



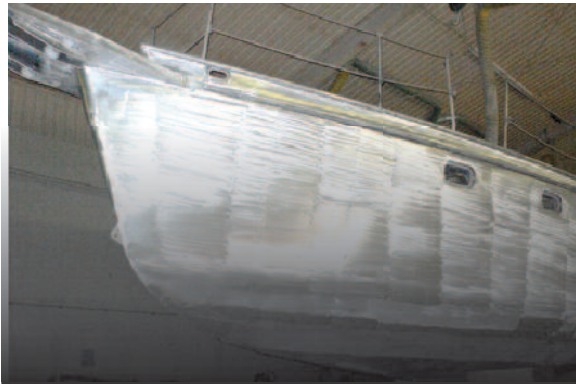
LONDONLINE



New hope
for Old Rope!
See page 8



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON



BUILDING BOATS IN ONTARIO: *A Family Affair*



Thumbing through the pages of premium international boating magazines like *Yachting*, *Passagemaker*, *Power Cruising* and *Motorboating* you will find the names of many fine boat building companies, family names such as **Hinckley, Hunt, Trumpy, Krogan, Beneteau, Gozzard and Kanter.**

But did you know that the Gozzards and the Kanterers are our next-door neighbours, and their boats are, and always have been, built right here in Western Ontario?

Gozzard Yachts was started in 1971 by Ted and Jan Gozzard. Boat building began as a hobby for Ted, a master carpenter who built homes for a living but wanted to sail to the Caribbean. Following an extensive cruise, the Gozzards started the Bayfield Boat Yard where they built their classic sailing yachts for many years before moving to Goderich. continued on Pg. 3 ...



October
2009

COMING
EVENTS

OCTOBER

- 1st - Submission deadline for London Line October Edition
- 12th - Thanksgiving Day
- 13th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

NOVEMBER

- 7th - 60th Anniversary Dinner & Dance @ HMCS Prevost. See details on page 5.
- 8th - District meeting and training

seminar @ HMCS Prevost. Start times to be announced.

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

DECEMBER

- 1st - Submission deadline for London Line December Edition
- 6th - Commander's Levy @ HMCS Prevost. Details on page 5.
- 8th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 7.





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from the helm



COMMANDER
DEB HUGHES

This edition of 'From the Helm' is being filled in by your most recent P/Cdr; as our current Cdr is busy with our 2009 National Conference, in Sherbrooke Quebec.

It is hard to believe that October is now upon us and many of us are wondering what happened this year. Our summer was both cool and damp, minimizing enjoyable time spent on the water. On the bright side, the lake levels have received a healthy, natural boost. Nevertheless, it is now time for all of us to turn our thoughts to hauling out and winterizing our vessels. As you take on this task, I would like to remind all of you to consider reviewing your old Boating course manual and the section on "Laying up your vessel". It contains some worth points to ensure that next spring will go smoothly for you.

I would ask that all who are still interested in upgrading your knowledge

to visit our website for updated course offerings, to be offered both now and into the New Year. Both registration information and numbers to call for any questions you may have are also listed on the website. Please take advantage of these.

Lastly and on behalf of Cdr Deb Hughes, I would like to everyone to consider your invitation to attend the London Squadron 60th Anniversary Dinner and Dance to be held Saturday, November 7, 2009. I am sure that you will enjoy the efforts that have been put into this event by our Anniversary committee, chaired by Alan Sargent. Following this event and on Sunday, December 06, from 1300 to 1500, plan to join Cdr Deb as she hosts the London Squadron's annual Christmas Levee. Come meet the members of the current Bridge, the instructors and proctors, as we thank all for a job well done!

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LONDONLINE

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and 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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... continued from Pg. 1 Gozzard Yachts is now being run by the second and third generation, Ted's son Mike, his wife Liz and their son Robin. Although over the years, they built production hulls and motor yachts, Mike explains that Gozzard now 'specializes in custom high-end fiberglass hulled sailing vessels.' All designs are done in-house, with Ted supervising much of the design process. The company presently averages one boat per year due to the soft luxury yacht market. They also maintain and retrofit their own boats for their clientele if requested. In fact, at the time of writing, the Gozzard shop was dominated by a 52 footer belonging to a client from Mississippi that was in for maintenance.



Gozzard employs 12 – 15 craft persons, and Mike credits them for the company's ability to commit to building a top-quality product. However, a commitment to quality must come from the top, and one look at the design room at Gozzard lets you know that you are surrounded by people who have an eye for detail. Mike knows the business well and buys only top quality woods, resins, glass, composites, fixtures and fittings for his yachts. 'We can't compete with products made off-shore where labour is paid at a rate of \$1.65/per day,' explains Mike, so they are not even trying. Their clientele is exclusive; their boats sell for as much as two million dollars. 'We don't advertise and as far as sales staff is concerned...your lookin' at him. Clients seek us out, and we have several repeat customers.'



