



September, 2012

Scuttlebutt

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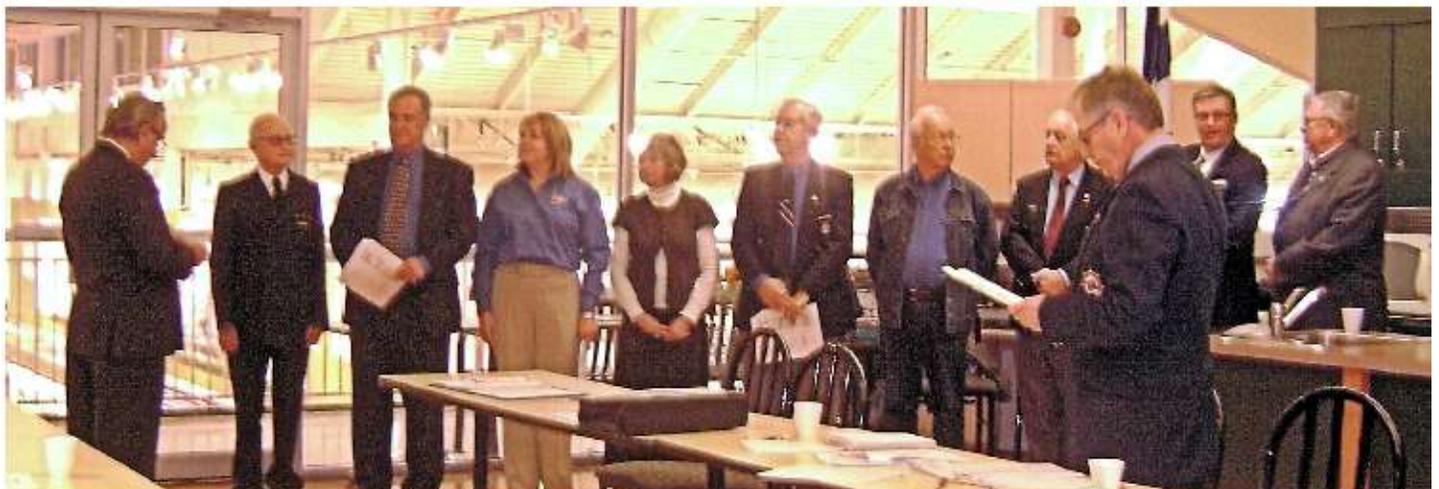
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Visit us at our website
www.cps-ecp.ca/etobicoke

Dates For Your Calendar

- Sept. 14 Commander's BBQ
- Oct. 9 Navigating with GPS starts
- Oct. 30 Electronic Charting starts
- Dec. 15 Christmas Party



The Pledging of the Etobicoke Squadron Officers at the AGM

COMMANDER'S MESSAGE

What is leadership? What makes a person a good leader? These questions have led me to casually study a few great military leaders - General George S. Patton, General Bernard Montgomery, General Douglas MacArthur and Field Marshal Erwin Rommel. The main thing I learned was that they all WANTED to be great leaders.

By contrast, I like teaching and learning. During my working career and my involvement with CPS I generally tried to avoid leadership. Except for a couple years as Training Officer, I mostly succeeded. So, why have I accepted the position of Commander for the Etobicoke Squadron? Somebody has to drive the boat. Apparently it's my turn.

What did some of these great military leaders have to say about leadership? With help from Google, I found the following quotes that I particularly liked:

General Montgomery: "Leadership is the capacity and will to rally men and women to a common purpose."

General Patton: "Don't tell people how to do things. Tell them what needs to be done and let them surprise you with their results."

Field Marshal Rommel: "Don't fight a battle if you don't gain anything by winning."

General MacArthur: "You are remembered for the rules you break."

One final quote: "When forced to take the lead, figure out which way people want to go and stay ahead of them."

Where does Etobicoke Squadron want to go? I believe we want to make wise use of our limited resources to provide the best training programs that we can. To me this means spending the Squadron's money carefully and not abusing the volunteers. Ideally, I would like to see more people involved - each doing a little, rather than a few, each doing a lot. Many hands make light work.

I believe that the other bridge members share these goals and we will work together to achieve them. The Bridge can't do it all. I would ask everyone who reads this message to ask "What can I do?"

In my own case, I will give up instructing temporarily. However, I plan to be available to provide backup for the regular instructors.

