

# KNOTTY NEWS

May 2026



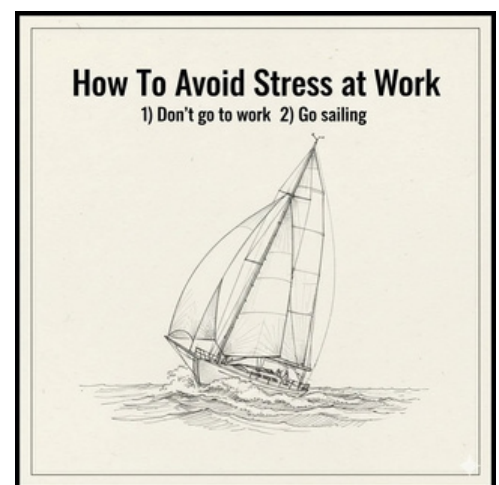
## Message from the Exec

After a colder winter and a cool spring, I can't wait for the weather to turn! Despite the coolness, there has been a lot of action at the club. Our dredging in early March gives us the ability to keep our fleet active and to welcome new members. Our dock building and launch went well. We have a new leased area south of the lift bridge. Originally, we wanted to put in finger docks south of the bridge but the creek bottom was too soft for the posts to take. Still, we have opportunities for boats to tie up there if and when needed.

Full members are getting many opportunities for hours - which should be recorded under your name in the lime green binder at the club. We have many exciting on and off water events over the next few months. Please refer to our calendar of important dates on the next page!

I want to thank our PSSS Executive for always being willing to pitch in with our spring tasks. Our full members have also stepped up and all members are quite appreciative of the non-boat owners and other members who have helped out, even when they do not need the hours. I understand the interest. There is something positive and productive about people getting together to accomplish a physical task, like dock building. It is a great bonding exercise!

We will need some new members on exec for the 2027-2028 term. Most full members will eventually be part of the executive at some point. If you haven't ever been on our PSSS Executive, then hopefully you will see the vacant spots as an opportunity and help out.



~Comic shared by  
Shawn Buchanan



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## Message from the Exec - Continued

We hope to put in a PSSS clothing order in the spring. Check for details which will be forthcoming. We hope to have a small fleet participate in the LEIR this year from July 3rd to 5th. See this issue of Knotty News for details about how to register your boat for US entry. We will need volunteers for the sailing school this year (July 20-24 so email Kerby Waud and Lisa Freeman if you can help.

I am so proud of our club and the way we 'navigate' fun on the water every year. Cheers and Happy Sailing!


- Kerby Waud, Commodore - On Behalf of the PSSS Executive.

## PSSS Swag

Wanna make your friends jealous this summer? Order your PSSS swag now! Visit website below (or use the QR code) to order a sweatshirt, t-shirt, long sleeve, or ball cap. Select store pickup to avoid delivery costs, and a PSSS member will pick up all orders at once and bring them to the club. Order deadline is May 30 and orders will be ready by end-June!

[www.bit.ly/PSSSgear](http://www.bit.ly/PSSSgear)

~Lisa Freeman

|   |  |   |   |   |
|---|--|---|---|---|
|  |  |  |  |  |
| Cotton Hoodie<br>ATC<br>\$48.00 CAD   | Cotton Hoodie - Youth<br>ATC<br>\$48.00 CAD  | Cotton Full Zip Hoodie<br>ATC<br>\$53.00 CAD  | Cotton Full Zip Hoodie - Youth<br>ATC<br>\$53.00 CAD                                  | Performance Tee<br>UNDER ARMOUR<br>\$23.00 CAD  |
|  |  |  |  |   |
| Performance Long Sleeve<br>ATC<br>\$25.00 CAD                                       | Adjustable Ball Cap<br>UNDER ARMOUR<br>\$28.00 CAD                                   | Adjustable Trucker Hat<br>ATC<br>\$25.00 CAD  |   |   |

**Got a submission for the July Knotty News?**  
Send it to Chelsea at [KnottyNewsPSSS@gmail.com](mailto:KnottyNewsPSSS@gmail.com) now!



