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Glendon committee meets to discuss fund-raising

How to go about raising money for the proposed Glendon College campus in Penetanguishene was the topic of conversation at a recent meeting of the Penetanguishene-Glendon Implementation Committee.

The meeting was held following a tour of the White House mansion on Fox Street, one of the proposed sites for the campus.

The committee is checking into several possible sites for the campus.

Committee chairman Ray Baker said members only began to delve into the

mechanics of fund raising and no firm plans were drawn up at the meeting.

Attending the meeting were businessmen Romeo Asselin and Robert Hartog, publisher Andrew Markle, a financial advisor from York University, Glendon principal Dr. David McQueen and Baker.

An objective of \$30,000 has been set for the drive. Wintario is expected to provide \$120,000 and Penetanguishene has provided a grant of \$15,000.

A meeting has been set for tomorrow to further discuss the fund raising project.

Appealing review board decision

Scientists continue battle for patients

The Church of Scientology sponsored Citizens Commission on Human Rights isn't giving up easily.

The commission, on behalf of two men confined to the Oak Ridge division of the

Penetanguishene Mental Health Centre, is appealing a board of review decision that the two men remain at the centre.

Notices of application for a judicial review were served last week for the release of

Henry Kowalski, 25, and Anthony Visconti, 24. The notices, drafted by a Toronto lawyer, were served against the Attorney General of Ontario, the Board of Review of the Central Ontario Region, the Penetanguishene Mental

Health Centre, hospital administrator L.A. Moricz, and centre medical director Dr. Barry Boyd.

The review board's decision to turn down the request for release was a final decision. And the board is likely to turn down this request for a judicial review.

MHC officials are not at liberty to discuss these patients' histories, notes MHC administrator Moricz.

"Wrapped up in 'lies and false statements', the commission's case is 'entirely false', Moricz commented Monday.

The hospital administrator said he had been served with the notice on Thursday night at 11:15 p.m. at his home on the grounds of the centre. "A tall man knocked on my door and forced it open when I came to the door", he said. "The man asked me if I was Mr. Moricz and when I said 'yes', he handed me the envelope and left — without identifying himself."

Moricz noted the licence number on the man's car and has since learned his caller's identification.

Chairman of the commission Bob Dobson-Smith, who has acted as the patients' agent in the review boards, commented in a press release delivered on Monday, "If the legal rights of the patients are not going to be offered voluntarily by Penetang hospital officials then they are going to have to be enforced through the courts."

To the commission's case, Moricz says it's just "nonsense."

Budget to be presented to council Monday

The 1976 Penetanguishene budget has been finalized and will be presented to council for approval on Monday.

Chairman of the finance committee Lionel Dion said the committee has been working on the budget since February but had several interruptions which set the budget back.

Apparently the budget was near completion several weeks ago but the committee had to wait for county school figures.

Dion said he cannot say yet where increases in the budget may come but that the public should know by next week how the budget will effect them.

Parents to approach school board tonight

A group of parents from the Port McNicoll area and from Wyebridge will be approaching the Simcoe County Board of Education tonight to request that transportation be made available for their children who wish to attend St. Joseph's school in Penetanguishene.

According to Rejeanne Galbraith, animatrice pour l'Association Canadienne Francaise de l'Ontario, transporting these students to the school could be done at a minimum, if any, cost to the board.

At least ten families from Port McNicoll are interested in sending their children to the French school. But Galbraith was unable to estimate the exact number involved. "Once we started talking about it, then more people seemed interested."

Galbraith is acting in an advisory capacity to the families.

Commissioners express concern

Hurononia airport problems worsen

Members of the Huronia airport commission are somewhat less than happy with the performance of LemAir in operating the airport.

At a meeting of the commission on Monday night, commissioners voiced dissatisfaction with LemAir's performance, citing numerous complaints about service received from users of the airport and pointing out areas where LemAir was failing to meet its obligations.

The airport, owned jointly by the towns of Midland and Penetanguishene and the township of Tiny, is operated under a five-year management lease agreement by LemAir Limited. The contract is in its third year.