In closing, I thank the Squadron members for trusting me with this responsibility. All I can promise is to try to do my best.

Commander Ron McCutcheon



Etobicoke Squadron Courses

The schedule for the fall courses has just been finalized. The courses will be held at Etobicoke Collegiate Institute; 86 Montgomery Road, Etobicoke. The Navigating with GPS course will start on Tuesday Oct. 9th, and will be followed by the Electronic Charting course beginning on Tuesday Oct. 30th. See our website www.cps-ecp.ca/etobicoke for further details.

Course	Duration	Start Date	Room Number
Navigating With GPS	4 weeks	Tuesday, October 9	145
Electronic Charting	4 weeks	Tuesday, October 30	145

COMMANDER'S BBQ

All members of Etobicoke Squadron, and their spouses, are invited to the Commander's BBQ to be held on Friday Sept. 14th starting at 6pm or 1800 hours. PC David Burt and his wife Mary have kindly offered to hold this event in their backyard at 23 White Oak Blvd. near Bloor and Royal York Road. Parking is available on the north side of White Oak.

Space is limited so you must RSVP to keith.nettleton@sympatico.ca or call 416-621-4885 no later than Monday Sept. 10th.

Come and join us for hamburgers, sausage and other fine picnic foods. It is a BYOB event.

The rain date, if required, will be Friday Sept. 21st.

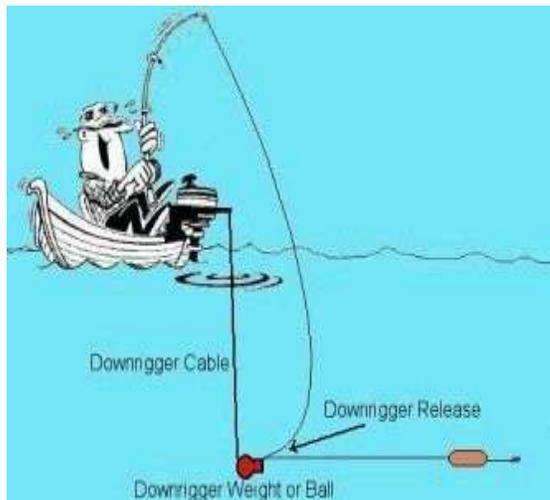


FISHING ON LAKE ONTARIO

by Ron McCutcheon, AP

We, who fish on Lake Ontario, are fortunate in that the lake provides us with a variety of fish, including Chinook, Coho and Atlantic salmon; as well as, Lake, Steelhead and Brown Trout. The usual method of fishing is trolling. The boat is kept under way at all times and the lures run on lines behind it. To be successful, the boat has to travel at the right speed and lures must run at the right depth.

Equipment used includes rods and reels loaded with various kinds of fishing line, lures and, of course, a landing net. The most commonly used lures are metal spoons which come in various sizes and colours. Downriggers and dipsey divers are used to get the lures to the right depth. The equipment used depends on the targeted fish species and depth of water.



On Lake Ontario, fishing regulations allow the use of two lines per person. This allows a combination of fishing techniques to be used. A downrigger is a small winch that is used to raise and lower a heavy lead weight. A release clip that looks like a big clothes pin is attached to the weight. The line from the rod is put into a release clip and the weight is lowered, taking the line and lure to the desired depth. When a fish hits the lure, the line is pulled out of the release. The rod tip pops up and the fish can be fought without interference from the downrigger weight.



Downrigger Release Clip



Dipsey Diver

Dipsey divers are round discs pulled through the water at an angle. The force of the water on the diver pulls the line and lure down and out to the side of the boat. Lure depth is controlled by the size of the diver and the amount of line let out. When a fish hits the lure, a release trips allowing the diver to run straight through the water so that the fish can be fought freely.

Lead core is hollow braided line with a fine lead wire running down the centre. Lead core rods are flat lined – the lure is allowed to drag directly behind the boat. Lure depth is controlled by the amount of lead core line let out behind the boat.

My boat “Catnip II” is a Trophy 2352. The single main engine is a 250 HP Mercruiser. A 9.9 HP Yamaha 4 stroke outboard is mounted on the swim platform. The “kicker” allows the boat to troll at the right speed. Even at idle the main engine drives the boat too fast to allow the lures to work properly. Trolling with the kicker saves fuel as well as wear and tear on the main engine. Finally a second engine is an important safety feature – backup to get home in case the main engine fails.