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## Important Dates

- Sat May 16 - 6 pm - Season Opening Party - Greek Theme
- Every Wed from May 27 to Sept 2, 6:30pm bridge - Wednesday Evening Fun Race Series
- Fri May 29 to Sept 25 - Casual Fridays dinner on the deck - BYO Food etc (most Friday nights)
- May 30: PSSS swag order deadline
- Sun June 21 - 11:30am Bridge- Lady Bligh Race (female at the helm)
- Sun June 28 - Potluck and Bonfire Evening
- Thurs July 2 - 6 pm - Dinner with our AYC Guests
- Fri July 3rd - 7 am bridge - LEIR (Lake Erie International Race - Port Stanley On to Ashtabula Oh) Bring cruising sticker /CBP Roam - Poss. dinner at 'Raul's'
- Sun July 5th - 7 am bridge- Child's Cup (from Ashtabula OH to Port Stanley On)
- Sat July 18th - 10 am bridge - Mann Memorial (contingent - mid-distance pursuit race possibly to/from Pt Bruce)
- Sun July 19th - 3 pm - Sailing School dinghies set up work party
- Mon to Fri July 20-24 - Sailing School Week
- Fri July 24 - 6 pm bridge - JAM Championship - with sailing school guests (back by 8 pm for Casual Fri. Dinner)
- Sun Aug 2 - 1 pm bridge - Social Sail. May involve an on-water activity. Potluck Hors-D'oeuvres with Social Sail participants after the sail
- Saturday Aug 22 - 11 am bridge - Regatta Racing Day (alt. date is Sun Aug 23 if there's a weather cancellation)
- Sat Sept 12 - Banquet - Dinner - subsidized cost to associate/full members - Sailing Season Recognitions
- Sat Sept 26 - 9 am - Cradle moving day (subject to change)
- Sat Oct 3 - 8 am - Haul Out (subject to change - keep Oct 5 and Oct 11 weekend in mind as well) Lunch Available
- Sat and Sun Oct 17,18 - Dismantle Docks (subject to change) Lunch Available
- Sat and Sun Oct 24,25 - Dismantle Docks ( alternate date - subject to change ) Lunch Available
- Sat Nov 8 - 2 pm - PSSS Annual General Meeting (subject to change with notice)



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## How to use the PSSS Hoist

Good news to share! The hoist motor is repaired and installed. It failed much earlier than expected due thanks to:

1. Lifting objects heavier than its load rating of 4000 pounds. For safety and longevity we are setting the limit at a 3500 pound maximum.
2. Lifting objects not directly below the chain fall. Nothing should be lifted on an angle, period. The water intrusion damaged some very expensive electronic components. These have been replaced and the casing sealed with silicon. The hoist now has a hard rain hood and an additional waterproof cover for additional protection (thanks to Ruth Foster!) These repairs take time and money. Several guys remove the hoist from the ginpole. Scaffolding must be rented, picked up, then returned to St. Thomas. The motor then needs to be taken to London for repairs. Once complete, the process is repeated in reverse. Expenses exceed \$2700.00 once everything is considered.

In the future, please the hoist to follow some straightforward rules (and talk to an Exec member if you aren't sure what to do!

1. Always unlock then lock the power at the pole then return the key to the clubhouse bulletin board above the filing cabinet upon finishing.
2. Only lift vertically. Lifting anything on an angle is forbidden.
3. Use proper straps where required. Straps can be found in the toolshed and returned following use.
4. It is recommended that a minimum of 2 people are present for each lift.
5. Never stand below an object that has been lifted.
6. Should you blow a fuse you can reset the fuse marked on the panel found in the broom closet in the club house

~Gil

## How to sail to the US

1. Order a DTOPS sticker (from here: <https://dtops.cbp.dhs.gov/home>). Put it on your boat.
2. Install these two apps on your phone: CBP ROAM App and the ArriveCAN app.
3. Pack passports for all passengers (and don't forget your phone!)
4. As you are about to enter US waters, enter registration details of your vessel, passports info for all passengers, destination, and date and time of arrival into CBP ROAM App. (If you do not have this, you will be turned back to Canada.)
5. Be prepared to receive call from a CBP ROAM Officer for a video interview.
6. As you return to Canada, report your arrival on the ArriveCAN app.