Most complaints revolve around the unavailability of the new airport manager Nick Trigiani and the fact that there is not always someone to man the gas pumps.

According to commission chairman Don Johnston, the manager was unavailable on May 21, 22, and 23. On May 29, one owner pilot told Johnston that he had gone out to the airport at 9 a.m. that day, only to see the manager hang a "Gone Flying" sign on the door of the airport office and leave.

Repeated telephone checks by commission secretary Guy Maurice on 13 separate occasions during the last two weeks of May failed to produce the airport manager.

Midland reeve Moreland Lynn, himself a user of the airport, received four complaints on Sunday and three letters from people dissatisfied with the service at the airport.

Commissioner Peter Kramp later noted that "either these people are being paid for doing nothing or they're not being paid, so they're doing nothing."

Problems at the airport came to a head about a month ago when former manager Peter Crampton resigned, citing "inactivity and a general disinterest in the airport" as reasons for his decision. His complaints were not directed entirely at the commission, but at LemAir Ltd. itself.

At a special commission meeting called on May 12, LemAir president Tom Lembo

assured commissioners that problems would be ironed out and that his company would continue to abide by the terms of the agreement. According to the pact, LemAir must provide maintenance facilities at the airport, offer flying instruction, employ two certified instructor pilots, and maintain a minimum of three airplanes.

The commission discovered this week that the three aircraft at the airport are not registered under LemAir's name. As Johnston pointed out, there could be liability complications arising out of that fact. "When I look at this fact, I think they are there just for show."

According to Frank Lembo, who was present at Monday night's meeting, LemAir filed the lease with the Ministry of Transportation last week and received a verbal commitment to go ahead and use the aircraft.

Responding to the complaints about the absence of the airport manager, Lembo said he was unaware of the situation.

"Until now, I didn't know there was a problem," he said. "If this is the situation, I'm going to solve it."

He complained that he was not being told that problems were cropping up. "I assumed I had someone here who's competent enough — I guess I don't."

Johnston pointed out that the commission had been led to understand that Lembo would have two men at the airport on a fulltime basis. As commissioner Morris Darby noted, "This just hasn't taken place."

According to Lembo, a second man was not hired due to the fact that the runway resurfacing project was due to be started this month — and there was little use hiring a man for three weeks only to have to lay him off while the airport was partially shut down.

He assured commissioners that "there'll be changes tomorrow" around the airport.

Lynn also noted that LemAir had failed to produce either an operating budget, a report of operations, a financial statement or a response to the letter from the commission's solicitor as requested.

"It is my recommendation that we follow very closely the performance of LemAir under the agreement. Either we get performance or we look at other arrangements and make a change," Lynn told the meeting.

"There's got to be performance — we can't

go on another year this way. We're only harming everyone concerned."

The question of LemAir's performance will be brought up again at a commission meeting next week when a schedule for the reconstruction of the runway will be known.



Angeline Moreau

Convocation ceremonies at Glendon College on Saturday provided a once-in-a-lifetime event for Penetanguishene's Sr. Angeine

Moreau who was awarded an honorary degree for her contribution to the cause of bilingualism and biculturalism.

Awarded doctorate

Citation presented by Prof. Pierre Fortier Acting Chairman of the Department of French

At the close of an international conference dealing with the problem of cultural identity and the French-speaking peoples of the Americas, what moment could be more aptly chosen to draw attention to the work of a woman who has laboured all her life to maintain in various parts of the province of Ontario the presence of the French fact.

