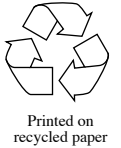




London Line

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OCTOBER 2007

The newsletter of the London Power and Sail Squadron

www.powerandsail.ca

Jim Thompson designed and owned Supertest III, famous winning speedboat 1959-1961.



CALENDAR

All events start or take place at HMCS Prevost, 19 Becher Street, London unless noted otherwise.

October

26th National Conference starts

November

13th Bridge Meeting 1900

18th District meeting London (tent)

19th Deadline for Dec London Line

December

2nd **Commander's Christmas Levy** 1-3pm, all welcome.

11th Bridge Meeting 1900

31st Deadline for Toronto Boat Show

January

19th **Toronto Boat Show Bus Trip.**
Details on LPS website.

25th **Robbie Burns Night/Scotch Tasting**

An interview with Jim Thompson, London Squadron's first instructor

By Linda Bonis April 1982

C.P.S. before the War and the early Squadrons

C.P.S. had just begun (1937) when World War II started. This new organization became inactive but the Windsor squadron stayed together during the war. The Sarnia squadron was probably formed before the war, was possibly temporarily disbanded, and then after the war was revitalized. During the war a few people kept the new CPS in mind, but there was no organization in London.

London is believed to be one of the earliest squadrons in Canada, after Windsor and Sarnia but there is evidence that another squadron existed in the Toronto area. CPS did not spread laterally across the country but rather spread across the border from the United States at various points. For example, Vancouver was an early squadron, beginning as an offshoot of Seattle.

Continued on page 4

Toronto Boat Show Bus Trip – Saturday, Jan 19

Bus leaves HMCS Prevost, 19 Becher Street, London, at 0800 sharp! Boarding starts at 0730.

Bus returns to London approximately 2030 -2130, depending on weather conditions.

Price is yet to be determined, but will include: your return trip to Toronto Boat Show, snacks, 50/50 draw and bingo games to shorten the trip. Great prizes too! Admission to the Boat Show. Wonderful dinner at the Mandarin Chinese Buffet in Mississauga. Movie will be shown on the return home trip.

Most of all, a time to enjoy seeing old friends, make new ones and meet new Squadron graduates.

Visit our web site for more information on pricing, as it becomes available or call Sandy McCaw to reserve a seat at 519-471-6414, email smccaw@uwo.ca Deadline is December 31, 2007.

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THERE IS A definite sadness that descends upon the boating community at this time of year as we consider that cruise that was planned but not taken and proceed with plans to winterize our vessels. At the same time come opportunities to take advantage of end-of season specials at our favourite marine dealers: complete our inventory of safety equipment, replace tired sheets and fittings or perhaps even consider the purchase of that 2008 model about which we've been dreaming.

Your London Power and Sail Squadron has been a hub of activity as instructors and students have begun a myriad of courses including Boating, Piloting, Advanced Piloting, Marine Radio, and Global Weather all of which were underway in September and PCOC (or "Boat Pro") and Radar for Pleasure Craft scheduled to begin in October. If you missed the opportunity in August to register for any of these courses, it's not too late! Call 519-438-6222 and get involved in upgrading your skills and knowledge in preparation for the next boating season. Remember that your pleasure and safety, on the water and that of your passengers and crew depend upon your preparedness.

AS WE APPROACH October, members of the Bridge are preparing to represent all members of London Squadron at the National Conference of CPS-ECP to be held in Ottawa in late October. While many learning opportunities will be present at this conference, the votes to be taken on crucial questions require the attention of all members of CPS-ECP. As reported in the last edition of the London Line your Commander will be asked to represent the opinions of London Squadron members on two key questions:

1. From the following three choices, choose one which will best present a meaningful "brand" to the public:

- I. CPS-ECP
- II. Nautique
- III. CPS Nautique

2. It is proposed that a fee increase of \$3.00 per member be levied to offset rising costs and avoid a deficit at the national level of CPS-ECP.

At this time, only three of you, as general members of London Squadron, have expressed an opinion on these matters to this writer. At our last Bridge meeting, a vigorous discussion of these issues resulted in a decision to hold further debate at our October 9 Bridge Meeting.

