



# The *High* and *Dry*

Kitchener-Waterloo Power and Sail Squadron

June, 2010

## ***Killarney Bound (Part 2)***

by Robyn Schneider

We were up and on our way Monday morning by 0940 and chose a route through Middle Channel then through the Haggart Narrows. My first aha moment came during that morning when Greg and I were leading. We were moving along and I was noting markers to my charts. I must have let my mind wander, because I began to have trouble discerning where exactly we were on my paper charts. Much to my dismay, I discovered that we had traveled past a turn point. Embarrassingly, one of the other boats discovered my error and took over as leader. The moral of the story, be very aware of the scale each chart uses. We had changed over to a new chart that had a much larger scale than the previous one. In addition, it is important to note location by channel markers as opposed to landmark names. The 30,000 island wonderland is not beyond reusing common names; Rose Island, Red Rock, Burnt Island come to mind

By 1030 we were passing through the Pointe au Baril area, and yes, there is a barrel monument marker to view. Our captains reveled in speeding through an open water section

before slowing and winding our way through Hang Dog Channel. I apologize to the kayakers that were in the channel. We will know better next year.

Once again a very strong wind made docking difficult which was further complicated by a very strong current on that day in Byng Inlet at St. Amant. Once tied off, we were anxious to regain our land legs and set off for a walk into town. The Ports book indicated that the local grocery store also held a LCBO licence. I had expectations of picking up some fresh vegetables, but must say the selection was limited. Upon our return to St. Amant marina, we ducked into the marina store and found it to be very well stocked and even had a fairly good hardware section. One point of interest in our walk was a little wayside place called "The Little Britt Inn". We still had plenty of food on board and didn't consider this establishment for that night's dinner. This proved to be a bit of a mistake as it wasn't until our unplanned return to Britt, that we discovered what a wonderful little oasis it is. Restaurateur, cum chauffeur/ owner "Jimmy" is a delightfully colourful person. One of his many charms was his reputation for mixing an unforgettable martini. The Inn has a wonderful menu and most noteworthy for Greg was the Great

...continued on page 3

## ***From the Helm***

by Bruce Holden, Commander

Our Squadron's AGM was held April 28<sup>th</sup>, 2010 and with in came a Change in Watch. I am pleased to serve our Squadron, and particularly with my fellow Bridge members. The Bridge is a talented group, dedicated to the efforts of our Squadron.

As my predecessors have done, let me begin with a little background. Kitchener Waterloo has provided a valuable safe boating education to my family, both formally and informally. In appreciation, I want to contribute to the experience of others through our Squadron. Over the years, I have worked to administer Squadron business; to develop course content for National Directors; and to liaise among Squadrons as a District Officer.

In the public and private sectors, my positions have been technical or operational. At another time, I'll relate some stories about a KGB Major in Kazakhstan. Suffice it to say, I retired as Operations Vice President of a specialty manufacturer, and shortly thereafter, was asked to commission cogeneration engines at a teaching hospital. The Muskoka island cottage served our boating wants well as our family grew. When the nest emptied, we had the opportunity to enjoy coastal sailing: Maine, Great Lakes, California, and British Columbia.

Over the years our Squadron predecessors have earned a strong reputation in the community and within CPS. We want to honour the tradition with interesting and relevant events into the future. Since our organization's strength is in our people, we are fortunate.

Two events are on the near horizon. First is Graduation, scheduled for June 23, where members celebrate the achievement of new and current members. Second is Summer Rendezvous planned for July 23, 24, 25. Ardys and Rick Brenneman know the Orillia area well and have developed an interesting program for us. It will be well worthwhile.

Over the summer, become an Environmental Envoy. Diane and Bill Allan have challenged us to raise the bar on environmental awareness and behavior. At the AGM they gave the Squadron a plaque to be awarded at the next AGM to a Squadron member who has influenced the environmental habits of the boating community.

After the summer, return refreshed and ready to learn more in the training program or to socialize at events with the fellow members, as you wish. Have a happy, safe boating season.

## From the Training Desk

By Rick Brenneman JN, Training Officer

The following schedule of courses has been planned for the 2010-2011 training year and will be held at **Resurrection Catholic Secondary School**. Please plan to enroll in one of these courses and encourage your boating friends to join you. Be sure to mark your calendar and sign up for one or more of these valuable sessions. The skills that you will learn will make you a more confident and skillful boater.

### Fall Session:

**Boating 1** (13 weeks) *Thursdays*, September 16 to December 9

**Seamanship** (13 weeks) *Thursdays*, September 16 to December 9

### Winter Session:

**Boating 2** (13 weeks) *Thursdays*, January 13 to April 14

**Advanced Piloting** (13 weeks) *Thursdays*, January 13 to April 14

### Spring Session:

**Weather** (10 weeks) *Thursdays*, April 7 to June 9

We will also be offering **Boat Pro**, **VHF**, and **GPS** courses throughout the year at the **Waterloo Region Police Detachment III, Erb St., W., at King St. (Upstairs boardroom)**. All courses will run from 7:00pm until 9:30pm. Dates will be announced later and are subject to the availability of the facility.