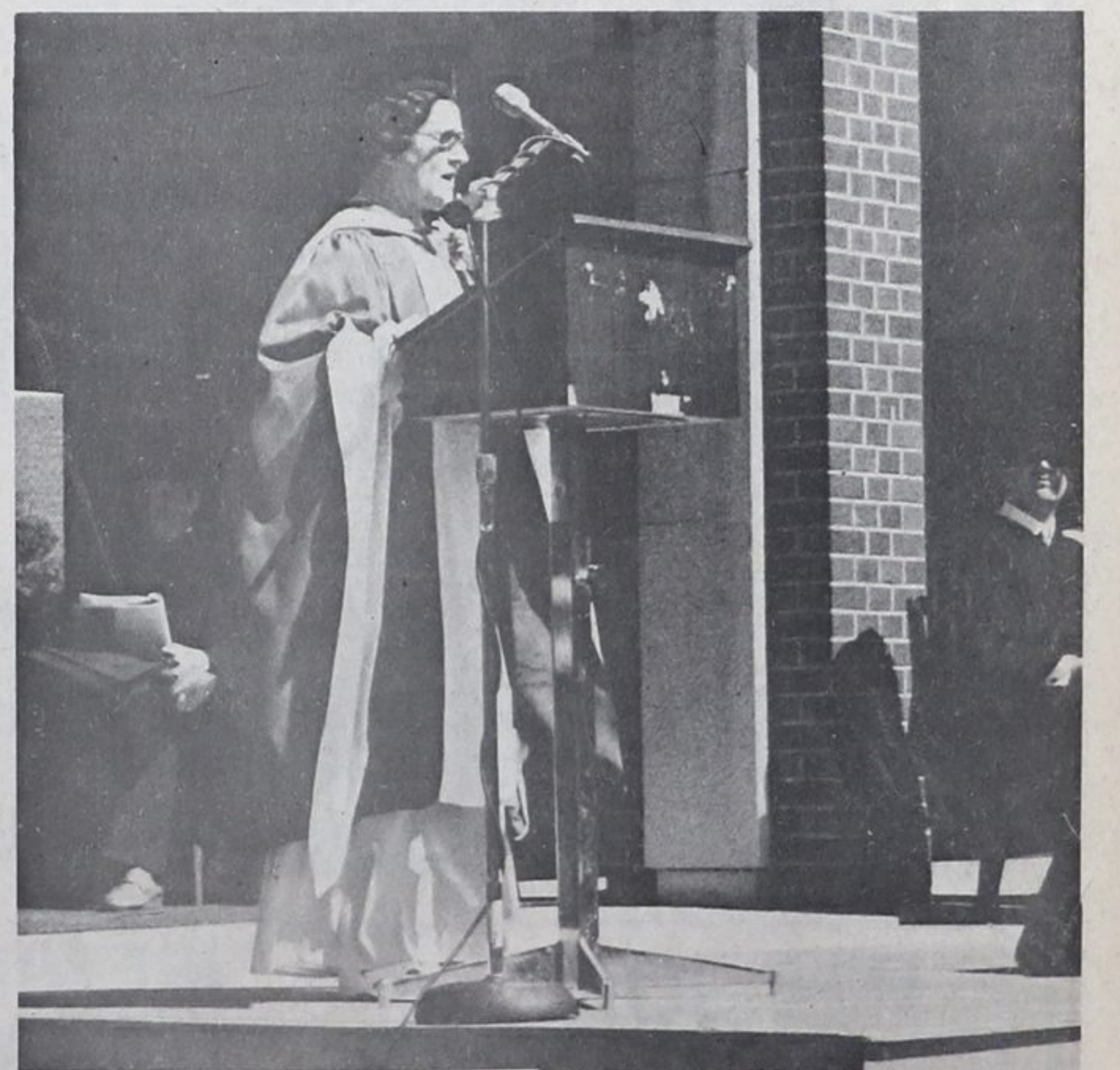
Whether as a teacher at the elementary and secondary levels, or as a school principal, Sister Moreau has inspired in the youth of Ontario a greater awareness of the cultural and linguistic riches of the two founding peoples of Canada.

During her long career as teacher and Principal in Pembroke, Ottawa, Cornwall and now in Penetanguishene, the Reverend Sister Moreau has fought tirelessly for the promotion and development of the two official languages and two principal cultures of Canada. For the last three years, Sister

Moreau, who has been principally working among the youth, has led a successful initiative to bring to the adults of the French and English communities of Penetanguishene the presence of the University in their midst. Already Glendon College has offered in Penetanguishene courses in language, literature, psychology and social sciences; it is only the beginning of a great future that would not have seen the light without the courageous tenacity of Sister Moreau.

The long history of the maintenance of the French language in Ontario has demanded of many persons a faith and courage that can never be measured. In honouring today Sister Moreau, it is to some extent the efforts of all the pioneers in this noble task that we would like to acknowledge.