~Gil



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## **WELCOME NEW MEMBERS, VAL AND KEVIN GALE!**

Greeting PSSS! We are super excited to get our new (new to us) boat into Lake Erie this Spring for our first time. We would have met many of you at the end of the year meeting last November, but for those who have not met us, we are Val & Kevin Gale. We are not only new to PSSS but new to Port Stanley, having just relocated here less than two years ago from Kitchener. Albeit still working, our move was part of a future plan to retire in a beach town.

I (Val) had always wanted to live near water, with what felt like a far-off dream to potentially incorporate boating into our lifestyle. We sure weren't thinking it would happen so quickly, and we weren't sure how a part-time nurse and a full-time, hard-working manufacturing labourer would make that dream a reality.

But, my first full summer here (last summer), I researched sailing lessons and participated in the adult sailing lessons. Aside from the awkward maneuvering of my over-middle aged & not-so-malleable body (laughing face) into the small boats, I discovered I loved it!

I had some very distant experience enjoying a sailboat on weekends and vacations in my 20's, which is when my parents got their sailboat. I have vivid memories of flying into the Bahamas to meet them and enjoying a week's holiday sailing. Of course, I never had to do much of the work of sailing, so really didn't learn a lot. But I saw bits and pieces of the sailing life, mostly through my parents' photographs. I guess the sailing bug really bit me then, but with working fulltime and raising a family, it went on the backburner for decades. I wasn't sure it would become part of my reality again. As they aged, my parent sold their beautiful boat and settled into life in Collingwood. I sure hope to get them out this summer on our boat, for at least a day sail. Dad's been so instrumental in helping us assess the old girl we purchased in his part of Ontario, and coming along for the sea trail out of Wye Heritage (Midland) marina.

Below, I've shared a story about them and their motivation for sailing adventures, as it was so instrumental in forming my early opinion on sailing. Their story speaks to the healing journey a sailboat can bring.

This, along with Dick & Ruth having me along on Moon Struck on race night the week of sailing school, and then the Friday night with Wayne on 'Nice Butt' (which Kevin came along for!), solidified our desire to get searching for an affordable first sailboat. Additionally, special thanks to Kerby for a day out on his boat, despite rough weather and a seasick me (Kev had a hoot and learned lots).



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## WELCOME VAL AND KEVIN - CONTINUED

We landed on a Watkins '83, a slow but tank of a first boat, which we hope will be perfect for our learning adventures. It's former name was 'Winter's Dream'... huge thanks to Tom Freeman who redecalled on our boat with it's new name - "Into the Mystic IV."

Boy, we have a lot to learn this first year. Let's just hope we can get out and under the bridge and sail up! That will be a win. We look forward to getting to know you all this summer and hearing about your sailing adventures.

~Val & Kevin Gale





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## THE SAILING STORY OF VAL'S PARENTS



### He built his retirement dream

By John Kesel

From mental "meltdown" to a glint in his eyes and a smile that could dissolve glaciers.

The turnaround, the therapy for retired Waterloo Regional Police Sgt. Terry White can be attributed mostly to spirit, particularly the *Thetis Spirit*.

For the man known to his friends as Whitey, building the 11-ton, 39-foot sloop, now on its way to the Caribbean, started as a retirement dream almost five years ago. He and his wife, Meryl, planned to sell everything and sail off into the sunset, after more than 29 years of emotion-draining police work.

