrection High School on University Avenue, near Fischer-Hallman Road. Meanwhile, enjoy the rest of the summer, and consider joining us on registration night to take an advanced course this fall!

Safe boating!
Cdr. Bill Allan



made reservations at the Bonnie Castle Resort in the covered slips (a wise move given the very hot sunny days) we checked in and soon were docked and plugged in. We headed up town for supper and returned to spend a comfortable evening on board. The next morning we went to the River Edge Motel for breakfast on their covered outdoor patio overlooking the river. During breakfast we saw the start of the A-Bay Poker Run and watched a 65foot Sunseeker come in to dock. We spent an interesting Saturday sightseeing, visiting shops and finished with supper at another restaurant.

On Sunday morning after breakfast, we cast off and headed out the St. Lawrence to Dark Island and the Singer Castle. As we approached from the west end of the island, the castle was hardly noticeable. Once we passed the end of the island the castle appeared as you see it in the photo. It was a very impressive structure as seen from the water and equally impressive inside.

Originally called The Towers, it was built by self-made millionaire Frederick Gilbert Bourne as a hunting retreat for his family. It was completed in 1905. Including a labyrinth of secret passageways, turret rooms and even a dungeon, this Castle, designed by Ernest Flagg, is truly an architectural marvel. The castle itself has four floors and is furnished for the most part with items originally in the castle. The castle was built with hidden passages so that servants could move about the castle without being seen by the guests. Even by today's standards, it contained many "modern" features even though it was built 100 years ago. In addition to the Castle there were also many other features all designed for the convenience and comfort of the residents and guests. There were two boat houses, a clock tower, rose garden, pergola, squash court (indoors), ice house, castle greens and an Indian walk.

This is truly a magnificent structure and well worth a visit if you have the opportunity.

News Flash!

You still require a VHF Radio Station Permit, as well as your own personal Restricted Operator's Certificate, when you travel to American waters. See our Web site for directions to apply for this licence.

Wanted: We need 2 used metal sextants in good serviceable condition for use in our Celestial Navigation Course. Reasonable cost. Call Robert Bakker at 519 623 1945. Or send email to celestialnav@kwpowerandsail.ca

Needed: Volunteers to help on our telephone committee to make calls to others about upcoming events, etc. It would involve about an hour every 3 months or so. Call Diane at 576 0749 or email specialevents@kwpowerandsail.ca

Needed: Volunteers to help at our booth in Fairview Mall on September 11/05
Call Janice at 886 0625 or email executiveofficer@kwpowerandsail.ca

Next Squadron Bridge meeting Sept 13, 2005 at Ratz-Bechtel Family Center
Next District Council Meeting Sept 21, 2005 at Canadian Center for Inland Waters
National Conference October 19-22, 2004 at Delta Winnipeg Hotel

Web site addresses to visit

Our squadron site www.kwpowerandsail.ca
Niagara District www.cps-niagara.org
National site www.cps-ecp.ca

Do you have a boating story to tell?
Send it in to our Editor Rick Brenneman who can publish your tale in our newsletter
Send email newsletter@kwpowerandsail.ca

Advertise in our newsletter! If you have a product that you consider useful to our membership, place an ad in our newsletter for a very low cost. Ads for items for sale will be advertised at no cost for our members for any of our members in good standing.

Thank You

Thank you everyone for the many interesting articles that you submitted to this issue of the **High and Dry**. Your contributions are greatly appreciated and help to make the newsletter interesting for everyone. I look forward to your submissions for the next issue in December.

Rick Brenneman Editor

A Rendezvous Tale

By Janice Fleischmann and Jamie Miller

We had been planning to attend the Kitchener-Waterloo Squadron Rendezvous in Meaford by sail. Jamie and I sail *Wind Dancer* out of Dutchman's Cove in Penetanguishene so we planned on leaving Thursday in order to reach Meaford by Friday afternoon.

Thursday dawned clear with a moderate but variable wind out of the south-west. We planned a leisurely sail to Hope Island with friends, anchor for the night, and set out across Nottawasaga Bay on Friday morning. There is not much shelter from a south-west wind at Hope Island but the wind was light and we figured "no problem". It was interesting to note that Weather Radio was issuing small craft warnings but we saw no indication of this in the weather at the time. Well, the wind steadily increased so that by 2100 it was howling a steady 30+ knots. Needless to say, it was getting a little rougher than we planned. By 0200, with very little sleep from the rocking and rolling, we decide to haul anchor and move into the lee of Christian Island. This proved to be a little better and we finally got some sleep until about 0800. We checked with the Coast Guard to see if they could tell us what was happening out in the bay but they were only able to repeat the weather forecast from earlier in the day. They informed us they could not advise us on whether to attempt going out into Nottawasaga Bay.

