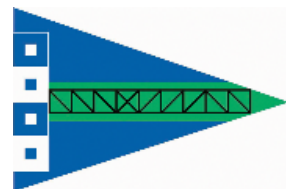


THE BRIDGE



Communication to join, support and connect the members of
PARRY SOUND POWER AND SAIL SQUADRON
a unit of Canadian Power and Sail Squadrons since 1961
More than 50 years in support of safe boating



Spring 2012 (Big Sky & Big Water Season Has Arrived)



A YEAR OF ANNIVERSARIES AND COOL EVENTS

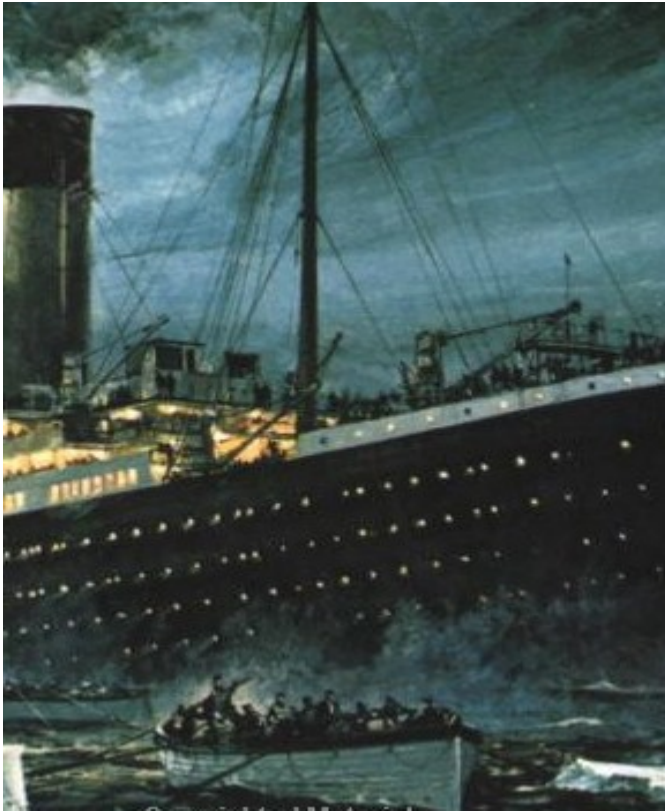
2012 is bringing us an amazing assortment of anniversaries and events. We have the *Titanic* to commemorate, ditto the War of 1812, ditto the return of the great Georgian Bay steamer *Keewatin* to her original home port of Port McNicoll, the Queen's Diamond Jubilee, and, for Squadron members who are into music, the centenary of the world's first rock concert. You thought rock was a fifties thing? Then check out *The Rite of Spring* by Igor Stravinsky. It actually triggered a riot back in 1912 and, if you like heavy metal, you'd love this. Besides, it's good fitting-out music, especially if you have to rip anything out of your boat. Now, some specifics.

AGM 2012

Speaking of AGMs – ours is to be on Saturday, April 28, aboard the iconic and well-loved M.V. *Chippewa*. No, we won't be underway but there'll still be the atmosphere of boats and harbours.

Members and guests are welcome on board any time after 1315 hours for some social time and the meeting itself gets under way at 1400 hours. Admission is \$15.00 per person, with funds supporting Squadron initiatives. Graduates of the 2012 Boating Course will receive free admission and will be presented with Squadron burgees.

As always, we urge support for Squadron activities. We do valuable work as ambassadors of boating safety and seamanship, but the Bridge team cannot do all of it on its own, so we need as many of YOU as possible on board.



1812 (SATURDAY, APRIL 21ST)

Nobody can say for certain who won this one, but we'll get some insight on Saturday, April 21, 1900, when Gordon Laco, noted historian, sailor, and naval officer speaks at the Stockey Centre. Gordon has visited us before; for the Naval Centenary two years ago and again to speak of his role as technical consultant for the movie *Master and Commander*. You won't want to miss this.

In comparison to the blood-baths being fought in Europe at the time, none of the actions fought here produced the same carnage. But the War of 1812 was remarkable in that history was changed by the actions of a very few; an extraordinary group of British Army and Navy personnel that chance sent to postings here, and the truly remarkable native North American leaders who chose to throw their strength behind the defenders of Canada, several of whom walked and sailed on the shores and waters of Georgian Bay.

A NIGHT TO REMEMBER (FRIDAY APRIL 13TH)

Our final movie night for the winter season (such as it has been) features the 1958 epic *A Night to Remember*, one of the best of many movies about the *Titanic*. The show will be at the West Parry Sound District Museum on Friday the 13th of April, just a day in advance of the actual encounter with the iceberg 100 years ago. Oddly, it was also on a Friday the 13th that the *Costa Concordia* came to grief.