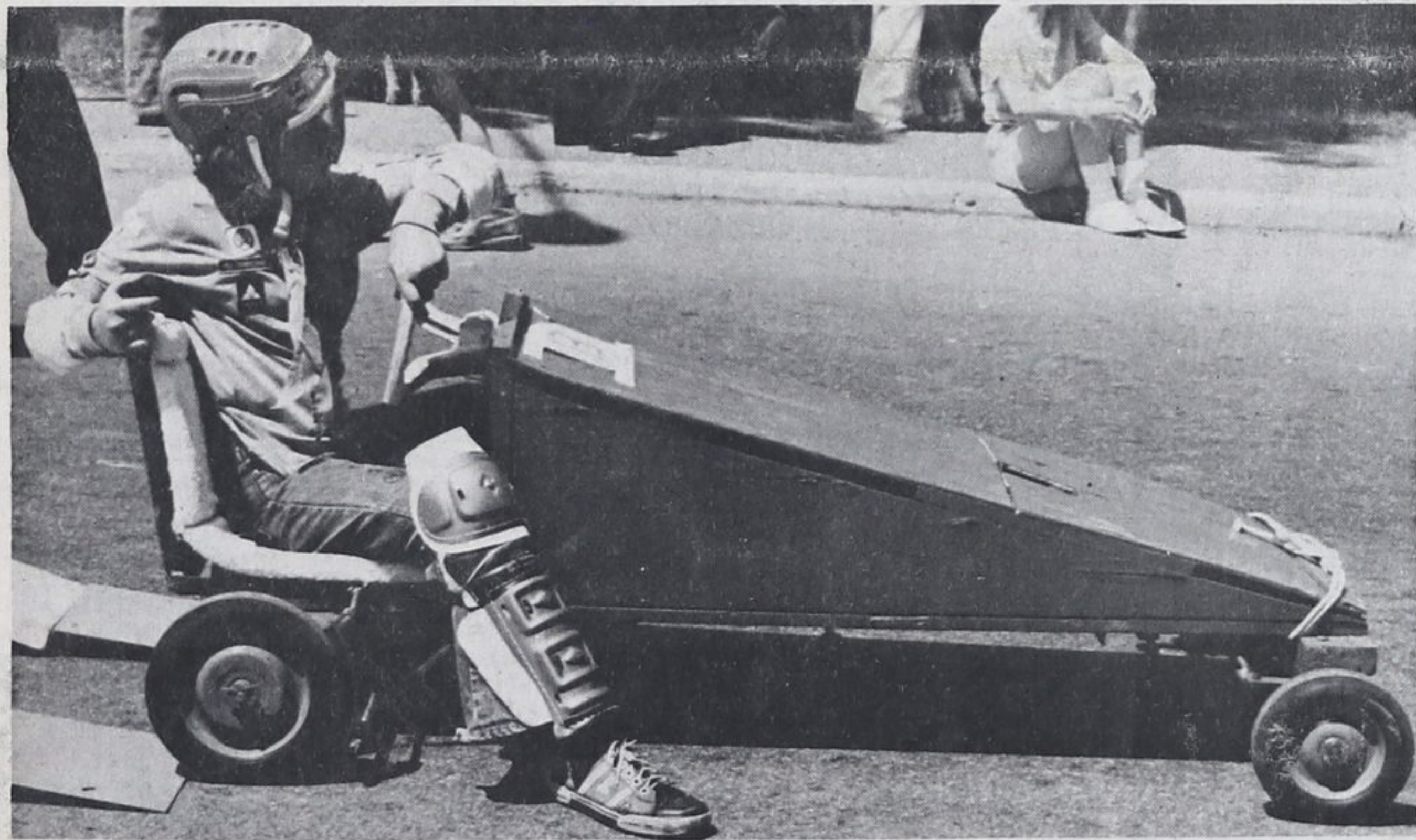
Mr. Chancellor, in recognition of the work accomplished by the Reverend Sister Angeline Moreau with the youth of so many Ontario communities, and to mark all her efforts to promote bilingualism and Canadian culture, I ask you to confer on her the degree of Doctor of Letters, honoris causa.