As in many retirements, even when there are well-laid plans, there are roadblocks. Whitey's was that his police work finally got the better of him after years of burdening himself, thinking that he could solve the woes of the world from behind his badge. He suffered a mental breakdown.

What finally sent him over the edge was being an investigator in the child abuse squad. A father was sexually assaulting his two young girls. Between court sessions, Whitey had visions of the father "falling" out of his cruiser at 100 kilometres an hour or "jumping" off a bridge into rush-hour traffic

on Highway 401. His wife Meryl and friends found he was becoming progressively aggressive, snapping at people with a venom unseen before in this cool cop.

After some time into the investigation, the mother and children disappeared. Neighbours identified a man who looked like the father as having helped them move out.

Instead of exploding, Whitey imploded. He went silent, occasionally catatonic, sitting in his kitchen for more than a month, incommunicado, unable to speak comprehensively. "I just sat there looking out the kitchen window, listening to the birds. I couldn't comprehend anything. I couldn't understand what people were saying."

Unlike many police who are "too macho" to seek outside help, Whitey had a network of friends including his wife and professionals who pitched in.

"I let little piles of dung mount up over 29 years of policing...all of a sudden I had a whole backyard full," says Whitey.

His doctor put him on anti-depressants and told Whitey he could not go back to work. "This was a compensation case, his doctor told him. Work, after all, was creating the problem. But it took me almost three months to realize the root of the problem...this father, screwing his kids." His imploding, it turns out, saved both the father and Whitey from greater consequences.

Slowly, working with professionals and

Cops Under Stress (CUS), a Waterloo police peer counselling group, Whitey worked his way back to health. But he wouldn't have been able to do it without his wife or his dream — the *Thetis Spirit*.

He'd bought the hull of the Corbin 39 on Nov. 1, 1989, almost two years before his meltdown. "Working on the boat was the best therapy I could have had, even my doctors said so. It brought a sense of accomplishment, of peace." Whitey smiles as he looks at his warm surroundings; a pilot house with almost every known gadget known to sailors, a soft glow coming off the solid teak trim and panelling.

Whitey knew he would have difficulty returning to police work after his breakdown. But as luck would have it, Ontario Premier Bob Rae's social contract, Waterloo's need to cut back on staff and buying back his military pension, along with a lot of help from the regional police association helped him to retire with adequate funds to realize his dream. He retired officially last Dec. 1.

The boat, through the 12-hour days of therapeutic building, has a diesel engine, desalinator, computer-assisted navigation, pilot house for sailing while in storms, 110-volt and 12-volt electrical system, shower, a diesel furnace and enough room to sleep five people. It even has a TV and VCR. The galley fulfils any cook's needs. Whitey



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## THE SAILING STORY OF VAL'S PARENTS – CONTINUED

and Meryl have the only private state room in the V-birth at the bow of the boat. The list of other extras is too long to mention.

"I'm only 54 and am about to start on my second career, a yachting instructor in the Caribbean or wherever I end up; maybe the south Pacific," the lightning flash of his smile lights up the room as he says this. He has Canadian Yachting Association accreditation as an instructor. Whitey has started up Thetis Adventures, a small touring company which will also offer navigation and scuba lessons for a price. The working retirement will also allow him to write off \$10,000 a year on the capital investment he's put into the yacht, an estimated \$150,000.

What's been the most fun? He laughed again. "The day I got the mainsail up and it became a sailboat."

What was his greatest problem in building? "Sourcing material. I had to get hardware from all over North America — from Nova Scotia to British Columbia, from California to Florida. Before I started, I could only make a rude (cabinet maker's) joint. Oh, sure, I slipped up a bit here and there, but I wouldn't accept anything but the best. When the specs called for, for example, three layers of fibreglass for the motormount, I did eight. I didn't want my engine popping off during an offshore gale."

The caring craftsmanship is visible from the moment you step onto the fibreglass deck.

