

New hope  
for Old Rope!  
See page 6

# LONDONLINE



## LPSS: 60 Years And Counting!

LONDON POWER SQUADRON  
26 November 1949 – 8 September 1986

LONDON POWER and SAIL SQUADRON  
8 September 1986 – Present

NEWS & VIEWS OF THE  
LONDON POWER AND SAIL SQUADRON



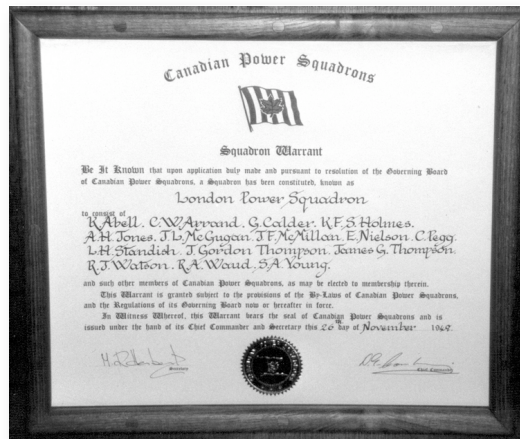
Charter members George A. Young and Gordon Calder along with Dr. Wismer had taken the squadron course in Windsor in the late 1930's. This led to Dr. Calder putting the propeller in motion to form the London Power Squadron. The first class was taught by James G.

Thompson in the old HMCS Prevost building on Richmond Street using USPS and RCN material. About 15 students graduated in the spring of 1949. Jim taught Piloting, Seamanship and Advanced Piloting for about 5 years after which King Abell began teaching Piloting. He taught for over 25 years.

London has had 54 Commanders. Gordon Calder was the first. He later became Chief Commander in 1950-52.

Through the years, classes have been held at the old HMCS Prevost on Richmond St. and later across the street at the London Free Press; Fanshawe College, Oxford St.; Montcalm S.S.; Banting S.S.; Westminster S.S.; Fanshawe School of Design, First St.; the London Boat Club; London Life building; CAW 1520 union hall; Community Centre in Port Franks; HMCS Prevost on 19 Becher St. in the early 60's and currently at HMCS Prevost and Catholic Central Secondary School.

Squadron publications have included 'Mark Sure – Make Shore' in 1966. It was issued bi-monthly and in the third edition renamed 'The Pilot'. In October 1977 the 'London Line' was first published. It is our current newsletter. continued on Pg. 3...



April  
2009

Coming  
Events

### APRIL

**1st** - Submission deadline for London Line April edition

**14th** - London AGM (Annual General Meeting) @ 1900 in Wardroom, HMCS Prevost, London

**21st** - Squadron Bridge meeting @ 1900, HMCS Prevost, London

### MAY

**6th** - Flares and Fire Extinguisher Info session, HMCS Prevost, London, @ 1900 (details Pg.7)

**12th** - Squadron Bridge meeting @ 1900, HMCS Prevost, London

**28th** - London PSS Graduation

Dinner. (details Pg.3)

### JUNE

**1st** - Submission deadline for London Line June Edition

**10th** - Squadron Bridge meeting @ 1900, HMCS Prevost, London

**26 -28th** - Rendezvous and District Meeting, Boblo Island, hosted by Windsor PSS. (details Pg.5)

FOR LOCATION OF HMCS PREVOST SEE MAP ON PAGE 8.





<b>Commander</b>	Mark Hunsberger <u>AP</u>	453-4714
<b>Executive Officer</b>	Deb Hughes	667-0749
<b>Training Officer</b>	Steve Waite <u>AP</u>	473-0517
<b>Bursar/ ATO Boating</b>	John Manvell	455-3627
<b>Secretary</b>	Bev Miatello <u>AP</u>	601-2041
<b>Treasurer</b>	Ralph Smith <u>AP</u>	472-0453
<b>Membership Officer</b>	Bernie Weis	473-7060
<b>ATO Boat Pro</b>	Barbara Billingsley	474-3432
<b>ATO Marine Radio</b>	Guy McLean	434-5491
<b>PR Officer</b>	Bob Secco	473-2022
<b>Immediate Past Commander</b>	Larry Monger	685-4159
<b>London Line Editor/ Prod. Manager</b>	Eric Jones	438-3135
<b>London Line Business Manager</b>	Mark Anderson <u>AP</u>	951-8637
<b>Community Liaison/ Ass't Treasurer</b>	John McKay	666-1605