Fishing gear includes three electric downriggers, four dipsey rod holders and “rocket launcher” style rod holders mounted on the rear of the hardtop. Electronics include an integrated GPS/chart plotter/sonar unit, a backup handheld GPS and a VHF radio with DSC.

The expedition described in the last issue took place in mid-summer when fish are generally found in deeper water. Trips from Humber Bay can be anywhere from 6-15 miles. The boat must be capable of getting safely back to shore if the weather changes suddenly. At certain times of the year, fish can be caught close to shore. In early summer, many Chinook salmon are caught in and around Humber Bay, the Toronto Islands and Bluffers Park. In late summer and early fall, mature Chinook salmon return to the mouths of the Humber and Credit rivers, prior to the spawning run. During those times, great fishing can be had using smaller boats.

Many people think that it is not safe to eat any fish from Lake Ontario. This is not the case. The Guide to Eating Ontario Sport Fish published by the Ministry of the Environment (MOE) includes information on eating various sizes and species of fish found in Lake Ontario. This guide is available in hard copy or on the internet. A search for “guide to eating Ontario sport fish” will quickly locate it. As a general rule, consumption of smaller, younger fish is preferred.

2011-2012

Guide to Eating
Ontario Sport Fish

If you are interested in doing some fishing on Lake Ontario, please contact me for further information. I do not offer charters but many charter boats dock at Port Credit and Bluffers. Put a fishing trip on Lake Ontario on your bucket list.



***You are cordially invited to attend
the Etobicoke Squadron
Christmas Party***

When ? Saturday, December 15, 2012

***Where ? Mimico Cruising Club,
200 Humber Bay Park Road West,
Etobicoke***

***Time ? Cocktails at 6:30 p.m.
Dinner at 7:30 p.m.***

***Cost ? \$50.00 per person
Cash Bar (credit cards only)***

Who ? Squadron Members & their guests

***Why ? This is a great opportunity for
excellent dining & good
fellowship.***

***For tickets please contact:
Ron McCutcheon***

Telephone: 416 247 2376

Email: ronmcc@rogers.com

Seating is limited...Get your tickets early

**Harry Streit
receives his 36th
Merit Mark from the
District Commander,
Attila Soti**



**Commander Ron McCutcheon &
Past-Commander, Keith Nettleson
at Annual General Meeting.**

**Alan Jones
receiving his
35th Merit Mark
from District
Commander,
Attila Soti**



ANOTHER ALLOWAY/NETTLETON BOATING ADVENTURE

Let me begin my story by explaining that the Alloways and Nettletons purchased, in partnership, a 340 SeaRay power boat from the Skyline Marina in Orillia. The four of us took possession of this cruiser on May 14, 2012 in Orillia with plans to bring it to Toronto via the Trent Canal System. On Friday, May 18th our adventure began with each of us taking turns with the numerous roles needed to navigate the boat safely.

After laying on supplies, getting the beds made up and, of course, filling it up with gas, we started out on our adventure across Lake Simcoe heading towards the start of the Trent system with Keith at the wheel.

Upon reaching our first lock, we had a slight delay until they got the swing bridge working. Eventually it opened up and we were able to enter the lock (number 39). We arrived in Fenelon Falls around 6:00 p.m. and after Bill and Keith got the BBQ going, they cooked supper and we settled in for the night.



On Saturday we were packed and ready to leave early the next morning with Carole Ann at the wheel. The weather was beautiful with lots of sunshine and not a cloud in the sky. We proceeded through several locks with no problem and arrived at Reach Harbour Marina near Buckhorn with four tired sailors and one dog (Kate) who by the way looked really cute in her red PFD. When darkness settled in, we were entertained with a fireworks display from a small island just off the mainland. We enjoyed the display but Kate could have done without it.

On Sunday we left port with Bill at the wheel and again it was a lovely sunny day. On reaching Lock 30 we had three rented house boats just ahead of us. After seeing how they were navigating these boats we made a decision to let them go ahead into the lock and we would wait on the wall until we could take our turn. When we entered the lock the Lockmaster said it was a good decision. We arrived in the Peterborough Marina tired but pleased that our day was uneventful.

On Monday, we went into the town and had a delicious breakfast at Smitty's and after getting filled up with gas and having our first pump out, continued our journey with Keith at the wheel. We were heading towards Campbellford and hoped to secure a good tie up for the night on the wall. We hoped to find a decent place for supper but as it was a holiday the only thing we found open was a pizza place. Not Carole Ann and my favourite but we had no choice.

