

Soundings

November 2011 Issue



Meet Golden Oldie

By Lorraine Hunter

Bob Campbell's roots in this area extend 75 years back to 1936 when he began visiting to his grandparents' cottage. The current family cottage, which he and his wife Isobel still enjoy is in Kingmere, built in 1937. Bob recalls puttering around in small boats when he had lots of time and gas was cheap. He has memories of fishermen catching a sturgeon in the Lake when he was nine years old, even then the big fish capturing much attention.



A few years later, Bob was a teenager reading "Chapman Piloting: Seamanship & Small Boat Handling." Grandpa had an inboard and dad had a small runabout for watersports. Dad badgered Bob about taking up sailing and Bob found himself on a 19' day sailer with a centerboard from Fanshawe. He learned the basics of sailing on the boat and continued to read. But he didn't race, yet.

Soon enough, Bob was at GBYC with a 23' Grampian. At the time, most boats at the club were in the 22' to 25' range. He sailed it for a couple seasons and got into a Northstar 26'. Having learned the mechanics of sailing, racing programs prodded him to sail frequently under as many conditions as possible.

As racing fever increased, so did the size of the boat. The Northstar gave way to Bob's present boat, Wildcat, a 34' C&C. It was designed in the heyday of racing, to heel over 20+ (degrees), making it a foot and a half longer. In 8 to 10 knot winds, it was perfect. However, the same feature made it trickier to perform in heavy weather.

Developing rivalries was as much fun as anything else about racing for Bob, even if there was no hope of winning. Displaying a hint of a rascal, he reminisces about the level of competition in the 1980's

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Click for London
Power & Sail
Squadron Courses

Members who need to obtain a PCOC card should call the training officer at the London Sail & Power Squadron.

Arrangements can be made for a GBYC Power and Sail Squadron member to proctor your test.

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and 90's. It was vicious. While the sailors were gracious on land, they gave no quarter on the course. The club's Olympic-quality sailors jockeyed in "starts that were fairly bloodthirsty and aggressive rounding of the markers." There was also an odd collision on the course. Bob recalls the zenith of club racing in 1979, with the Grand Bend 100, to Sanilac and Goderich. The days were pre-LORAN, pre-GPS, when racing bred the intensity of sailing. Even so, Bob took the Division 1 trophy a few times.

Although Bob loved racing, sometime around 2000 he moved his boat to Bayfield. With a four foot channel depth and a six foot draw in The Bend, Wildcat searched out deeper waters. Although she hasn't raced in ten years, Wildcat continued with cruising adventures to the North Channel. Bob talks of launches in June and getting a slip at Manitowaning, Southeast of Little Current and south of Haywood Island.

Asked what advice he would pass on to new cruisers, here are some things Bob shared:

Safety in boating boils down to common sense and erring on the side of caution. His first two Rules of Thumb are: (1) if the weather is good keep going and (2) know where you are at all times. Keep an eye on the weather. Track the barometer readings. Listen to the marine radio. Bob's been in North Channel storms where the boat felt like it was hit by a train. This second rule is iron-clad, whether using GPS or charts. Pay attention. West of Little Current, a boat can run into unseen granite when the water levels are high. Northeast of Little Current are some shoals that are unmarked. The roughest water was north of Gore Bay, where the channel was twenty miles across. Bob spent his three harest hours ever on a boat here. It is a deceptive area, where the wave action is intensified by the lay of the land. Read books about the North Channel ports and study the charts. Bob recommends Well-Favored Passage -- The Magic of Lake Huron's North Channel by Pixie Haughwout and Ralph Folsom. And Chart 2274 - don't go without it.

Outside of sailing, Bob and his wife, Isobel, curled together until she was forced to quit recently for health considerations. What did they like best about sailing? It is "the world's most romantic getaway."

Wildcat, Mosquito Harbour, at the north end of the Waubuno Channel, just a bit NW of Little Current. A nice spot not far from town, but a bit lumpy with a SSW wind.





Greet Oldie

By Lorraine Hunter

Bill Gray began sailing in 1967-68 with day sailers in Halifax. He remembers it being a bit tippy and his wife, Barb, being a good sport about getting wet. It was awhile before they would be on their own boat on Lake Huron.