### Appointed Officers

<b>LPSS Web Site</b>	Shawn Billingsley	474-3432
<b>Certificates</b>	P/ CDR Horst Ammann <u>AP</u>	672-5745
<b>Historian</b>	John G. Hamilton, SN	438-9468
<b>Electronic Training Aids</b>	Dave Corke, <u>AP</u>	720-9367
<b>Auditor</b>	Tony Pritchard, <u>SN</u>	432-9446
<b>Regalia Officer</b>	Lorna Jeffrey	471-4834
<b>Port Captain - Port Stanley</b>	Paul Neve	473-0296
<b>Port Captain - Fanshawe</b>	Ralph Smith, <u>AP</u>	472-0453
<b>Events</b>	Alan Sargent, <u>P</u>	433-2736

## from the helm



COMMANDER  
MARK HUNSBERGER



With another Squadron year about to come to an end on April 14, for a second time I would like to thank each of you for the privilege and honour of allowing me to represent London Squadron for the 2008 – 2009 year. I found that being in this position in the past was a huge asset in recognizing the timing of specific duties that need to be tended to at the various times of the year. The year passed relatively smoothly and with the huge contributions from your various Officers, our planned goals have been achieved.

I am both happy and excited to see the return of so many seasoned and capable Officers to “man the helm” of the 2009 – 2010 Squadron year, under the very capable guidance of incoming Commander Deb Hughes. I feel confident that with her enthusiasm, capabilities and her seasoned group of Officers to support her, Deb will be in great shape for the next year.

Secondly and if there were only one order that I might give it would be to please note of the invitation to the Commander’s Dinner and Graduation

event, included in this edition of your publication. As your Squadron Boating instructor, I send this message to all my graduating students from both the September 2008 session and the January 2009 session . . . ‘be there’ to allow me the honour of presenting to you your certificates and welcome you into the CPS family. To all graduates of all other courses, please plan on attending to allow us to recognize your achievements.

Are you aware that 2009 marks the 60th anniversary for London Squadron? Watch the upcoming events for a Grand Celebration later this fall and note the commemorative logo that we have chosen to acknowledge this diamond milestone for London. We will be using this logo over the course of the balance of this year in this publication, our website, our letterhead and on invitations that will be sent to various functions.

In closing, please allow me to once again thank you all for making this past year so enjoyable. As in the past, my line is always open and I fully intent to remain very active and visible with the London Squadron.

## LONDONLINE

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London Line welcomes  
submissions  
from all members.

## LONDONLINE

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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Opinions expressed do not necessarily reflect those of the Editor or London Line, London Power and Sail Squadron or CPS-EPC. The Editor reserves the right to decline article submissions if they do not meet editorial criteria.

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“If one does not know to which port one is sailing, no wind is favourable.”

Seneca (Roman philosopher, mid 1st C. AD)

con't from Pg. 1...

On 29 September 1977, the Governing Board approved the first London Squadron pennant which was designed by Gordon Calder, King Abell and John McGugan. On 7 February 1987 a new pennant was approved, it was designed by Shirley Parke-Rye. The current pennant consists of a white background with two blue stripes representing the forks of the Thames River, a green tree denoting 'The Forest City' and a gold bar celebrating the Squadron's 50th anniversary in 1999.

**'(LPSS) is the largest . . . of all the Canadian Power and Sail Squadrons.'**

The London Power and Sail Squadron is the largest squadron of all the Canadian Power and Sail Squadrons. In 1999 there were over 1000 members. Today our membership is closer to 700 with 15 Life members, 1 Sustaining member and 12 Lady Associates.

Since the London Squadron is a land locked squadron, we concentrate heavily on our training and social activities during the fall, winter and spring seasons. Our members disperse to Fanshawe Lake, Lake Ontario, Lake Erie, Lake Huron and Georgian Bay and many inland lakes to practice safe boating and spread the word about CPS during the summer.

John Hamilton, SN



Commander Mark Hunsberger cordially invites the Graduates of all classes, all squadron members, associates, their families and guests to . . .

## The London Power and Sail Squadron's Graduation Dinner

Thursday, May 28th, 2009  
The McGee Prevoost  
19 Becher Street, London

Dinner Buffet  
Cash Bar

Social Hour 1800  
Dinner & Ceremonies 1900 - 2200

*Dress is business casual, CBS attire optional*  
\$80.00 per person

You are invited to join me at this event to celebrate the accomplishments of this year's graduates and to congratulate them all on their achievements.