On Tuesday the women went to get some supplies and the men were sent out to look for foam pads for the beds as we were all finding the beds on the boat somewhat hard. Fortunately, they managed to find egg crate foam pads which made the beds a little more comfortable.

On several occasions we were entertained with a parade of baby goslings swimming along under the protection of their parents.

With Carole Ann at the wheel we left Campbellford with the weather a little overcast and somewhat cooler. We arrived in Frankford after a good day's travel. The men cooked some chicken on the BBQ and after we played a couple of hands of euchre, we were happy to turn in for the night.

On Wednesday, we left Frankford with Bill at the wheel, and headed for our last six locks arriving in Brighton around 2:00 pm. Keith phoned ahead to the Presqu'ile Landing Marina and was told they had full facilities except "beer". Unfortunately, after docking we realized their facilities left a little to be desired. They had no gas facilities and the washrooms and showers were not great. A decision was made that we would make use of the shower on the boat so Carole Ann was the first to try it and as she was successful we all followed one after the other. Seeing as Bill was the last to shower he had the prestigious job of cleaning and drying out the head. He announced that the only victim in our activities was a very wet roll of toilet paper. Oh well, it was little price to pay for us all feeling refreshed again. We settled in for the night as we wanted to get an early start in the morning to head out across Lake Ontario and home.

On Thursday, with Keith at the wheel, we started out on the last leg of our journey. After getting gas at the marina next to where we stayed we headed out around 8:30 a.m. The weather conditions were quite favourable and made the lake trip uneventful. At 11:45 a.m. we could see the CN Tower in the distance. We went into the Outer Harbour Marina and got filled up with gas and then headed home to Mimico Cruising Club. Our friend Ron McCutcheon was waiting on the dock when we arrived and helped us secure Andiamo in her new home.

We were one tired crew but it was a great experience and it certainly afforded us the opportunity to get to know our new cruiser. We can now look forward to enjoying Andiamo and hope if you are around Mimico will drop in on C dock, slip 53 and pay us a visit.

Sheila Nettleton





YOUTH NOTE CARD CONTEST



The theme is **"Be Water Smart"**.

Now is the time to get working with the youth of your Squadron and submit your entries.

The rules and entry form are available for download from the website at www.cps-ecp.ca

Contest Rules

1. The entry must be in colour on poster card; size 10 cm x 13 cm.
2. Note cards will be judged for idea more than artistic ability.
3. Original art only; computer generated art, photos, professional illustrations, copyright material may not be used.
4. The contest entry form must be completed and pasted on the back of the note card. Only one entry drawn by one person please.
5. Do not fold art work.
6. Judging will be at the Squadron level first, then at District. Six entries per District will be judged at the National Conference, three for each category.
7. All District entries should be given to the Youth Education Committee Chair by the first day of the conference.

**Youth Note Card Contest
2012
Theme – "Be Water Smart"**

Artist's Name _____

Address _____

City _____

Postal Code _____

Telephone _____

Category 6 to 10 _____

Category 11 to 14 _____

Organizing Squadron _____

District _____

Name _____

Address _____

City _____

Postal Code _____

Telephone _____

Children or grandchildren of CPS-ECP members, or those who have taken "PCOC for Youth" or Boat Pro are eligible to enter the contest.

← 13 cm →

← 10 cm →

Parental Authorization

Sir/Madam,

This letter confirms our authorization, as parents or guardians of [contestant's name] _____ to allow [child's first name] _____ to submit his/her entry for the Canadian Power and Sail Squadrons' Youth Note Card Contest.

We have reviewed the contest's rules and understand that the Canadian Power and Sail Squadrons may use the entry, in whole or in part, alone or in conjunction with other texts, drawings, sketches, or photographs or documents CPS currently publishes or may eventually publish. We also understand that our child waives any right (he or she) may have to a financial consideration or compensation for the use of (his or her) entry. Moreover, we relinquish any right we have or may have for ourselves or on behalf of [child's first name] _____ over the contest entry, as mentioned in the contest's rules.

Trusting that the above is to your satisfaction

Signature of Parent/Guardian

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**Etobicoke Squadron
 wishes to thank its partners for
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 promoting safe boating in the
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 businesses when shopping in
 Toronto.**

