



LONDONLINE



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON

Women on the Bridge A London Squadron Legacy

The inaugural Boating Class of our Squadron was held at HMCS Prevost on the west side of Richmond St. The women graduates in the spring of 1949 were Betty Neilsen, Beth Underhill, Beverly Thompson and Glenna Calder.

Through the assistance of Jim Thompson, King Abell and Frank Toten, enabling squadron historian (1982) Linda Bonis was able to name Beth L. Underhill as being a Charter Lady Associate, having been involved in the Squadron in 1949. In the 1955-1956 squadron year the London Squadron had 56 members and 19 Lady Associates.

Appointed to the Executive of London Power Squadron in 1973, the first year women were permitted to serve on the Executive, Linda Vine became the first woman to serve on the executive of the London Power Squadron. At that time she held the position of Treasurer.

Subsequently, as Cdr Linda Bonis, she served as the second female commander ... con't Pg. 3



LINDA BONIS
Bonis elected top officer

Linda Bonis has been elected 1984-85 commander of the London Power Squadron, succeeding Philip Dickson. Other officers include: executive officer, Ernest Saunders; treasurer, Keith Roberts; secretary, James Parker; training officer, Bob Gallagher; first lieutenant, Leslie Roadling; Ernest Lonsley; Laine Zapfe, Fred Durham, William Rogan and Louis Cooke.



Female commander elected
Doris Hall has been elected as the first female commander of the London Power Squadron, a 200 member club which teaches safe boating. She is the 12th female power squadron commander in Canada.
Mrs. Hall, a member of the London squadron since 1971, became interested in the squadron when an author she was working for introduced her to the club. She took the squadron's course and joined the club as an associate member. In 1974, she was admitted as a full member and has been on the executive since.
Others on the new executive are: executive officer, Brian Govan; secretary, Ray Shiman; treasurer, Glady's Yokom; lieutenants, John Woods, Jim Redman, Leslie Reading, Alvin White, Michael Lamb, Edward Bowes and Terry Jarvis.



DORIS HALL
... a first for London squadron



COMING EVENTS

April 2010

- APRIL**
- 1st - Submission deadline for London Line April Edition
 - 13th - Annual General Meeting @ 1900, HMCS Prevost, London
 - 20th - VHF course at CCH begins
 - 20th - PCOC course at CCH begins
 - 20th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

- MAY**
- 9th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
 - 14th - Spring Session Graduation @

1800, HMCS Prevost, London. Details on Pg 6.

- JUNE**
- 1st - Submission deadline for London Line June Edition
 - 8th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
 - 12th - Commander's Picnic @ 1300 until aprox. 2000, Fanshawe Y.C. Details on Pg 5.

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 3.





| | | |
|--|---------------------------|----------|
| Commander | Deb Hughes | 453-4714 |
| Executive Officer | Bev Miatello <u>AP</u> | 670-4123 |
| Training Officer | Steve Waite <u>AP</u> | 473-0517 |
| Bursar/ ATO Boating | John Manvell | 455-3627 |
| Secretary | Larry Monger | 685-4159 |
| Treasurer | Ralph Smith <u>AP</u> | 472-0453 |
| Membership Officer | Bernie Weis | 473-7060 |
| ATO Boat Pro | Barbara Billingsley | 474-3432 |
| ATO Marine Radio | Guy McLean | 434-5491 |
| PR Officer | position available | |
| Immediate Past Commander | Mark Hunsberger <u>AP</u> | 453-4714 |
| London Line Editor/ Prod. Manager | Eric Jones | 438-3135 |
| London Line Advertising | Mark Anderson <u>AP</u> | 951-8637 |
| Community Liaison | John McKay | 666-1605 |