Please RSVP your attendance to me as soon as possible:

Cdr. Mark Hunsberger  
Phone: 519-453-4714 Email: hunsy@rogers.com  
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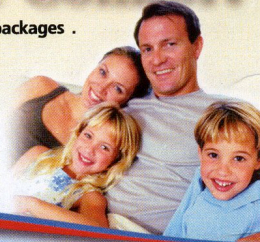
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## INSTRUCTOR PROFILE:

# Mark Hunsberger

...has been with  
 CPS since 1993  
 and will be ending  
 his second term  
 as Commander of  
 LPSS this Spring



**What is your Instructor role? For how long?**

Instructor for the London Squadron Boating Course for the last 6? years and proctored for three prior to this.

**Have you taught other CPS courses?**

Boat Pro, Marine Maintenance, Proctored for Marine Electronics and Advanced Piloting.

**When did you start with CPS?**

Took Boating course in 1993

**What do you enjoy most about teaching?**

Observing the lightbulb come on when the concepts are understood.

**What do you enjoy the least?**

The refusal to ask questions, when points are not understood, failures.

**Is there another course you'd like to teach?**

All are great, but I must admit I hold the prospect of new members that the Boating course generates very close.

**Is there a course you'd like to take?**

A marine First Aid Course, and all the electronic navigation courses.

**Tell us a little of your boat and/or experiences.**

Grew up around boats. Thought I knew all that was required ... until I tried to move a rock off Stoney Point with my outdrive in 1992. My insurance company agreed to fix the damage, but suggested that I take a Boating course if I was interested in protecting my rates. I agreed and took the CPS Boating course with Harry Harris and Jim Hartlieb as my instructors. I was so impressed with this course that I continued with Seamanship, Advanced Piloting, Maritime Radio, Marine Electronics, Marine Maintenance and Seamanship Power. Being equally impressed by all the courses, I decided to "give back" to the volunteer organization. The rest is history.

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Canadian Power and Sail Squadron's Western Ontario District



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June 26th, 27th, 28th  
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To register, forms are online at:  
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## WEEKEND ITINERARY

### Friday

1600-2000 Early Registration  
1800-2000 Coney Dogs  
2000-2300 Old-time Hospitality  
Wine Patrol's 13th Anniversary

### Saturday

0700-0900 Continental breakfast  
0800-1000 Registration  
1000-1200 District Meeting  
1200-1330 Dock Lunch  
1400-1600 Luau Olympics  
1630-1800 Island Hospitality  
1800-2030 'Cheeseburgers  
in Paradise'

### Sunday

0800-1000 Full Breakfast  
1000-???? Commander's Thingee

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# Visual Distress Signals

excerpt from an article  
by the U.S. Coast Guard

Extreme care should be exercised when using pyrotechnic devices. They burn with an intense heat which can cause severe burns if they are improperly used. Before using be sure to read all manufacturers instructions.

If you are in the unfortunate situation of being in distress it would not usually be wise to fire off all of your flares at once and then be left with no means of signaling an approaching search vessel. If no one is in sight, fire off one in an attempt to draw attention from someone beyond your line of sight over the horizon. Await a visual response of some kind i.e., an approaching vessels lights. As the vessel approaches your vicinity fire off another signal, thereby, assisting the vessel to zero in on your position. It is not uncommon for the Coast Guard search vessel to energize the law enforcement blue light in an attempt to draw a flare from the vessel or people that are in distress. Therefore, if you are in distress and see the flashing blue light in the distance you may want to signal the Coast Guard search vessel with a flare.

If you are a boater who observes a flare, your knowledge of specific information that the Coast Guard needs to respond may save a life. The first thing we need to know is your position. Latitude and longitude is preferred,

but we can work with a geographic position if that is all that is available. Next we would like to obtain a magnetic bearing from your vessel. You can obtain this by looking over the top of your vessels compass toward the direction of the flare. You may be able to just point your vessel in that direction and read the compass. With your information and that of another reporting source we will be able to cross the bearings and obtain an estimated position in which to center our search efforts.



Often there is only one reporting source with a position and magnetic bearing, in this case we need to obtain the angle which the flare rose above the horizon from your position. The simplest way for you to determine this is by stretching your hand out in front of you and making a fist. Line the bottom of your fist up with the horizon. Each finger in your fist is equal to about two degrees when compared with the horizon. All we need to know is how many fingers the flare rose above the horizon. We will also request to know if the flare rose and fell at an equal speed (meteor flare) or rose quickly and descended slowly (parachute flare). This description will help us determine the elevation that the flare rose. With all of this information we can now estimate how far the flare was fired from your position and support our efforts to narrow down the ocean to a more manageable search area so that we can quickly locate those in distress.



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