When Cliff Richardson, the marina owner in Meaford, Ont. watched as Whitey and Meryl unloaded a house full of "stuff" collected over the years of marriage, he shook his head in amazement. After four truck loads he stopped watching, not believing so many things could fit aboard. Whitey and Meryl have accumulated a lot more since pushing off in September, sail-

ing through lakes Huron, St. Clair and Erie before entering the Erie Canal. They are now in the Bahamas, overwintering before heading toward Thetis Island.

"It was really hard to cut back on things we've spent half a century collecting. We had to be really vicious. We gave a lot of things away to new immigrants coming to Canada," he says, no regret in his voice.

For Meryl, assuming Whitey's dream was not without its problems. She is still getting over a fight with cancer. On Dec. 10 she flew to Toronto for her final oncology test and then back to the Bahamas to meet Whitey. She breathed a sigh of relief when her test were clear.

"Boats are very masculine things, so I had to make some concessions." When Meryl wanted a \$350 hand-painted porcelain sink for the head (boat talk for washroom), Whitey said he choked, "just a little." But Meryl sold her formal dining room suite, so now we have that hand-painted sink. This is her home as well as mine." The feminine touches are visible throughout.

After the Erie Canal, they progressed in increasing steps, while Meryl continued to regain her strength. They took the Erie to Chesapeake Bay where they met friends on another boat. From there, they headed to a boat show further south along the Atlantic coast. Depending on how Meryl took to the ocean, interchanged routes between the wide open ocean and the inner-coastal waterway.

Whitey and Meryl are rational about their floating home. They say they will give it a one-year trial before deciding to sail the rest of the world. That's why they've put some of their "stuff," enough to re-equip a landlubber's home, in storage.

Plan B, if they decide not to go on after a year, is to build a home on five acres of land they own on Thetis Island, off Vancouver Island. Oh, yes, he stole the name of the boat from the Island's name, but Thetis was also a Greek mythological water deity.

Other than the natural dangers of the sea, Whitey is also aware of the human dangers — mostly from pirates who hijack boats for



Terry and Meryl White in galley of boat

drug shipments. He has his Waterloo police sergeant's badge carefully mounted in full view from the cockpit, to discourage those "even thinking of doing something stupid." While the badge will act as the main deterrent, Whitey's background of years as head of Waterloo's tactical unit, bomb squad and scuba team should provide the greatest discouragement.

Is his boat armed? "Sure, but I'm not telling you what I've got." A gentle smile creeps over his face this time. Whitey knows he won't have to deal with any more fathers molesting daughters.

### Post Script

Eighteen months after the father escaped from the original prosecution, Metro police arrested him. The five children had been held as prisoners, locked in the basement under what the judge called "deplorable conditions." He'd locked them up, with their mother's blessing, to keep them from testifying against him. The mother was also arrested. The father, 32, was sentenced to five years in prison for the sexual assault of the two girls and obstructing justice. The woman, 33, was sentenced to two years less a day for obstructing justice.

"The 18 months they spent as virtual prisoners can never be regained and the effects will be something they may take years from which to recover," Justice Robert Reilly of the Ontario Court, general division, said.

All five children were taken away from the couple, something Whitey and Meryl will be happy to hear.

(Editor's note: For anyone interested in reaching Whitey for a charter, sailing or navigation lessons, he's available through the marine operator on his VHF (VA6070) or through his HAM radio at VE3 VHJ.)



Terry and Meryl in pilot house



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## LAUNCH 2026!

Tom and Duff doing electrical magic on the system for the main dock on Dock Building Day. ~Bob Chantler



Captivation going in!  
~Bob Chantler



The longest lift for this year's launch goes to Helm's A-lee. She spent the winter at the far east end of the club, but made the water in one (controlled) hop.