Appointed Officers

| | | |
|------------------------------------|-------------------------------|----------|
| LPSS Web Site | Shawn Billingsley | 474-3432 |
| Certificates | P/ CDR Horst Ammann <u>AP</u> | 668-6904 |
| Historian | John G. Hamilton, SN | 438-9468 |
| Electronic Training Aids | Dave Corke, <u>AP</u> | 720-9367 |
| Auditor | Tony Pritchard, <u>SN</u> | 432-9446 |
| Regalia Officer | Lorna Jeffrey | 471-4834 |
| Port Captain - Port Stanley | Paul Neve | 473-0296 |
| Port Captain - Fanshawe | Ralph Smith, <u>AP</u> | 472-0453 |
| Events | Alan Sargent, <u>P</u> | 433-2736 |

from the helm



COMMANDER
DEB HUGHES



This will be my last "From the Helm" submission as Commander for 2009-2010. As a Squadron we have seen a year full of training and events. We had BBQ's, seminars, and various other opportunities to get together. Our 60th anniversary was a great success. Last February we proudly welcomed another round of Boating Graduates into our membership!. We will also be holding a Commander's Event early this summer. Stay tuned for details in a subsequent London Line.

We are pleased to continue to serve the needs of local boaters with top quality education and PCOC testing. (A reminder the Card is mandatory this boating season). Remember that each London Power and Sail Squadron course that you take will give you a new found independence and competence in your boating abilities. Sign up for a course today and if there is one you would like to take not being offered – let us know! By the time you are reading this our Squadron and District AGM's will have come and gone. We have a great team lined up for next years Bridge. Some of our same Officers will be returning with

their valued expertise, and some new creative talent will be welcomed to bring a fresh outlook to our roster. This new Bridge will be helmed by incoming Commander Steve Waite, who brings a wealth of experience, knowledge and enthusiasm (coupled with a wry sense of humour!) to the table. I'm sure he will make a great leader for our Squadron! In parting, I want to thank all the members who supported the mission of the London Power and Sail Squadron this past year. In particular I would like to thank the Officers of my Bridge. Their dedication and commitment has made my role so much easier.

It has been an honour to serve as your Commander. I've learned a great deal about people and working within a team. There is a great deal of personal fulfillment to be found in performing service to others. Please consider becoming an active as a volunteer within our organization. Wishing you fun and safe boating in the upcoming season!

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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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For the truth is that I already know as much about my fate as I need to know. The day will come when I will die. So the only matter of consequence before me is what I will do with my allotted time. I can remain on shore, paralyzed with fear, or I can raise my sails and dip and soar in the breeze."
Richard Bode, First You Have to Row a Little Boat

... from Pg. 1 of the London Power Squadron.

Commander Doris Hall, AP attained the rank of squadron commander in April 1979. With her election to the office of Commander of the London Power Squadron, she was among the first female commanders in Canadian Power Squadrons. We believe Doris was either the third or fourth female to reach that pinnacle in CPS, for it was but scant years earlier that CPS had amended its regulations to allow for any female to hold an elected office within the organization. Doris Hall had previously served the squadron as supply officer in the training department and executive officer as well as in the squadron's classrooms. Cdr Hall later served as a district lieutenant and for many years as the Squadron Certificates Officer.



The other women London Squadron Commanders include Linda Bonis in 1984-1985, Mary Pritchard in 1995-1996 and our current Commander, Deborah Hughes.

A Life Membership is awarded in Canadian Power and Sail Squadrons once an individual member has been awarded twenty merit marks. Merit marks, awarded only by the chief commander, are given on recommendation of a squadron commander or other eligible officer's recommendation, if the chief commander sees fit, to any member who gives a minimum of twenty hours effort throughout any given year to aid the squadron in its operations.

London has had several life members in its history to date. Life memberships awarded to women include P/Cdr Doris Hall, AP in 1996 and Alice Baratta, JN in 2007. Doris has since received her 30th merit mark in 2006. Alice has been the Squadron Training Officer and a District Officer.