FINALLY, as you prepare your vessel for its winter resting place, it is hoped that you continue to be mindful of our collective responsibility to be faithful stewards of the environment. Boat cleaning, according to "The Enviro Boater Guide" (CPS-ECP, 2001), is a challenge and can dirty a lot of water. We have a



London Line

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responsibility to keep our waterways clean so following are a few tips to assist with the Boat Cleaning Challenge:

- water and grime will cascade off a well-waxed boat so maintain that wax finish at the end of season
- avoid harsh cleaners, soaps and detergents:
 - ✓ to bleach – use Borax or hydrogen peroxide
 - ✓ to polish wood – three parts olive oil and one part white vinegar
 - ✓ to polish chrome/metal – apple cider vinegar to clean; baby oil to polish
 - ✓ to scour – baking soda
 - ✓ to clean fiberglass – a paste of baking soda and salt
 - ✓ to clean shower – wet area, sprinkle on baking soda; rub with scouring cloth
 - ✓ to clean refrigerator/cooler – wipe with wet cloth dipped in baking soda
 - ✓ to clean toilet – add baking soda, brush with enthusiasm; a cup of vinegar left in head overnight will reduce the build-up of salts
 - ✓ to clean windows – one cup of vinegar in one quart (1.2l) of warm water

Try It! – The Environment will like it! (and so will you!)

Enjoy a wonderful autumn season.

Larry Monger,
Commander



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JIM THOMPSON continued from page 1

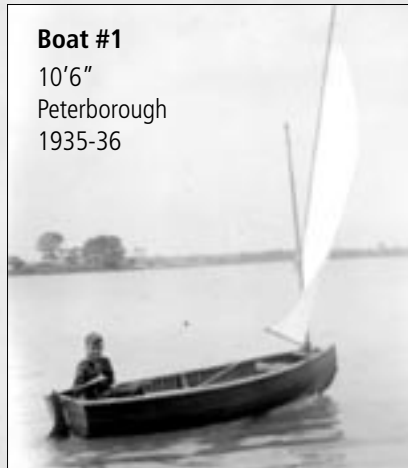
Getting started in London

After the war there were three Canadian Power Squadron members in London – Gordon Calder, Dr. Wismer and George Young, all of whom had taken courses in Windsor or Sarina. In the late 40's Gordon Thompson asked his son, Jim to teach him piloting. Jim casually mentioned this to George Young, who informed him of the Power Squadron course and suggested that they contact Gordon Calder to find out what was happening with Canadian Power Squadrons and if they could get the course material. This was done and an ad was placed in the London Free Press. Under the direction of Gordon Calder, a class was formed of approximately 15 people. Jim Thompson believes that his father may have acted as Treasurer that year. Jim taught the first boating class and took the exam along with the other students including his father. Jim supplemented the U.S.P.S. course with some R.C.N. material because the text – Chapman's (a much thinner volume in those days) – had two or three sections he considered to be very confusing. Classes were held in the Old Prevost on Richmond Street. Either part way through that

first year, or possibly in the second year, when the Old Prevost was being torn down, the class was moved across the street to a third floor loft. This proved to be a good classroom as it was exclusively used by the class and therefore, nothing had to be put away. There was no graduation ceremony. Certificates were issued by Headquarters located in Toronto. Jim Thompson's certificate is dated June 24, 1949.