The film (well, DVD) starts at 1900 and admission is a highly reasonable \$5.00 or \$7.50 for couples of any configuration, or \$10.00 for a family. We plan to serve tea and English biscuits at intermission.

Further to this, there is already considerable coverage of the *Titanic* on TV, so keep an eye on your local listings. This is a continually fascinating subject, a sort of "but for the grace of God go we" idea, plus it brought into question an invincibility, a false sense of security, that was rudely stopped in its tracks.

Do come and see this. Aside from a good movie, it's a chance to visit with fellow Squadron members and compare plans for the summer.



Oliver Hazard Perry's message to William Henry Harrison after the Battle of Lake Erie began with what would become one of the most famous sentences in American military history: "We have met the enemy and they are ours." This 1865 painting by William H. Powell shows Perry transferring to a different ship during the battle. (Credit - www.Wikipedia.org/wiki/War_of_1812)

THE VHF COURSE (APRIL 23RD/30TH)

The course in VHF radio is to be offered on two Monday nights, April 23 and 30. We have 14 prospective students, but if you want to join the party, contact John Mason at 705-342-1315 or Training@parrysoundsquadron.ca. Knowledge of VHF protocol is a great asset, especially if you are cruising in "foreign waters" or faced with an urgent situation. (No kidding!)

OTHER STUFF

We have a vacancy on the Bridge for Supply Officer, a job various members have been doing on an *ad hoc* basis for the last couple of years. The Supply Officer takes care of ordering instruction books, flags, and anything else needed for Squadron affairs. Anyone taking this position would be doing a significant service to all of us and interested persons are invited to contact Squadron Commander Hubert Latzel at 705-774-9197 or by e-mail at Commander@parrysoundsquadron.ca.

The former steamship *Keewatin*, preserved in Michigan for 45 years, returns under tow to Port McNicoll on June 23, scheduled to arrive at 3:00 p.m. I, your friendly scribe, will be covering the event for *Ships Monthly* magazine, and, from all indications, it's going to be a mega blockbuster. It would make for a nifty weekend jaunt by boat and give you a chance to do all the things you learned in the boating course, as well as being witness to an important chapter of Georgian Bay history.

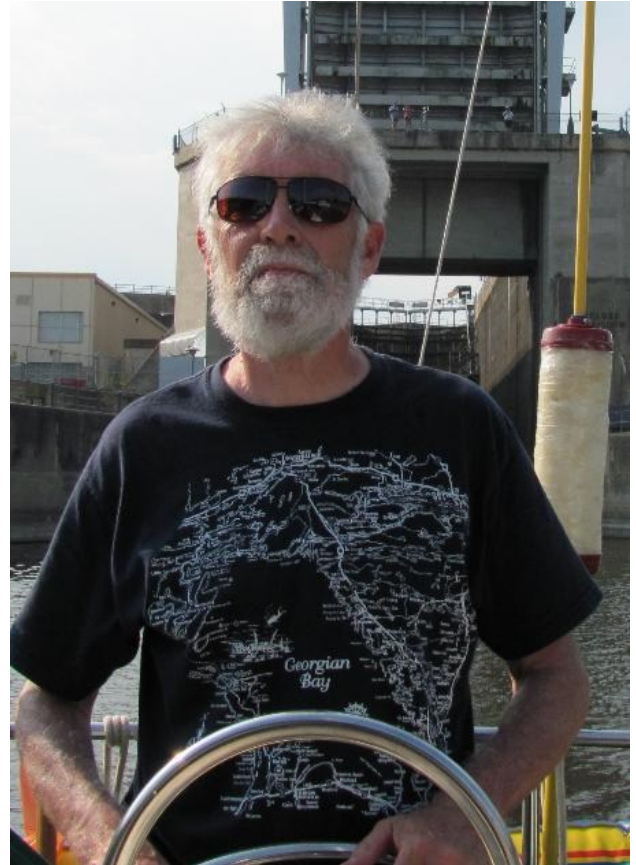
We have no details as yet, but we should likely have the annual sailpast on Canada Day, with all our boats dressed overall with Christmas lights and any other decorations that come to hand. We'll forward more details as the date draws closer.

And, of course, there is the matter of the Queen's Diamond Jubilee. To demonstrate Commonwealth solidarity, it might be appropriate to fly the Union Jack as a courtesy flag (but not, definitely not, as the national ensign!)

Water levels are a yearly concern, especially with the odd climatic events of the past few years. Georgian Bay is up this year by 27 cm. over 2011, placing it very close to chart datum. With the mild winter and consequent limited run-off and high evaporation rates, we don't understand where the water is all coming from, but we like it anyway.

IT WAS A DRAG - THE CONTINUING SAGA

When we left John Mason and his brother George last issue, they were on their way to the east coast in George's boat *Farouche*. At Rimouski, Quebec, the engine began to leak oil, an unsettling situation so far from home.