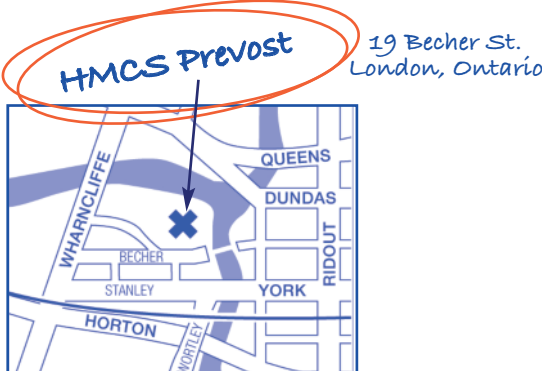
The grade of N is a level of some distinction. To achieve it, students must take the Boating course, Piloting, Advanced Piloting and Navigation. In the past the Navigation course was split into two courses, Junior Navigator and Navigator. Three women in the London Power Squadron have attained this grade. These people are Ursula Schweiger who received her N grade in 1973, Elizabeth Fellner in 1987 and Mary Trusdale who took and passed the course by home study in 1990.

Our current Squadron Bridge has four women officers. These include Commander Deb Hughes, Executive Officer Bev Miatello, Assistant Training Officer Barbara Billingsley and Regalia Officer Lorna Jeffrey.

updated by John G. Hamilton
Historian Officer




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Meet The Members

If you'd like to submit a member or yourself to be profiled, respond to the same questions you see below (or be creative!) with a suitable photo and send them to the editor by email. This month's candidate is the London Squadron's Commander, Deb Hughes.

How and when were you introduced to boating?

When I was a little girl spending summers at our family cottage on Lake Huron my friends and I would tie inner tubes together, lash boards on top, and make a makeshift mast with sheets as sails. We didn't go very fast, but we had a great time building and launching them!

Friends also had a little Sunfish sailboat that on calm days, sail out deep, we would take the mast down, dive off and sunbathe all day. On windy days we would have a ball hiking out to the limit until we tipped over, fell laughing in the water, then righting it and starting all over! If it was windy enough, one of us would sometimes dive off holding on to the main sheet and start spinning really fast under water. Of course, we had to have a one piece bathing suit on or none at all!

When I was 16, my father bought a 16 foot Chrysler sailboat. I would stay up nights reading manuals on how to rig and sail it, then with a friend launched and sailed it all summer long. I used to

dream of taking it up the shoreline to Bayfield, but that didn't happen until I started racing on bigger boats out of the Grand Bend Yacht Club.

How and when did you get involved with the Power and Sail Squadron?

When my husband Dale and I bought our 27 foot Jeanneau sailboat – we knew we wanted to take it up to the North Channel cruising, as well as racing around the buoys and in longer distance races. So we decided to take the Boating Course. We went cruising the next year, and the knowledge we gained from taking the course was absolutely instrumental in the success of our journey. We have been up several times since and always enjoy the spectacular beauty of probably the best freshwater cruising in the world!

Currently I am Commander of the London Squadron and am lucky to be working with a great team of fellow volunteers!

What are your present boating activities?

I hate to say it – but we decided for the first time to take a year away from our slip at GBYC and focus on renovations and family commitments. All is not lost however - we have been invited to hop on other sailboats in the club this year to occasionally help out as crew.

What are your future boating plans?

In 2001 we chartered a boat in the Mediterranean and sailed around the Greek Islands. We hope to do more chartering in other exotic locales! We plan to return to racing at GBYC next year. We also plan to teach our grandchildren, Avalon and Lochlan, to sail this year on our little Sunfish.