The wind had not diminished from the previous evening but most boaters know that the wind and sea can be rough around Christian Island, so we decided to head out into Nottawasaga to see if conditions were any better. NOT SO! As soon as we left the shelter of Christian, wham! Was it rough. We high-tailed it back to Beckwith Island to wait until 1100 (our latest time for leaving for Meaford.) By 1100 there was no change so we cancelled our plans and returned to Penetanguishene.

Fortunately I had given our sail itinerary to Cmdr. Bill and Diane Allan informing them that was if we didn't arrive by 1900, or if they didn't hear from us, they were to start looking. I called the cell phone number Diane had given me but, wouldn't you know, it was the wrong number. Now what will we do? Drive all the way over to Meaford? That's an hour and a half one way. Jamie said that we should radio Thunder Bay coast guard and let them know that we were safe and back in our home port should anyone call them about *Wind Dancer* being overdue.

Sure enough, the next day at the Rendezvous we got the rest of the story. Our radio call to Thunder Bay coast guard had averted an unnecessary search and everyone knew we were safe. It was the right thing to do.

Jamie's only complaint was having to haul anchor three times in 12 hours!

Fall Courses

Our 2005 Fall Training Schedule is finalized and registration will take place on September 8th and 15th from 7:00 to 8:30 pm, at Resurrection High School, University Avenue, near Fischer-Hallman Road. We expect to run Boating courses, and, depending on demand, Piloting, Advanced Piloting, Celestial Navigation, Weather, Seamanship Sail and Marine Electronics. The classes will run on Thursday evenings for the most part, with some weeks being Tuesday evenings. A complete schedule is available at registration and our web site at www.kwpowerandsail.ca will have all of the latest information on it.

We will also hold VHF, GPS and Boat Pro courses later on in the season. Watch our web site for all the details. Come see us at the Fall Meet and Greet display at Fairview Mall on Sept 11th.

Upcoming Events

by Diane Allan

We will be towing the CPS promo boat in the Oktoberfest parade on October 10th.

Paul and Sheryl Shard are coming this fall to speak to us and show us a presentation about their travels abroad. The evening will be held at Waterloo Knights of Columbus on November 5th. Order your tickets from Diane Allan at 576-0749 or specialevents@kwpowerandsail.com

November 30th is our Christmas party at Waterloo Knights of Columbus. We are looking forward to an excellent evening. The caterer is the same as last year. There is entertainment being provided. Further details will be provided closer to the time. Raffle tickets will also be sold.

There are more events being planned for the New Year and we will let you know either by email or the phone committee. Again, we are looking for volunteers to help phone 10-12 people to let them know what is coming up.

Towing In a Gale

by Margaret Trafford

I have always told my students that no two days of boating are alike. You will always be challenged and always need to be prepared to deal with new situations. There are always mistakes made and things to learn in the world of boating. Above all, boaters need to stay calm, keep a clear head, and always think safety first.

I have had the great fortune of using my sister's cabin on the Upper French River as getaway to unwind from the fast past world we live in. But being the tenacious and beautiful river that she is, the French River can be a venomous snake with two mouths. The Ojibwa called it the River of Two Mouths. Needless to say a relaxing day of fishing on the river can turn into a frightening and dangerous situation almost without warning.

One Sunday afternoon, a strong southwesterly gale blew up as it often does on a typical summer's day. For many die hard fishermen this is no big deal, until they find themselves in trouble. Trouble usually begins with a motor that won't start. This was the situation for two teenage boys from the US on a week of fishing with their fathers.

I had just settled in with a book on the deck when I heard their horn going off. They were attempting to signal their fathers who were fishing in another boat down stream. First of all, the wind was blowing the wrong way for the horn to be heard and secondly, the fathers were further down the river and out of sight. Upon perusal with the binoculars I discovered the boat was being pushed up onto the rocks and the boys were trying unsuccessfully to paddle out into the river. Knowing the river and its nature it was clear these two young boys were in danger and needing help immediately.

Suddenly, I was faced with a task that I feared, towing a boat to safety in gale-force winds. I untarped my 16' aluminum and set up the towrope ready to toss. I switched to a full tank of gas, put on my life jacket, set the buoy and heaving line. Before leaving I established a communication plan with my sister and last, but not least, took along a knife to cut the line if necessary. Cautiously I headed over to the far shore. Any attempt to rescue the boat was very dangerous, the winds were gusting to 40 knots, the river had a meter chop, and the waves were pushing us into the shoreline of rocks.

