



LONDONLINE



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON

Corpus Christi Municipal Marina *Environmentally Friendly and State of the Art*

One of my sanity maintenance techniques for the long, snowy winter is to hit my favorite book store and stock up on boating magazines. A feature story in ShowBoats International called '100 Megayacht Marinas Around the Globe' caught my eye and I happily departed for home for coffee with a touch of Irish Cream with the magazine in hand.

As fate would have it, among the top marinas features was the Corpus Christi Municipal Marina on the Gulf Coast in Texas, a mere three hours away from South Padre Island where we had already decided would be this years southern sojourn. We quickly altered our itinerary and had our southern travel and tourism guides contact the marina manager, Mr. Peter Davidson, who generously agreed to give us the grand tour the Monday morning following our arrival.

The day dawned with clear blue skies which belied a cool early March breeze coming off the Gulf. By 9:00 a.m., however, winds were calm and the marina basin was glass-smooth, perfect for an on-water tour in the marina patrol boat with supervisor Rene Garza and his assistant Roger Garcia.

The Corpus Christi Municipal Marina is a 24/7/365 operation lying at 27° 47' 41"N, 97° 23' 15"W. Nine million dollars in improvements over the past seven years have increased the size of the marina by 150 slips to a current capacity of 600. Slips are formed by state-of-the-art floating docks guided by polyethylene rollers against tall white precast concrete piers sunk some 26 feet into the marine bed. Dock surfaces are clad with ipe ('e-pee') wood, a virtually knot-free exotic hardwood from South America considered the perfect natural outdoor wood because of its density, beauty and resistance to rot. It's better than modern young-growth cedar and pressure-treated wood piers, of which they still have some, that require constant inspection because they tend to rot from the inside out.

Pump out facilities are located at each dock; boaters simply need to borrow a hose from the marina, connect to their holding tanks and turn on a suction valve. There's no waiting to leave, no bobbing around on a blustery day and no charge. Three phase electrical connections provide 30 amps to 200 amps of juice, and the marina can accommodate boats ranging from ... *con't on Page 3*



COMING
EVENTS

June
2010

JUNE

1st - Submission deadline for London Line April Edition

8th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

12th - Commander's Picnic, 1300 to 2000 @ Fanshawe Y.C.

JULY

2nd - 4th - Annual District Rendezvous. Details Pg. 4

No Bridge meeting this month.

AUGUST

1st - Submission deadline for London Line August Edition

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

19th - Pre-Registration night and barbecue for fall courses, 1730 to 2000. Details Pg. 7

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 4.

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COMMENTS, OR
INFORMATION?

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from the helm COMMANDER STEVE WAITE



As my first article under the byline "Commander", I thought I should introduce myself. I'll answer to Stephen or Steve, and have no preference. I've been married for 3 decades to Admiral Gayle, and we've collaborated on Alexander and Danielle. I came to London to attend school for Chemical Engineering, graduated, landed a job with Honeywell, and just never left.

I've come up through the Squadron ranks as Radio Instructor and Squadron Training Officer, and have just completed my "Full Certificate", having fulfilled every course CPS offers. Fortunately, CPS changes or rolls out a new course every couple of years, so there will be something else to try. I've mixed the classroom training of CPS with the on-the-water courses offered by the Canadian Yachting

Association, and I'm contemplating my next level of training through the maritime colleges. I'd expect to serve as instructor for the Junior Navigator or the Navigator course come September if there is sufficient interest.

We operate our family Bayliner bowrider outboard out of Long Point Bay in the summer, and we very much enjoy a sail charter, when the planets and finances align. We've chartered in the North Channel, St Lucia and Martinique. Some of you may have been subjected to my tale of a sail trip from Vancouver to Hilo in 2008.

I'm excited to serve as your Commander, and I threaten to present some of my goals for the year in the next London Line.

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LONDONLINE

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**Congratulation to
Casey Nieuwkuyk of
Miller Lake, winner
of the \$100 Draw at
the London Boat
Show!**

from page 1 ... 10 feet up to 150 feet (depending on draft) in an average depth of 10 feet of water. The tide is normally only about 12 inches but can drop 24 inches in extreme conditions.

The marina is located on two 'T' heads and one 'L' head projecting into Corpus Christi Bay. Each of the two T heads support a new boaters facility building, with washrooms, showers, laundry, and meeting rooms. The marina typically hosts between 900 – 1000 guest/transient boats per season, although projections are down this year due to the recession. At the end of each 'T' are restaurants, Landry's Seafood and Joe's Crab Shack. Otherwise you might consider taking a two block walk to the Water Street Oyster Bar and Grille.