Many of the following years were spent moving around Canada as a career military officer. The Gray family spent 1985-89 in Victoria. Bill was determined to buy a sailboat while the kids were set on a powerboat. They ended up with a sixteen foot runabout for water skiing and salmon fishing. They fished every weekend up to New Year's Eve.

In 1991, living in London now, and having searched for two years, Bill found a Mirage 26 in Bayfield. He brought it to GBYC on the recommendation of Russ Lingard, a colleague and member at the club. Bill and his daughter Heather brought the boat down in seven foot breakers. As they approached the North Pier, there was Russ waving them in just in time for haul out. Heather was as good a sport as her mom, but still not enamored of the sport after the trip.

Having made it to Grand Bend, Bill became a GBYC member in the Spring of 1992. He joined the Executive Board in 1996. He served as Commodore in 1999. But in that Spring of 1992, the Gray family was deciding what to name the new boat. As Bill tells it, although they considered "Grayhound", the name sounded too fast. After seeing so much of the competitors' sterns while racing, Slow Motion was the name that stuck.

Bill recalls some challenging times on the water where three metre waves threatened to ground him ashore. One of his personal sailing rules rose out of just such a situation when his boat was heeled over enough that it would not start. "Always have at least one-half tank of gas."

Sailing for Bill represents the relaxation of the day, with the noise of the water on the stern and the lapping of the waves on the bow.

Apart from sailing, Bill has many interests. He is a family guy. He and his wife, Barb, enjoy four children and six grandkids all in the London area. The grandkids range from 25 to 2 years of age.

This summer, Bill, his son Stephen (jokingly referred to as the traitor with the Powerboat Hotel in Slip 40), and grandson took a traditional trip to celebrate the boy's twelfth birthday. They camped and canoed in the northwest corner of the Algonquin Park for six days. He notes that it was easier for him at age 40, when Stephen was 12. This time though, the three mile portage was handled by Stephen. They set up camp in a thunder-and-lightening storm a few days after the tornado in Goderich with thirty minutes of horizontal rain. The skies eventually cleared and they enjoyed viewing the star-filled sky at night far from civilization.





While canoeing is a favorite activity, Bill was an avid curler for about fifty years. He has made it to the Canadian Championship more than once, losing out after the last game. Photography is also a hobby, where he claims to have more gear than he should have. In the meantime, Barb engages in some serious quilting.

While the couple has tried cruising to the North Channel, weather waylaid them in Goderich. Bill would like to give it another shot, with Barb reorganizing the boat for a cruise and maybe buying a "real refrigerator." He'll also keep buying 649 tickets in preparation for the Toronto Boat Show.



In the meantime, Bill is often seen on his Suzuki Boulevard Cruiser. He started biking some thirty years ago while living in El Paso, Texas. Bill takes the backroads from London to Grand Bend just to do a little rubber-necking on a beautiful day and feeling the wind on his face, just like a strong sail into the wind



*Bill Gray's Slow Motion
2011 Sail Past*

Haul Out Pics



*Ray Rogolino's, C&C33, Jig Saw
in the slings*



*David Bannister's, C&C35, Respite
having its bottom washed*



*Dave Maguire's, Hunter 31, Serentiy & Brian
Thompson's, C&C 30, Looking Glass,
were the last two boats lifted from the river.*





GBYC Pics

Post Card from the Past
Submitted by George Dutka
seen on Ebay--someone's bid
\$12.65 so far!



MAIN STREET, GRAND BEND, ONTARIO, CANADA.

Bob Campbrell's, C&C34, stern
taken accidentally by
Lorraine Hunter



Bulletin Board



Triangular or a limited number of rectangular burgees continue to be for sale for \$25



Please contact Ray Rogolino or Cat McMahon who have the flags for sale.

Upcoming Events

Ray booked the Richmond Room at Station Park Inn, London, for the Saturday,

January 28, 2012, GBYC Annual General Meeting which commences at 10:00 a.m.

All full members have voting privileges

A notice of meeting, proxy, agenda and the minutes from the May Membership Meeting will be emailed 30 days prior to the gathering.