Manfred Kanter Sr. came to Canada from his native Germany with some boat building experience under his belt. He and his wife Lisa built and then sailed a 42-foot steel-hulled ketch to the Caribbean, on to Europe, and then home again. Considering they also took their young sons, Manfred Jr. and Chris, along on the trip, safety became their primary concern. That cruise taught them much about what it takes to hit the high seas in relative comfort and uncompromising safety. As a result, Kanter Yachts was started in 1977.

Still under the watchful eye of the senior Kanters, the company is now being managed by sons Manfred Jr. and Chris, with Manfred managing the office affairs and Chris running the shop. Having started building steel hulls, Kanter Yachts now specializes in lighter-weight, rust-resistant, aluminum-hulled ocean going custom 50 to 60 foot trawlers, sail boats and smaller work boats.

Kanter yachts are well known to the trawler crowd and one of their creations was recently featured in the pages of Passagemaker magazine, a publication devoted to cruising around the world. Since safety is of primary importance, all of the work required to construct one of these ocean-going vessels is done in-house by Kanter's hand-picked staff of highly skilled welders, cabinet makers and marine electricians. For design-work, the Kanters employ the services of naval architects and designers, including the renowned designer

con't Page 6 ...




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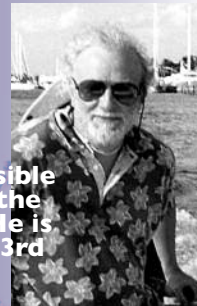
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4

INSTRUCTOR PROFILE:

Ian
Lacey

... was largely responsible for London Line from the early 80's until 2008. He is currently teaching his 3rd Seamanship Course



A note from the Editor - From time to time we receive a profile that is above and beyond the constraints of our usual Q & A format and are delighted to just 'let 'er fly'. This is one of those profiles.

The first iceberg was on the horizon dead ahead, brilliant white on a deep blue sea in the morning sun. Ease her a bit to starboard, said the captain, as she's drifting south. The wheel was huge. By putting all my weight on one side she swung, exposing the port bow to a wave and drenching the foredeck in foam. The ship: a small freighter out of Scotland bound for the Strait of Belle Isle. Ice fields were next. Growlers from horizon to horizon. These were refrigerator and car sized chunks of ice, grinding together in the swell and, well, growling. The job: avoid the big ones. The ones the size of a locomotive. There is a bell on the bow. One ring for a starboard turn, two for port. Cold work. Sure felt good to wrap my hands around a huge mug of sweet milky tea in the mess afterwards. A huge mug because I was a six year old boy.

Twenty years later and still cold. A gale at night in the Tasman Sea. One of those they get down there that wreck havoc in the Sydney-Hobart Race. The jib had blown and was thrashing itself to pieces. On the end of the bowsprit like a rodeo rider. Plunging down and buried in monster seas, then way up, hanging on for dear life and streaming cold Antarctic ocean. The ship: a converted Scottish fishing boat on sea trials. Seaworthy but not designed for sail. Brigantine rigged: squaresail on the foremast and schooner on the main. After three days of gale, dead reckoning put us close to New Zealand, but as we later realized, were actually blown way south of Tasmania. Insufficient keel meant not enough lateral resistance. Three weeks of listless wind and complete overcast followed, nothing but grey sea and grey sky. No GPS in those days. The plan: sail east and run into New Zealand but after a week and no land, we had no idea where we were. OK, head west then turn north. Australia should be hard to miss. You appreciate your compass in these circumstances. Two weeks later, still no land and long out of food. Then, a reflection off clouds, three white flashes. We timed it, twenty seconds. On the chart it was Fl(3) 20s. Cape Howe, SE corner of Australia.

Twenty years later and still cold. A good sleeping bag and every scrap of clothing on board couldn't stop the shivering but so what when the view from the bunk was of a sky that was alive. Thousands of tiny bursts of light filled the air and lightning-like arrows shot in all directions. All in front of trees on shore. What is it about the night sky over the North Channel? Every trip there's something. One year a meteor shower with explosions, the next, I had Sturgeon Bay on Great La Cloche all to myself one night. Waking up in the wee hours, through the hatch there was a hovering light brighter than any star. It wasn't moving and neither was I. Too many sci-fi books. Authorities should be notified! No radio, no wind and not enough fuel to make Little Current. This is ridiculous, so I haul myself out and prepare to confront the aliens. It was a masthead light! How they snuck in without a sound is beyond me as there are nasty shoals at the entrance that should never be attempted at night.