Recent improvements have included a new state-of-the-art boat ramp located on the L head which, according to Garza, cost about one million dollars. There is a bilge-water pump out and oil recycling center operated by the Texas General Land Office located right next to the ramp. Garza estimates that this facility has saved over 40 million dollars in hazardous clean up in the Bay over the past nine years since its construction. Recently, a resident 60-foot motor-sailor sprung a fuel leak, dropping some 900 gallons of diesel into her bilge. 'Luckily her bilge pump was shut off and we were able to contain the leak and pump the diesel fuel out without any environmental damage and no charge,' said Garza. 'We probably saved the owner \$40,000.00 in fines alone.'

Environmental protection is paramount to the marina staff. The marina has three field personnel whose job it is to enforce environmental regulations. Municipal, Federal and Coast Guard agents also have environmental jurisdiction and responsibility, as the marina is municipally owned and adjacent to the fifth largest port in the United States. All agencies cooperate to ensure the well being of both the boaters and Corpus Christi Bay.

All along the Gulf coast, the environment is not only fragile,



but it can become quite hostile, as well. (See 'Boating in New Orleans', London Line, June/August 2009). Hurricane preparedness training is taken very seriously at Corpus Christi Marina. Although unaffected by recent storm events (Katrina, Rita and Ike), the marina suffered damage in 1980 in hurricane Allen. According to Garza and Garcia, one boat broke loose of its mooring and took out 27 other boats that would have likely survived the storm. Since then, the marina staff have hosted three hurricane seminars per season and can provide individual instruction on how to properly secure one's boat. The local Power Squadron hosts boater training courses at the marina as well throughout the year. 'Our facilities are available free of charge for any education or event that will benefit our boaters,' said Garza.

Marina patrol services include marina security, search and rescue and coast guard assistance for up to four miles out into the bay. Port police also patrol the inner harbor and the marina area, providing security and police services.

Garza and Garcia proudly point out that the marina boasts a two million dollar yachting facility, with sailing classes and harbor tours, kayak rentals, and both bare and skippered charters. The marina is also home to the Corpus Christi Yacht Club with weekly yacht races (C&C24s) and will host the 2011 Melges 24 World Championship Regatta to be held May 11 - 21, 2011. It also hosts the annual Texas International Boat Show, attracting clientele from Texas, the Gulf Coast and Mexico for a week of shopping, ogling, dreaming, drooling and occasionally, buying. The event also hosts bands, a powerboat race, wakeboard tournament, a fishing derby, a fashion show, a car show and an art contest! When the multi-million dollar yachts arrive, it really does become the Texas Riviera.

Boating season in the south never really ends; winter simply means not so hot and humid. In December, the marina hosts an annual 'Harbor Light Festival' where boaters receive marina awards for decorating their boats with a floating Christmas light display. And the marina receives awards as well: 2009 Marina of the Year, Clean Marina Award, 2001 and 2009.

Garza and Garcia credit their success to the continual investment and improvement of the waterfront and the true commitment shown by the residents and politicians of the city of Corpus Christi. "Build it and they will come" has once again proven to be true according to Garza. Certainly there are many cities right here in south-western Ontario that could learn from our brothers and sisters to the south, as could our politicians. Corpus Christi has grown economically and physically as a direct result of a commitment to its best resource, its waterfront. Congratulations to the visionaries and their staff who help to make the Corpus Christi Marina one of the best in the world.

Ralph Lembcke



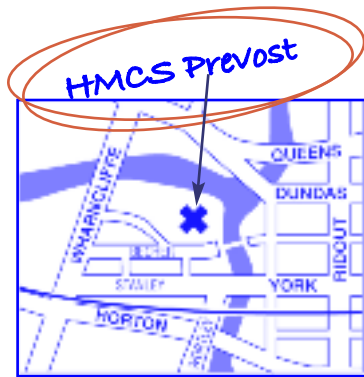

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In the 16th and 17th centuries, everything had to be
transported by ship and it was also before commercial
fertilizer's invention, so large shipments of manure were
common. It was shipped dry, because in dry form it weighed a
lot less than when wet, but once water (at sea) hit it, it not only
became heavier, but the process of fermentation began again, of
which a by product is methane gas.

MANURE:

As the stuff was stored below decks in
bundles you can see what could (and did)
happen. Methane began to build up below
decks and the first time someone came
below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was
determined just what was happening. After that, the bundles of
manure were always stamped with the term "Ship High In
Transit" on them, which meant for the sailors to stow it high
enough off the lower decks so that any water that came into
the hold would not touch this volatile cargo and start the
production of methane. Thus evolved the term "S.H.I.T" , (Ship
High In Transport) which has come down through the centuries
and is in use to this very day.

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Some months ago the editor for London Line included an article about my upcoming book about the WEXFORD shipwreck from the Great Storm of 1913. I wish to advise that the book is now at the printers and will be released starting May 31. Copies may be obtained from your local book store or from Chapters/Indigo or amazon.ca online. Thnx, P. Carroll, Member of Goderich CPS since 1969.



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