The first years of the London Power Squadron

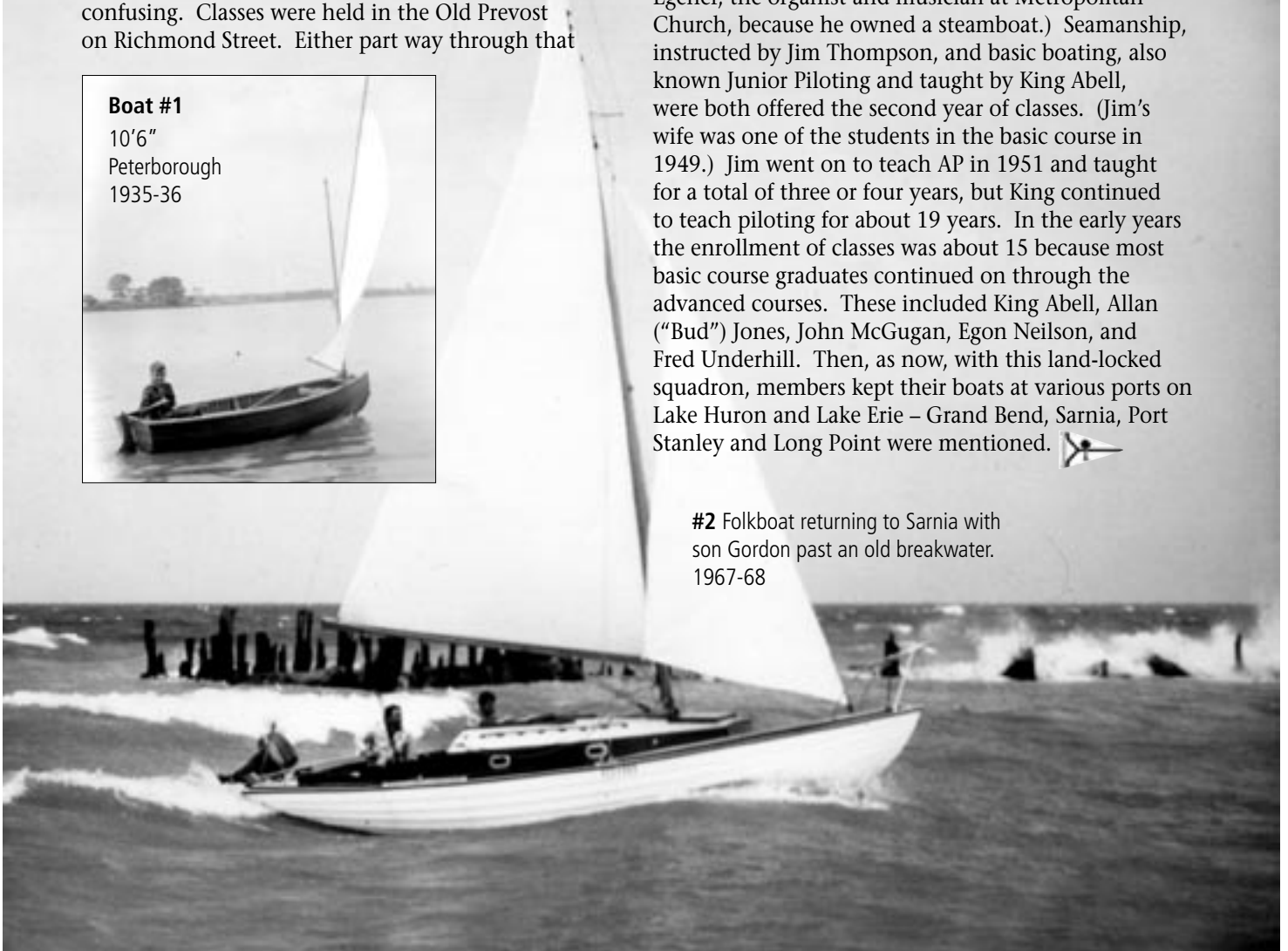
The original London Power Squadron Warrant (now missing) would have been issued shortly after the graduation (and admittance to Canadian Power Squadrons) of those first class members, i.e. near June 24, 1949. The Charter Members (as determined by Jim Thompson and confirmed later by King Abell and Frank Toten) were: Gordon Calder, George Young, Egon Neilson, King Abell, Allan H. Jones, John McGugan, Fred Underhill, Les Standish, Jim Bach, James G. Thompson, J. Gordon Thompson, F.K. Egener, and J.R. Good. Two names still in doubt are Dr. Wismer and Rae Watson. (Jim particularly remembers Dr. Frederick Egener, the organist and musician at Metropolitan Church, because he owned a steamboat.) Seamanship, instructed by Jim Thompson, and basic boating, also known Junior Piloting and taught by King Abell, were both offered the second year of classes. (Jim's wife was one of the students in the basic course in 1949.) Jim went on to teach AP in 1951 and taught for a total of three or four years, but King continued to teach piloting for about 19 years. In the early years the enrollment of classes was about 15 because most basic course graduates continued on through the advanced courses. These included King Abell, Allan ("Bud") Jones, John McGugan, Egon Neilson, and Fred Underhill. Then, as now, with this land-locked squadron, members kept their boats at various ports on Lake Huron and Lake Erie – Grand Bend, Sarnia, Port Stanley and Long Point were mentioned. 