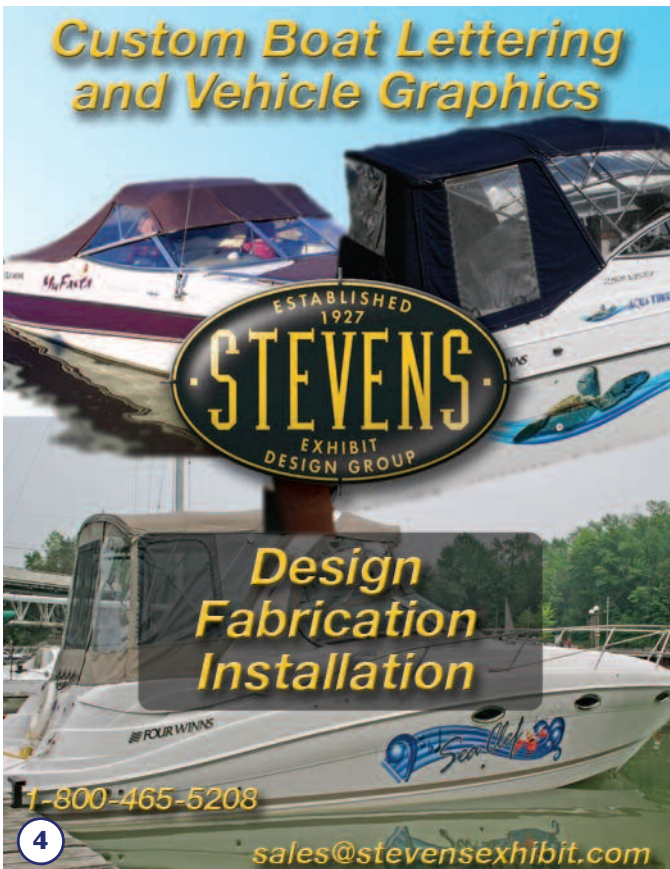
Why did you choose this picture?

The picture is of Avalon, our son-in-law Darrell, and me on our way out to get ready to anchor for Sail Past the year I was Commodore at the club. The look of exhilaration on her face and the wind in her hair is priceless! I think she might be a natural! My husband, daughter Tori and her husband Scott were along the day as well, while our oldest daughter Tara held down the fort at the clubhouse. Everyone had a ball that day fending off and instigating the GBYC tradition of water gun fights and water balloon tosses as the boats sailed past. Great fun!



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Spring Session Graduation

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Friday May 14, 2010

Wardroom of HMCS Prevost

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Group Graduation to commence @ 1900

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The 'Win a Klepper Folding Kayak' Contest opened on January 1, 2010 and will be running until June 1, 2010, the Klepper Folding Kayaks Agents in Canada will draw the winner's name for an Aerius Classic II + 545 tandem folding kayak package that includes a Isar paddles, a spraycover, a rudder, carrying bags and years of fun and adventure! The contest ballot, complete contest rules and restrictions and information on Klepper Folding Kayaks products are available on the Klepper Folding Kayaks in Canada website, www.klepper.ca.

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Dry land, not dry heaves, please

My husband's an Aquarian. I'm a Scorpio. We're both water signs, but only one of us was born to sail

We've all seen those fancy advertisements for sailboats. You know the ones: sun spangled waters; smiling, bronzed Beautiful People lounging back with chilled Chablis and freshly shucked oysters: a pristine white vessel that is strangely vertical despite its obviously wind-filled sails. I hate to intrude on the image, but frankly this is just the stuff of ad campaigns. Reality is not like this. Especially not my sailing reality.

Let me be honest. When I get on board, I'm like someone with two left feet entering a ballet competition, completely out of my element. I've been around enough to recognize people who were born to sail, though. They carry a certain something with them: a rolling gait; the ability to wear tatty, torn clothing and make it look important; eyes creased from squinting into the sun - or, more frequently, into the rain. They can survive for a week out of a tiny supply cupboard, tie knots in anything long and straight, and they all go around using incomprehensible vocabulary.

People who sail always keep a weather eye on rigging, horizons, water surfaces and winds, and just when you think you're starting to understand, they say perplexing things like "Come closer to the wind." How do you get closer to something invisible?

