



# *The High and Dry*

November, 2015

## From the Commander's Desk – A sail to Parry Sound 2015.

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Buuuuur, Buuuuur, Buuuuur a Fog Horn! What the ...! I jump out of bed, look outside. Everything is white!

Late August my wife and I made our way from Gore Bay to Parry Sound and back on a beautiful 41-foot Hunter sail boat. On our way there we encountered every kind of weather but snow. However, the boat was well equipped. Aboard we had brought clothing for all kinds of weather and food fit for kings. We had a great time.

### **Day One - Croker**

On our first day we sailed out of Gore Bay, with the wind on the nose, of course, and made our way to Croker where we anchored a mere 200 feet from shore. There I enjoyed the first of many great meals to come. They are the result of my wife's singular cooking talent.

Great meals on a boat!? What's her secret? (notice here, it's her secret, not his secret....) The freezer, that's the secret sauce. She pre-cooks great meals ahead of time, vacuums seals and freezes them. Then we only have to re-heat them to enjoy delicacies such as "chicken cacciatore, beef bourguignon, veal marengo, curried chicken..." Yum.... With these safely stored in our over packed freezer, even I can serve great meals! Of course, she serves these with a soup, a freshly prepared salad, coffee or tea, and a little something sweet. Great meals all the time!

### **Day Two – Heywood**

The next morning, very early the next morning, we were rudely awoken by the fog horns from two ships. Are they coming out from the Benjamins? Or heading straight for us in Croker? The two paths are just about parallel and relatively close. Fog horns! Late August! What the ...?

I jumped up and looked around. Everything is white! The fog is so thick that I can't see Croker's shore. I can barely see our neighbor's anchor light! How do we turn on our fog horn and announce our presence? Oh yes, it's on the VHF control panel.

Luckily the boat is fitted with a fixed whistle. It's part of the additional features our VHF is equipped with. It is connected to an external hailer and automatically runs the fog horn. Immediately I turn it on, indicating our presence at anchor. Standing on deck with an "air horn" would not be fun. It's a cold, damp morning and the sun isn't even up yet!

The passing ships move away. Their horns are becoming further and further away. Great, nobody was foolish enough to enter Croker in thick fog. Back to sleep. But now, with the sweet new sounds. Every 2 minutes our horn buuuuurps our presence.

## Day Three – Byng Inlet

The next morning, just as we make our way into Georgian Bay, from our anchoring spot in Heywood Island, the fog drops in again. But now it stays until midafternoon. Not so thick this time, but still, we only have between ½ to 3/4-mile visibilities. So we reduce our speed and sail slowly with our fog horn announcing our presence every two minutes. We turn the radar on, and check our position on the electronic chart plotter. We dutifully write down our GPS position, speed and direction, and regularly plot our position on our chart. My wife and I take turns on full watch duty along with our radar which is set with a guard alarm. I wonder how many cans of “air horn” would have been required to last until the fog dissipated if we hadn’t the automated device.

50 miles to go. We will be there late in the afternoon. Mid-afternoon, a beautiful sun breaks through the fog and we can stop playing the horn and turn off the radar. We continue on our way toward Byng Inlet. That night we anchored near Bigwood Island at the outskirts of the channel leading into Byng Inlet. There we were treated to a beautiful sunset.

## Day Four – Parry Sound

The next day we make our way toward Parry Sound. But not without encountering some of boating’s worst driving. One boat in particular, a 16 -18-foot runabout headed right for us. We changed course to starboard, as much as we dared, coming ever closer to the channel buoys. Finally, one of the passengers taps the person at the helm of the runabout and points at us. Immediately they make a pronounced course change and avoid us. This was unfortunately just one of many close encounters we had. Finally, we make it to Killbear Provincial Park and anchor in Kilcourse Bay. What a beautiful place! However, the recommended anchoring area appears surrounded by buoys with unreadable symbols. We take out the binoculars to check them. Still we can’t decipher the symbols. So we decide to anchor not far from 3 other large boats who are just east of the recommended area.

Anchor’s away! It holds immediately, just as the sun is starting to set. What a beautiful sight. The sea temperature on the chart plotter indicates 25°C ! So in we go. 25°C is really nice swimming temperature. Nice and relaxing.

We decide to swim to the buoys to have a close look of those symbols. It’s a bit far so we put on our PFD and start swimming. Closer, closer, closer ... I thought we were closer than that.... Finally, we make it. The symbols are mostly scratched off. It looks like it could have been an anchoring symbol. We can’t really tell. It would make sense since the charts indicate that the area is a recommended anchorage. Oh well, now we have to swim all the way back to the boat. Those PFDs really float nice when you get tired.

That night we had another great dinner; “coq au vin” a nice salad and a bottle of wine. Later that evening, I win at cards. Life does not get any better than this... 😊

**Parry Sound and the Return to Gore Bay....** To be continued....

. . . . Commander Guy Lazure

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**Did you know ...** Your CPS membership means that you are part of a community of passionate boaters who are committed to safety, boating education and having fun on the water! A volunteer-driven organization with a reputation for high-quality boating education, CPS-ECP also provides safety publications and other resources to its membership.

[Click Here](#) to go to the CPS membership page.

# Flag Day

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In my position as authorization representation at Cowan for our CPS Marine program, I talk to many interesting individuals right across Canada. During a recent call with a sailor from Newfoundland, he informed me that each year in August, there is a special holiday called Flag Day.