**Note: Registration can be done in person, by e-mailing me at [rickardys@hotmail.com](mailto:rickardys@hotmail.com), or on our website at [www.kwboating.ca](http://www.kwboating.ca).**

**Registration evenings have been scheduled for**

**Thursday, August 26**

**Tuesday, August 31**

**Wednesday, September 8**

**at the Waterloo Region Police Detachment III, Erb St., W., at the corner of Erb and Albert St. (Upstairs boardroom).**

## Dryland Rendezvous

On Saturday, April 10<sup>th</sup>, squadron members enjoyed a wonderful evening of fun, food and fellowship at the commander's invitation. Hosted by Ken and Sharon Amy, everyone enjoyed a delicious meal of Ken's famous barbecued beef and an assortment of pot-luck salads and desserts.

The evening continued with lots of reminiscing about past boating experiences, renewing old friendships, and enthusiastically anticipating a new boating season. We certainly appreciated the warm hospitality provided by Ken and Sharon and thank them for the pleasant time that we all enjoyed.

## Special Events - 2010-2011

To encourage more involvement by all squadron members in our 50<sup>th</sup> anniversary year, we are organizing a number of special events showcased by a fabulous celebration dinner in February. Two events will have a social/education theme including the **"Ship Shape"** Seminar Day in April.

Mark these dates in your calendars now so you will have no excuses for not attending. Become involved and enjoy the camaraderie of other squadron members. More details will be provided in the fall newsletter.

1. **Pizza & Wings or Pub Night** with guest speaker – Friday October 29
2. **Christmas Dinner** – Friday December 3 or Friday December 17 (depending on availability of venue)
3. **50<sup>th</sup> Anniversary Celebration Dinner** – Saturday February 5 or Saturday February 19 (depending on availability of venue)
4. **"Ship Shape" Pre-Launch Seminar Day** – Saturday April 9

Looking forward to seeing you there!

The Special Events Team

Fran Holden, Nancy Miles, Greg Schott

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*Be sure to visit our website regularly for updates on coming events, squadron news, course offerings, new boating regulations and many other important items of information. Keep informed and become involved in the many squadron activities throughout the year. Your participation is welcomed.*

### ***Killarney Bound (continued from page 1)***

Lake chowder. These are not the only attributes of the Inn. Check it out online – we recommend it and plan to visit again and again. Our itinerary noted that Byng Inlet has the last fuel stations available until Killarney, so it is important that this is taken into consideration.

By 0900 the next morning we were underway again, but with another weather concern as thundershowers were in the forecast. We had tossed around the idea of staying another night in this really idyllic location, but put our goal destination in the forefront in light of our concern that weather could nix this from happening. We left Bustards harbour through “the Gun Barrel”. An earlier kayak trip was remembered as we passed Hen Island which is part of the ‘Chickens’.

We spent two nights at Killarney Mountain Lodge. Our friends enjoyed a wonderful meal at the lodge restaurant the night we arrived. The lodge also boasts live entertainment and a very nice pool area. Boaters use the washroom/shower facilities found at the pool. The next day, Deb and I set off to find the outfitters on the road into Killarney Park. I still don’t know how far we walked, but I am sure it was more than ten kilometers. It was fun to walk and we did see a red fox along the way. We had intended to go out on a bit of a kayak trip that day, but water conditions were rough enough to dissuade us from venturing out. We met several fellow mariners, and did happen to run into a fellow that also hailed from Kitchener. Imagine our surprise to learn that he grew up on the same street as my husband.

We left Killarney on Friday July 24<sup>th</sup> with a plan to revisit the Bustards. We went via the larger vessel route but misfortune visited our friends in *Undecided*. John reported to us that he touched rock as he negotiated through Rogers Gut. He was able to continue at a much reduced speed and we fell in behind him as we made our way back to Byng Inlet. We hailed our arrival at Wrights Marine as it is the first marina as you enter this area. Fortunately, Wrights is a very well equipped marina and was able to pull John’s boat out of the water to make a damage assessment. It turned out, their journey had to end here. We stayed with them that night and the next day. We had a steady heavy rain for most of the day, but it finally cleared enough so that we were able to walk to the Little Britt Inn for dinner. As hard as it was to be cheerful after the news we learned that day of John and Deb not being able to continue with us, we were delighted to discover the wonderful menu, and the aforementioned famous “Jimmy’s martini’s” at the Inn.

With heavy hearts, we left our friends in Britt. Their

children came and rescued them, while the marina and their insurance insurance company dealt with the damaged props and shafts.

Wally, Deanna, Greg and I left Wright’s at 0820 that Sunday, and found after we left Byng Inlet, not only overcast skies but fog as well. While we were anxious about the conditions, Greg and I were excited to test out our radar capabilities. Successfully we managed the outside track and were entering Pengallie Bay (Killbear Marina) by 1120.