Boat #1

10'6"
Peterborough
1935-36

#2 Folkboat returning to Sarnia with son Gordon past an old breakwater.
1967-68



In January of 2004, I had the opportunity to interview our Squadron's first instructor and second Commander Jim Thompson. He showed me his Canadian Power Squadron certificate, number 108 dated 24 June 1949. He gave me a letter he sent to our Squadron Commander at the time of our Squadron's 50th anniversary. Here is his letter.

P/Cdr John Hamilton, JN

Beginnings

By P/Cdr James Thompson, AP January 2000

I was sorry to miss the 50th anniversary celebration of the London Power and Sail Squadron, which took place on November 26, 1999. That date also happened to be our 50th wedding anniversary and my wife Beverly (who was in the second Power Squadron class) and I were away to celebrate that occasion. I read with interest the report of the Squadron's 50th anniversary celebration in the London Line and realized that there was little reference to the beginnings back in 1949.

In the fall of 1948 my father asked if I would teach him something about piloting. We cast about for an outline or text on the subject and in doing so my father spoke with George Young who along with Dr. Gordon Calder and a Dr. Wismer had taken the Power Squadron course with the Windsor Power Squadron during the early years of WWII. Soon Dr. Calder produced a copy of the USPS outline, which was keyed to Charles F. Chapman's "Piloting, Seamanship and Small Boat Handling." In those days Chapman was barely $\frac{1}{2}$ of an inch thick. Also, I substituted some material from the Admiralty Navigation Manual, which I felt contained clear explanations of some of the subjects taught.

Dr. Calder was still active with the Windsor Squadron and made contact on our behalf with W.E. Thompson at CPS Headquarters in Toronto. Soon we were ready to go. I was the instructor and, by way of background, had had many years in small boats as well as being a graduate of the Royal Canadian Naval College in 1946.

Through the kindness of the Commanding Officer that first course was taught at HMCS Prevost, which in those days was located on the west side of Richmond Street in a building which ran from Carling Street north to the Bank of Montreal building. We had no teaching aids of our own but were able to borrow the odd thing from the Navy to help with instruction.

I don't have a proper record of the students in that first Junior Piloting class (Now called Boating) but I have happy memories of the following who were most attentive to the business at hand. J. Gordon Thompson (my father), King Abell, Chester Pegg (D/C John Pegg's father), Allen H. (Bud) Jones, Dr. Frederick Egner, John McGugan, Mr. and Mrs. Fred Underhill, Egon Neilsen and Betty Neilsen, Les Standish, Ray Watson and his son, and Mrs. Glenna Calder. George Young and Dr. Wismer used to sit in on occasion and I cannot remember Dr. Calder ever missing a lecture.

When the course was finished, we (including myself) wrote the prescribed CPS exam with Dr. Calder acting as proctor. He then forwarded the exam papers to Toronto for marking. The results were excellent and we were then

able to apply to form the London Power Squadron, which took place on the fall of 1949. Dr Calder became the first Squadron Commander with myself as Executive Officer. In the following year I took over as Squadron Commander.

For the second year we moved across Richmond Street into a third floor walkup located approximately across from the end of Carling Street. Again I taught the Junior Piloting course. In the third year I taught Advanced Piloting and followed this with Seamanship. I taught for about five years until I became very much involved in the Miss Supertest racing boats. This effort culminated in the victory of Miss Supertest III over the United States for the Harmsworth Trophy in 1959 at Detroit and the two successful defenses of the title in 1960 and 1961 at Picton Ontario.



When I stepped aside, King Abell began to teach the Junior Piloting course, which he continued to do faithfully and with great enthusiasm for many years. He taught at least 25 years, or more, and I have often run into students who invariably recall fondly, his or her time spent with King.

50 years is a long time since the beginning and I confess to a measure of sadness as I believe that I am the only surviving member of the first class. I do however see Pat Carson, from the second class, each year when we launch or haul out our boats at the Sarnia Yacht Club.