A happy occasion

Principal of St. Joseph's school in Penetanguishene Sr. Angeline Moreau was awarded an honorary degree at convocation ceremonies at Glendon College on the weekend. In her address to the convocation, she said, "As a Canadian, I hope that not only

in our province but from coast to coast we will work together, whatever our background, to build a Canada united in respect for the individual and also in respect for the two official languages."



Awaits the "all clear" signal

Grant Ivens of the First Penetanguishene Cubs awaits admittance to the starting gate

in Sunday's soap box derby held on Hugel Avenue in Midland. Cubs from Midland and

Penetanguishene competed for honours in the event, held in brilliant sunshine.

Jerry Heutink built the boat himself

One man's 30 year dream — the Trillium II — comes true

by Shirley Whittington

In a few weeks, Jerry Heutink's 30 year dream will inch to fulfillment.

The Trillium II, a ten ton trimaran ketch, which will carry 1200 feet of working sail, will be launched into Penetanguishene Bay.

Jerry built the boat himself, with occasional help from his son. Upholstery tails have all been done by his wife.

Working to 1/16 of an inch, Heutink made his boat according to plans designed by Norman Cross, a former Lockheed aircraft designer. Out of the water, the three hulled ketch looks like a giant sea gull with its graceful, aeronautically inspired lines. "She'll dance over the waves like a ballerina," says Heutink.

She'll be an impressive sight, with her main mast rising 60 feet above the water level.

The three hulls are made of two layers of stripped planking which have been fibreglassed. Five cross beams hold the three hulls together.

Jerry can't put a dollar value on his craft, but he says he's seen similar ones tagged at 125 thousand dollars. "I can tell you," he says, "that I've put 7,150 hours into the construction. I've kept a diary of each day's work."

With her 1200 feet of sail and a 48 horsepower auxiliary diesel engine, Trillium II

will be a fast boat, but Heutink intends to use her for cruising. "She'll be available for charter," he says, "but she'll never go out without me aboard."

Trillium II is neatly fitted out with amenities directed at both safety and comfort. There's a stereo-hi-fi sound system throughout, a marine radio telephone and short wave radio. Each float houses two double bunks and a small head. There's a shower off the main cabin and a completely equipped galley, right down to safety straps to keep the cook stable. With all bunks in use, Trillium II will sleep 12 people.

"A crew of two good sailors could handle her," says Heutink, "because I've brought all the lines through travellers which bring them into the cockpit."

In the main saloon, there's a framed photograph of the first Trillium — a ferry that used to ply from Toronto. Trilliums have a special meaning for Heutink and his wife, and there is one pressed beneath the glass of the picture.

"When I first saw the property at Guildwood Bay where my house stands today, the ground was covered with trilliums. They came to mean something very special to me. And of course, there is a relationship between the three hulled boat and the three petal flower.

The business end of the Trillium II is

carefully thought out. Two clinometers in the cockpit indicate whether she's on an even keel. Plastic drain pipes keep the decks dry with wind induced suction. The galvanized fuel tanks hold enough fuel to take the boat from Penetanguishene into the mid-Atlantic without using the sails. A stainless steel water tank holds 1200 litres of water which pass through a sink-top filter. Deep in the stern, there's a completely outfitted work bench. There's not an inch wasted aboard, and the many little lockers are fitted with finger latch opening — no knobs sticking out anywhere.

To all this modern technology and comfort, Jerry has added a traditional totem of good luck. There's a Canadian silver dollar under the main mast, which is stepped in oak.

Jerry Heutink, who came from Holland in 1956, says when Trillium II is launched there'll be no more boat building for him. There's Georgian Bay to explore, and he talks in a speculative tone about the St. Lawrence, and the Bahamas beyond.

Meanwhile, he's building a giant cradle to carry his dreamboat gently down to the bay. It will take a week, he estimates, to inch Trillium II out.

Two years ago a friend gave Jerry Heutink a bottle of champagne for the launching, and in three weeks, he'll smash it over the bow of his 30 year dream.