~Shawn Buchanan



That time that Luke sanded his boat and turned everything blue! ~Mike Hansen





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### SAILING ABOARD STAR CLIPPER

Peter and Diane aboard the Star Clipper, Gran Canary Island to Barbados, November 14 - 29, 2025

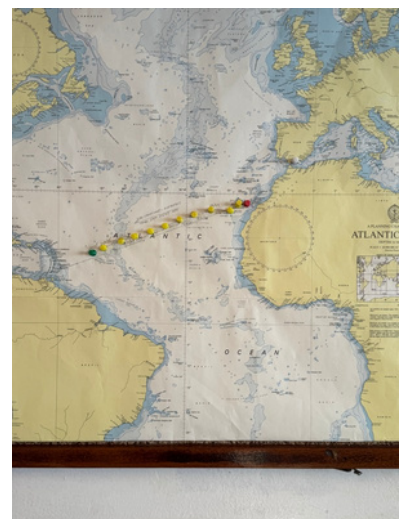
What an incredible two week experience aboard the 360', sixteen sail barquentine, Star Clipper. She accommodates 170 passengers but we were only 90. Departure was on November 14, 2025 from Gran Canary Island. After a day in Tenerife, we set sail November 15th for a memorable two week journey across to Bridgetown, Barbados.

Life onboard was interesting. The crew kept busy with their daily maintenance. Besides watching the deck hands raise and lower the sails, you would also find Marvin the Rigger with his impressive sewing machine, crew climbing high above the deck for various adjustments or watch the progress of a new wooden 'Star Clipper' sign being carved. There was ongoing sanding, varnishing, or polishing of decks and rails.

We settled into our life on board with morning gymnastics after embracing sunrises. There was daily sea shanty sing alongs at the piano bar and the position and weather forecast were reported at noon. Navigational classes on chart reading, tying knots and how to use a sextant were offered. Lectures on the Ocean, celestial study and rogue waves were interesting. Neptune, Ruler of the Sea was present to baptize the landlubbers. (I can't believe I talked Peter into this) and the traditional Seamen's prayer "Salve Regina sung each evening at sunset was the perfect way to complete our days at sea.

Thank you to Captain Dominique, officers and crew for this experience. It certainly helped that we had perfect weather for the crossing. And despite Diane's reluctance, and even though we really did have an amazing time; NO Peter, I still never want to cross the ocean on our own sailboat!!

And there you have it. Our 2025 sailing story.





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## MORE PICTURES FROM SAILING ABOARD STAR CLIPPER



The Captain asked, "Who wishes to be the honorary helmsman to begin our journey?"



Ongoing task of knotting baggy wrinkles



A climb to the crows nest



Peaceful under sail





# KNOTTY NEWS

May 2026

## **RUNNING AGROUND... IT'S BOUND TO HAPPEN!**

You have either been grounded or you are lying. (We have a natural tendency of trusting our amazing seamanship abilities instead of paying proper attention to navigation while underway.)

A few years back a few of us decided to race to Ashtabula then continue our trip around the lake visiting several ports, including Geneva, Fairport, Cleveland, Vermillion, Kelly's Island, Put In Bay, Pelee Island and Erieau. We had a lot of fun dodging thunder and lightning, bugs and lack of wind.

Towards the end, as we were leaving Put In Bay I told Randy 'just follow me, I know the area like the back of my hand' (Famous last words). It was a perfect day for a short 10 mile hop to Pelee Island. I was looking for the green buoy marking safe passage around a limestone reef but I couldn't see it in the perfect blue water. I must have gotten bored or just blessed out and trusting my instincts turned to Port, albeit a tad early. Catherine was enjoying herself posing as lookout on the bow when all of a sudden we heard this ungodly crunching sound as the boat did a nosedive almost pitching Catherine the drink as we ground to a sudden stop. We dropped the sails and proceeded to try every trick in the book to get off the reef. After an hour of futility we decided to cave in and call U S TOWBOAT (which we subscribe to).

After an hour a big powerful orange RIB came alongside and asked what our problem was and how he could assist. I told him we had run aground. He said 'No problem hand me your credit card it will be \$100.00 a foot.' (USD or roughly \$4500.00 Canadian Dollars) I said 'Pardon me we are U S Towboat Members'. He said 'This isn't a tow sir it is a salvage operation as you are on the bottom' (equivalent of sunk).