Videos

Scroll down and click to watch, "Meeting with a blue whale in a kayak!"

and follow the link on Fogonazos to see the other video on his site about meeting with a great white

If the site hasn't been translated to English from Spanish, you may have to initiate translation

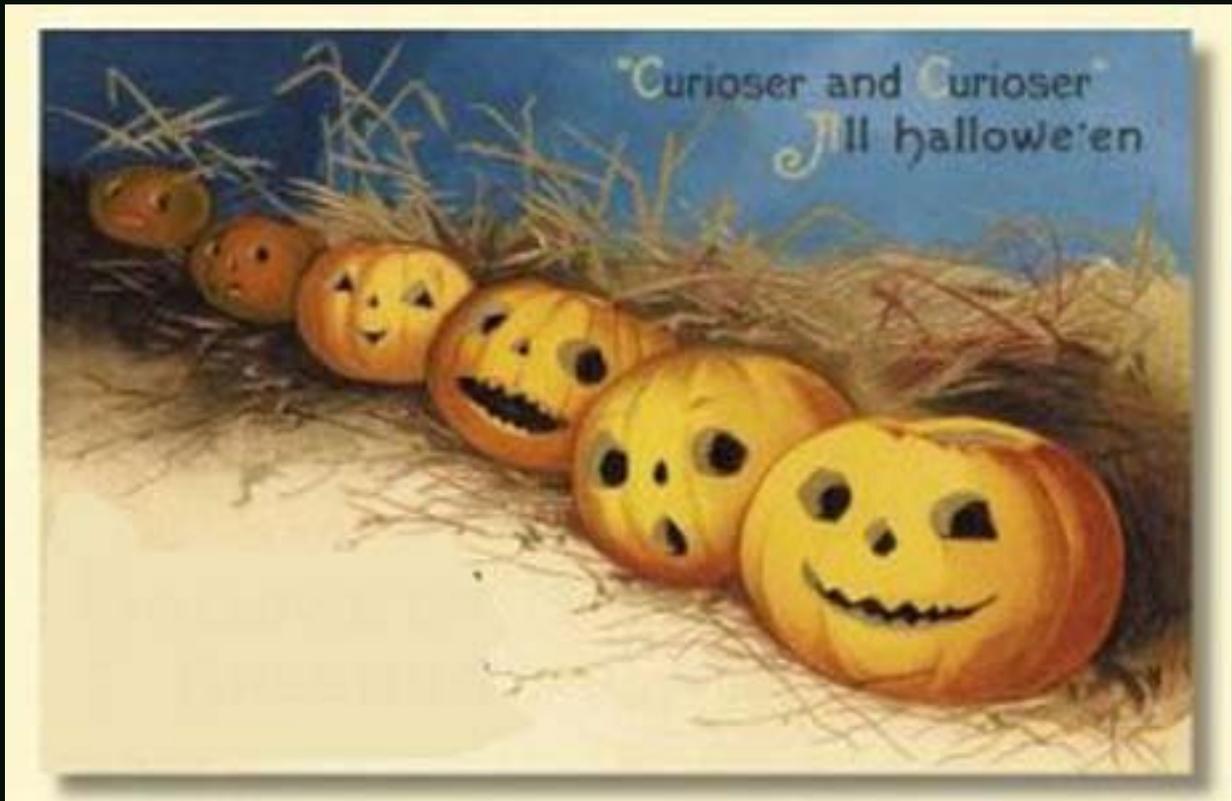
Editor's Note:

Since no one sent pictures of the 2011 Awards Presentation or the Banquet, there is nothing more to report. Oops--late breaking news--David Bannister, posted a picture of Rick Zupancic from **Grand Cru** winning the Boat of the Year Award on one of the Club's photography pages. This is a prestigious award and he and his crew need congratulating for achieving the highest quotient in all of the four classes using the Club's Racing Rules mandated, Cox Sprague system to make the as yet unpublished calculation of it. Well done!!!



Soundings resumes publication prior to the Club's April 2012 Launch

Greetings



*All these little pumpkins lined up in a row
To specially wish you a*

**HAPPY
HALLOWEEN!**