Temperatures were warming during this part of our journey, and winds were starting to be consistently higher. We left Killbear on Tuesday July 28<sup>th</sup> thinking of finding a nice anchorage. We stopped and looked at several along the way, but then found we were being chased by a weather front. We quickly decided to head for Longuissa Bay as it was one we were familiar with and had been wanting to spend more time in. We didn’t quite make it into the bay before the weather broke. We spent a harrowing 25 minutes getting soaked while trying to get our weather curtains up and holding a position at the entrance of the bay. The weather eased somewhat and we were able to drop anchor by 1500. We are not sure how it happened, but it was only luck that Greg noticed that the bolt that held our anchor to the chain was broken. Thankfully he saw it before I lowered the anchor into the water. With a couple of plastic cinch ties, the anchor was made secure to the chain and we were able to secure our position. We also discovered that somehow we had lost our water supply, so we had to borrow a couple of litres from Wally and Deanna for washing up. We carry potable spring water for consumption, so we were okay in that regard.

We headed to South Bay Cove and spent a wonderful night at this premier marina. While a little tricky to get to, the service was first class. The marina manager lent us her car so we could drive into Honey Harbour to stock up on supplies. This was our final day of our journey together, and it was wonderful. We had been able to keep in touch with John and Debbie, and learned at this point that their boat was being repaired and that they would be picking it up at the end of the week to pilot it back to Cranberry. Wally and Deanna were heading to see friends on the other side of Lock 45 at Port Severn. Greg and I were going to check out a few things at Victoria Harbour’s Queens Cove. This marina was nice and friendly. It has a great pool area and is in easy walking distance to the settlement area. The only draw back for me was the high weeds in the marina itself. However, the other boaters were welcoming and overall, we would not cross it off our list of places to revisit.

On our last night, we planned on spending a night at Beckwith Island, and perhaps trying some down rigging in the morning. We tried to anchor, but the wind kept throwing us off. As well, we were not very familiar with the bay, and were somewhat disturbed by the seemingly shallowness. A later visit proved our fears unfounded, but at the time, the wind, our inexperience and a starboard engine that kept giving us some concern, made us turn toward home and back again across Nottawasaga Bay to Cranberry Marina.

We arrived back in port on Friday August 31 where we remained on board until John and Deb brought their vessel back from Byng Inlet on Sunday August 2 followed by Wally and Deanna returning from Port Severn. We all enjoyed a toast in memory of our journey and began spinning dreams for summer 2010.

## Calling all Environmental Envoys

by Ardys Brenneman JN, Environmental Officer

In the last issue of the *High and Dry* the challenge went out to become an *Environmental Envoy* this summer at your marina. Take time to organize an environmental action that you and your boating friends can undertake to reduce the negative impact of boating on our fragile environment. A number of ideas have been proposed including

1. **Swap Shop** – exchanging useable but unwanted items with fellow boaters rather than dumping them in the landfill
2. **Clean Conscience** – using biodegradable and environmentally friendly cleaning products and encouraging fellow boaters to do the same
3. **Cans for Cash** – collecting plastic bottles, pop cans, liquor, wine and beer bottles from marina boaters and cashing them in for a refund which can then be used to support a local charity, etc.

Get your family and friends involved in organizing a creative and positive event in your marina this summer and submit a report of your project to **Ardys Brenneman** our Environmental Officer **by October 1, 2010**. Submitted entries will be eligible for some valuable prizes and the winning submission will be awarded a special Environmental Plaque at the next AGM. Get involved and make a positive impact on the marine environment that we all share and enjoy.

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## Register Now! Don't Miss It!

**Rendezvous 2010**  
**July 23-25, 2010**  
**Port of Orillia**

*Many exciting activities have been planned including a welcome reception, blessing of the boats, commander's sail past, poker run, scavenger hunt, and a presentation by Janice Fleischmann and Jamie Miller on their experiences along the Intracoastal Waterway.*

**Registration is only \$35.00 per person (\$25.00 for teens, and \$20.00 for children 12 and under)**

**For more information contact Rick or Ardys Brenneman at 519-662-2861 or e-mail [rickardys@hotmail.com](mailto:rickardys@hotmail.com)**

John decided scrape and paint the hull of his 21' foot wood cruiser. Not being sure how much paint to buy and knowing that Paul, a close friend who had the same size boat had recently painted his, he gave him a call. "Paul," he said, "How many gallons of paint did you buy for your boat?" "Six," said Paul.

John went out and bought six gallons of paint but when the job was done he had two gallons left over! Calling Paul again, "Paul," he said, "I bought six gallons of paint for my boat, but I've got two gallons left over." "Yes," said Paul, "So did I."

## Stop the Spread

When trailering a boat from waterway to another, some very important precautions need to be taken to avoid the transfer of foreign aquatic species. Before leaving the boat launch be sure to be environmentally responsible by

1. removing all aquatic plants, mussels or other visible organisms and put them in the garbage
2. draining the water from your boat, including the motor, live well, and bilge
3. emptying your bait bucket on land, or freezing the bait to use later.
4. removing microscopic organisms on the boat by rinsing with hot water, spraying with high pressure water, or drying in the sun for several days.

For more information on ways that you can eliminate the spread of invading species please visit the website [www.invadingspecies.com](http://www.invadingspecies.com).