Having no other options we handed our credit card to the operator. He proceeded to take our mainsail halyard tipping Windrunner over 15° to reduce our draft and towed us out into deeper water. Once home I noticed our shrouds were slack and tried tightening them with little success. After haulout an inspection of the maststep revealed a block of oak supporting the mast had been crushed on impact with the reef. The following spring I took on the messy job of cutting out the old step and stringers and then with a rather expensive block of white oak.

Lesson learned although it might not be the last.

Humbly yours, Gil



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### NEWS AND CLASSIFIEDS

#### **Selling: Origo 6000 Alcohol Oven With Stove for sailboats, small boats, tiny homes, & RVs**

Selling this \*never been used, new, in box\*  
Model # 13781513 Origo 6000 stove and oven.

Key details:

- Dimensions: 22 1/8"H x 20 1/8"W x 13 3/16"D
- Fuel: Alcohol Safety: non-pressurized
- Ready for gimballed installation with included hardware
- Price: \$2,000
- Contact: Cassandra Levy, [cassandracslevey@gmail.com](mailto:cassandracslevey@gmail.com)



#### **Unmanned Sailing Drones Patrolling Lake Erie**

For the first time, the U.S. Coast Guard is launching unmanned sail drones to patrol the Great Lakes. The first two drones on Lake Erie set sail on April 27, 2026. Each drone is 33 feet long with a distinctive orange mast that stands 19 feet tall. The drones are solar and wind powered and are equipped with cameras, radar and technology that can track the transponders of commercial vessels on the lakes. The Coast Guard says the drones, maintained and operated by a California-based company, Saildrone Incorporated, will be used to monitor boat traffic, gather critical weather information, and when necessary, assist in emergencies on the lakes.

~The 'heads up' on drones is from Fiona Nisbet of Kettle Creek Marina (but Chelsea shamelessly plagiarized the actual text from a Fox News story!)



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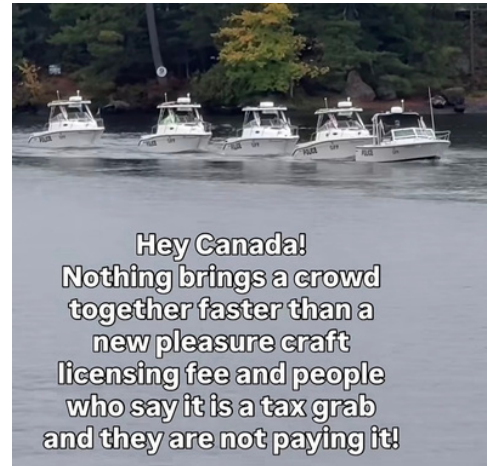
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## NEWS AND CLASSIFIEDS - CONTINUED

### Attn: New government cash grab (oops... I mean pleasure craft license renewal!)

Changes have been made to the Pleasure Craft licence, that registration number on the bow of your sailboat. They now have an expiry date of 5 years! Even licenses without an expiry date have been given an extended expiry date! These registration numbers used to be free but now a \$24 fee is required to get new, renew, transfer, or duplicate a pleasure craft licence. Also, if the information on your licence changes, it must be updated within 30 days (at least the updating is free of charge.)

This seems like a cash grab to me. But given we don't have a choice, I wanted to make sure everyone knew about it!  
~Stephen Aubut



### Then and now

The top image is taken before the Port Stanley Lift Bridge was around - before WW2.

The second picture was taken this spring.

~Bob Chantler





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Some closing humour from Shawn Buchanan - for those who are feeling a little tired and a little broke after getting their boats ready for launch!



**Got a submission for the July Knotty News?**

Send it to Chelsea at [KnottyNewsPSSS@gmail.com](mailto:KnottyNewsPSSS@gmail.com) now!