We motored to Matane, an interesting harbour to enter. You have to wait for at least half of flood tide to traverse a pair of long, high breakwaters, and, at night, traffic signals on a nearby highway try to steal your attention. You have to go under a bridge, then turn sharply to port, but be careful. If you turn too soon or the tide is too low, you run onto mud. But, for all that, once you are tied up in the marina, there is good shopping a short walk away.

We were now getting far too much oil in the bilge. It was dripping off the oil filter and tightening it didn't help. So I went to a Canadian Tire store, bought a new filter, turned it tightly into place, and it still kept leaking. Further checking revealed that the oil pressure sending switch was the source of the leak, so I wiggled it, and it leaked faster. Another failure the survey couldn't have

found, eh? There was no way Canadian Tire would have an oil pressure switch for a marine diesel, but they could supply a plug with the cored thread. It did the trick, but now we had to remember to check the oil level on the dipstick.

A sailor who had loaned us some tools asked if we could help him. There was a mysterious hissing sound, apparently in his boat, that sounded like gas or water. He was, of course, concerned, but I told him it was only interesting as it was not my boat. He laughed, but his wife, in translation (remember, we were in Quebec) was not amused. The sound turned out to be a leaking water line under the dock, a problem I then recalled from a visit to Matane three years before (on a solo sailing trip to Newfoundland –Ed.)

We had now solved a problem that could have frozen the engine or wrecked the bearings.

Now we got WIND! We sailed down-river, calling at Ste. Anne-des-Monts and then onward to Grande Vallée, under just the jib, with a tailwind 15 to 20 knots, gusting to 40 and even hitting 60. Fortunately the wind was just enough off-shore so the waves didn't build...much.

The next segment, to Rivière ou Renard was a lot more placid and we had three other boats for company - or competition, as sailors have a compulsion to race. Rivière ou Renard had had a flood three years previously, with stores and bridges washed out and floating debris all over the place. The main bridge had yet to be replaced! They seemed to be a bit slow on infrastructure issues here.

The next day, we had a good sail around Gaspé, an interesting area as three weather systems converge here and winds can be fierce and variable. For us, the wind was variable but light, and we used every possible point and combination of sail.

We overnighted at l'Anse à Beaufile and had an interesting conversation over a shore-side dinner with a couple of Australians who were exploring North America by any and all means. They were looking for a lift to the Magdalen Islands, not too far off our intended course, and I would have been happy to help them out, but George had already stretched two weeks of holidays to three and time was getting tight.

It turned out that we should have taken the Aussies to the Magdalens. A strong wind was in the right direction but on the nose where we wanted to go, and we made it only as far as Large Rivière. At the dock, we met a guy named Dave, who was headed south in a Ticon 30 that was packed with so much stuff there was hardly room for him. He did, however, need a ¼" socket for a wrench and we needed some gasket goo, so we did a bit of dockside bartering. Dave was waiting for a marine electrician to find an electrical fault and correct it.

In Beau File, we had received good instructions for entering Shippigan Gully, NB, and used them the next day. Our advisors had not mentioned, and the chart did not show, that there are two almost parallel channels into the harbour. We took the one shown on the chart, a good choice, as the other one is for fishing boats with less draft than Farouche.

Shippigan Gully is a fishing harbour behind a steel wall. We knew we were late on the tide and came in, holding our breath and wondering if and when we might hit bottom, which we did. There was an enigmatic green buoy that could have been either for turning into the harbour or continuing on to the bridge. So I was never sure if I went the correct side of it; we hit bottom but then scraped free and tied up where there was good depth even at low tide and went ashore for dinner.

George was up early the next morning to watch boats leaving the harbour. With the ebbing tide, the channel beside the wharf was running out to the ocean like a mill-race, flushing boat after boat seaward. George was quite intrigued by the phenomenon and came below to tell me about it as I was making coffee. He casually mentioned that the bolt-head in the wharf wall were higher relative to us than when we had tied up yesterday. Oops! Falling tide! Start the engine and let go the lines! We're out of here! I took the other side of that funny green buoy with just a slight brush on the bottom and we were off and free.

Concluded in the next issue – are we feeling restless to get out on the water now and maybe going on a boat trip? It's an adventure, no matter where you go.

THE BRIDGE: this is the team serving you for 2011-2012. If you need information, have a question, or need help with something related to the Squadron, feel free to contact the appropriate person for assistance. And if you have a story for this newsletter, please contact editor@parrysoundsquadron.ca

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Editor - Steven Duff. Production of this issue of *The Bridge* is by Communications Officer Jo Bossart, who will be dealing with production in the future. Our thanks to Jo...and many thanks to Marianne King-Wilson, who has taken such good care of this in the past and helped your right-brained scribe through technical matters beyond his understanding.