When I reached the boat I found two teenage boys not wearing lifejackets. Their engine had failed to start and their attempts to paddle into the waves and wind were futile. They didn't think to throw the anchor out to stabilize them from being pushed further into the shore. When I arrived at their stranded boat, I threw them the towline and they tied it to the stern. With the waves pushing us into shore there was no way I could pull them from the stern. The towline needed to be reattached to the bow of the boat. In rough seas, this is very dangerous. I have to admit I almost succeeded in getting the towline wrapped around my prop, but knowing how quickly that can occur in rough waters, I quickly put the motor into neutral. After several attempts to get them tied up safely, several forward and reverse maneuvers, pooping the stern and getting soaked, I finally managed to get us underway and back to my dock. A potentially serious emergency had been averted.

These two boys did not appear to have any formal boating course or training to deal with an emergency, yet their fathers let them go off in a boat to fish on their own in rough weather. Never assume that years of boating afford you the experience to know it all. There are no two days of boating the same and hence there is always something out there you haven't faced yet. It is always better to err on the side of safety and caution then to get yourself into unnecessary trouble.

Things to learn from this situation.

1. Don't assume that the boat you are going to tow is going to tie up properly. If at all possible give the boat being towed instructions ahead of time.
2. Keeping steerage is essential to safety.
3. Use the anchor to stabilize your position and avoid drifting into dangerous rocks.
4. In any rough, inclement weather wear your lifejacket!
5. Learn to read the weather so you know when it is safe to be out on the water.

Winners of the Rendezvous Raffle

The draw took place after the Saturday night dinner in Meaford.

First Prize - Handheld VHF Radio - Peter Kellendonk

Second Prize - Weather Radio - Darryl Lankin

Third Prize - Quilted Throw - Madeliene Widmeyer

Congratulations to the winners and thanks to all who purchased a ticket.

Your support is appreciated.

Passings

Submitted by Alain Brière, N
Executive Director / Directeur Général
CPS-ECP

It is with great sadness and a sense of tremendous loss, that we inform you of the death of our Chief Commander, Howard Peck SN. He passed away peacefully at the May Court Hospice in Ottawa, on Saturday, June 25, 2005. A Memorial Service was held at The Garden Chapel of Tubman Funeral Homes in Nepean, Ontario, on July 6th. Those wishing, may make memorial donations to the *CPS Foundation*, the *Hospice at May Court* or the *Ottawa Regional Cancer Centre*.

It is with great sadness that I inform you of the passing of Past Chief Commander J Robert Beale, SN. The funeral was on Friday, August 5 at St Paul's Church in Innisfil at 7 pm.

Insurance Questions and Answers

By Pat Wells

Question:

What is a deductible and how does it affect me in the event of a claim?

Answer:

A deductible is the dollar amount that you must pay in the event of a loss before your insurance begins to contribute. It is important to compare deductibles, as some insurance companies will apply a higher deductible to damage on underwater equipment than to damage incurred above the waterline. When dealing with a percentage deductible, the amount contributed by the policyholder can be significant hence this is an important consideration when comparing quotes from different insurance companies.

If any members have any questions I would invite them to send them in for a reply.

Thanks

Items of Interest

Computer Wallpaper Images

Now available at <http://www.cps-ecp.ca/english/wallpaper.html> free wallpaper images for your computer featuring photos by CPS members. Download yours today.

Nautical Humour

"What would you do if a sudden storm sprang up on the starboard?" asked the Captain.

"Throw out an anchor sir." the student replied.

"What would you do if another storm sprang up aft?"

"Throw out another anchor, sir."

"And if another terrific storm sprang up forward, what would you do then?" inquired the captain.

"Throw out another anchor, sir."

"Hold on," said the captain. "Where are you getting all those anchors from?"

"From the same place you're getting your storms, sir."

Interesting Nautical Facts

Taken Down a Peg – This expression comes from the practice of admirals and officers having their own flags aboard ship. Superior officers would have their flags positioned higher on the mast than subordinates and these flags would be attached to the mast by a peg. If a senior officer handed over his command to a junior then the flag would have to be flown in a subordinate position or "be taken down a peg",

Chew the Fat – In the days when brine was added to barrels of meat, it had a hardening effect on the fat. It was still edible, but it took considerable chewing. So, to "chew the fat" has come to mean to talk endlessly.

Windfall – Some English landowners were prevented to either fell or sell timber as this was reserved for building ships for the Royal Navy. However, this did not apply to trees, which were blown down. Hence, a "windfall" became a financial blessing.

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