The event takes place on the 2<sup>nd</sup> Monday in August. The boats are decorated and sailed past an audience where people can applaud the best decorated boat. He mentioned that this day is for the Catholics to make up for Orangeman's Day which is held each year in July.

The only problem with Flag Day is it only happens when the weather is good. So, on the 2<sup>nd</sup> Monday in August, you have to tune into a local radio station and the Mayor will announce if Flag that will take place. If the weather is bad, the mayor will postpone Flag Day. Each day, anyone wishing to participate will have to listen to the radio first thing in the morning to find out if the event will happen on that day.

The event will be postponed until the weather is suitable.

I tried to verify this story, but have been unable to do so. The closest I could come to it was Regatta Day in Newfoundland which takes place on the first Monday of August. This is only celebrated in St. John's. Newfoundland has the most paid stat holidays in all of Canada.

I found it to be an interesting story that I wanted to share with everyone.

*. . . Pat Pearl, Cowan Insurance*

## HANDICAPPED FISHING

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I always liked fishing from the time I smacked my dad in the face with a perch I caught on a long bamboo pole with no reel, just a line. A stern rebuke about watching what I was doing resulted. That was when I was about 6 years old. After almost four score years, and lots of fish landed, I had a stroke July 7, 2014 which affected my right arm making it useless for fishing. I thought my fishing days were over.

As we had been flying to BC to visit our two youngest sons almost every year we booked again with WestJet, flying out of Breslau to Calgary and on to Abbotsford BC where we were met by Mark and taken to his place in Maple Ridge. When booking we asked for seats with lots of leg room and they booked us over the wing and when we checked in and they saw my situation they immediately said that was a no as the occupants of wing seats have to be able to open the emergency exit, if needed. To compensate for this situation, since we had paid extra for leg room, they put us in "plus" seats where we could order food and drinks gratis and have leg room too which suited us just fine.

We rented a house on Sechart Inlet at Tillicum Bay and the deck of the walkout was nice and high so we could see a long way down the inlet with mountains rising on either side.

Our youngest son Chris took his 18', center console, open fishing boat with 2 fixed seats, on the trip. With the help of the boys I boarded and debarked in a marina for a couple of days then we found a ramp close by and they brought the boat up to the ramp and I was able to sit on the front deck and pivot around and shuffle to get my feet on the boat bottom and then navigate to my seat.

The gizmo they acquired for me to use when fishing was called the Strike Fighter which is a California product. It is a one piece apparatus with a pad that straps on the thigh, another strap goes around the waist and holds the rod holder steady and there is a strap that goes around the neck, or the shoulder if going for a big fish. The rod holder comes with a rubber gasket that goes on the fishing rod where your right hand would normally be and when it goes in the rod holder you can get a snug fit. I was able to play the fish and wind it in with my left hand with no trouble at all. We were catching pink salmon, rock cod and red snapper which are light fish and next year we will try down rigging for larger salmon and see how the gizmo works. We've caught salmon up to 40 lbs. and that will test the equipment and the operator but I am eager for the challenge.



. . . . Glenn Shugg

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## UPCOMING COURSES (2016)

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- **Seamanship:** Jan 7, to March 31
- **VHF** course, in 3 evenings: Jan 25, 27 and Feb 1
- **Boating 2** – Beyond PCOC, in 4 evenings: Feb 9 (and the following Tuesday evenings)
- **Boating 3** – Introduction to Navigation, in 4 evenings: March 2 ( and the following Tuesday evenings)
- **Boating 4** – Seamanship: April 5 (and the following Tuesday evenings) to June 21
- **Boat & Engine Maintenance**, in 5 evenings: Feb 3 ( and the following Wednesday evenings)
- **VHF** course, in 3 evenings: March 21, 23 and 28
- **Boating 1** – PCOC , in 3 evenings: April 18, 20 and 25
- **Electronic Navigation**, in 3 evenings: May 2, 9, and 16
- **1 DAY VHF:** May 7

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**Did you know ...** The Royal Institute of Navigation has elevated one of our instructors, Mike Earl, to the level of Fellowship, *“in recognition of his work to broaden the knowledge of professional and student navigators and of his contributions to the mathematics of navigation.”* Congratulations Michael.

**KWPS & Friends' Christmas Lunch**

**December 13, 2015**

## Come and listen to [Mark Robinson](#)

Mark Robinson is a severe weather expert, educator and storm chaser based out of Toronto, Canada. Mark has been documenting and investigating severe weather throughout North America for almost 10 years. Mark is now a meteorologist at The Weather Network, and has contributed to (or been interviewed by) the Toronto Star, the CBC, CityTV news, MSNBC, etc.

**Date:** Sunday December 13<sup>th</sup>

**Time:** 12:00 noon: Lunch at 12:30, Speaker at 1:30, Cash Bar

**Location:** Old Marina Restaurant on Puslinch Lake:

1947 McClintock Drive, RR22 Cambridge, Ontario N3C2V4

**Cost:** \$20.00 per person

The event will be in the private room called the "Dockside Restaurant". The Dockside has its own entrance through the cedar arbour, to the right of the building. Come through the gate, and wander down to the Lake level for a truly unique dining experience.

**Reservations:** Contact Diane: (519) 576-0749

*Click the map for  
directions*