I will never join this elite group. For me, sailing is a demented pendulum, swinging wildly between utter boredom and total, white-knuckle terror, with only rare patches of normality in between. My husband started it all, dinghy sailing in England, where the winds were so fluky the dinghy frequently sailed backward. The water was so shallow in places that we'd use the boom to pole our way out, just like punting on the river in Oxford. I quickly learned that currents, by definition, carry a boat away from its destination. Undeterred, my husband continued to seek his waterborne dream. It

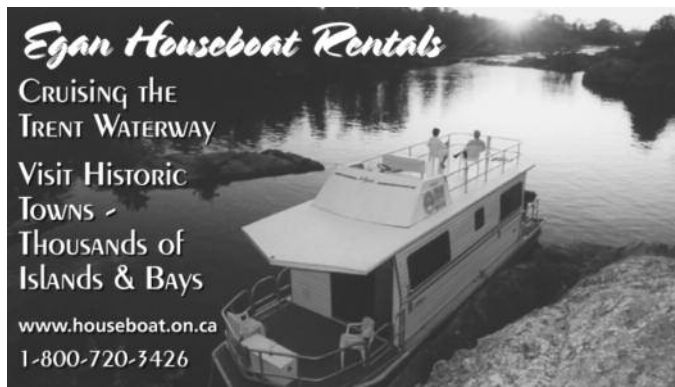
materialized in Ontario in the shape of a sailboat with a puny motor that we sometimes had to hand-crank - more sweaty, blue-air cursing and still no Beautiful People or Chablis in sight. Instead, on Lake Simcoe, weeks and errant sandbars made getting out of the marina a regular exercise in embarrassment. Having to step off the back of the boat in mid-water to push the thing off a sandbar was a face-reddening low point. Hubby swore the sandbar hadn't been there the previous week, but the folks watching from a nearby waterside park had a hilarious time, settling in for an afternoon's entertainment with chips and cold drinks while we fumed and waited for the tide to change.

Now in Vancouver, we sail on some of the most scenic and accessible waters in the northern hemisphere, but these bring different challenges: katabatic outflows, inbound southerlies, riptides and seething narrows that need to be timed just perfectly. Heading through Dodd Narrows with a wimpy eight-horse motor fighting a five-knot current is a triumph of the will over water, and as for Gabriola, let's talk whirlpools and eddies that make a boat feel like a cork in a bucket. Our buoyant heaving lines are the only things heaving around here: My stomach also does a pretty good job.

This is no place to inadvertently put two gaskets (instead of one) in the oil filter, resulting in a massive leak and over heated engine and the special humiliation of explaining it to the power boater who kindly towed us back to the nearest fuel dock for repairs. It's no place to wake up at anchor to a flat battery, either, or to spend hours trying to wrest the anchor back from its love affair with an underwater cable. It's at times like these, in the midst of a jellyfish bloom, down to the last can of ham, my hair stiff with salt - that I try extra hard to visualize those Beautiful People and their oysters. Usually, my inner wimp just tries to get the heck out and back onto dry land.

Over the years, though, things have improved. I have come to enjoy that moment of sudden perfect silence when the motor is switched off and the boat first bends into the wind. Those rare moments when all we hear is the peaceful rhythm of water rushing past the prow, or when a Pacific white-sided dolphin comes to play with us. We've finally have one or two of those blue-sky advertising campaign moments, when sea otters patrol tiny bays and great blue herons share our moorage with us. Call it the law of averages. Clanking halyards and straining fenders are music to my husband's ears, but I still believe that a backstay means remaining at home when hubby wants to sail in frigid January weather. He is an Aquarian, the water carrier. Me? I'm a Scorpio, apparently also a water sign. In my case, though, this represents the love a decadently foamy bathtub rather than the foam of whitecaps on the open ocean. I suspect there is one other important reason for my husband's enduring love affair with sailing: There can only be one captain on a boat, and this is the only place on earth where I take orders, humbly, immediately and without question. Go figure.

Mandy Trickett
lives in Vancouver



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