OK, I'm warming up now. Don't get me started.

DR. GORDON CALDER WAS OUR FIRST COMMANDER ...



PIC/C's Lunt Calder McGladdery Thompson Renouf

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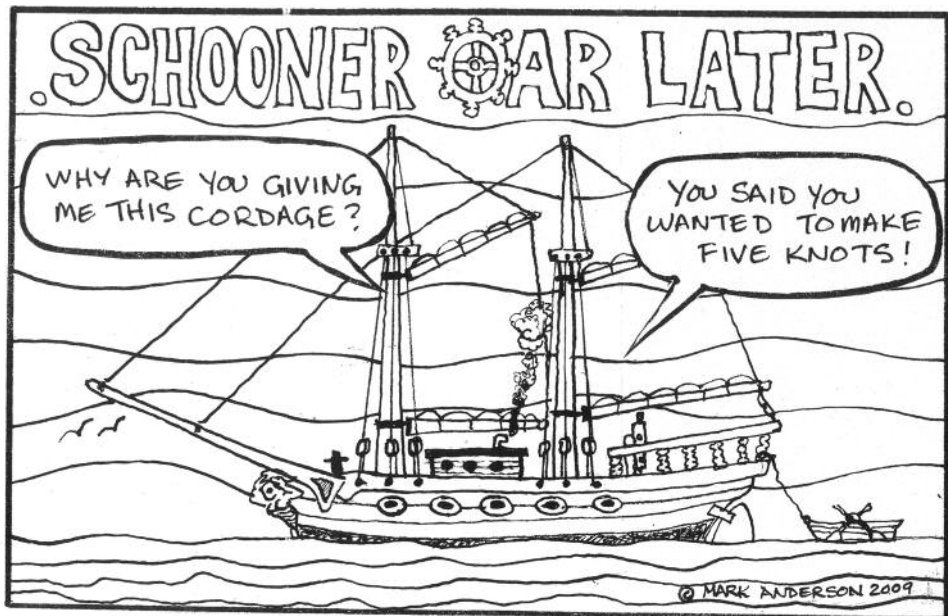
For more details contact Alice Barreta (519-453-2172), or Alan Sargent (csargent@rogers.com)

Commander Deb Hughes wishes to invite you to our annual Christmas Levee ...

Deb would like to take the opportunity of this occasion to thank our many volunteers, students and prospective students. Please come and meet everyone who has assisted in the success of the London Squadron, and enjoy some snacks and refreshment during this festive season.

**2009
COMMANDER'S LEVEE**

Sunday **December 6th**, 2009 HMCS Prevost Wardroom 1300 - 1500



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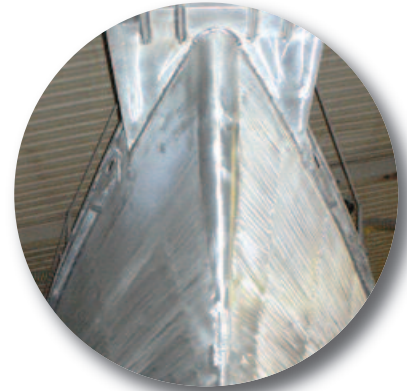
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The Ethics of Belief

A shipowner was about to send to sea an emigrant ship. He knew that she was old, and not overwell built at the first; that she had seen many seas and climes, and often had needed repairs. Doubts had been suggested to him that possibly she was not seaworthy. These doubts preyed upon his mind, and made him unhappy; he thought that perhaps he ought to have her thoroughly overhauled and refitted, even though this should put him to great expense. Before the ship sailed, however, he succeeded in overcoming these melancholy reflections. He said to himself that she had gone safely through so many voyages and weathered so many storms, that it was idle to suppose that she would not come safely home from this trip also. He would put his trust in providence, which could hardly fail to protect all these unhappy families that were leaving their fatherland to seek for better times elsewhere. He would dismiss from his mind all ungenerous suspicions about the honesty of builders and contractors. In such ways he acquired a sincere and comfortable conviction that his vessel was thoroughly safe and seaworthy; he watched her departure with a light heart, and benevolent wishes for the success of the exiles in their strange new home that was to be; and he got his insurance money when she went down in mid-ocean and told no tales.

What shall we say of him? Surely this, that he was verily guilty of the death of those men. It is admitted that he did sincerely believe in the soundness of his ship; but the sincerity of his conviction can in nowise (sic) help him, because he had no right to believe on such evidence as was before him. He had acquired his belief not by honestly earning it in patient investigation, but by stifling his doubts ...

William K. Clifford excerpt from The Ethics of Belief 1874



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