#3 Alberg 30



#4 Great Lakes 33 1980's



#5 (current) is a Rossborough 246 similar to above

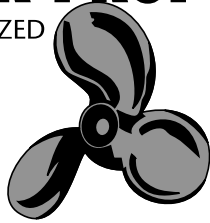
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A RESOUNDING CRACK followed by a thunk, then a fluctuation in the motor's sound and a gurgle. I quickly looked astern to see my 8 horse Johnson disappear into about 30 feet of water just north of Bayfield. To those who have never witnessed the loss of a running outboard motor, it is a lesson in propulsion, which although interesting from a physics aspect, is a costly one, which can easily be avoided.

As the motor is freed from its constraints, the propeller continues to screw forward. This, added to the leveraging effect of the motorhead's weight, causes the shaft to rise to the surface. This, in my case, resulted in the prop notching a hunk of glass from the transom (the thunk sound)! With still fuel enough for a few seconds more machination, the outboard then spins horizontally on the surface before gravity and inertia cause it to spiral away on its side to its resting place on the bottom. Really quite beautiful in its own way. Nevertheless, a physics lesson which I would preferred to have seen in 3D animation and not in real life!

Lucky for me the incident happened on my CS22 Sailboat. I was on vacation in Bayfield, but an appointment back in London had meant a decision on my part to lower sails and crank up the motor in hopes of making good time back to the harbor. Now without motor, I remade sail and tacked my way back up to the river's mouth in against a light offshore breeze. Realizing the futility of trying to wend my way up the river, I flagged down a nice young chap who had one of those 2-seater sea-doo's. He easily gave me a tow right to my slip and waved farewell as I thanked him profusely. As a side note; I now refer to these people as 'power-craft enthusiasts' as opposed to their previous designation as 'Twinkies'!

Driving back to London, I had some time to reflect. There were two reasons for the mishap. The first was maintenance and the second was a safety issue.

From the maintenance angle, the plywood board to which the motor was clamped had become actually spongy and well past due for replacement. Having owned the boat for only a couple of months and anxious to get sailing, I had decided that this was a nice job for the coming winter. That's when I would fashion a new mount from a nice piece of hardwood or maybe I would find out about that Starboard stuff. As it happened, the board splintered off at the top, the motor taking the piece attached to the clamps which were still secured by the anti-theft lock.

The safety issue, had it been addressed, would have saved me some money and embarrassment. As you may have guessed by now, there was no safety chain or lanyard connecting the motor itself to the vessel. Even though I had joined the Boating course at about week 5 and this topic had already been covered, I cannot use ignorance as an excuse since I had received all of the course material. For about ten dollars or less invested in chain, this story would have cost me about twenty bucks instead of about eight hundred!

By the way, if there are any divers out there, I have a pretty good idea of the co-ordinates where Mr. Johnson sleeps.

Talk to me nicely and I may share this info with you.

I think I can find the key for the anti-theft lock!



End part one, Mark Anderson.

A tale of two two-strokes



Part 1

Attention boaters – your Squadron needs you!

EACH MAY, for the last few years that I have been present at the Graduation Dinner, I see the successful students of our boating course accepting their certificates, thereby joining our ranks. Sadly, for the most part, that's the last we see of them. We accept the fact that the primary purpose in taking our courses is to improve one's knowledge of the safe handling of a water craft. However, the Squadron needs volunteers to carry on its worthy task and these volunteers must come from our ranks.

Many will say that though they would like to help, they have no idea what would be expected of them. Well, that's easy to remedy. The Squadron "Bridge" (read Executive) meets the second Tuesday of each month with the exception of July when we hope to be on the water. Meetings are called to order at or about 1900 hours in the Wardroom of the HMCS Prevost building, 19 Becher Street and all members are welcome to attend. You can then get an idea of the workings of the Squadron and the problems with which they must deal on an ongoing basis.

Our Squadron has many tasks that can be handled by those with varying talents. Come and see what would interest you as there are openings each year as some leave for different reasons and their places need to be filled. In addition to performing needed tasks, there is the social aspect. We share the pleasures of boating and enjoy the mingling at different events, such as the bus trip to the Toronto Boat show, Commander's Levy, Canada Day fireworks and of course, the annual Rendezvous.

Our next Bridge meeting is November 13. We hope to see you there and please don't be shy and be sure to identify yourself. You will be guaranteed a front row seat!! If you need more information, call one of the officers listed in the London Line, Mark Hunsberger being the current Nominating Committee Officer.

Ralph L. Smith *AP* Treasurer,
London Power & Sail Squadron

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